8 September 2017

Mr Brendan O’Brien
Executive Director, Infrastructure,
Housing and Employment
Dept of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Brendan,

Planning for Priority Precincts (Sydenham to Bankstown Corridor)

The Planning Institute of Australia NSW (PIA) support the conversion of the T3 Bankstown Line to a significant metro line and appreciate the urban redevelopment potential of the Corridors and Priority Precinct.

PIA believes it is critical to integrate land use, transport, infrastructure, governance and funding, if we are to create great places and valuable planning.

Rather than make a comprehensive submission on the Priority Precinct Plans for the corridor, PIA would like to highlight the following issues and opportunities, in line with our submission on the Southern and Central Draft District Plans. In this respect:

- The Department of Planning and Environment (DPE) should establish priority precinct governance arrangements for a growth infrastructure compact to balance the urban development and amenity objectives sought by community, state and local government.

- The governance regime should be designed to clearly identify and negotiate the ‘compact’, integrate strategic land use and infrastructure planning (local and state government), and stage rezoning in time with priority infrastructure delivery and funding streams.

- Adopt a costed growth infrastructure plan (for adoption by government for inclusion in budget forward estimates) approach - including items required to support the future population and business needs with infrastructure and services meeting benchmarks included in the ‘compact’. This should be staged and linked to the funding regime.

- The infrastructure plan should integrate the delivery of both economic and social infrastructure provided by both state and local government – including social and affordable housing and open space enhancement.

- Support the proposed 5-10% target for affordable housing provision across the District, and argue that given the potential for loss of existing affordable stock that it should be
a higher 10-20% for the Sydenham to Bankstown corridor.

- Establish an integrated funding regime that responds to an agreed funding mix - balancing a state and local government funds along with a component of contributions from new development, based on value capture, user charging and impact mitigation.

- The amount levied under any SIC should balance the full range of state and local government provided infrastructure items (including for affordable housing) – not lead to situation where there is no capacity to address local community infrastructure needs.

- The funding regime should be market tested to ensure that it does not discourage development in accessible locations. The development contributions amount should be clearly quantified and announced early (before rezoning) to improve the prospects of the costs being passed back to the value of land.

- Where there is the potential for broader accessibility and amenity benefits in the broader corridor there may be the opportunity for a wider district special rate.

- Ensure urban design quality standards are met at a standard to achieve the compact for housing and public domain in the priority precinct. This includes urban design quality and pedestrian accessibility in town centres – especially in Bankstown which should not be severed by an at grade rail line.

- SSROC recently published a multi-layered liveability map for central and southern Sydney. The mapping revealed deficits in access to open space, community facilities and schools in and near the corridor. This material should inform services planning and inclusions in the growth infrastructure plan.

- The precinct housing targets should be balanced with those across the broader district, and should be refined based on growth demands and infrastructure ‘carrying capacity’. The targets should be minimum targets and can be adjusted to provide housing diversity to a growing and changing population, but should also be responsive to future living conditions and reflect the availability of economic and social infrastructure to maintain amenity.

- While housing growth is overwhelming policy imperative, the future of commercial and industrial lands in the corridor should be carefully investigated – and not converted where they contribute to the employment potential, urban services and broader economic goals of the District Plans. A precautionary approach to the conversion of employment lands should be taken (especially around Bankstown Airport - Milperra).

- Sufficient commercial capacity should also be promoted in Bankstown, which is regarded as a strategic mixed use centre for the middle ring of south west Sydney. As Parramatta grows it has the potential to generate stronger demand for transit links between Parramatta and Bankstown and labour market catchments further south.

PIA urges the Department to consider the Sydenham to Bankstown renewal as an opportunity to develop a community compact for growth that addresses the issues and opportunities outlined above. PIA would consider supporting tailored governance arrangements to negotiate and achieve outcomes based on a compact. The governance body would need the authority and capacity to control the collection and disbursement of funds, influence the prioritisation and timing of infrastructure as well as the nature and timing of rezoning.
Please contact myself or our Principal Policy Officer (John Brockhoff 0400 953 025) should you require further information.

Yours sincerely,

[Signature]

David Broyd
Vice President, PIA NSW

cc. Anthony Roberts MP, Minister for Planning
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