

Item 3
C224/1 Item 3
PARAMATTA ROAD CORRIDOR STAGE 1 PROPOSAL (PRCUTS) - PRELIMINARY ENGAGEMENT OUTCOMES
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RECOMMENDATION
1. That Council write to Transport for NSW regarding their submission on the Paramatta Road Planning Proposal:
a) request that TNSW withdraw their submission as Council does not support the proposed road widening in the Paramatta Road Corridor...

STRATEGIC OBJECTIVE
This report supports the following strategic directions contained within Council's Community Strategic Plan:

EXECUTIVE SUMMARY
The Planning Proposal for Paramatta Road Corridor - Stage 1 for parts of Leichhardt, Taversers Hill and Kings Bay/Oxley Precincts was placed on exhibition from 6 November to 17 December 2023. This report provides a preliminary update on Transport for NSW, Sydney Water and Department of Planning & Environment, and other relevant stakeholders' responses...

Of particular concern is the Transport for NSW (TNSW) submission which sets out their intention to seek road widening along the Corridor to provide an additional...

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from Burwood to the Sydney CBD. The raise major concerns regarding the proposed impacts on the community and environment, especially along the Corridor with the construction of the Corridor...

BACKGROUND
Planning Proposal for Paramatta Road Corridor - Stage 1 begins the commencement of the Paramatta Road Corridor Urban Transformation Strategy (PRCUTS) through amendments to the Inner West Local Environmental Plan 2022 (IWLEP 2022) and associated draft amendments to Development Control Plans (DCPs) in certain parts of Leichhardt, Taversers Hill and Kings Bay/Oxley Precincts by facilitating 1516 new dwellings and 1544 jobs...

The map in Figure 1 shows the extent of NSW Government's PRCUTS (in red) and parts of precincts into the Planning Proposal (in purple and pink).

Table 1: Map of PRCUTS and Planning Proposal extent. Columns: Precinct, Date, Session Time, Attendees. Rows: Leichhardt, Taversers Hill, Kings Bay, Total.

Figure 1 Map of PRCUTS and Planning Proposal extent

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1) Property values and rates - Submissions discussed the impact on property valuation, raised concerns regarding increase in property rates and their associated costs, and impacts on existing residents.
2) State agency submissions

The Planning Proposal was referred to several State Government agencies as per the Gateway determination conditions. Council had received responses from 13 agencies so far and is still awaiting responses from the following agencies:
- Commonwealth Department of Infrastructure, Transport, Regional Development and Communications
- Environment Protection Agency
- Ausgrid

The proposed road widening - TNSW's submission identifies road widening along the entire Paramatta Road Corridor. TNSW has nominated parcels of 0.5-1km (including 60m offset - refer to site plan) for road widening. TNSW has also indicated that it would like to acquire the sites as 'land reserved for acquisition' and rezoning this land to SPZ Infrastructure. TNSW has also indicated that it would like to acquire the sites as 'land reserved for acquisition' and rezoning this land to SPZ Infrastructure.

It can be anticipated that, based on international travel trends and transport technologies trends, the widening would prove invaluable within 2 decades as the mode shift to sustainable transport options and public vehicle technologies become the norm.

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Water supply - Sydney Water have requested an updated timeline and annual dwelling and job forecast for the Planning Proposal, noting capacity issues to service water in the Taversers Hill precinct. Growth data for number of dwellings in this financial year will be taken into consideration by Sydney Water when reviewing the potential network capping upgrades. Council officers are working with DPH to provide this information to Sydney Water.

The above State agency submissions raise significant concerns, and the proposal cannot be finalised until the above concerns are resolved.

3.0 IMPLICATIONS OF HOUSING REFORMS

The recently released Housing Reforms have significant implications on Paramatta Road Corridor and the controls proposed in the DWLH SEPP. Refer to Table 2. The recently released Housing Reforms (DWH) State Environmental Planning Policy (SEPP).

A comparative analysis has been undertaken of the Paramatta Road Corridor Planning Proposal and the controls proposed in the DWLH SEPP as per Table 2. The recently released Housing Reforms are affected by the proposed Housing Reforms.

Table 2: Comparison between the recent HOBs and FSRs of Council's DWLH and the proposed DWLH SEPP. Columns: Precinct, Planning Proposal, DWLH Provisions, FSR. Rows: Leichhardt Precinct, Balmain Road - R3, Parramatta Road - R1, Crystal Street - R3, Taversers Hill, West Leichhardt - R3, Leichhardt South - R3, Kings Bay/Oxley, Croydon Road - R3.

Further, this Planning Proposal is premised on an incentives provision whereby development up to achieve broader policy positions and supports the implementation of PRCUTS. For example:
- appropriate development pattern and high-quality built form in terms of bulk, massing, height, appearance, setbacks, amenity and modulation
- provide an active street facade
- higher building performance targets

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At the Council meeting held on 10 October 2023, Council resolved the following in part:
1. That Council endorse a site visit community consultation for the Planning Proposal for Paramatta Road Corridor Stage 1. An associated draft agenda for the Planning Proposal...

DISCUSSION
1.0 ENGAGEMENT
Description of Engagement activities
The Planning Proposal, draft DCPs and supporting technical documents were exhibited for 42 days between 6 November - 17 December 2023 in accordance with Council's Community Engagement Framework, the Environmental Planning and Assessment Act 1979 (EPA Act 1979) and Environmental Planning and Assessment Regulation 2021 (EPAR Regulation 2021).

The exhibition material was made available online at Your Say Inner West (YSIW) and 3,693 residents visited the exhibition premises between 7 November 2023 and 17 December 2023. The exhibition material was made available online at Your Say Inner West (YSIW) and 3,693 residents visited the exhibition premises between 7 November 2023 and 17 December 2023.

Community Meetings (8 in total) and 3 Drop-in sessions were carried out as detailed in Table 1. Officers were also available at the Keyworth Public Christmas Fair on 6 December 2023 to respond to any queries and concerns. Community Meetings were open to public and active transport and dissonance of private vehicle dependency.

Table 1: Community meeting and drop-in sessions - schedule and attendance. Columns: Precinct, Date, Session Time, Attendees. Rows: Leichhardt, Taversers Hill, Kings Bay, Total.

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While the widening may be the 'purpose of public transport enhancement', it is not to be done within the existing congestion, traffic flow and public transport infrastructure and result in similar issues to those currently being experienced on Victoria Road, Rozelle, which included demand for increased traffic congestion and major community backlash.

Council strongly supports improvements to public transport and provision of on-street road travel along Paramatta Road to the Taversers Hill precinct. Council supports the widening of Paramatta Road, without impacting the adjacent properties and must be delivered within a sustainable timeframe to support the development growth in the corridor.

Physically and psychologically barrier - The widening of Paramatta Road would reinforce the physical and psychological barrier that already exists, separating potential friendly access to it and usually altering any human scale that could be achieved. This is contrary to the vision of PRCUTS which is an improved urban environment.

Impacts on heritage - TNSW maps require the existing Heritage Conservation Area (HCA) along the corridor. The proposed road widening in the HCA would require the buildings to be demolished resulting in the loss of heritage facades and awnings of buildings along the southern side of the road. The map shown in Figure 2 is an example of proposed road widening along the Paramatta Road HCA in Leichhardt from Crystal Street (up to 4.4m). In addition, TNSW's submission has proposed the proposed heritage items (such as the one in yellow below) and ignored the heritage significance of these items. Council officers do not support road widening in the Planning Proposal stating that these would hinder the provision of proposed road widening.

Additional private cars and shared cars that for time-to-time would also be added to autonomous and require narrower lanes. Consequently, it is considered that any proposal to widen Paramatta Road for transport or traffic purposes is an unhelpful approach aimed at reinforcing existing travel patterns and technologies rather than planning for the future.

mechanisms to reduce urban heat
- maximum parking rates to support sustainable transport modes, minimise traffic congestion and reduce private car dependency
The DWLH proposal, if implemented in the Paramatta Road Corridor, will result in larger buildings with less amenity as it encourages higher FSRs and HOBs than the current controls without any incentives offset.

For example, the Planning Proposal seeks to facilitate 3.4 storey residential development along Beeson, Hutton and Knowles Street in the north of Taversers Hill precinct. However, the proposed SEPP (which will supersede the proposed LEP controls) will result in 6 storey developments in this area. It is worth noting that the proposed SEPP would allow 6 storey developments in Taversers Hill precinct (even without this planning proposal) as it is zoned R1 General Residential which allows residential buildings. For further information, Refer to Council's detailed submission.

Another example where the proposed SEPP changes will result in reduced amenity outcomes is where the proposed DWLH and Floor Space Ratio (FSR) under the proposed DWLH SEPP are lower than the Paramatta Road Planning Proposal as per Table 3.

Table 3: Comparison between the recent HOBs and FSRs of Council's DWLH and the proposed DWLH SEPP. Columns: Precinct, Planning Proposal, DWLH Provisions, FSR. Rows: Leichhardt Precinct, Balmain Road - R3, Parramatta Road - R1, Crystal Street - R3, Taversers Hill, West Leichhardt - R3, Leichhardt South - R3, Kings Bay/Oxley, Croydon Road - R3.

DWLH proposal will fail to deliver the vision and objectives of PRCUTS. It fails to justify how it will deliver better outcomes than those envisaged in PRCUTS as required by the Section 91 Local Planning Direction (LPD) for the Paramatta Road Corridor.

Council's submission on the State Referrals requests that the Paramatta Road Corridor be excluded from the application of the proposed SEPP. However, if this recommendation is not accepted by the DPH, the inclusion of Council's Planning Proposal will be included as it will be superseded by the proposed SEPP which proposes larger developments than those in the Planning Proposal.

Further, there are also concerns that if the Planning Proposal proceeds with changes such as rezoning R1 Low Density Residential to R3 High Density Residential in Daffar Street, there would be indirect consequences of the proposed SEPP which would imply allow 4-6 storey in this area as opposed to the proposed 3 storey in the exhibited Planning Proposal.

The proposed built form outcomes in DWLH are larger and contrary to Council's response to individuals directly and a community meetings during the consultation process. Consequently, it is considered that any proposal to widen Paramatta Road for transport or traffic purposes is an unhelpful approach aimed at reinforcing existing travel patterns and technologies rather than planning for the future.

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Drop-ins
Precinct Date Session Time Attendees
Leichhardt 7 December 10am-12pm 26
Taversers Hill 2 December 10am-12pm 13
Kings Bay 20 November 10am-12pm 5

2.0.1 Preliminary Engagement Outcomes and Key Issues
2.1 High-level Community Feedback
Around 300 submissions were received during the exhibition period - 134 through YSIW, 133 by direct mail, 18 letters, and 2 submissions via the DPH Planning Portal. The submissions included the petition from Lungs of Leichhardt with 1879 signatures opposing the proposed changes in Taversers Hill precinct.

Submissions opposing the Proposed raised concerns about potential environmental and social impacts. Key issues raised included:
- loss of character, sustainable reasons to make and affordable housing supply, lack of supporting infrastructure and various issues relating to the proposed changes.

As a result of the concerns in the submissions it discussed below, Note that this is a high-level summary of the submissions and that a detailed analysis of the submissions is currently underway which will inform an Engagement Outcomes Report to be reported to Council in 2024.

2.1.1 Stage 1 Implementation Area - Submissions raised concerns regarding the selection of the Planning Proposal Stage 1 Area and were more in support of future development in areas directly along Paramatta Road including on employment and utilitarian land.

2.1.2 Proposed changes to planning controls - Respondents were generally in favour of the proposed increases residential and the potential to deliver better built form, sustainability, and amenity outcomes. Concerns were raised about the shift towards medium density residential zoning and increased density in the planning controls. Commentors also discussed the potential risk of character loss through streetwideness and heritage.

2.1.3 Proposed heritage controls - Submissions presented mixed views towards the proposed heritage controls. Some supported the proposed heritage conservation areas as these ensure the protection of character and quality areas. Whereas some submissions questioned the proposed heritage controls as these are perceived to hinder development, contrary to the aim of delivery of housing. There were objections to the proposed heritage items as these were perceived to have no architectural or social value.

Figure 1 indicates Draft Road Widening Plans for Paramatta Road and Crystal Street Leichhardt from TNSW Submission.

Further loss of amenity, widening of Paramatta Road and increased traffic will worsen the already long Paramatta Road, exacerbate the air pollution, noise and health impacts and will not support housing opportunities, in any objective of PRCUTS.

No prior consultation - Council's widening of Paramatta Road by TNSW are substantial and inconsistent with the DPH's messaging to the community throughout the public exhibition that no properties will be acquired through this Planning Proposal.

If TNSW's proposed road widenings were to be considered, new studies will be required to address any impacts to built form, heritage and traffic. The Planning Proposal will also have to be re-examined as these are substantial changes and community feedback.

2.1.4 Proposed new open space in Leichhardt - The Planning Proposal rezones TNSW owned car park at 247 Street, Leichhardt from E1 Local Centre to R1 Public Recreation, consistent with PRCUTS. However, TNSW has raised concerns regarding the proposed rezoning and associated removal of the Floor Space Ratio (FSR) control. TNSW have stated they require Council to purchase this property at market value based on the current zoning and FSR.

Given that Council is implementing the Section 91 Local Planning Direction for the NSW Government's PRCUTS, it is considered for TNSW to impose the requirement on Council to purchase this property at market value based on the current zoning and FSR.

If this Planning Proposal proceeds without certainty regarding the application of DWLH, there may be indirect consequences associated with the State Housing reforms and a perception that Council has misled the community on development potential.

It is recommended that DPH provide an assessment to Council that the proposed State Referrals will apply to the Paramatta Road Corridor.

CONCLUSION

Given the above issues raised in community and State Government submissions and considering the implications of the proposed State Government Referrals in the Paramatta Road Corridor, there are significant issues that require resolution in order to progress the Planning Proposal.

Escalation of these concerns with DPH to resolve the State agency submissions and seek assistance regarding the exclusion of Paramatta Road Corridor from the proposed Housing Reforms is underway.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the Report.

ATTACHMENTS

- 1. TNSW Submission Letters
2. TNSW Road Widening Plans
3. State agency submissions combined

Appendix A - Future Transport Improvements on Paramatta Road Corridor

Section 13. PRCUTS seeks to focus on increasing the level of public transport available in a growing precinct.
a. In line with the objectives of the Direction, the Paramatta Road Corridor Urban Transformation Strategy (PRCUTS) will be implemented in accordance with the State Environmental Planning Policy (SEPP) 2021 (SEPP 2021) and the requirements set out in Section 9 of the State Environmental Planning Policy (SEPP) 2021 (SEPP 2021) and the requirements set out in Section 9 of the State Environmental Planning Policy (SEPP) 2021 (SEPP 2021).

The Paramatta Road Corridor Urban Transformation - Planning and Design Guidelines (PDG) will be developed and implemented in accordance with the State Environmental Planning Policy (SEPP) 2021 (SEPP 2021) and the requirements set out in Section 9 of the State Environmental Planning Policy (SEPP) 2021 (SEPP 2021).

The health and transport requirements of Section 3.6 of the guidelines provide:
1. Impacts public and active transport quality, access, and connectivity to and from Precincts and Plans Area.
2. Support an improved urban environment with areas designed for greater levels of activity.

Thank you for the opportunity to provide comments on the planning proposal. Should you have any questions or require further information, please contact the Planning and Design Unit via email: development.support@nsw.gov.au or by phone: 1300 30 30 30.

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Built form impacts - Issues relating to built form impacts were primarily concerned with overwinding or privacy impacts on existing properties.
Housing - Overall, respondents agreed that there is an immediate need to deliver more housing supply. Most views were provided as to whether Council's proposal would be able to facilitate ongoing private and affordable housing given the current housing crisis context. Commentors also raised the need to also foster more affordable and family-sized homes.

Traffic and transport - Submissions strongly supported improvements to sustainable transport options and the shift towards reduced private vehicle use to minimise traffic along Paramatta Road and surrounding streets. However, there were concerns that there has been no commitment of action from Transport for NSW, Sydney Water and Department of Planning & Environment to support the proposed changes. Most views were regarding the approach to maximum car parking rates with some respondents supporting the concept of maximum car parking rates whereas others opposed it, questioning whether the proposed provisions would alleviate existing and future car parking issues.

Community infrastructure - Submissions raised support for the proposed local provision to ensure developers make satisfactory state-of-the-art infrastructure contributions to deliver more social infrastructure and community facilities such as schools and hospitals. Some submissions questioned whether the proposed community infrastructure was adequate given the forecast growth in the area.

Open space and public domain - Submissions were generally in support of improved public amenity and new open space proposed within the Corridor. However, some respondents raised concerns regarding lack of existing open space and suggested that a greater provision of public open space should be provided.

Environmental impacts - A number of submissions were received regarding concerns around adverse biodiversity impacts on native wildlife and habitat in areas adjacent to the widening of Paramatta Road. Submissions also raised concerns regarding excavation of flood impacts in the Taversers Hill precinct.

Sustainability controls - Submissions generally support the proposed higher energy and water targets, sustainable transport modal shift mechanisms to increase the use of public transport. Concerns were raised as to whether the proposed sustainability targets could be expanded beyond energy and water consumption.

Impacts on existing community - Submissions supported various positive social benefits arising from the proposed changes, including improvements to urban amenity, livability, public space, and walkability. Issues were raised in relation to perceived impacts of housing and potential adverse to local businesses and community. Submissions also raised concerns regarding land acquisitions and impacts on existing residents who may be forced to sell their homes by developers.

Council to purchase this existing government asset that is identified as open space in the Planning Proposal.

Council's support is sought to allocate the TNSW owned Hay Street car park site as provided as public open space at no cost to Council given that:
- It is consistent with the State Government's Paramatta Road Corridor Urban Transformation Strategy;
- The level of density of open space infrastructure in Leichhardt precinct as noted in the West Recreational Needs Study (August 2021);
- There is substantial open space provided through PRCUTS and the State Government's Housing Referrals in Leichhardt that will create demand for additional open space;
- It would facilitate the only residential area along an important future citywide corridor that runs East-West to the Sydney CBD (see Figure 3).

A potential solution to delivering this open space would be for funding by DPH through the State Housing Productivity Centre (SHPC) to purchase the site from TNSW. State Planning Agreement. Note that this is not identified for acquisition by Council as an item of the Infrastructure Contributions Plan and there is already an existing lot/land in kind to provide local infrastructure.

The site could be identified as 'R1 Public Recreation - Regional Open Space' which is in accordance with the provisions under Clause 5.1(2) of the Inner West Local Environmental Plan 2022 will require the corporate contribution under Section 2.5 of the Act. NSW Government Agency to retain the ownership of the site and ultimately deliver the open space.

Biodiversity - Environment and Heritage Group of DPH have requested additional information to assess and address any adverse impacts of the proposed for the Taversers Hill precinct on the Large Berrington Wet (Administrative Outcomes), a threatened species under the Biodiversity Conservation Act 2016.

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Transport for NSW
Mark Gardner
Executive Director
NSW Government
1300 30 30 30

For the reasons outlined above, Transport seeks amendments to the PP prior to its finalisation to DPH.
1. Amend the proposed R1 Public Recreation zoning and increase the existing zoning R1 Public Recreation to R3 High Density Residential.
2. Amend the proposed R1 Public Recreation zoning and increase the existing zoning R1 Public Recreation to R3 High Density Residential.

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Under Division 3.2, a proposed model code, alter or amend existing zoning or reclassification of land to public purposes relating to the State Environmental Planning Policy (SEPP) 2021 (SEPP 2021) and the requirements set out in Section 9 of the State Environmental Planning Policy (SEPP) 2021 (SEPP 2021) and the requirements set out in Section 9 of the State Environmental Planning Policy (SEPP) 2021 (SEPP 2021).

The Delivery Assessment Report was prepared by the Department of Planning and Environment in October 2023 and is available on the Department of Planning and Environment website. The report provides a detailed assessment of the proposed changes and the potential impacts on the community and the environment.

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ATTACHMENT - ANER WEST LEP PHASE 1A - PP-2022-1921

Current and Educational Facilities

Current and Educational Facilities
DUE have several existing schools within the three (3) nominated Precincts, these being
Lynchford Public School, Sydney Secondary School, Traveston HSE School,
Croydon Park Public and Croydon Park and more within surrounding areas. SINDG will
not have a long term primary and secondary school demand distributed across the
precincts listed above.

A key consideration for SINDG relates to the proposed changes in dwelling yield from the
Pittwater Road Corridor Urban Transformation Planning and Design Guidelines document:

Category	2022 Population	2032 Population	2042 Population
Urban	100	200	300
Urban Edge/Corridor	100	400	300

While it is likely that the environment demand stemming from the draft proposal can be
accommodated within surrounding schools, the draft proposal must be considered in the
context of the growth projected in the wider LGA under the Precinct 1A plan, which will
likely need to be supported by additional educational infrastructure. SINDG is in the process
of assessing the growth in order to identify appropriate solutions to accommodate future
projected enrolment demand. This will ensure that existing schools are fully utilised before
new schools are considered.

SINDG is committed to working with Council to ensure schools are supporting community
needs and continue to be appropriately resourced to support to student population changes.
As a result, SINDG request ongoing engagement with Council regarding any future growth
and change identified for the locality.

Options for Precincts and other Growth Initiatives

SINDG uses population and dwelling projections data provided by the Department of
Planning, Housing and Infrastructure (DPIH) as the basis for actual planning. This data
allows SINDG to assess schools within an area or region to identify the best way to
distribute student numbers and deliver new and upgraded facilities.

Recent public changes such as the Affordable Housing Plan, Red to Reef Program and
the Transport Demand Management Program have potential to divert from the above
data and it is important to take specific and strategic measures for local government
schools. This combined with increased climate risk planning presents another potential
challenge. These three scenarios in adding to educational establishments being in or
above capacity upon their completion. The need to then source new land for additional
educational establishments is problematic and costly when the situation arises.
As a result, SINDG request ongoing reporting that the above program and how this can be
mitigated through planning from the above program and how this can be
mitigated through key social infrastructure within the local government area.

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Active Transport and Access

SINDG request that transport planning for the proposal be guided by the NSW Government
Movement and Place Framework (MPPF) and its Built Environment Performance Indicators.
These indicators are based on applying a set of criteria to a well-defined built environment
and assess its ability to perform in a number of different contexts.

The MPPF's Use, Activity and User and Primary Schools' indicators are of particular
importance to SINDG, as these encourage public designers to consider the impact on
adjacent placements, as well as encouraging movement that supports place. The 'Primary
Schools' indicator provides key specific criteria to judge the effect of infrastructure on the
accessibility of public schools in an area, these being walkability and public transport access.
These metrics require designers to assess whether proposed infrastructure facilitates access to
primary school facilities (or public transport connections to schools) or whether it
restricts access to the network.

The primary school-focused MAPP amenity indicator can be accessed via the link below:
<https://www.transport.nsw.gov.au/transport-and-built-environment/active-transport-schools>

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