

Summary of State Plans and Strategies

NSW 2021 State Plan

NSW 2021 is the state government's 10 year plan which in conjunction with the NSW Budget guides policy and budget decisions for delivering community priorities. The plan aims to increase patronage on public transport, improve efficiency of the road network, restore accountability to the NSW government, achieve environmental and economic benefits, build liveable centres, and involve the community in decision making on government policy, services and projects.

The proposed rezoning of the Showground Station Precinct meets the NSW 2021 priorities in the following ways:

- Creating liveable and active public domain spaces that integrate with proposed land uses, active transport and amenity;
- Integrating land use and transport to ensure a high level of access to the new Showground metro Station and improve connectivity within and throughout the Precinct for the benefit of existing and future residents;
- Improving, public transport as well as pedestrian and bicycle connectivity to nearby employment; and
- Providing for a diversity of housing types in close proximity to a rail transport node.

A Plan for Growing Sydney

A Plan for Growing Sydney, released in December 2014, details the NSW Government's vision for Sydney's future, which is 'a strong global city, a great place to live'. The plan will guide land use planning decisions for the next 20 years, that will shape where people will live, and work, and how they move around the city.

The Government's goals for Sydney are:

- A competitive economy with world class services and transport
- A city of housing choice with homes that meet our needs and lifestyles
- A great place to live with communities that are strong, healthy and well-connected
- A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The Sydney Metro Northwest corridor, including the Showground Station Precinct, is identified in the Plan as an urban renewal corridor. This corridor, as far as Norwest Business Park, is also part of the Global Economic Corridor which is a significant generator of the State's economic activity, featuring a high concentration of Sydney's high skilled jobs.

The Showground Station Precinct is also identified as a Priority Precinct within the Plan. Specific actions relating to Priority Precincts that have been considered in preparing the Precinct Proposal include:

- *Action 2.3.3 Deliver more opportunities for affordable housing.* As outlined in Section 3.9 of the Planning Report, the Government will develop a comprehensive approach for affordable housing on the Government-owned land across the Showground Station, Bella Vista Station and Kellyville Station precincts in consultation with all stakeholders. This approach includes a local housing strategy that recognises and plans for a diverse range of housing, including affordable housing.
- *Action 3.4.3 Target investment in local arts and cultural in Priority Precincts.* The recommended development controls require a public art strategy to be provided with the first development application for subdivision within the local centre (area to be zoned B2 Local Centre). Additionally, a public art strategy is required under the contract for the operation of the Sydney Metro Northwest.

New South Wales Long Term Transport Master Plan

The NSW Long Term Transport Master Plan was released in December 2013, and identifies objectives which focus on improving liveability and supporting economic growth and productivity. These objectives are to be facilitated by the provision of a transport network which reduces journey times, improves connectivity, increases efficiency and provides services that support job growth in centres close to where people live. There is an emphasis on the delivery of more transit-orientated development both as part of urban renewal projects and in new developments.

There are several transport challenges facing Sydney including keeping the city's important transport corridors moving, sustaining growth in Greater Sydney and providing better connections and services to Sydney's growth areas.

The plan recognises that there is a high level of car dependency for work trips within the Global Economic Corridor which includes Macquarie Park, North Sydney and the Sydney CBD, especially from the Hills District. Sydney Metro Northwest will relieve pressure on this corridor.

The NSW Long Term Transport Master Plan has a number of actions that directly affect the precinct relating to the need to plan for transit-oriented development as part of the Sydney Metro Northwest, as well as improving the pedestrian, cycle and public transport networks.

The Showground precinct supports the objectives and actions of the NSW Long Term Transport Master Plan with the planning around the Showground Station ensuring connectivity within the precinct and to other areas in Sydney, and minimising journey times for those living and working within the precinct.

Further details on how the precinct proposal addresses the actions within the NSW Long Term Transport Master Plan are discussed in more detail in the Transport Plan at Appendix E.

New South Wales State Infrastructure Strategy Update 2014

The NSW State Infrastructure Strategy was updated by Infrastructure NSW in 2014 to take into account the NSW Government commitments to the allocation of \$20 billion to Restart NSW for investment in infrastructure, the extension of Sydney Metro Northwest to Bankstown via the CBD, as well as funding commitments for road upgrades, education, health, energy and water.

The Strategy recommends a range of infrastructure projects to be delivered over the next 20 years that would benefit the Showground precinct and the broader community including:

- \$7 billion for the extension of Sydney Metro Northwest to Bankstown via the CBD;
- \$300m for Bus Rapid Transit and Bus Priority Infrastructure;
- \$400m for pinch points and clearways;
- \$200m for traffic management upgrades; and
- \$600m reservation for Parramatta Light Rail; and
- \$600 million contribution towards new health facilities including growth hospital investment in the north-west (Rouse Hill).

The Strategy also identifies that housing supply acceleration is critical to the economy of the State and should be a key objective in determining investment priorities. Infrastructure NSW considers that transit-oriented development has the potential to achieve wider economic benefits, such as improved land use productivity, and to improve the returns on major transport investments. Government-led projects, such as the divestment of government land within the Sydney metro Northwest corridor also have the potential to achieve other housing objectives such as the delivery of affordable housing and universal (lifelong) housing options.

State Environmental Planning Policies

The following state environmental planning policies (SEPPs) are of relevance to the precinct:

- State Environmental Planning Policy No 55—Remediation of Land;
- State Environmental Planning Policy No 65—Design Quality of Residential Flat Development;
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004;
- State Environmental Planning Policy (Exempt And Complying Development (Codes) 2008; and
- State Environmental Planning Policy (Infrastructure) 2007.

The proposal is consistent, or can be conditioned to be consistent as part of the development assessment process, with the key directions of these state planning policies.