Urban Taskforce
AUSTRALIA

The Urban Taskforce represents Australia's most prominent property developers and equity financiers. We provide a forum for people involved in the development and planning of the urban environments to engage in constructive dialogue with government and the community.

15 November 2016

NSW Department of Planning & Environment

GPO Box 39

SYDNEY NSW 2001

Dear Sir / Madam

Re: *Sydney Olympic Park MasterPlan 2030 (2016 Review)*

Thank you for providing an opportunity to comment on the *Sydney Olympic Park Master Plan 2030 (2016 Review)* and accompanying documents. Our comments are provided below for your consideration.

Mixed uses and more residential will create a lively and active neighbourhood

The *Sydney Olympic Park Masterplan 2030*, issued in 2010, suggests that by 2030 the urban precinct will 'fulfil its destiny to become of the world's great contemporary civic spaces.'

The Park was originally designed as a cluster of venues and the transition from this to a vibrant urban centre will be accelerated by broadening the types of activity in the area and increasing residential development, accompanied by public transport, schools, parklands and retail and commercial development. The proposed target of 10,700 dwellings and increase of retail floorspace from 33,000 square metres to 100,000 square metres will ensure Sydney Olympic Park can evolve into a thriving town centre.

The future Sydney Metro West (announced after the exhibition of the Sydney Olympic Park MasterPlan 2030 (2016 Review)) including a station at Sydney Olympic Park, allows these targets to be increased further. In order to maximise the patronage, efficiency and value for money of this key piece of infrastructure, additional housing and retail development should be allowed in all precincts. For example, building heights in area in close proximity to the railway station should be revised to 60 storeys and upwards.

A consistent approach to affordable housing is needed

The Sydney Olympic Park Masterplan (2016 Review) does not include provisions for affordable housing or an affordable housing target. As the site is mostly in government ownership, the master plan gives the government a rare opportunity to deliver on its affordable housing commitments contained in the Sydney Metropolitan Strategy, *A Plan for Growing Sydney*. This document indicates that the government intends to set aside a proportion of major developments on government owned land as affordable housing. However, there are very few examples of this to date.

Recently the Parramatta Road Corridor Urban Transformation Strategy was finalised, which included a target of a minimum of 5% of new homes will be for affordable housing. The land contained in the corridor is owned by private landowners. A consistent approach to the provision of affordable housing is needed, with clear affordable housing targets for the renewal of government land as well as privately owned redevelopment sites.

Greater clarity on developer contributions is needed

The exhibition material indicates that the Department of Planning & Environment is preparing a Special Infrastructure Contribution for the Greater Parramatta to Olympic

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Peninsula, which will be implemented via a clause inserted in the State Significant Precinct listing. A draft SIC framework is due for public exhibition within the next year.

The development industry has no objection to making contributions to infrastructure where a clear and direct nexus can be demonstrated, the resulting amount is reasonable and not a hindrance to development, and the payment of such levies is not linked to government decisions making powers (in particular development approvals and rezoning applications). The contributions must be fairly and consistently applied in order for competitive development conditions between different precincts to be established. This is in turn facilitates greater supply of land and dwellings, as well as capping contributions to mitigate housing affordability concerns.

The Urban Taskforce has suggested three alternative approaches to raise funds for the new transport infrastructure such as the Sydney West Rail.

1. **Metropolitan wide transport infrastructure levy**

This would be a small increase in the rates of all metropolitan businesses and residence for the benefit of metropolitan wide transport initiatives or the levy could come in the form of a land tax on all land. Both levies would be long term lasting for decades.

2. **District Infrastructure Contribution**

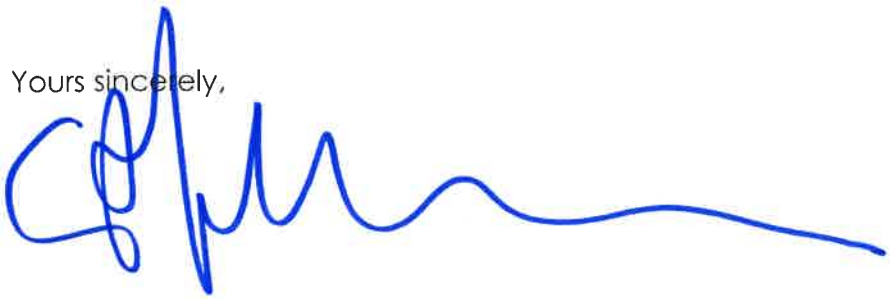
This would relate to infrastructure within the metropolitan Districts benefiting from the new rail infrastructure. Some Districts may need to raise more revenue than others. The District Infrastructure Contribution would be a relatively small levy on all new development in a region similar to local government contributions levied under section 94 of the *Environmental Planning & Assessment 1979* (local infrastructure contributions), but would be used for regional infrastructure.

3. **Individual site agreements**

An agreement would be made between a developer and the approval authority to allow an uplift in floor space and height as long as an infrastructure contribution was made to government to be allocated to transport projects.

The Urban Taskforce would be interested in working with the NSW Government on the *Sydney Olympic Master Plan 2030 (2016 Review)*. With our membership of financiers, developers, planners and architects we are in a good position to contribute to policy discussions. If you want to follow up please feel free to contact me on telephone number 9238 3955 to discuss this further.

Yours sincerely,



Chris Johnson AM

Chief Executive Officer

Urban Taskforce Australia