3.3 QUADRANT 2 – Next Generation Living from Camellia to Carlingford

3.3.1 Carlingford Corridor

Existing Character
The Carlingford Corridor includes the established residential suburbs of Dundas, Telopea and Carlingford. The precinct is approximately 9km to the north-east of Parramatta CBD and is generally defined by a radius of 800 m from the planned Parramatta Light Rail route. The precinct currently accommodates 1,656 jobs and 4,302 homes. Existing development within the precinct consists of predominantly residential land uses. However, it is located centrally to a number of employment precincts including Parramatta CBD, Macquarie Park, Norwest Business Park, Sydney Olympic Park and Rydalmere.

The northern most portion of the precinct, formerly within The Hills Local Government Area until it became part of CoP when Council amalgamations occurred in May 2016, includes Carlingford Station and a mix of older detached dwellings, as well as townhouses and apartments which have been developed since 2001.

Figure 20. Carlingford Corridor

Demographics and Economy
In 2015, the precinct had a population of 13,728 people, making up 15% of the population in the growth area. Key characteristics of the precinct population include:

- Median Age: 32.8 years
- 44% live in houses
- 32% live in townhouses or other medium density homes
- 23% live in apartments
- >80% residents have post school qualifications
- 53% young children, teenagers and people in their 20’s & 30’s
- 31% families – parents with children
- 20% households – couples without children
- 24% households – lone people
- 44% residents born overseas
- >30 different languages spoken at home

In 2011, there were approximately 1,636 jobs within the precinct. Approximately 52.8% of residents within the precinct are either in full or part time employment. The precinct has a diverse mix of employment including large healthcare, education, retail, industrial and business sectors.
Constraints and Challenges

Key challenges within the precinct include:
- Topography;
- Infrequent trains and buses;
- Connections across major roads;
- Large areas of social housing;
- Pedestrian accessibility and circulation; and
- Quality of open spaces and some streetscapes.

Opportunities

Key opportunities within this precinct include:
- Excellent Provision of Schools: The precinct has good access to a range of public and private schools, as well as several established colleges, universities and TAFEs.
- Good access to services and facilities: The precinct includes a number of smaller neighbourhood shopping areas which cater for the day to day needs of existing residents and workers (i.e. Carlingford Court shopping centre, Carlingford Village shopping centre, Eastwood Shopping Centre and Benaud Place) as well as larger shopping precincts which provide residents with a wider range of retail options including Westfield Parramatta and Westfield North Rocks.
- Open Space: The precinct is well serviced by open space with residents having access to a number of parks with a variety of functions including the Carlingford-Telopea Greenway which runs on the eastern side of the railway line as well as a number of existing sporting and leisure facilities within the precinct;
- Future Light Rail: In terms of public transport, the precinct is currently serviced by one train an hour to Clyde and infrequent buses. The Carlingford Corridor is ideally positioned for urban renewal due to its central location, age of dwelling stock and significant land holdings by the public sector. With the introduction of the Parramatta Light Rail, and subject to more detailed precinct planning, the precinct may change from suburban to more urban in character. Any transition from a low density built form must be supported by an overall plan for the design of public spaces to ensure that the Carlingford Corridor is a desirable place to live, shop, work and visit. Notwithstanding, the potential for renewal of the precinct provides an opportunity to guide quality design outcomes within the public domain. This includes improving pedestrian accessibility and circulation, improving the quality of open spaces and providing for cohesive and attractive streetscapes.

Telopea is currently, and will continue to, undergo significant change and renewal as industries move out of this area of Sydney providing the opportunity for new homes, jobs and community facilities between Sydney and Parramatta CBDs. Telopea will benefit from the change and renewal as the area becomes a more attractive place to live.

- Bushland corridors: Vineyard Creek and The Ponds Creek flow through the precinct and provide an opportunity to make distinctive bushland corridors in the middle of this urban setting. Any future planning process within this precinct should identify ways in which these creek corridors could be improved and enhanced to support the existing and future populations.

A vibrant, safe and attractive place to live, work and visit, characterised by high quality public domain spaces that provide for an attractive and cohesive public realm, and contribute to an active street life, as well as promoting community interaction.

Projected Growth

Any growth in jobs and homes in the Carlingford Corridor will be confirmed through future planning processes.

Actions (next 12 months)

- Progress Telopea as a Priority Precinct by working with Land and Housing Corporation and City of Parramatta.
- Investigate opportunities for long term renewal along Parramatta Light Rail preferred route and stations (outside of the Telopea Priority Precinct).
- Ensure planning for the Carlingford Corridor responds to the varied topography throughout the area.
- Effectively manage traffic and transport within the precinct.
3.4 QUADRANT 3 – Essential Urban Services, Advanced Technology and Knowledge Sectors

3.4.1 Camellia

Existing Character
Camellia is approximately 1.5 km east of Parramatta CBD and is bound by Parramatta River to the north, Duck River to the east, the M4 Motorway to the south and James Ruse Drive to the west. The precinct currently covers an area of 390 hectares. Access to Camellia is currently limited to two roads, being Grand Avenue and Hassall Street to the west and Wentworth Street to the south.

The Camellia Precinct is one of the most important employment land precincts in metropolitan Sydney, with great strategic value in terms of its size, location, activity and opportunities for future development and renewal. The Camellia Precinct is characterised by a strong industrial history and a large variety of industrial land uses, most notably the Viva Energy fuel storage and distribution terminal (operated by Shell as a refinery until 2012) which currently comprises approximately 50% of the precinct. Other industrial land uses include warehousing and freight distribution, resource recovery and manufacturing, providing employment across a range of industries.

Other key land uses within the precinct include private recreation, namely the Rosehill Racecourse and the Sydney Speedway/Granville Showground. The racecourse provides a natural buffer between residential areas west of James Ruse Drive and industrial land uses to the east.

Demographics and Economy
In 2015, the precinct only had a population of 4 people. In 2011, there were approximately 4,244 jobs within the precinct.

Camellia jobs 2011

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knowledge intensive</td>
<td>14%</td>
</tr>
<tr>
<td>Domestic services</td>
<td>26%</td>
</tr>
<tr>
<td>Health and education</td>
<td>1%</td>
</tr>
<tr>
<td>Industrial jobs</td>
<td>59%</td>
</tr>
</tbody>
</table>

Figure 21. Camellia

Constraints and Challenges
Key challenges within the precinct include:

- **Constrained Access**: Access to and from the precinct is a challenge with only two roads into the precinct. There is also a significant volume of heavy vehicle traffic during peak periods (particularly in the morning peak) with many intersections currently at or beyond capacity;

- **Infrequent Train Service**: Whilst the precinct is served by two railway stations on the Carlingford Line, Camellia and Rosehill stations, infrequent trains run from Carlingford to Clyde, with commuters required to change at Clyde to continue travelling to either Parramatta or the CBD. In addition, the stations are not easily accessible on foot from many of the industrial sites at the eastern end of the Camellia employment precinct.

- **Limited Bus Service**: No bus routes currently run through the precinct and pedestrian and cycle access within the precinct is generally limited;

- **Flooding**: The precinct is subject to flooding from Parramatta River, Duck River, Duck Creek and A’Becketts Creek. Whilst the majority of the precinct is categorised as ‘low risk’, the precinct contains areas of medium and high risk which are predominately restricted to Duck Creek, Duck River and Parramatta River watercourses and the southern side of Duck Creek near Density Street as well as significant proportions of the Viva Energy site;

- **Major Hazard Facilities**: There are several major hazard facilities operating in the precinct and a number of other operations that handle dangerous goods. In addition, there are a number of petroleum and gas pipelines that run through the precinct which provide a critical function to the Sydney metropolitan area and NSW more broadly;

- **Odour Issues**: Odour has been identified as a potential issue due to some of the current uses within the precinct. Sewage Pumping Station (No 67) is located within the current town centre. Further study is required to determine if this can be relocated and/or adaptively reused;

- **Contamination**: As a result of Camellia’s industrial history, previous studies have confirmed that soil and groundwater are contaminated with a range of contaminants including asbestos, hexavalent chromium, petroleum hydrocarbons, chlorinated hydrocarbons and arsenic. Acid sulfate soils are also likely to occur within the precinct.

- **Sensitive Ecology**: Ecological values within the precinct are concentrated around the north, east and southern boundaries along Parramatta and Duck Rivers and associated tributaries. These areas comprise aquatic habitat, associated foreshore vegetation, landscaped planting and an artificial wetland in the east of the site located within the Viva Energy site. Previous studies have identified areas of native vegetation including Estuarine Swamp Oak Forest, Estuarine Reedland and Estuarine Saltmarsh within the precinct. Some of these communities are threatened under the Threatened Species Conservation Act 1995 (TSC) and the Environmental Protection Biodiversity Conservation Act 1999 (EPBC). There are also two records of threatened flora species and one fauna species in the precinct including:
  - Downy Wattle – Acacia pubescens (EPBC vulnerable, TSC endangered);
  - Narrow-leafed Wilsonia – Wilsonia bacchioides (TSC vulnerable);
  - Green and Golden Bell Frog – Litoria aurea (EPBC vulnerable, TSC endangered);

- **Limited Social Infrastructure**: Limited existing social infrastructure in the precinct. Currently there is no local open space (i.e. small parks) within the precinct and a very limited number within a 1km radius of Camellia Train Station. There are also no district open spaces within the precinct.
Opportunities

Key opportunities within the precinct include:

- **Department-led Rezoning Process:** The Department is currently undertaking a rezoning process for the precinct, and if rezoning occurs, the precinct is expected to grow significantly over the next 20 years. The redevelopment of the precinct will be focused around a new town centre located within a mixed use sub-precinct (approximately 45 hectares), up to 10,000 new homes, 8,850 jobs, shops, cafes and restaurants and other local services, improved access to Parramatta River through the creation of a new waterfront park and a riverfront promenade connecting Camellia to Parramatta CBD and Sydney Olympic Park.

- **Improved Access:** The Department will continue to working with Transport for NSW and RMS to provide additional road access points as well as progressing planning for the proposed Parramatta Light Rail through part of the precinct. The achievement of dwelling targets is dependent on satisfactory resolution of traffic and transport issues for the precinct.

  It is envisaged that the precinct will retain 120 hectares of employment land, equating to approximately 8,850 jobs – with existing employment land within the eastern and southern portions of the precinct (approximately 100 hectares) remaining as industrial. The retained areas of employment land have the potential to be further developed as an ‘Innovation Precinct’ and to build on the precinct’s strategic location for freight distribution.

- **Parramatta River:** Opportunity to provide public access to Parramatta River and additional high quality open space within the precinct, linking Camellia to local, district and regional open spaces in Parramatta and Sydney Olympic Park, building upon the concepts developed in the Parramatta Ways project to improve liveability for the new community and space for workers within the precinct.

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21st century living and business district, comprising industry, research, education, employment, retail, recreation, entertainment and residential uses.

**Projected Growth**

<table>
<thead>
<tr>
<th>Homes</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>10,000</td>
<td>8,850</td>
</tr>
</tbody>
</table>

Projected growth in Camellia to 2036 will be limited to 10,000 homes and it is expected the precinct will accommodate 8,850 jobs.

**Action**

- Work with Transport for NSW and Roads and Maritime Services to develop traffic and transport solutions for the Camellia precinct so that planning for additional homes and jobs can progress.

**Our Priorities**

- **Plan for the entire precinct holistically.** The Department will not support individual planning proposals within the precinct until satisfactory arrangements have been made for the provision of public infrastructure required to satisfy the needs that arise from the redevelopment of the entire precinct (i.e. new bridges, road and intersection upgrades, pedestrian links and regional open space).

- **Investigate options to upgrade James Ruse Drive to effectively manage traffic and transport.**

- **Explore options to divert heavy vehicles from travelling through the future Camellia Town Centre.**

- **Investigate opportunities for a continuous regional cycle and pedestrian link along Parramatta River and longer term potential pedestrian and cycle network along Duck River.**

- **Investigate opportunities for pedestrian and cycle linkages to Western Sydney University and to Silverwater.**

- **Continue to work with Transport for NSW to advance planning for Stage 2 of the Parramatta Light Rail, east of Camellia, in collaboration with Sydney Metro West.**
### 3.4.2 Rydalmere Education

**Existing Character**

Rydalmere is approximately 2 km north-east of Parramatta CBD and includes the Western Sydney University’s Parramatta Campus. It occupies land between the existing Carlingford Rail Line and Rydalmere Ferry Wharf, has easy access to the M4 Motorway (via James Ruse Drive), is accessible by bus and ferry and is proximate to other key employment nodes in the growth area including Parramatta CBD, Westmead and Camellia. Victoria Road is the main access and arterial road for the precinct, providing connections with Seven Hills and Norwest Business Park in the northwest and Meadowbank and Ermington in the southeast.

Comprising some 220 hectares, the majority of the precinct is characterised by industrial/business uses ranging considerably in size, industry sector and operation. The western part of the Rydalmere precinct consists of underutilised Government-owned land including Macquarie Boys High and Department of Aging, Disability & Home Care accommodation. The northern areas of the precinct comprise unconstrained low-density detached housing, with the potential for mixed-use and residential redevelopments.

Western Sydney University has two sub campuses within Rydalmere, namely Parramatta South (approximately 22 hectares) which falls within the Rydalmere precinct and Parramatta North (approximately 6 hectares) which is located to the west of the precinct. The Parramatta South campus is the University’s main campus with approximately 15,000 students enrolled. The University is currently developing strategies around the campus network including opportunities for new infill buildings, improved connections and open space.

The area in the precinct’s south consists of a mix of industrial, detached houses and undeveloped land. Due to its proximity to the future Parramatta Light Rail and Western Sydney University, this area may have development potential for higher density employment generating activities aligned to the University’s role as an incubator for research and development.

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### Demographics and Economy

In 2015, the precinct had a population of 2,200 people, making up to 2% of the population in the growth area. Key characteristics of the precinct population include:

- **Median Age**: 33.2 yrs
- **75%** live in houses
- **14%** live in townhouses or other medium density homes
- **11%** live in apartments
- **>85%** residents have post school qualifications
- **38%** young children, teenagers and people in their 20’s and 30’s
- **29.6%** residents born overseas
- **>26** different languages spoken at home
- **17%** households – lone people
- **42%** households – couples with children
- **19%** households – couples without children
- **19%** families – parents with children
- **14%** householder – couples
- **75%** householder – lone people
- **11%** household – lone people

In 2011, there were approximately 8,521 jobs within the precinct. Approximately 56% of residents within the precinct are either in full or part time employment.

### Rydalmere Education Jobs 2011

- Knowledge intensive jobs (47%)
- Domestic services jobs (24%)
- Health and education jobs (13%)
- Industrial jobs (12%)

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![Figure 22. Rydalmere Education](image.png)
Constraints and Challenges
Key challenges within the precinct include:

- Current inability, due to poor precinct amenity, to attract ‘high-technology’ and knowledge based industry;
- Fragmented land ownership patterns. The current lot patterns and built form in the precinct are key challenges to achieving the vision of becoming a high-technology and knowledge based employment hub. It will also require mechanisms to encourage site amalgamation;
- Limited access for large trucks and containers;
- Traffic congestion;
- Infrequent rail services; and
- Global production factors on existing tenants.

Opportunities

- High Technology and Knowledge based Industrial Precinct: With its economic roots established in the industrial sector, Rydalmere will likely experience a shift towards a knowledge-based sector led by Western Sydney University. Investment by Western Sydney University has projected student growth from 13,000 to 30,000 over the next 20 years positioning Rydalmere as a world class education precinct.

The Rydalmere Precinct has a number of features that it can leverage to transition to a future high-technology and knowledge based industrial precinct, including its location with Western Sydney University, access and geographical connections, and its existing capability as an industrial hub for a diverse mix of businesses.

- Infrastructure and Facilities: Having state of the art, modern and flexible infrastructure, in addition to a diverse range of facilities that provide business and community amenity (i.e. public domain improvements along Parramatta River and Subiaco Creek including lighting and signage for walking and cycling), will be critical for attracting globally competitive high-technology and knowledge based industry (and the corresponding highly skilled workforce).

- Renewable Energy: There is also an opportunity to promote energy efficiency and the use of renewable energy with any redevelopment in the precinct.

- Public Transport: The introduction of the proposed Parramatta Light Rail to the transport offering for Rydalmere is likely to provide a significant boost to the precinct. The Department will continue to emphasise the pre-eminence of employment over residential uses for the existing employment zoned lands.

- Government land: Opportunity to develop Government land for a mixed use precinct for complimentary uses to the Western Sydney University.

A high-technology and knowledge industrial precinct and a hub for innovation and high-value employment growth, which includes education and university supporting uses.

Source: Rydalmere Industrial Precinct Economic Development Study, Parramatta City Council (August 2014)

Projected Growth

Any growth in jobs, students and homes in Rydalmere will be confirmed through future planning processes.

No short term actions

Longer Term Priorities

- Investigate opportunities to transition existing industrial area into future high technology and knowledge based industrial precinct with modern infrastructure including renewable energy.

- Develop mechanisms that encourage site amalgamations.

- Work with Western Sydney University plans for expansion and student accommodation.

- Explore the future use and redevelopment potential of the Government Property site.

- Promote energy efficiency and the use of renewable energy with any redevelopment in the precinct.

- Investigate options to improve access to and from the precinct, particularly from Victoria Road.

- Work to provide a pedestrian link along the Parramatta River foreshore.

- Explore ways of overcoming the fragmented land ownership pattern in the precinct.
3.4.3 Silverwater

Existing Character
The Silverwater Precinct is approximately 350 hectares in area, 4km to the east of Parramatta CBD and is generally bound by Parramatta River to the north, the M4 Motorway to the south, Haslams Creek to the east and Duck Creek to the west (refer to Figure 35). The majority of the precinct comprises well-established employment lands, most notably manufacturing, light industrial, utilities and urban services. The precinct displays the same functional characteristics of many other larger employment lands within the sub-region. This pattern provides urban services to the north along the precinct’s frontages to Silverwater Road with light manufacturing uses common in the street further away from the main road.

The precinct contains a broad mix of building stock in terms of age and style with large floor plate warehouses used for transport and logistic type uses and smaller units for urban services. There are new developments along Derby Street to the west of Silverwater Road with a mix of built form on the eastern side of the precinct. Several large and institutionally owned estates are located in the precinct, including: Central West Industrial Estate, Triple M Industrial Estate, Slough Business Park and Mills Waterfront Estate. A select number of food and beverage outlets are found in this precinct, including Subway and coffee shops. Prominent occupiers within the precinct include Chubb Security and Enersys Australia.

The Newington business park, to the west of Sydney Olympic Park provides campus-style accommodation, a part of which is owned and managed by Goodman. The precinct is occupied by a mix of tenants including Bose, IAG Research, NSW Food Authority and Hitachi. The built form is new and well maintained, comprising a combination of warehouse and office floor space. The Newington Marketplace is located adjacent incorporating a Woolworths supermarket and a selection of retail specialties.

The eastern portion of the precinct between the existing industrial precinct and Haslams Creek is the master planned Newington village (a legacy of the 2,000 Sydney Olympic and Paralympic Games when it was the site of the Official Athletes Village).

In relation to future land use planning, one of the major driving factors that underpins the success and popularity of Silverwater is its relatively ‘separate’ nature from residential areas, thereby making land use conflicts a minimal issue.
Constraints and Challenges
Key challenges within the precinct include:

- **Limited Industrial Stock:** Supply is relatively tightly held with strong leasing demand for smaller industrial units. The tight supply of stock in Silverwater results in sale prices achieved well in excess of reserve at auctions, currently driven by a strong owner occupier market.

- **Growing Demand for Office Uses:** While Silverwater is competitively well placed in the market, it is understood there is a growing tendency for more office-type uses, which is potentially restricted by existing planning controls.

- **Small Lot Size:** Even though Silverwater is broadly considered in the industry to be successful, the relatively small average lot size of 0.3 hectares limits its capacity in the future for redevelopment and densification. More than 50% of lots in the precinct are less than 1,000m² in size.

Opportunities
Key opportunities within the precinct include:

- **Strong Demand for Employment:** Silverwater is anticipated to remain a key employment area within the growth area as an area of essential urban services, advanced technology and knowledge sectors. Depending on the alignment of the proposed Parramatta Light Rail, the existing Newington Business Park and Local Centre, located to the south of Holker Street may be suitable for some redevelopment. This may involve expanding the uses currently permissible within the existing B7 Business Park and B2 Local Centre zones to encourage mixed use or intensified business uses. Research undertaken in December 2015, suggests there is an underlying market demand for more accommodation like that which is provided in the Newington Business Park (i.e. campus style developments providing for both office and warehouse-type uses). This however is not considered a key priority for precinct.

- **Residential uses:** Newington will remain predominantly residential.

An industry, employment and urban services precinct specialising in advanced technology and manufacturing and a key precinct of economic activity within the growth area.

Projected Growth
Any growth in jobs and homes in Silverwater will be confirmed through future planning processes.

No short term actions

Longer Term Priorities

- Retain precinct as a key employment area for essential urban services, advanced technology and knowledge sectors.
- Investigate opportunities to optimise employment density and the range of job types available and demand for additional campus style development.
- Investigate opportunities for regional cycle and pedestrian links along the Parramatta River.
- Continue to work with Transport for NSW to advance planning for Stage 2 of Parramatta Light Rail in collaboration with Sydney Metro West.
- Explore appropriate locations to increase and improve access to Duck River.
- Explore opportunities to improve connectivity to Sydney Olympic Park.
- Newington will remain predominantly residential.
3.4.4 Parramatta Road

The Parramatta Road Precinct is comprised of the Auburn and Granville sub-precincts that form part of the New Parramatta Road Urban Transformation Strategy (the Strategy) prepared by Urban Growth NSW (November 2016). The Strategy reflects the NSW Government’s 30 year plan for the Parramatta Road Corridor, the aim of which is to bring new life to local communities living and working along the Corridor. The Auburn and Granville sub-precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services and potential to accommodate sustainable growth.

The following sections include a description and analysis of constraints and challenges as well as opportunities for each sub-precinct and has been taken from the Strategy and the Parramatta Road Corridor Urban Transformation Planning and Design Guidelines Implementation Tool Kit (November 2016).

GRANVILLE

Existing Character

The precinct comprises a mix of Victorian-era terrace lots which are long and narrow around Good Street and Granville rail station. Larger lots are located north of Parramatta Road. The precinct includes a wide range and mix of land uses including:

- A small shopping precinct on the northern side of Granville Station which is supported by light industrial and some residential;
- Commercial, showrooms, office buildings, car yards, petrol stations and signage fronting onto and dominating Parramatta Road; and
- Low to medium density residential and wide streets characterise the area further north towards the M4 Motorway.

Many distinct local heritage items are interspersed throughout the precinct. Heritage items in the Granville precinct include individual dwellings, (detached and terraced) and shops, the Granville Hotel, Former School of Arts, and The Barn. The Tottenham Street Heritage Conservation Area is located in the northern portion of the Precinct just south of Harris Park rail station.

The precinct contains two major pieces of open space which provide passive and active recreation facilities. The Holroyd Sports Ground is located west of Woodville Road and FS Garside Park is located further east. The Granville Swimming Centre, Youth and Recreation Centre and Memorial Park are located outside the precinct on the southern side of the Western Rail Line.

The RMS’s regional cycle route travels along the alignment of the M4 viaduct (at grade). Cycle routes are also located on Woodville Road/Church Street and Parramatta Road, which are busy roads, and south of the Precinct on The Avenue. Public transport services are based around the Granville Station and Bus Interchange (south of the Rail Line) which provide services to the north, west and south west. There are six bus routes provided in and around the Precinct which provide connections to the major centres to the north, south and east of the Precinct.

Constraints and Challenges

A number of constraints and challenges were identified for Granville, including:

- Large volumes of cars and heavy vehicles traverse this section of Parramatta Road which provides an east-west connection between Woodville Road and James Ruse Drive;
- Limited north – south connections across Parramatta Road and the heavy rail lines which provide barriers for both vehicles and pedestrians;
- Long blocks (>200m in places), small lot sizes and land fragmentation which could limit the ability to achieve through links and further improve permeability;
- Ensuring land uses and built form address the busy nature of Parramatta Road and that future development achieves good levels of amenity;
- Lack of accessible open space;
- Limited community facilities;
- Flooding along Duck Creek; and
- The area west of Woodville Road is located in an awkward position that is difficult to access and relies on a single vehicular access point.
Opportunities

The significant opportunities presented by this sub-precinct are:

- High accessibility to employment, recreation, entertainment and cultural facilities in the Parramatta CBD;
- Potential to extend the existing Granville town centre north and provide commercial and retail floor space to accommodate additional urban services such as supermarkets, day-to-day business services, indoor recreation opportunities and child care facilities;
- Presence of distinct employment uses across the Precinct including Auto Alley adjoining the Parramatta CBD and the Mort Street and Clyde employment lands;
- Celebrating Granville’s identity as a ‘destination’ for food by providing opportunities for restaurant space and outdoor dining;
- Good proximity to heavy rail and bus services;
- Relatively permeable blocks and wide streets which provide a strong framework to deliver high quality public domain and green links, high levels of activation and a pedestrian friendly environment;
- Incorporating heritage elements in the built form and streetscape in recognition of Granville as one of Sydney’s oldest suburbs;
- New open space areas including a new urban plaza, new local parks, opportunities to extend FS Garside Park and embellishments to land under the M4 Motorway and along Duck Creek;
- A high degree of development activity around the railway station that presents the opportunity to achieve transformation with quality and improved built form outcomes.

Close to Sydney’s second CBD at Parramatta, Granville will be a vibrant mix of new housing, shops and commercial spaces, linked by a much improved network of streets and attractive new parks and public spaces.

Source: New Parramatta Road Urban Transformation Strategy, UrbanGrowth NSW (November 2016)
AUBURN

Existing Character

The Auburn sub-precinct is located north of Auburn town centre and is bound by the M4 Motorway to the north, and Rawson and Simpson Streets to the south, Duck River to the west and the railway line to the east (refer to Figure 48). The area is characterised by residential development, employment uses fronting Parramatta Road and the M4 Motorway and bulky goods uses.

Constraints and Challenges

Constraints and challenges identified by UrbanGrowth NSW for the sub-precinct include:

- Small and highly fragmented parcels, most of which are strata-titled in the central, southern portions of the sub-precinct;
- High traffic volumes on the strategic road network including Parramatta Road, James Ruse Drive and St Hilliers Road;
- A high proportion of heavy goods vehicles creating additional hazards for other road users;
- High vehicle dependency for access to bulky goods and employment services;
- Parramatta Road as a natural barrier that divides the sub-precinct;
- Poor pedestrian amenity and low quality streetscapes;
- Lack of public open space; and
- Poor pedestrian and cycle connections, both within the precinct and to other areas.

Opportunities

The significant opportunities presented by the Auburn sub-precinct are:

- Its role as an important employment zone comprising specialised industry uses supported by wholesale trade and transport, postal and warehousing premises, and bulky goods uses for broader Sydney;
- An alternative location for employment uses that relocate from elsewhere along the Parramatta Road Corridor, particularly given the larger lot sizes along Parramatta Road which can support redevelopment opportunities;
- Facilitating redevelopment that can deliver or contribute towards additional community uses;
- A strong grid like street pattern that has potential to be further broken down to improve permeability, create new laneways and through site links, and enhance north-south connections across Parramatta Road, the M4 Motorway and to Auburn rail station;
- Good accessibility to Parramatta CBD and Sydney Olympic Park;
- Absence of heritage items or extensive heritage conservation areas;
- Potential to enhance green and pedestrian links between Parramatta Road and Auburn rail station and Parramatta Road and Sydney Olympic Park along Haslams Creek over the longer term;
- Ability to improve active transport connections to regional recreation and open space facilities; and
- Ability to reduce car dependency by lowering parking rates in areas with good access to public transport.

Taking advantage of its location close to major employment areas such as Parramatta and Sydney Olympic Park, Auburn can be a location for significant employment growth, supported by moderate scale residential development and an improved streetscape.

Source: New Parramatta Road Urban Transformation Strategy, UrbanGrowth NSW (November 2016)

Demographics and Economy

In 2015, the precinct had a population of 4826 people, making up 5% of the population in the growth area. Key characteristics of the precinct population include:

- MEDIAN AGE: 30.8 YRS
- 27% LIVE IN APARTMENTS
- 39% LIVE IN TOWNHOUSES OR OTHER MEDIUM DENSITY HOMES
- 33% LIVE IN HOUSES
- 72% RESIDENTS HAVE POST SCHOOL QUALIFICATIONS
- 32% HOUSEHOLDS – FAMILIES – PARENTS WITH CHILDREN
- 66% YOUNG CHILDREN, TEENAGERS AND PEOPLE IN THEIR 20’S & 30’S
- 17% HOUSEHOLDS – COUPLES WITHOUT CHILDREN
- 63% RESIDENTS BORN OVERSEAS
- >29 DIFFERENT LANGUAGES SPOKEN AT HOME
- 20% HOUSEHOLDS – LONE PEOPLE

In 2011, there were approximately 13,306 jobs within the precinct. Approximately 45.1% of residents within the precinct are either in full or part time employment.

Auburn jobs 2011

- Knowledge intensive jobs: 44%
- Domestic services jobs: 12%
- Health and education jobs: 28%
- Industrial jobs: 4%

Projected Growth

- Expected job growth:
  - Granville: 5,390 new homes and 7,190 new jobs
  - Auburn: 1,000 new homes and 12,840 new jobs

Action (next 12 months)

Work with Councils to implement the Parramatta Road Corridor Urban Transformation Strategy.
3.5 QUADRANT 4 – Olympic Park Lifestyle Super Precinct

3.5.1 Sydney Olympic Park and Carter Street

Existing Character
Sydney Olympic Park is a strategic centre, covering approximately 640 hectares and extending from Parramatta River in the north to the M4 Motorway and Parramatta Road in the south. It is approximately 14km west of the Sydney CBD and 8km east of the Parramatta CBD. The larger Sydney Olympic Park site includes 430 hectares of parkland and a 210 hectares town centre around the Olympic Park Train Station. It is linked with the rest of the growth area by the Parramatta River, rail, cycleway connections and major roads. Significant proposed public and private investment in infrastructure such as Parramatta Light Rail will create improved connections between Sydney Olympic Park and other precincts in the priority growth area, as well as other strategic centres and Parramatta CBD.

The town centre currently accommodates a variety of commercial, residential and community uses as well as a variety of open spaces and major event infrastructure. Over the last five years, a significant amount of development has occurred at Sydney Olympic Park, with 32% of the total planned capacity identified in Master Plan 2030 either complete or committed for development.

To the southwest of Sydney Olympic Park lies the Carter Street Precinct that comprises some 52 hectares of land. The Carter Street Precinct was rezoned in November 2015 for urban purposes. It will comprise a new village centre with up to 12,000 m² of shops and services focussed on Uhrig Road, a site for a new primary school, additional public open space including a major park of nearly three hectares and a new foreshore reserve along Haslams Creek, pedestrian and cycle paths linking to the existing network throughout Sydney Olympic Park and other precincts in the priority growth area, as well as other strategic centres and Parramatta CBD.

The town centre currently accommodates a variety of commercial, residential and community uses as well as a variety of open spaces and major event infrastructure. Over the last five years, a significant amount of development has occurred at Sydney Olympic Park, with 32% of the total planned capacity identified in Master Plan 2030 either complete or committed for development.

To accommodate the new westbound off-ramp, additional land will be required within both Sydney Olympic Park and Carter Street. It will also be necessary to amend the Carter Street Precinct Plan (and Development Control Plan) as the access road, as currently proposed, to the precinct from Hill Road, at its intersection with John Ian Wing Parade, will need to change.

Master Plan 2030 Review
Sydney Olympic Park is subject to a master plan, Master Plan 2030, which was first approved in 2010 to develop a sustainable and active Sydney Olympic Park. To ensure the Master Plan remains current and relevant, a 5 yearly review is required. The updated draft master plan which was the outcome of the first 5 yearly review was exhibited in October and November 2016. The draft Sydney Olympic Park Master Plan 2030 (2016 Review) proposes to further activate Sydney Olympic Park with a total of:
- 10,700 homes for 23,500 residents;
- 34,000 job opportunities;
- An additional 460,000 m² of floor space (including retail space increased from 33,000 m² to 100,000 m²);
- Additional and upgraded local parks; and
- Possibilities for a new school.

The precinct has direct access via Hill Road to the M4 Motorway for westbound traffic and from the M4 Motorway for eastbound traffic. The precinct can also be accessed from Parramatta Road via Hill Road and Birnie Avenue from both directions. As part of the WestConnex project, the M4 Motorway will be widened to four lanes in each direction between Parramatta and Homebush Bay Drive. A new eastbound access ramp from Hill Road will be constructed as part of the Stage 1 construction works (2015 - 2019) improving the precinct’s regional accessibility. In November 2015, the NSW Government committed funding for a new westbound off-ramp from the M4 Motorway at Hill Road.

These initiatives will directly connect the Sydney Olympic Park and Carter Street precinct to the M4 Motorway, providing an alternative route and taking pressure off the congested Australia Avenue and Homebush Bay Drive interchange.

To accommodate the new westbound off ramp, additional land will be required within both Sydney Olympic Park and Carter Street. It will also be necessary to amend the Carter Street Precinct Plan (and Development Control Plan) as the access road, as currently proposed, to the precinct from Hill Road, at its intersection with John Ian Wing Parade, will need to change.

Demographics and Economy
Sydney Olympic Park is currently home to 1,600 residents who live in just over 800 homes. In 2011, there were approximately 19,456 jobs within Sydney Olympic Park and Carter Street.

Figure 25. Sydney Olympic Park and Carter Street

<table>
<thead>
<tr>
<th>Knowledge intensive jobs</th>
<th>Domestic services jobs</th>
<th>Health and education jobs</th>
<th>Industrial jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>26%</td>
<td>26%</td>
<td>46%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Sydney Olympic Park and Carter Street Jobs 2011
Projected Growth

Sydney Olympic Park, through the 2016 review of Master Plan 2030 is projected to provide an additional 9,900 homes and 16,500 jobs. Carter Street is projected to provide an additional 5,500 homes and 5,500 jobs to 2036.

Actions (next 12 months)

- Finalise the review of the Sydney Olympic Park Master Plan (2016 review).
- Commence amendment to planning framework to accommodate the westbound Hill Road Off Ramp and align with amended Sydney Olympic Park Master Plan 2030.

Our Priorities

- Continue to work with Transport for NSW, RMS and SOPA to effectively manage traffic and transport to and from the precinct.
- Continue to work with Transport for NSW to advance planning for Stage 2 of Parramatta Light Rail in collaboration with Sydney Metro West.
- Enhance pedestrian links between the Sydney Olympic Park Town Centre and Carter Street.
- Ensure that planning does not compromise future provision of Parramatta Light Rail and Sydney Metro West.

Source: Sydney Olympic Park Authority (November 2016)
Greater Parramatta Priority Growth Area: Interim Land Use and Infrastructure Implementation Plan Background Analysis June 2017
3.5.2 Wentworth Point

Existing Character

Wentworth Point is located to the north of Sydney Olympic Park and is characterised by high rise mixed use residential flat buildings with ground level retail and commercial uses. The land at the northern end of the peninsula was rezoned in June 2014 as the Wentworth Point Priority Precinct and will accommodate:

- Approximately 2,300 dwellings;
- Potential new maritime uses (i.e. boat storage and repair, marina, rowing and kayak launching facilities);
- Substantial areas of foreshore open space including 3.9 hectare peninsula park and three pocket parks of at least 2,000m² each;
- Two residential neighbourhoods;
- A new primary school;
- Landscaped pedestrian and cycleways linking to Sydney Olympic Park and its parklands; and
- The continuation of the Homebush Bay promenade to include a new maritime plaza with shops and cafes.

The remaining area of the precinct is subject to Sydney Regional Environmental Plan No 24 – Homebush Bay Area, this area is also currently being developed for medium and high rise residential apartments. Wentworth Point also includes a new local neighbourhood centre at the ferry wharf, a new community centre, library and pool as well as restaurants and cafes.

Infrastructure

Access to and from the precinct is a key issue at Wentworth Point, with only one road connection into and out of the precinct. To support increased housing in the area the following transport infrastructure has been committed to:

- Upgraded ferry wharf and services;
- M4 eastbound on-ramp and westbound off-ramp at Hill Road; and
- Bennelong Bridge that provides bus, cycle and pedestrian access to Rhodes (opened in May 2016).

The precinct’s proximity to regional open space, the water, and to Rhodes peninsula, contribute to its potential to sustain residential development. The Bennelong Bridge improves access from Wentworth Point to shops, employment and public transport in Rhodes.

Areas of the precinct also have striking views: across the bay to Rhodes (mangroves, foreshore park and point park) along east-west streets; south to the green edge of Bicentennial Park and the Waterbird Refuge, and the barge hulks and north to the shores of Parramatta River from Hill Road.

The Millennium Parklands provide a western edge to the precinct as well as an opportunity for panoramic views out and over Homebush Bay and Sydney Olympic Parklands.

Wentworth Point is a vibrant urban community that forms a key part of the broader Sydney Olympic Park. It makes a significant contribution to providing high quality housing for Sydney’s diverse and growing population in an environment that embraces its location adjoining Homebush Bay, the Parramatta River and Sydney Olympic Park, Parklands and represents contemporary, high density sustainable living.
Demographics and Economy
In 2015, the precinct had a population of 4,440 people, making up 5% of the population in the growth area. Key characteristics of the precinct population include:

- **Median Age**: 32.8 yrs
- **Apartments**: 99%
- **>79.8% Residents Have Post School Qualifications**
- **25% Households - Lone People**
- **69% Young Children, Teenagers and People in Their 20's & 30's**
- **37% Households - Couples Without Children**
- **43% Residents Born Overseas**
- **>30 Different Languages Spoken at Home**

In 2011, there were approximately 764 jobs within the precinct. Approximately 67.6% of residents within the precinct are either in full or part-time employment.

**Projected Growth**
By 2036, Wentworth Point is projected to accommodate an additional 7,300 homes and 300 jobs.

**No short term actions**

**Longer Term Priorities**

- Explore bus connections to potential future light rail stops and Sydney Metro West stations.
- Explore ways to improve amenity for pedestrians and cyclists on Bennelong Bridge.
- Continue working to improve transport connections including through upgraded ferry services and the M4 eastbound on-ramp and westbound off-ramp at Hill Road.
3.5.3 Homebush

The Homebush Precinct forms part of the New Parramatta Road Urban Transformation Strategy (the Strategy) prepared by Urban Growth NSW (November 2016). The Strategy reflects the NSW Government’s 30 year plan for the Parramatta Road Corridor, the aim of which is to bring new life to local communities living and working along the Corridor. The Homebush precinct has been earmarked for renewal because of its unique access to jobs, transport, infrastructure and services and potential to accommodate sustainable growth.

Existing Character

Approximately 9km to the east of Parramatta CBD, the Homebush precinct is bound to the north and west by Homebush Bay Drive, Mason and Bressington Parks and Liberty Grove, and Parramatta Road and the Western Rail Line to the south. Concord Road and Swan Avenue mark the Precinct’s eastern boundary.

The precinct comprises a mix of major infrastructure and drainage corridors and open space areas, such as the Western and Northern rail lines, the M4 Motorway and Powells Creek Reserve. Large sites on Parramatta Road are occupied by a mix of uses including office/business park type developments, wholesale and retail activities, and industrial uses. The Sydney Markets (only partly within the precinct) and the Direct Factory Outlet complex at the intersection of Australia Avenue and Homebush Bay Drive are major activities that provide wholesale, retail, and food distribution services.

Some parts of the precinct have been redeveloped for mixed residential use. The Bakehouse Quarter, north of Parramatta Road, provides an entertainment and lifestyle focus on George Street.

The precinct is well served in terms of education facilities and has good access to open space with a number of parks and reserves located within the precinct and broader area. The precinct contains a number of heritage items (both local and State significant) and conservation areas including a pumping station, theatre, inter-war commercial buildings, federation houses, and the Mason Park wetlands, which are listed on the Register of the National Estate. The Bakehouse Quarter and the ‘Amotts’ signage are some of the more recognisable heritage items in the Precinct.

Demographics and Economy

In 2015, the precinct has a population of 10,371 people, making up 11% of the population in the growth area. Key characteristics of the precinct population in 2011 include:

- **Median Age**: 29.4 years
- **Residents have post school qualifications**: 74%
- **Young children, teenagers and people in their 20’s & 30’s**: 29.4 years
- **Residents born overseas**: 58%
- **Different languages spoken at home**: 25%
- **Families with children**: 72%
- **Families - parents with children**: 22%
- **Families - parents without children**: 32%
- **Lone people**: 15%
- **Live in apartments**: 58%
- **Live in townhouses or other medium density homes**: 25%
- **Live in houses**: 11%

In 2011, there were approximately 9,866 jobs within the precinct. Approximately 40% of residents within the precinct are either in full or part time employment. The precinct has a diverse mix of employment including large healthcare, education, retail, industrial and business sectors and has a high business concentration in the centre.

![Homebush jobs 2011](image)
Future Character

UrbanGrowth NSW’s strategy for Homebush envisages mixed use development within the south-eastern corner of the precinct, adjacent to Homebush Station and North Strathfield Station. This area will become the activity hub of the precinct with Parramatta Road and George Street forming the main street spines. Taller residential buildings (between 10 and 25 storeys) will mark the core of the precinct near these two stations. A network of streets is envisaged to extend northward and westward from the activity hub through the precinct to provide walkable medium-density residential neighbourhoods oriented to the open space network. The green corridor of Powells Creek will reach from the centre of the precinct, extending to Sydney Olympic Park and Homebush Bay. The Bakehouse Quarter has a strong character due to the retention and refurbishment of the old Arnott’s biscuit factory. The three to four storey brick factory buildings present a relatively continuous and strong façade to the street with square paneled Georgian windows providing a clear and regular pattern. Heights within the Bakehouse Quarter have been informed by the existing heritage significance of the preserved buildings and recognise potential for some uplift.

Constraints and Challenges

As part of UrbanGrowth’s work, a number of constraints and challenges were identified, including:

- Existing high traffic volumes on the strategic road network;
- High levels of on-street car parking;
- Pedestrian access across Parramatta Road from Powells Creek Reserve to Homebush Station;
- Low pedestrian connectivity and permeability within the precinct, in particular around the WestConnex portal;
- Delivery of new open space under the M4 Motorway;
- Long term demand for new school infrastructure;
- Transitioning built form around sensitive locations and low-density areas;
- Flooding impacts in Concord;
- Access barriers for all modes of transport created by major roads, the rail lines and riparian corridors; and
- Fragmented communities within the precinct.

Opportunities

The key opportunities for transforming this precinct are:

- Large land holdings, generally unfragmented land and limited strata titled properties;
- Proximity to high amenity open space, recreation facilities and Sydney Olympic Park;
- Potential to enhance existing recreational opportunities and linkages for active transport;
- Access to the proposed Parramatta Light Rail;
- Enhanced road connections for all modes of transport to increase accessibility to employment, recreation and cultural opportunities currently separated by riparian corridors and road/rail infrastructure;
- Improved connectivity to the five Rail Stations bordering the Precinct at Concord West, North Strathfield, Flemington, Homebush and Strathfield;
- Enhanced pedestrian connectivity and safety across Parramatta Road, the M4 Motorway and railway lines whilst improving connections to Sydney Markets and the Bakehouse Quarter;
- Improved active transport access to regional recreation and open space facilities with a focus on connecting to the existing recreational routes around Olympic Park; and
- Reduced car dependency by lowering parking rates in areas with good access to public transport.

Sitting between Sydney’s two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

Projected Growth

- 9,450 homes
- 12,853 jobs

Homebush is projected to provide an additional 9,450 new homes and 12,853 new jobs by 2050.

Action (next 12 months)

- Work with Councils to implement the Parramatta Road Corridor Urban Transformation Strategy.
- Progress Homebush (along with Burwood and Strathfield) as a Priority Precinct by commencing technical investigations.

Source: New Parramatta Road Urban Transformation Strategy, UrbanGrowth NSW (November 2016)
4. Infrastructure Strategy

The provision of regional infrastructure is a critical element to support future growth within the priority growth area. The Department is preparing a Special Infrastructure Contribution (SIC) for the majority of the growth area to help fund some of the State and regional infrastructure that is needed to support its growth. The Department is investigating and modelling the capacity of future development to pay the contribution before drafting a SIC framework for public exhibition in mid-2017.

Committed State Infrastructure within the priority growth area includes:
- the Hill Road off ramp;
- Parramatta Light rail;
- new school and open space at Wentworth Point;
- cycleway and site for a future school at Carter Street;
- redevelopment of Western Sydney Stadium; and
- new Museum of Applied Arts and Science (MAAS).

The Department will work with infrastructure agencies and stakeholders to coordinate infrastructure required to support integrated land use planning throughout the priority growth area. This will include the identification of available finance and contribution schemes as well as Section 94 Plans (for local infrastructure only) and Voluntary Planning Agreements (VPAs) to deliver key infrastructure items and social and open space projects.

Key regional infrastructure items needed to support the growth of the Greater Parramatta Priority Growth Area include:
- Parramatta Light Rail;
- Inner and Outer Ring Roads of the Parramatta CBD;
- Creation of a continuous pedestrian and cycle link; along the foreshore of the Parramatta River;
- Numerous road and intersection upgrades;
- New and upgraded primary and secondary schools;
- New community health facilities; and
- New and upgraded areas of open space.

Committed and potential infrastructure items required to support anticipated growth are identified in Figure 4. The items identified are indicative only. They have been sourced from a number of studies that have been undertaken within the priority growth area by the Department, other government agencies, Councils and the private sector and are subject to change and/or amendment as further work is carried out in future. It includes items that could potentially be funded through a SIC levy but also items that are likely to require funding through another mechanism. The infrastructure required at the priority growth area and precinct level will be confirmed following more detailed analysis and consultation with relevant government agencies. The detailed analysis will include indicative costs, delivery timeframes (short, medium and long term) and funding arrangements for items as they become known.
**Future Review**

**Review Not Likely in Short/Medium Term**

**Delivery**

**Open Space and Environmental Conservation**

**Indicative Future Light Rail**

**Indicative Sydney Metro West**

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**Westmead**
- Existing road and intersection upgrades
- New pedestrian bridge
- Open space upgrade (creeks)

**Parramatta North**
- Road and intersection upgrades
- Regional cycleway
- New primary and secondary school

**Granville**
- Existing road and intersection upgrades
- Regional bike link
- Upgrade to primary school
- Open space upgrade (creeks)

**Parramatta CBD**
- New and existing road intersection upgrades
- Pedestrian bridge
- Regional cycleway
- Regional sportspark upgrade
- Regional public domain improvements
- Museum of Applied Arts and Science (MAAS)
- Roxy Theatre restoration

**Auburn**
- Upgrade to existing schools
- Health facility

**Camellia**
- Road and intersection upgrades, new bridges
- Regional cycleway
- Regional sporting facilities and open space
- New primary school

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**Greater Parramatta Priority Growth Area: Interim Land Use and Infrastructure Implementation Plan Background Analysis June 2017**
### PUBLIC TRANSPORT – LIGHT RAIL

Parramatta Light Rail (including grade separation of James Ruse Drive, Church Street and Hawkesbury Road upgrades and public domain works)

### ROADS, INTERSECTIONS AND BRIDGES

**Camellia**
- New bridge over Duck River to Carnarvon Street
- Connection from Unwin Street to M4 ramps at James Ruse Drive
- Intersection upgrades on Parramatta Road
- Thackeray Street pedestrian link (upgrade to existing bridge)
- New bridge over Parramatta River to South Street
- New bridge over Duck River to Clyde Street
- Grand Avenue and Colquhoun Street intersection upgrade

**Sydney Olympic Park and Carter Street**
- Upgrade to Silverwater Road/Holker Street
- Upgrades to Parramatta Road, Hill Road, Bombay Street, Parramatta Road and Birnie Avenue
- Upgrades to Parramatta Road/Birnie Road
- Upgrade Carter Street/Hill Road intersection
- Upgrade Carter Street/Birnie Avenue
- Upgrade Australia Avenue/Homebush Bay Drive intersection / roundabout
- Uhrig Road extension (from Uhrig Road to Parramatta Road)
- Use of the ‘Mouse hole’ (by general traffic to access the M4 Motorway (eastbound)
- New road between Homebush Bay Drive and Parramatta Road
- Hill Road widening (north of John Ian Wing Parade to Holker Street including intersection upgrade at Pondage Link and upgrade of Old Hill Link and Hill Road)
- Hill Road westbound off ramp from WestConnex (including new intersection at John Ian Wing Parade and Hill Road)
- Homebush Bay Drive to Devlin Street
- Parramatta Road (Granville and Auburn)
- Upgrade Bold Street and Parramatta Road (to accommodate an additional eastbound right turn bay into precinct)
- Upgrade Bold Street and Cowper Street (provision of right turn bay northbound on Bold Street and right turns from Bridge and Cowper streets onto Bold Street not permitted)
- Upgrade Alfred Street and Parramatta Road intersection
- Upgrade Rawson Street and Parramatta Road (realign southern approach to provide double left turn and allow conventional phase arrangement)

**Homebush**
- George Street/Parramatta Road (corridor extension or duplication of westbound right turn bay)
- George Street / Pomeroy Street and Underwood Road / Pomeroy Street (intersection upgrade)
- Cooper Street/Parramatta Road intersection upgrade
- Derowie Avenue/Parramatta Road intersection upgrade

**Westmead**
- Kleins and Briens Road upgrade
- Darcy Road, Mons Road and Institute Road upgrade
- Briens Road to Mons Road Access
- Redbank Road and Briens Road Access
- Pedestrian bridge across Darcy or Hawkesbury Roads
- Hawkesbury Road and Darcy Road intersection upgrade

**Paramatta North**
- Church Street/Board Street
- Church Street/Barney Street
- O’Connell Street/Barney Street
- O’Connell Street/Factory Street
- O’Connell Street/Victoria Road reconfiguration

**Paramatta CBD**
- Inner Ring Road
- Outer Ring Road (part of which to be delivered as part of Parramatta Light Rail)
- Church Street, Greater Western Highway and Parkes Street upgrade
- Duplication of Gasworks Bridge

**Harris Park**
- Morton Street pedestrian bridge

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*This schedule contains items which may require further traffic and transport analysis and may therefore be subject to change. Changes to the schedule may include the removal of items, the inclusion of additional items and/or amendments to listed items.*
PUBLIC TRANSPORT – FERRIES
Ferry network enhancements including wharf upgrades

PUBLIC TRANSPORT – BUSES

ACTIVE TRANSPORT
North-South and East-West Regional Cycleways (Parramatta CBD, Camellia, Parramatta North, Granville, Auburn, Rydalmere, Harris Park, Homebush)

EDUCATION
New and/or upgraded primary and secondary schools across the priority growth area as necessary

HEALTH
Community health facilities

EMERGENCY SERVICES

SOCIAL AND AFFORDABLE HOUSING

OPEN SPACE, RECREATION AND CONSERVATION
Regional open space along foreshore of Parramatta River (Camellia, Westmead, Harris Park, Parramatta CBD)
Sydney Olympic Park - upgrade to Woo-La-Ra Park
Camellia - regional open space (sporting facilities)
Toongabbie Creek open space upgrade (Westmead)
Parramatta CBD – regional sportsground upgrade

CULTURAL FACILITIES
Museum of Applied Arts and Science (MAAS)
Roxy Theatre (State Heritage Item) restoration

*This schedule contains items which may require further traffic and transport analysis and may therefore be subject to change. Changes to the schedule may include the removal of items, the inclusion of additional items and/or amendments to listed items.
5. Key Actions

In addition to the specific actions for each precinct, the Department has identified a number of key actions across the Greater Parramatta Priority Growth Area.

**Priority Growth Area**
Prepare a Special Infrastructure Contribution (SIC) Plan for parts of the Priority Growth Area to fund public transport, new and upgraded roads, schools and regional open space.

**Greater Parramatta**
 Declare as a Priority Growth Area

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**Wentworthville**
Progress Wentworthville as a Priority Precinct

**Westmead**
Progress Westmead as a Priority Precinct

**Parramatta CBD**
Work with the City of Parramatta to advance the planning proposal

**Camellia**
Develop a transport solution so planning can progress

**Sydney Olympic Park**
Finalise planning

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**Telopea**
Progress Telopea as a Priority Precinct

**Parramatta River**
Promote regional connectivity and activity, particularly along Parramatta River

**Strathfield**
Progress Strathfield as a Priority Precinct

**Burwood**
Progress Burwood as a Priority Precinct

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**Homebush**
Progress Homebush as a Priority Precinct

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**Open Space and Environmental Conservation**

**Indicative Future Light Rail**

**Indicative Sydney Metro West**
6. Implementation

6.1 Updates to the Interim Plan

Following the release of the interim Plan, the Department, in consultation with the Greater Sydney Commission, Councils, agencies and feedback received from the community, will update the interim Plan. The interim Plan will inform the community of the future direction and vision for the priority growth area. It will be updated annually, as planning within the priority growth area progresses over the next 20 years.

6.2 Local Planning Direction

To ensure future land use change is consistent with the interim Plan, a local planning direction (Section 117 Direction) will be implemented. The local planning direction requires that future amendments to any local or state planning instruments are consistent with the interim Plan.

6.3 Planning Pathways

The interim Plan identifies priorities for the next 12 months in a number of precincts. Within these precincts, planning pathways are being pursued to effect change such as amendments to the zoning, height and floor space ratio (FSR). This can occur via a State Government led, local council led or private proponent initiated process.

6.3.1 Priority Growth Area

Greater Parramatta is proposed to be declared as a formal Priority Growth Area under the State Environmental Planning Policy (Sydney Region Growth Centres) 2006. The map of the Priority Growth Area incorporating all twelve precincts is being exhibited for comment with the release of this interim Plan. Once any comments have been considered, the final boundary will be gazetted in the Growth Centres SEPP. The effect of this will be that future development within the Priority Growth Area will need to be consistent with the land use and infrastructure strategy.

6.3.2 Priority Precincts

Priority Precincts are areas that the Minister for Planning considers to have a wider social, economic or environmental significance to the community or have redevelopment potential on a scale that is important in implementing the State’s planning objectives. Precincts are larger areas made up of multiple land holdings that are capable of delivering significant additional growth and require coordination from State and local government to realise their potential. The interim Plan identifies Wentworthville, Westmead, Telopea, Burwood, Strathfield and Homebush as Priority Precincts.

6.3.3 Comprehensive LEP Reviews

Local councils periodically review the land use zoning planning controls that apply in their local government area. This is normally undertaken as a comprehensive review of council’s local environmental plan. The local council would prepare a planning proposal detailing the amendments to the local environmental plan, which would need to be generally consistent with the interim Plan.

6.3.4 Local Planning Proposals

Local planning proposals can be prepared by landowners to amend the zoning and/or planning controls that apply to their land. Planning proposals will need to be generally consistent with the interim Plan.

6.3.5 Special Infrastructure Contribution

The SIC rate will be determined through an analysis of the precincts growth patterns, infrastructure needs and costs, and development feasibility to ensure any change does not impact on the development feasibility. The infrastructure list and SIC rate will be publicly exhibited prior to being established. In the event that the SIC is not in place prior to development occurring, approval for development will require satisfactory arrangements to be in place for the provision of required regional infrastructure.

6.3.6 Local Infrastructure Upgrades

Upgrades to local infrastructure will also be required to support future development within the Priority Growth Area. Local infrastructure upgrades may include local road upgrades, upgrades to local drainage infrastructure and provision of additional social infrastructure, such as new open space. Councils will undertake a review of relevant local infrastructure contribution plans developed under Section 94 of the Act to accommodate the required upgrades. An increase to the current rates in each local infrastructure contribution plan may be necessary.

6.3.7 Housing Acceleration Fund

The NSW Government administers the Housing Acceleration Fund that provides funding for essential infrastructure including water, road and electricity networks. In June 2016, the NSW Government announced $140 million in funding for a westbound off ramp from the M4 Western Motorway onto Hill Road at the Sydney Olympic Park and Carter Street Precinct.

6.3.8 Precinct Support Scheme

Through the Precinct Support Scheme, the NSW Government has allocated $10 million of additional funds for local infrastructure upgrades. The intention of the funding is to enable the provision of local infrastructure that will directly benefit the community. The funding is additional to development contributions (i.e. Section 94 contributions) and could be used by Council to develop a new local park, upgrade to existing open space, improve the local streetscape or provide additional community facilities and the like.

The precint planning process, along with community consultation will identify a number of projects which could be funded through his scheme. The Department will seek community feedback on the types of projects the community would like to see funded through the Precinct Support Scheme.

Following community consultation, Councils and the Department would work together to review the shortlisted projects and reach agreements on the recommended project(s) to receive Precinct Support Scheme funding for each precinct. The Department and Councils would then enter into a funding agreement to detail the works to be delivered, the project costs, project completion milestones and payment arrangements.

6.4 Monitoring

To provide a valuable evidence base to inform service and infrastructure delivery as the precincts redevelop, the Department will monitor and report annually on:

- Number of housing approvals, construction commencements and completions for all housing types within the priority growth area;
- Pipeline for additional jobs and housing throughout the West Central District; and
- Performance of Councils development processing times.

The Department will also monitor population, household, jobs and dwelling projections for West Central District and the relevant local government areas.

The Department’s Employment Lands Development Program will continue to monitor and audit the supply of employment lands throughout the growth area to inform policy development, infrastructure coordination and future planning for employment lands.
7. Supporting Documentation


CityPlan Strategy and Development Pty Ltd (2016). Greater Parramatta – Urban Design and Land Use Stage 1 Background Research & Gap Analysis, prepared for the NSW Department of Planning and Environment.


GHD (2016). Stage One Social Infrastructure Assessment Literature Review – Greater Parramatta to Sydney Olympic Peninsula Priority Growth Area, prepared for NSW Department of Planning and Environment.


NSW Department of Planning and Environment (October 2016). Greater Parramatta to Olympic Peninsula Growth Area Economic Job Profile. Sydney.


WSP Parsons Brinckerhoff (2016). Draft Utilities and Services – Background Research and Gap Analysis Greater Parramatta to Olympic Peninsula Priority Growth Area, prepared for NSW Department of Planning and Environment.
To find out more visit planning.nsw.gov.au/greaterparramatta