Greater Parramatta
Interim Land Use and Infrastructure Implementation Plan Background Analysis
## Contents

1. Introduction
   1.1 Context of the Interim Plan
   1.2 Objectives of the Interim Plan
   1.3 Greater Parramatta to Olympic Peninsula (GPOP)
   1.4 A Plan for Growing Sydney
   1.5 West Central District Plan

2. The Regional Context
   2.1 Location and Description
   2.2 Jobs and Employment
   2.3 Population and Housing
   2.4 Parramatta River
   2.5 Regional Open Space and the Green Grid
   2.6 Transport
   2.7 Social Infrastructure
   2.8 Hydrology
   2.9 Land Ownership
   2.10 Heritage
   2.11 Sustainability
   2.12 Regional Servicing Infrastructure
   2.13 Challenges

3. Land Use and Infrastructure Implementation Plan
   3.1 Greater Parramatta Priority Growth Area
   3.2 QUADRANT 1 – Parramatta CBD and Westmead
      Health and Education Super Precinct
      3.2.1 Westmead Health and Medical Research
      3.2.2 Parramatta North
      3.2.3 Parramatta CBD
      3.2.4 Harris Park and Rosehill
   3.3 QUADRANT 2 – Next Generation Living
      from Camellia to Carlingford
      3.3.1 Carlingford Corridor
   3.4 QUADRANT 3 – Essential Urban Services, Advanced
      Technology and Knowledge Sectors
      3.4.1 Camellia
      3.4.2 Rydalmere Education
      3.4.3 Silverwater
      3.4.4 Parramatta Road
   3.5 QUADRANT 4 – Olympic Park Lifestyle Super Precinct
      3.5.1 Sydney Olympic Park and Carter Street
      3.5.2 Wentworth Point
      3.5.3 Homebush

4. Infrastructure Strategy

5. Key Actions

6. Implementation
   6.1 Updates to the Interim Plan
   6.2 Local Planning Direction
   6.3 Planning Pathways
      6.3.1 Priority Growth Area
      6.3.2 Priority Precincts
      6.3.3 Comprehensive LEP Reviews
      6.3.4 Local Planning Proposals
      6.3.5 Special Infrastructure Contribution
      6.3.6 Local Infrastructure Upgrades
      6.3.7 Housing Acceleration Fund
      6.3.8 Precinct Support Scheme
   6.4 Monitoring

7. Supporting Documentation
1. Introduction

The Land Use and Infrastructure Implementation Plan (the interim Plan) for the Greater Parramatta Priority Growth Area (growth area) has been developed by the Department of Planning and Environment (the Department), in collaboration with the City of Parramatta (CoP) and Greater Sydney Commission (GSC). The primary purpose of the interim Plan is to develop a land use framework to guide the future redevelopment of the growth area to meet the 20 year jobs and housing targets in the Draft West Central District Plan and to identify and plan for the infrastructure required to unlock its potential.

Whilst the interim Plan currently forecasts more than 72,000 additional dwellings and more than 113,000 additional jobs within the priority growth area over the next 20 years, it is acknowledged that there will be further opportunities for renewal and more homes and jobs as planning investigations continue and additional infrastructure comes on line. Work currently being undertaken by the NSW Government estimates that the priority growth area has the capacity to accommodate more than 100,000 additional dwellings and 300,000 additional jobs. The recent announcement of new priority precincts within and adjacent to the priority growth area (ie. Wentworthville, Burwood, Strathfield and Homebush) as well as work the Greater Sydney Commission is undertaking in relation to finalising the West Central District Plan will further increase this number.

The interim Plan is not intended to be a static document, rather it will evolve and be updated as planning within the growth area progresses over the next 20 years. In particular, the interim Plan will be updated to capture the exciting new opportunities for revitalisation and urban renewal in the growth area generated by Parramatta Light Rail and Sydney Metro West.
1.1 Context of the Interim Plan

A Plan for Growing Sydney, released by the Department in December 2014 as proposed to be amended by Towards our Greater Sydney 2056, is the NSW Government’s plan for the future of the Sydney Metropolitan Area over the next 20 years. The Plan provides key directions and actions to guide Sydney’s productivity, environmental management, and liveability, including the delivery of housing, employment, infrastructure and open space. It highlights the significance of the growth area and sets out a direction to build on existing infrastructure and undertake targeted growth that supports the growth of the corridor and in particular Parramatta as Sydney’s second CBD.

The Greater Parramatta and the Olympic Peninsula vision (GPOP Vision), released by the GSC in October 2016 and touched upon in the preliminary chapter of this document, takes the strategic vision provided within A Plan for Growing Sydney forward and sets out a distinct 2036 vision for GPOP.

The GPOP area includes the current growth area as well as additional land to the south of Parramatta Road in Auburn and Lidcombe and to the north in North Parramatta and Carlingford.

The Draft West Central District Plan, released by the GSC in late November 2016, sets out the 20 year vision, priorities and actions for the district, which has Greater Parramatta at its heart.

The interim Plan supports the growth targets set out in the Draft West Central District Plan and establishes the timing and critical infrastructure needs for the growth area. It brings together existing detailed work completed or underway for identified precincts (i.e. Camellia, Sydney Olympic Park, Carter Street, Wentworth Point) and other significant projects proposed within the growth area (i.e. Parramatta Light Rail and Sydney Metro West) and sets out a framework for more detailed planning work for precincts where planning has not yet commenced to enable them to realise their potential.

Coordinating infrastructure provision is important to ensure that growth in this area will be supported by roads and public transport, community facilities, health facilities, schools, green open space and other public spaces to make Greater Parramatta a vibrant, attractive and great place to live and work. The interim Plan is supported by an indicative infrastructure list which identifies how the growth area and nominated precincts can be serviced efficiently and in a timely socially and environmentally sustainable manner, aligning, where possible, augmentation of existing systems with planned growth, utility asset renewal and future proofing.

1.2 Objectives of the Interim Plan

The primary objectives of the interim Plan are to:

- Implement the GPOP vision and 20 year forecasts for additional housing and jobs growth through targeted precinct-level actions and priorities;
- Identify areas for and guide future growth based on a strategic analysis of opportunities and constraints;
- Prepare an Infrastructure Schedule, which will form the basis of a Special Infrastructure Contributions (SIC) levy for the priority growth area; and
- Develop and communicate appropriate planning pathways for the implementation of change by establishing land use, infrastructure, environmental and social benchmarks within the growth area.

To ensure the infrastructure requirements for the growth in this area is considered holistically, the interim Plan has been prepared to cover all precincts within the growth area. The precincts, whilst all unique with differing opportunities for growth, all have implications for surrounding infrastructure.
1.3 Greater Parramatta to Olympic Peninsula (GPOP)

1.3.1 The Vision
In October 2016, the GSC, in conjunction with CoP and other government agencies, released a draft vision for GPOP, as the first step towards a coordinated design and delivery approach for the growth area, boldly putting forward Parramatta as the geographic and demographic centre of Greater Sydney. The strategic vision for GPOP over the next 20 years and beyond is to be:

1. **A central city close to Sydney’s heart**
   GPOP will be a thriving, accessible and inclusive civic heart with its own rich history. It will be situated close to Greater Sydney’s growing population and strategically positioned between Sydney CBD and the new Western Sydney Airport.

2. **A link forging one Greater Sydney**
   GPOP forms a physical bridge for all parts of the city. Renewal of the GPOP area will help build a unified, coherent and integrated city: one Greater Sydney for all.

3. **A jobs hub within reach of skilled workers**
   GPOP will be an employment and entrepreneurial centre, with Parramatta CBD–Westmead and Olympic Park providing key work and business opportunities. This will help address the deficit of skilled work opportunities in the west and lessen the daily west-east travel to Sydney CBD and surrounds.

4. **An attractive place to invest**
   GPOP has the foundations to be a magnificently diverse 21st century urban economy that can service the city’s needs, its people and its enterprises – including managing the fundamentals like waste, water, energy freight and logistics.

5. **A place of celebrated natural beauty**
   GPOP will be known for its own city-scale natural treasures – its river, its parklands and its landscapes. It will be loved and enjoyed by Greater Sydney’s extraordinary mix of people. It will be a truly attractive and liveable place.

1.3.2 The Four Quarters
The GSC envisions four distinct quarters within GPOP:

**Quarter 1: Parramatta CBD and Westmead Health and Education Super Precinct**

Parramatta CBD and Westmead will play a critical role for GPOP, offering a dynamic combination of commercial core, civic heart, health, education and research hub. This super precinct will be GPOP’s westernmost economic anchor – attracting human talent, investment, and creative and innovative activity.

The main areas of focus for this quarter are:
- Parramatta CBD as a strong commercial core interwoven with the river;
- Westmead as a health city and international innovator;
- North Parramatta as a creative, heritage and entrepreneurial hub; and
- Parramatta Park as a green connector.

**Quarter 2: Next Generation Living from Camellia to Carlingford**

A 21st-Century living, learning and leisure district is planned for this northern GPOP spur. It will comprise a mix of medium to high-density housing types with nearby education, research, retail, recreation and entertainment facilities providing all the conveniences of ‘inner-city’ living. Smart, vibrant and inclusive communities are the goal.

The main areas of focus for this quarter are:
- Parramatta as the ‘30-minute city’;
- Revitalisation of Telopea;
- Rydalmere as a ‘Smart Precinct’;
- Development of Camellia Town Centre and revitalisation of the river at Camellia;
- Establishment of an entertainment and leisure precinct in Rosehill Gardens; and
- Infill around new light rail stops.

**Quarter 3: Essential Urban Services, Advanced Technology and Knowledge Sectors in Camellia, Rydalmere, Silverwater and Auburn**

At GPOP’s centre is a major hub of urban services spanning across Rydalmere, Camellia, Silverwater and Auburn. This areas unique centrality in Greater Sydney offers its businesses great access to markets and customers.

**Quarter 4: Olympic Park Lifestyle Super Precinct**

The world-class sporting and event venues of Sydney Olympic Park to GPOP’s east come alive when there are crowds of tens of thousands – that is, on major game days, concerts and events like the Royal Easter Show. Olympic Park is GPOP’s eastern economic anchor offering inner-city style living in the Olympic Park Town Centre, Carter Street and Homebush Precincts.

The main areas of focus for this quarter are:
- Green living and wellbeing in the heart of the park;
- Sustainable transport to realise lifestyle potential; and
- Parramatta’s new celebration space.
1.4 A Plan for Growing Sydney

A Plan for Growing Sydney as proposed to be amended by Towards our Greater Sydney 2056 highlights the significance of Greater Parramatta to the Olympic Peninsula and sets out a direction to establish a new ‘Priority Growth Area’ within this established urban area, building on existing infrastructure and targeted growth that takes advantage and supports the growth of Parramatta CBD as Sydney’s second and central CBD.

Within this direction there are a number of actions that the government has committed to, specifically:

- Establishing a new partnership model of cooperation and governance to deliver investment and infrastructure in the Greater Parramatta Priority Growth Area. This includes:
  - Working with the GSC and other stakeholders to develop a vision for the Greater Parramatta Priority Growth Area; and
  - Working with Councils, Transport for NSW, and other key stakeholders to provide strategic direction and to resolve any significant issues that may affect the delivery of the vision.

- Identifying and delivering enabling infrastructure to support growth and urban renewal within the growth area. This involves:
  - Unlocking the development potential of the area to support population and jobs growth, making sure people can move easily between precincts, providing new schools, health services, child care centres, arts and cultural facilities, recreation facilities and open space;
  - Looking at improvements to public transport to enable residents and workers better access to jobs and services in Greater Parramatta, the Global Economic Corridor and other centres (e.g. delivery of Parramatta Light Rail, connection across Duck River); and
  - Delivering Priority Precincts. This involves continuing our work on technical investigations currently underway in relation to the Camellia Precinct, which has been the focus following the rezoning of both the Wentworth Point and Carter Street Precincts and carrying out investigations within other parts of the growth area to identify other precincts that have good access to transport and services and where development is feasible and there is demand.

- Growing the knowledge economy as part of the extension of the global economic corridor. The government will focus its support on growth in the knowledge economy, with the Greater Parramatta Priority Growth Area to form an extension of the Global Economic Corridor. The government is:
  - Working with CoP to progress the Parramatta CBD Planning Proposal and opportunities it provides for an expanded and more intense commercial core supported by higher density mixed use and residential development;
  - Working with the Sydney Olympic Park Authority to identify opportunities for new retail, office and residential space at Sydney Olympic Park and a more active and vibrant town centre as part of the 5 year review of the Sydney Olympic Park Master Plan 2030 (2016 Review);
  - Investigating the future role of the Silverwater employment area; and
  - Identifying potential locations for major new business parks, including locations at Rydalmere.

Towards our Greater Sydney 2056 is an ambitious future plan for a growing Greater Sydney. Released by the GSC in November 2016, it is a connector between the NSW Government’s current and future regional plans. While the draft District Plans use A Plan for Growing Sydney as its base, they also draw on the emerging new vision for Greater Sydney’s future. This vision involves a major shift in strategic planning for Greater Sydney which focuses on the regional significance of central and western Sydney. Towards Our Greater Sydney 2056, with its strategy for a metropolis of three cities provides a framework that better underpins strategic planning for a more productive, liveable and sustainable city. Of the three cities, the developing ‘Central City’ with GPOP at its heart is anticipated to experience the most significant urban transformation over the next 10 to 15 years.
1.5 West Central District Plan

Background
The Draft West Central District Plan prepared by Greater Sydney Commission (GSC) and released on 21 November 2016, sets out priorities and actions for an area of Greater Sydney that comprises the local government areas of:
- Blacktown;
- Cumberland;
- Parramatta; and
- The Hills.

The Draft West Central District Plan allows for 1,036,850 people over 85,100 hectares with 455,000 jobs and 14% of land designated for open space. The District has been recognised has having the highest population out of Sydney’s six districts therefore putting increasing pressure on managing the growth of this metropolitan area that plays an important role for Greater Sydney. The population and household growth projections for the district’s next five years results in a need for 53,500 dwellings by 2021. Housing strategies are to be put in place to ensure that local Councils can meet the District’s minimum 20 year housing target for Greater Sydney, which is forecast at 725,000 dwellings and 202,500 additional dwellings by 2036 in the West Central District.

The also identifies the importance of the Greater Parramatta area for jobs growth to 2036. The minimum target for additional job creation for Greater Parramatta is 201,000 jobs which is an increase of 74,400.

Vision
The 20 year vision for the West Central District is to play a key role as Greater Sydney’s key economic and employment powerhouse, to be a core hub for transport and services and a home of vibrant and diverse centres and communities.

The District Plan aims to deliver its vision through:
1. Priorities that are guided by the relevant planning authorities in the making and amending of local environmental plans; and
2. Actions that will be delivered by the Commission, State agencies or relevant planning authorities.

The plan will directly inform local council planning and influence the decisions of state agencies.

Role of the District Plan
The role of the district plan is to encompass the goals and objectives of the Environmental Planning and Assessment Act 1979 (EP&A Act) and A Plan for Growing Sydney.

Key Actions
The proposed priorities and actions for the West Central District are centred around a productive city; a liveable city; and a sustainable city.

Four of the key actions for the west central district include:

Action 1: Align land use planning and infrastructure planning
Action 2: Develop a framework to monitor growth and change in Greater Sydney
Action 3: Develop an interactive information hub – the Greater Sydney Dashboard
Action 4: Report on local planning

Key Economic Assets
The West Central District has recognised its key economic assets to include:
- An established and well-connected Parramatta CBD;
- A unique set of health and education resources in Westmead, Blacktown, Parramatta CBD and Rydalmere;
- Sydney Olympic Park;
- An established and strong employment and urban services sector, with significant advanced manufacturing capabilities, particularly in Blacktown, Rydalmere, Silverwater, Carnellia and Norwest;
- Connectivity to the established Eastern City and proximity to the planned Western City including Western Sydney Airport;
- A growing, young and well educated population; and
- Significant planned and committed investment in public infrastructure.

Jobs 2016: 126,000
Jobs 2036: 201,000
- 217,000

Homes 2011: 25,275
Homes 2021: 46,925

60-70% increase in jobs
86% increase in housing
2. The Regional Context

2.1 Location and Description

The Greater Parramatta Priority Growth Area stretches from Westmead in the west, to Strathfield in the east and incorporates areas such as Westmead, Parramatta CBD, Rydalmere, Camellia, Silverwater and Sydney Olympic Park (refer to Figure 1). Key linkages throughout the growth area include the Parramatta River, arterial road routes, heavy rail and the proposed Parramatta Light Rail, which will connect Westmead to Strathfield and Camellia to Carlingford (including Telopea) in the north. It covers an area of approximately 3,478 hectares in the centre of Sydney and incorporates areas that are now, or will in the future, experience significant change as they transition from their current land uses and undergo redevelopment.

Within the growth area, there are a number of existing, proposed and potential future precincts earmarked for urban renewal. These currently include:

1. Westmead;
2. Parramatta North;
3. Parramatta CBD;
4. Harris Park and Rosehill;
5. Camellia;
6. Rydalmere Education;
7. Carlingford Corridor including Telopea and Dundas;
8. Silverwater;
9. Sydney Olympic Park and Carter Street;
10. Wentworth Point;
11. Homebush; and
12. Parramatta Road.

Parramatta River, Parramatta Park and Sydney Olympic Park parklands are key features of the growth area. These areas will become even more important within the growth area for additional workers and residents as urban renewal occurs in terms of the recreation opportunities, connectivity and amenity.

The growth area has a diverse economic base that accommodates a diverse range of jobs. In 2011, there were 133,360 jobs in the growth area, with three major economic anchors, being Parramatta CBD, Westmead and Sydney Olympic Park. The growth area also includes the employment areas of Silverwater, Rydalmere and Camellia.
2.2 Jobs and Employment

The West Central District, which includes the growth area, is home to half a million jobs, equating to approximately 20% of all jobs in Sydney. Forty-three per cent of the West Central District jobs are located in eight strategic centres (Greater Parramatta, Bankstown, Blacktown, Castle Hill, Norwest, Rouse Hill, Sydney Olympic Park, and Bankstown Airport - Milperra). The remaining 57% are scattered across a number of industrial areas and smaller centres.

Greater Parramatta is the largest employment destination in Western Sydney and the second largest employment destination for the metropolitan area after the Sydney CBD. In 2011, total employment in the growth area was approximately 133,360, with one third of all jobs in the Parramatta CBD. Existing employment areas within the growth area include Parramatta CBD, Camellia, Rydalmere, Silverwater, Westmead, North Parramatta, Sydney Olympic Park and Auburn.

Each of the precincts in the growth area are characterised by different industries. The proportion of jobs in an industry and the proportion of businesses in an industry does not always correspond. The proportion of jobs in each of the industries also vary with 34% knowledge intensive, 24% domestic services, 25% industrial and 17% health and education.

Precincts with significantly higher proportions of jobs in the industrial sector include Silverwater, Rydalmere, Homebush and Parramatta Road precincts. Westmead, Parramatta North and Carlingford Corridor precincts all have a much larger share of jobs in health and education than the number of business premises. This is because schools, universities and hospitals employ large amounts of people. The domestic services sector across all of the precincts are fairly consistent in the proportion of jobs to the proportion of businesses.

Greater Parramatta has a diverse economic base. There is an emerging strength in knowledge intensive (professional/financial/media telecommunications) industries in key centres within the broader region including Parramatta CBD and Sydney Olympic Park, which have added 320,000 square metres of office space over the past decade. Manufacturing also plays an important role in the subregion and to Greater Parramatta and is significant in the Sydney and Australian economy. There is the potential for manufacturing in Greater Parramatta and other parts of the subregion to evolve and develop further up the value chain by drawing on the advice of knowledge intensive business.

Based on information from the Australian Business Register, the industry with the greatest economic contribution to the growth area was the knowledge intensive sector with over $21 billion of output followed by the industrial sector with over $18 billion of output. When looking at each precinct within the corridor individually, this varies greatly. For example, Parramatta CBD and Sydney Olympic Park have over half of the economic contribution for the precincts from the knowledge intensive sector. While Silverwater, Camellia, Rydalmere, Homebush and Parramatta Road have over half of their economic contribution from the industrial sector.

With the release of the Draft West Central District Plan, Parramatta is expected to continue to grow to provide new employment opportunities for people outside the region. Parramatta CBD, in conjunction with the larger employment centres within the growth area such as Westmead, Camellia and Rydalmere will continue to produce high volumes of high-skilled knowledge based employment concentrated in various sectors. The regional economics of Western Sydney will take on a hub and spoke formation whereby Parramatta CBD, the administrative ‘hub’, will service ‘client’ firms in the employment lands around it.

Key considerations in relation to employment within the growth area include:

- Providing employment close to centres and proximity to suppliers and customers;
- Providing good public transport options for workers with good levels of service;
- Better linkages between other centres and employment areas;
- Providing freight access for heavy vehicles, efficient connections for commercial and service vehicles to Greater Sydney and beyond;
- Providing an appropriate level of car parking for a particular use (which does not discourage public transport usage);
- Investment in additional public transport and road infrastructure;
- Providing jobs closer to homes and workforce;
- Ensuring residential users do not crowd out potential office development within the Parramatta CBD; and
- Higher levels of amenity – retail uses, public domain, sporting facilities and water.
Figure 6. Existing employment areas
2.3 Population and Housing

Supporting the economy is a thriving community which boasts a diversity of cultures unlike any other within the greater metropolitan region. The population of the growth area in 2015 was estimated at 88,671 people. This is an increase from 70,748 in 2011, or 25% growth in 4 years, representing an annual growth rate of approximately 6%, more than four times the NSW average of 1.4%.

Approximately 75% of the existing residential population in the growth area is contained within five of the twelve precincts (i.e. Carlingford Corridor, Harris Park and Rosehill, Parramatta CBD, Silverwater and Westmead), which make up the growth area.

The largest population is in Westmead Health and Medical Research, at 15,481 people, which has had 14.6% growth over 4 years. In percentage terms the largest increases in population were in the Wentworth Point and Silverwater areas, both increasing more than 50% over the 2011-2015 period.

Camellia and Carter Street, being predominantly for employment uses have virtually no population, although this will change as planning continues within Camellia and development commences in Carter Street.

The Draft West Central District Plan proposes an Affordable Rental Housing Target of 5-10% (subject to viability) for nominated urban renewal areas for very low and low income households within GPOP. Through the precinct planning process, the Department in conjunction with the GSC and Councils will investigate opportunities to increase affordable housing in the growth area.
2.4 Parramatta River

The Parramatta River is the main tributary of Sydney Harbour and binds together diverse communities across three Districts – Central West, Northern and Central. It is one of Australia’s most iconic waterways and is at the heart of Sydney. The river’s catchment area is one of the most highly urbanised in Australia. By the 1950s, lack of regulation and rapid industrial development along the river caused substantial pollution and degradation of water quality, resulting in the closure of a number of popular community swimming spots along the river.

Past industrial sites are now being replaced by major residential developments along the river’s foreshore, with the river connecting key development areas of Ermington, Rhodes, Camellia, Westmead, North Parramatta and the Parramatta CBD. However, stormwater and sewer overflows continue to pollute the river, and with desired future growth, this will only increase pressure on this valuable asset.

To improve access and amenity to this burgeoning business and residential population, the Parramatta River has become the focal point for enhancing the region’s network of open spaces, walkways and cycleways. The river is the subject of the Parramatta River Catchment Group (PRCG) Parramatta River Master Plan and Parramatta Ways Strategy, being developed by CoP to balance water quality and biodiversity requirements with site activation and infrastructure, informed by community preferences and socio-economic benefit. This will support the development of a connected blue and green grid across the region that enhances biodiversity and water quality outcomes while at the same time opening up more foreshore areas to public space and activation. In addition, CoP has developed the Parramatta City River Strategy (2015) which provides an integrated vision for the riverfront, includes a design and activation strategy and plan for implementation to start the process of turning the vision and strategy into a reality.

To extend on the value of the river for recreation and provide more local, natural places to swim for Western Sydney residents, at least three new river swimming destinations will be opened by 2025. This will build on the success of Lake Parramatta in North Parramatta, which opened to public swimming in 2015 for the first time in 72 years, with 12,000 people swimming in the Lake in its first season.
2.5 Regional Open Space and the Green Grid

Open space provides an important role in the health and well-being of communities. The growth area is characterised by urban land uses (which make up approximately 65% of the growth area) and areas of open space and conservation. Significant areas of open space include the Parramatta River and foreshore, which connects key places from Westmead and Parramatta Park to Sydney Olympic Park and Rhodes. The growth area also contains areas of threatened vegetation and flora and fauna species listed under the Threatened Species Conservation Act 1995 (TSC Act) and Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

The growth area is bookended by two areas of regional parklands, being Parramatta Park in the west and Sydney Olympic Park and Bicentennial Park in the east. On the western edge of the Parramatta CBD and comprising 86 hectares, Parramatta Park is a significant local and regional asset. Its importance lies in evidence of its historical evolution, its natural heritage and its recreational values and it is considered of exceptional cultural significance to Australia, NSW and the CoP because it:

- Contains remnant vegetation of the Cumberland Plain Woodland;
- Is the core of the territory of the Burramatta clan of the Darug;
- is an enduring symbol of early European settlement in Australia and is evidence of 18th Century Parramatta;
- Is a place of early Government enterprise, contains the oldest surviving Government House in Australia and is Governor and Mrs Macquarie’s landscaped park and estate; and
- Is the site of 19th Century and 20th Century recreation and public sporting activities.

Parramatta Park is also a major green space and public recreation area for the people of Parramatta. By 2036, Parramatta Park will be a highly activated space that will connect to a green belt running through the Cumberland Hospital site within the Westmead and Parramatta CBD precincts, Lake Parramatta and the river foreshore to Rosehill Gardens.

The Parklands at Sydney Olympic Park cover approximately 430 hectares, and with over 2.7 million visitors per year, they are one of Australia’s largest urban parklands. They play a critical local and regional role in providing significant open spaces, recreation areas, wetlands and waterways for growing Sydney. Sydney Olympic Park promotes active transport options as 33% of the parklands visitors are cyclists with the provision of 35 kilometres of pedestrian and cycle pathways. The parklands include four kilometres of water frontage along the Parramatta River and Homebush Bay, which are generally not well connected to broader growth area.

The Parklands hold important environmental and historical significance that provides a rich biodiversity with over 280 hectares of habitat for threatened and endangered flora and fauna and home to the largest remaining populations of the endangered Green and Golden Bell Frog in NSW.

A Plan for Growing Sydney identifies the opportunity to create Sydney’s Green Grid, a network of interlinked, multipurpose open and green spaces across Sydney. There are two priority Green Grid projects within the growth area:

- Parramatta River Foreshore - a continuous open space corridor along both sides of the Parramatta River, connecting Westmead and Parramatta Park to Sydney Olympic Park and Rhodes with further connections eastward towards Iron Cove in the Central District.
- Duck River Open Space Corridor - a continuous walking and cycling link north-south linking Parramatta, Camellia, Granville, Auburn, Regents Park and south to Bankstown in the South District.

‘Parramatta Ways’ is a regional plan being developed by CoP that seeks to implement the Green Grid and sets out to improve walkability across broader Parramatta, linking Parramatta CBD with surrounding suburbs via a network of interconnected pedestrian pathways.

Enhancing and expanding the existing open space assets within the growth area to establish connected regional open space corridors will be investigated as part of a growth area wide open space and social infrastructure analysis to be undertaken by the Department within the next 12 months. Along with the work being undertaken by CoP as part of the ‘Parramatta Ways’ project, this work will provide better access to open space through high quality active transport links.
Figure 8. Open space
2.6 Transport

The Greater Parramatta to Olympic Peninsula Corridor is undergoing significant change, with an emerging and an increasingly diverse mix of uses proposed from Westmead to Sydney Olympic Park. Meeting customer needs for transport into the future requires staged investment in infrastructure and services that ensure accessibility, quality, choice and a policy framework that maximises the efficiency of our network through demand management.

The NSW Government is already committed to major projects that will support and shape the land use vision for the corridor such as Parramatta Light Rail and the M4 Widening, as well ferry and bus, walking and cycling improvements across the corridor. Investigations are also underway for Sydney Metro West, linking Parramatta CBD to Sydney CBD. New north south connections and longer term rail solutions which would support Parramatta CBD’s role as the centre of Western Sydney will also be investigated as part of the Future Transport program.

The key transport challenges in the Greater Parramatta to Olympic Peninsula Corridor are:

- The land use vision is currently constrained by the existing transport network.
- Significant investment in the transport network will be needed to support the proposed growth.
- Transport connections to Parramatta CBD from new growth areas and surrounding districts provide poor quality of service and improvement is needed to ensure connection between where people live and employment opportunities in the corridor.
- The road network across the corridor is congested. This has economic implications for essential trips and freight movements.
- The rail network primarily caters for east-west trips, besides the limited services currently available on the Carlingford and Sydney Olympic Park line.
- Train travel towards Sydney CBD on the Western line is congested in the peak periods.
- Transport connections to Parramatta CBD from new growth areas and surrounding districts do not provide the quality of service needed to support the growing CBD.
- There is heavy reliance on private vehicles as the primary mode of travel, with approximately 40 percent of journeys to from or within the corridor are less than 5km and of these, 63 percent are by car.
- The road network across the corridor is also congested, which has economic implications for essential trips and freight movements.

Figure 9. Transport
The corridor also has great potential. The opportunities include:

- The increasingly diverse mix of uses and activities within the corridor provide an opportunity for a high degree of containment of jobs, education, recreation and travel within the corridor.
- The delivery of key transport corridors such as connections to a new Western Sydney Airport and north/south connections that could shape growth in the GPOP corridor. Increased employment in the corridor that enables a reduction in the length of trips, including the need to travel outside the corridor for work.

Strategic Context

The NSW Long Term Transport Master Plan (the Long Term Master Plan) (Transport for NSW, 2012) provides a framework for addressing transport challenges over the next 20 years. It supports the strategies of A Plan for Growing Sydney by integrating land use and transport planning, locating increased development in locations with increased transit capacity to make more efficient use of transport infrastructure.

Relevant to the growth area, the Long Term Master Plan identifies:

- Parramatta to Sydney CBD via Sydney Olympic Park as a corridor under pressure, with trains on the T1 Western Line experiencing high congestion and the M4 Western Motorway and Parramatta Road operating at capacity during peak periods.
- Sydney Olympic Park as a key employment centre for workers from across metropolitan Sydney.
- Investigation of the following key corridors to support urban renewal:
  - Westmead-Parramatta-Sydney Olympic Park‒Burwood
  - Macquarie Park to Sydney Olympic Park.
- Development of mixed land uses to balance the movement of people and freight in and out of areas, which provides the opportunity for a high degree of containment of jobs, education, recreation and travel within the growth area.

The Long Term Transport Master Plan is currently under review. This plan also considers:

- A Plan for Growing Sydney (as proposed to be amended by Towards our Greater Sydney 2056);
- NSW State Infrastructure Strategy;
- Sydney’s Modal Future Plans;
- WestConnex planning and program; and
- The Parramatta Road Urban Renewal Strategy.

The Long Term Transport Master Plan and key projects

TfNSW has identified a program of short, medium and long-term initiatives across all modes of transport to complement current investment to help achieve the land use vision. Longer term initiatives that require significant new investment such as new north south connections and major interchange improvements, offer the opportunity to significantly improve access to new jobs and education facilities planned for Parramatta CBD. However, while infrastructure-focused solutions are essential for the success of the corridor, behavioural change is also critical.

The success of the growth area, particularly Parramatta CBD, is dependent on ensuring that a great number of people can access employment, schools, shopping, services and recreational facilities within 30 minutes. The Sydney Metro West and Parramatta Light Rail are projects that will go a long way in achieving this objective.

Key transport projects and initiatives within the growth area include:

- Light rail connecting Westmead, Parramatta North, Parramatta CBD, Camellia, to Carlingford in the north as stage 1 of Parramatta Light Rail;
- Sydney Metro West, which will provide rail connection from Parramatta, Sydney Olympic Park, the Bays Precinct and Sydney CBD (announced in November 2016 and currently in planning! (refer to Figure 1));
- Parramatta River ferry initiatives;
- M4 widening and connections to Port Botany/Sydney Airport through the WestConnex project including new Hill Road on and off ramps;
- Implementation of Inner and Outer Ring Roads around the Parramatta CBD; and
- Active transport plans, including ‘Parramatta Ways’ and Parramatta Cycling Strategy (currently being prepared by CoP).

Proposed transport initiatives are shown in Table 1.

Table 1: Proposed transport initiatives within the PGA

<table>
<thead>
<tr>
<th>SERVICE/INFRASTRUCTURE</th>
<th>STATUS</th>
<th>FUNDING STATUS</th>
<th>DELIVERY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parramatta Light Rail project</td>
<td>Planning and development underway</td>
<td>Partially funded with $64 million committed in 2016/17 budget and public commitment to $1 billion Government funding.</td>
<td>Construction begins late 2018</td>
</tr>
<tr>
<td>WestConnex – M4 Widening and M4 East Motorway Parramatta to Haberfield</td>
<td>Under construction</td>
<td>Fully funded (Stage 1) and under construction.</td>
<td>Completion date 2019</td>
</tr>
<tr>
<td>Complete Active Transport Links including:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Westmead to Parramatta</td>
<td>Planning underway</td>
<td>Unfunded</td>
<td>On-going improvements delivered in conjunction with local government.</td>
</tr>
<tr>
<td>2. Parramatta to Rhodes through Olympic Park.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Olympic Park to Cooks River Cycleway.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Parramatta Laneways Project</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parramatta River Wharf upgrades and Parramatta River Ferry Growth Services</td>
<td>Rydalmore Planning underway for wharf upgrades additional weekend services currently being delivered.</td>
<td>Funded with $25.5 million for Parramatta River Ferry Growth services and commitment to Parramatta River Wharf upgrades.</td>
<td>Ongoing delivery of upgrades under the Ferry Wharf Upgrades program.</td>
</tr>
<tr>
<td>Sydney Metro West</td>
<td>Planning underway</td>
<td>Unfunded</td>
<td>Timing to be confirmed</td>
</tr>
</tbody>
</table>
2.7 Social Infrastructure

Social infrastructure incorporates facilities and services that are used for physical, social, cultural or intellectual development or welfare of the community. It includes physical infrastructure such as libraries, community centres and cultural facilities that facilitate the delivery of social services and activities, as well as open spaces, parks, recreation areas and sport fields that support sport, recreational and leisure uses. Importantly, social infrastructure also incorporates the services, activities and programs that operate within these facilities.

Key Implications

The NSW Government, through a number of policies and strategies, has made significant contributions and commitments to infrastructure within the growth area that will support anticipated population growth. Key implications for social infrastructure include:

- Establishment of the Green Grid as a framework for planning open space and green linkages between existing open spaces. CoP is currently progressing this work through the ‘Parramatta Ways’ project;
- Investment in health and education that will result in the upgrade of existing facilities as well as new facilities such as new schools;
- A new Parramatta Cultural Precinct around Civic Link and Parramatta River including the new Museum of Applied Arts and Science (MAAS);
- Investment in a new Western Sydney Stadium;
- Parramatta Light Rail and Sydney Metro West have the potential to improve legibility and connection of transport services and deliver more frequent services linking areas within and beyond the growth area. This will improve accessibility to existing and proposed social infrastructure.

Social Infrastructure Review

In October 2016, the Department undertook a high level review of social infrastructure within the growth area. Its purpose was to identify next steps for undertaking a social infrastructure assessment, considering the potential cumulative impact of all existing and planned urban renewal projects and identifying information gaps critical for future planning at the precinct level. The review found that rezoned urban renewal projects either relied on existing facilities and/or made provision for community and social infrastructure to meet the immediate needs of the potential new community. The assessments were based on a desktop review only. In terms of existing facilities, a more detailed audit of these facilities needs to be undertaken including condition and capacity. An assessment of recreation needs and open space for the entire growth area has not been undertaken in sufficient detail.

While urban renewal projects in the growth area will result in additional dwellings and jobs, the cumulative impact of this renewal on existing facilities or staging of development of new facilities has not been adequately considered. A more robust assessment, that addresses cumulative impact, would allow for the more efficient planning and development of social infrastructure within the growth area.

Figure 10. Social Infrastructure
2.8 Hydrology

There are nine creeks and rivers which run through the growth area. These include:
- Parramatta River;
- Duck River;
- Duck Creek;
- A’Becketts Creek;
- Toongabbie Creek;
- Subiaco Creek;
- The Ponds Creek;
- Powells Creek; and
- Haslams Creek.

Flooding is a key constraint for some parts of the growth area (i.e. Camellia, Parramatta CBD) (refer to Figure 12). In September 2016, the Department undertook a review of broad scale drainage and flooding studies within the growth area. The review found that whilst flood modelling had been carried out for all of the creeks and rivers in the growth area, the details in the modelling and the accompanying flood study reports varied significantly. This is a reflection of the age of many of the flood models which were one dimensional models completed more than a decade ago. Two dimensional modelling of most of these catchments is currently being undertaken by CoP.

To better inform the consideration of flooding for precincts within the growth area, further flood modelling should be undertaken to ensure a consistent flood modelling approach. The modelling will establish benchmark levels to inform the consideration of potential impacts of development on flooding in the growth area, at the precinct planning stage.

CoP is currently developing a Parramatta River flood warning system, collating real time data, established decision support systems, combined with Bureau of Meteorology forecast modelling to enable effective emergency response and flood preparedness.
2.9 Land Ownership

The majority of land within the growth area is in private ownership. However, there are a number of larger land holdings that are in NSW Government and Council ownership (i.e. Westmead Health and Medical Research, Sydney Olympic Park, Rydalmere, Carlingford, Parramatta North and Homebush). There are significant opportunities within the growth area to use underutilised government-owned land to act as a catalyst for renewal, redefine a precinct, provide better community facilities, affordable housing and generate economic growth and jobs within the growth area and broader region.

Figure 12. Land Ownership
2.10 Heritage

There are a number of significant heritage buildings and places in the growth area. Long before European settlement the Aboriginal people inhabited the Sydney area, including Parramatta. The Darug people were known to have occupied the Sydney basin for more than 40,000 years. Made up of many small clans, the Darug followed seasonal food routes within strict territorial boundaries. One of these clans, the Burramattagal, lived at the head of the Parramatta River. Many places and items remain in Parramatta that are important to the local Aboriginal community and to the Aboriginal people of New South Wales. There are also a number of non-indigenous heritage items, conservation areas and view corridors within the growth area, the most significant of which is Old Government House and the Government Domain and the Lancer Barracks Precinct, which are listed as National heritage items.
2.11 Sustainability

The renewal of the growth area provides an opportunity to plan and build efficient and resilient precincts, through smart design, a diversified approach to energy, water and waste management and the creation of vibrant, well connected public spaces that encourage social interaction.

Energy efficiency and the use of renewable energy sources will be investigated at the strategic level as part of future precinct planning, through development control plans and at the detailed level when development applications are submitted for new buildings and public infrastructure.

The need to review current utility infrastructure provision as part of planning for the growth area provides a substantial opportunity for investigating alternative options such as precinct scale energy and water systems. Such systems can:

- deliver a more cost effective solution than traditional centralised utility provision models (both from an upfront capital and ongoing operational cost perspective);
- improve resilience to resource shortages/climate disruptions through greater diversity of supply; and
- provide greater efficiency and deliver better environmental outcomes (e.g. reduced greenhouse gas emissions, impacts on adjoining waterways/natural areas).

EarthPower, located in Camellia, is Australia’s first food waste to energy facility, producing green energy and fertiliser (as a by-product) from food wastes. A number of other resource recovery industries also exist in the growth area, including Concrete Recyclers and Veolia, providing a basis for growing these specialised industries which deliver better environmental outcomes for the growth area and the wider Sydney metropolitan area.

Integrated water cycle management, incorporating the practices of flood management, water sensitive urban design, stormwater quality control, wastewater management, community needs and preservation of the natural environment will be adopted for future precinct planning.

The PRCG has established a vision to make Parramatta River swimmable again. Whilst this is a long term objective, future planning in the growth area will incorporate solutions to deliver regeneration and activation of the river and its foreshores.

A number of other sustainability initiatives will be pursued in future planning processes including:

- establishing well connected, green streets to reduce the impacts of urban heat, support healthy lifestyles, improve stormwater quality and reduce dependency on cars; and
- the provision of quality public spaces to encourage social interaction and provide a range of experiences for people working, living and visiting the growth area.
2.12 Regional Servicing Infrastructure

There are a number of regionally significant utility infrastructure items within the growth area. These include:

- Sydney Water’s Wastewater Pump Station 067 in Camellia, the largest pumping station within Western Sydney;
- Rosehill Recycled Water Scheme;
- Sydney Water’s Prospect East Trunk Water Delivery System;
- Major pipelines for both gas and petroleum in Camellia, providing a critical function to the Sydney metropolitan area and NSW more broadly (i.e. Shell’s Gore Bay Pipeline, Joint User Hydrant Installation (JUHI) pipeline to Kurnell and Sydney Airport, and Caltex’s Hunter Pipeline); and
- Fuel supply pipeline that services the Viva Energy site in Camellia. This is a critical facility for fuel supply in NSW, currently supplying 40% of NSW’s fuel requirements via either pipeline or road freight.

While these services are critical for enabling both existing and future development within the growth area, they can also limit where development occurs due to constraints they impose e.g. costs associated with augmentation, relocation and upgrades, odour, noise, required setbacks. Future planning processes in the growth area will need to ensure that these services remain fully effective and accommodate any upgrades necessary to support growth.

2.13 Challenges

Following a high level analysis of the growth area, a number of challenges were determined which will in part influence any future planning for precincts or which require further investigation and resolution. The key and challenges for the growth area are shown in Figure 14.
3. Land Use and Infrastructure Implementation Plan

The Department has identified twelve (12) existing and potential precincts within the growth area as conducive for urban renewal and transformation. Urban renewal opportunities within each of these precincts have been outlined in the sections provided below.

The urban renewal opportunity for the recently announced priority precincts (ie. Wentworthville, Burwood, Strathfield and Homebush) will be identified, and the Interim Plan updated, as planning within these precincts progresses.
3.1 Greater Parramatta Priority Growth Area

The growth area is currently home to 88,600 people living in 25,200 homes. The growth area provides 133,360 jobs. Over the next 20 years, based on planning that has been completed or is well underway, the growth area will provide an additional 113,000 jobs and 72,000 dwellings. It is acknowledged that there will be further opportunities for renewal and more homes and jobs as planning investigations continue and additional infrastructure comes on line. Work currently being undertaken by the NSW Government estimates that the priority growth area has the capacity to accommodate more than 100,000 additional dwellings and 300,000 additional jobs. The recent announcement of new priority precincts within and adjacent to the priority growth area (i.e. Wentworthville, Burwood, Strathfield and Homebush) as well as work the Greater Sydney Commission is undertaking in relation to finalising the West Central District Plan will further increase this number.

To accommodate the targets in the Draft West Central District Plan, further jobs and housing need to be planned for. The interim Plan identifies twelve precincts as conducive for urban renewal and transformation. A number of these have already been rezoned, others are currently being planned while a further group are identified as having potential renewal opportunities in the longer term.

Key transport initiatives like the Parramatta Light Rail and Sydney Metro West present an exciting opportunity to plan for even more jobs and housing. While the interim Plan considers urban renewal opportunities afforded by Parramatta Light Rail, further opportunities provided by the Sydney Metro West will be considered once planning for this new underground metro railway line is further progressed.

Through the precinct planning process, the Department in conjunction with the Greater Sydney Commission and Councils will investigate opportunities to increase affordable housing in the growth area.

The interim Plan brings together existing detailed work completed or underway for identified precincts (i.e. Camellia, Sydney Olympic Park, Carter Street, Wentworth Point, Parramatta Road) and sets out a framework for more detailed planning work for a number of precincts for which planning has not yet commenced. It is intended that this interim Plan be updated annually to incorporate new planning that has been completed.

The job and housing projections identified for specific precincts within the interim Plan are indicative only and based on planning done to date, which varies in detail for each precinct. At this stage, growth projections partially consider opportunities for additional growth afforded by Parramatta Light Rail and do not at all consider any opportunities presented by Sydney Metro West.

The infrastructure identified within the interim Plan is indicative only and is based on current knowledge on the likely key State and regional infrastructure required to support redevelopment and urban renewal within the priority growth area. Where a precinct has not yet been rezoned, the infrastructure required will be confirmed and/or amended through more detailed analyses during future planning processes in the precincts.

Figure 15. Interim Land Use Strategy

Note: Indicative concept only and subject to detailed precinct planning.
3.2 QUADRANT 1 – Parramatta CBD and Westmead Health and Education Super Precinct

3.2.1 Westmead Health and Medical Research

Existing Character
The Westmead Health and Medical Research Precinct located approximately two kilometres west of the Parramatta CBD on the western railway line, is one of Australia’s most significant specialised hospital precincts and a key site for education and world-leading medical research. The precinct is approximately 290 hectares and generally comprises the area of land bounded by the M4 Motorway to the south, Bridge and Briens Roads to the west and north, and the Cumberland Hospital and Parramatta Regional Park to the east (refer to Figure 13).

The principal feature of the precinct is the Health and Medical Research Centre comprising three major public hospitals (Westmead Hospital, Children’s Hospital at Westmead and Cumberland Hospital), a private hospital and other medical facilities. The hospitals are complemented with extensive research facilities as well as administration and medical educational facilities, and collectively represent a significant provider of health services and employment to the Sydney metropolitan area.

Single use, large landholdings make up the majority of the precinct with key landowners including the Health Administration Corporation, Western Sydney University and the Catholic Church (Diocese of Parramatta and the Marist Brothers). Large privately owned industrial holdings are located north of Toongabbie Creek, including the Coca Cola Amatil site and other existing industrial uses on the eastern side of Kleins Road.

Westmead Railway Station is located within the central portion of the precinct. With its high employment node, all Sydney Trains (T1 Western line, T5 Cumberland line and the Blue Mountains line) currently stop at Westmead. The station is also the first rail station stop on the new T-Way bus route to Rouse Hill and the North West Priority Growth Area.

Westmead Railway Station is currently surrounded by a variety of land uses such as small shops, commercial spaces and low rise Strata titled 3-5 storey residential flat buildings. To the south of the railway line and Alexandra Avenue, the precinct is mostly detached residential housing.

Demographics and Economy
In 2015, the precinct had an estimated population of 15,481 people, making up almost 17% of the population in the growth area. Key characteristics of the precinct population include:

- **Medians Age**: 31.3 yrs
- **85%** residents have post school qualifications
- **45.8%** young children, teenagers and people in their 20’s & 30’s
- **63%** residents born overseas
- **30%** families – parents with children
- **12.3%** live in houses
- **59.4%** live in apartments
- **28.2%** live in medium density homes
- **5%** live in apartments
- **>85%** different languages spoken at home
- **>20%** lone person households
- **>31 years**
- **>20%** smaller families – parents with children
- **75%** knowledge intensive jobs
- **12%** health and education jobs
- **7%** industrial jobs

In 2011, there were approximately 14,953 jobs within the precinct. Approximately 58.2% of residents within the precinct are either in full or part time employment. The precinct has a diverse mix of employment including large healthcare and education (75%), industrial (12%), knowledge intensive (6%) and retail (7%) (refer to Figure 14).
Constraints and Challenges
The keys challenges within this precinct include:

- Poor street amenity and public domain, particularly along Hawkesbury Road, Toongabbie Creek and parts of the Parramatta River;
- A lack of a civic and social centre;
- Lack of public domain connections and linkages throughout the health and medical services area to Hawkesbury Road and the proposed Parramatta Light Rail, existing train station and bus interchange;
- The need for better connections from the precinct to Parramatta Park;
- Integration of Cumberland Hospital Western Precinct as part of the larger precinct;
- An overreliance on cars, with more than three-quarters of existing workers in the precinct using car as the primary method of travel to work and only 8% using the train;
- Traffic and access issues to and from the precinct;
- Strata titling of residential housing stock, particularly on the eastern side of Hawkesbury Road within the precinct; and
- Areas to the south of the railway line and Alexandra Avenue currently constrained by low density residential planning controls. Some properties and streets are also subject to heritage provisions or have been identified as having a special character.

Opportunities
The key opportunities presented within this precinct include:

- Growth of Allied Medical Uses: The Westmead Health and Medical Research Precinct provides the foundation for the continued development and growth of a major bio hub clustering research institute, biotechnology and life sciences companies including accommodation for key workers. The precinct has the potential to accommodate significant jobs growth, particularly in the health and education sector.
Strong Public Transport Links: The proximity of the precinct to public transport supports Government initiatives for higher density employment and mixed use development to be located within walking distance of existing transport infrastructure including accommodation for key workers within the precinct. Based on the preferred Parramatta Light Rail alignment, there may be some opportunity for higher forms of residential development on the eastern side of Hawkesbury Road but only as part of mixed use development above retail and/or commercial uses. Existing residential uses located further east of Hawkesbury Road present long term opportunities for redevelopment and are subject to overcoming existing strata title constraints. The area to the south of the railway line and Alexandra Avenue, being within proximity to the existing station, and preferred light rail route, Western Sydney University and significant employment generators (i.e. Westmead Hospital) has the potential for moderately increased residential development in this location, if the access issues to the precinct can be resolved. This area will be investigated as part of planning for the whole precinct. It is noted that Cumberland Council is currently undertaking a heritage review of this area as part of a broader study for the Cumberland Local Government Area.

Integrated Land Use and Transport: The precinct is also an excellent location for future mixed use development given its proximity (walking distance) to public transport including future light rail, heavy rail and to the Western Motorway, allowing easy access to all areas of Sydney. Due to the existing over-reliance on cars for travel to the precinct any future redevelopment of the precinct will require a readjustment in current approaches to transport strategies including the provision of car parking. There are opportunities to improve and link the employment zones of Westmead with the transport nodes of the rail station and the T-way, providing safe, convenient and pleasant pedestrian passage for commuters and visitors to the hospital area.

Land Ownership: Large areas of the precinct are made up of large land holdings in single ownership. These landholdings will play an important role in determining the future character of the area and are uniquely placed, to facilitate an appropriate urban design response to identified constraints and challenges within the existing precinct. Opportunities exist to promote and accommodate significant new mixed uses including commercial and retail and the creation of the ‘Hawkesbury Road and Town Square’ zone to activate the precinct.

A workable, liveable and accessible health city, with focus on integrated healthcare, teaching and research, that promotes patient, carer and staff wellbeing and community engagement and attracts staff, students, residents, researchers and visitors from all over the world.


### Projected Growth

- **30,000** jobs

### Actions (next 12 months)

**Progress Westmead as a Priority Precinct by commencing technical investigations.**

**Our Priorities**

- Increase employment density.
- Support continued development and growth of allied health and medical uses including a major bio hub clustering research institute, biotechnology and life sciences companies.
- Review capacity of existing local centre to accommodate future growth and needs of workers and residents.
- Support initiatives for higher density employment and mixed use within walking distance of public transport including accommodation for key workers.
- Increase permeability and public access to and from employment zones of Westmead with the transport nodes of the rail station, Parramatta Light Rail and the T-way.
- Promote and accommodate new mixed uses including commercial and retail and the creation of the ‘Hawkesbury Road and Town Square’ zone to activate the precinct.
- Consider the provision of a pedestrian overpass on Darcy Road to promote better access to the health facilities.
- Provide improved pedestrian and cycle links between the health facilities and Parramatta Park.
- Transform Hawkesbury Road into a high amenity, tree-lined boulevard.
- Investigate ways in which Cumberland Hospital (west) could be better integrated with other health facilities in the precinct.
- Upgrade public domain along Toongabbie Creek.
- Encourage more active and public transport usage.

The Westmead Alliance project an additional 30,000 jobs could be provided in Westmead by 2036. This forecast target, as well as any increase in the number of homes, will be tested as a part of future precinct investigations.
3.2.2 Parramatta North

Existing Character

The Parramatta North Precinct is located to the west and north-west of the Parramatta CBD and to the immediate east of the Westmead Health and Medical Research Precinct (refer to Figure 17). The precinct is approximately 150 hectares in area and predominantly in NSW Government ownership (i.e. Crown Land, NSW Health, Housing Commission of NSW, Land and Housing Corporation, Corrective Services, Disability Services, Parramatta Park Trust, The State of NSW, Venues NSW (Parramatta Stadium Trust)).

The site has a rich Aboriginal and early European history, with archaeological evidence of Aboriginal settlement dating back more than 30,000 years. The significance of the site includes post contact and European settlement of the area and social connections to buildings and places within the precinct area. Some of the buildings and places associated with colonial development and institutional development of the site that are of a high heritage significance include:

- The Female Factory (State and National significance);
- The Parramatta Lunatic Asylum (State and National significance);
- Parramatta Gaol (State significance);
- Norma Parker Centre (former Parramatta Girls Training School) (State significance); and
- Cumberland District Hospital (State significance).

The boundaries of the Parramatta North Precinct align with the boundary of the Parramatta North State Significant Site which was rezoned in August 2014 to facilitate the delivery of:

- Approximately 3,000 new dwellings, including affordable housing at a minimum of 3% of the overall development yield;
- A village centre with 4,000 m² of retail floor space; and
- 5.7 hectares of public open space including foreshore open space along the Parramatta River, a central open space in the location of the existing oval, and two smaller parks.

Three areas, which formed part of the original proposal, were deferred from the rezoning, namely:

- The southern part of the precinct around Parramatta Stadium and Parramatta Park, earmarked to accommodate around 34,000 m² of mixed floor space. This area was deferred to allow for a master plan to be prepared to determine the most appropriate future use for this land, having consideration of a range of issues including potential land use conflicts with Parramatta Stadium, impacts on heritage view corridors from Old Government House and Domain, and the future of the Parramatta Swimming Pool;
- The NSW Linen Service land in the north of the precinct. This area was deferred to enable further consideration of the suitability of this land for residential uses given the presence of 6-8 metre heritage walls; and
- Parramatta Gaol land that was subject to the successful Deerubbin Group Aboriginal Land Council land claim.

Many of the buildings and places within the precinct are either unused or underutilised. In July 2016, UrbanGrowth NSW commenced work on repairs to some of the heritage buildings on the site, to ensure the buildings are structurally sound and protected from further decline until decisions are made on their future uses. This work is being carried out in accordance with approvals obtained under the Heritage Act 1977 and is expected to continue until mid-2018. Heritage repairs will not result in the restoration of buildings. This will occur at a later date. In addition, archaeological testing is expected to commence shortly to help better understand the Aboriginal and European history of the area.

Demographics and Economy

In 2015, the precinct had a population of 929 people. Key characteristics of the precinct population include:

- **34.6 YRS MEDIAN AGE**
- **2% LIVE IN HOUSES**
- **20% COUPLES WITHOUT CHILDREN**
- **27% LIVE IN TOWNHOUSES OR OTHER MEDIUM DENSITY HOMES**
- **39% LIVE IN APARTMENTS**
- **38.9% YOUNG CHILDREN, TEENAGERS AND PEOPLE IN THEIR 20’S & 30’S**
- **33.3% RESIDENTS BORN OVERSEAS**
- **25 DIFFERENT LANGUAGES SPOKEN AT HOME**

In 2011, there were approximately 3,094 jobs within the precinct, with approximately 16.5% in full or part time employment.
**Constraints and Challenges**

Key challenges within the precinct include:

- Heritage conservation, restoration and adaptive re-use of heritage buildings;
- On-going archaeological investigations throughout the precinct;
- Providing for increased densities and new development whilst protecting and enhancing the heritage values of the precinct;
- Poor connections to Westmead, Parramatta CBD and Parramatta Park;
- Local vehicle access through precinct and the need to make sure it does not become a rat run;
- Redevelopment of Parramatta Stadium and its integration into the precinct;
- Isolation of Parramatta Park South from the remainder of the precinct by heavy rail.

**Opportunities**

Key opportunities within this precinct include:

- **Redevelopment of Parramatta North**: The redevelopment of the precinct will support the growth of Parramatta as Sydney’s second and central CBD, will open parts of the site that have been closed for a number of years to the public, support the preservation and adaptive re-use of heritage buildings that are of local, State and National significance and improve connectivity and accessibility to Parramatta Park, the Parramatta CBD and Westmead Health and Medical Research Precinct;
- **Regeneration of foreshores and open space**: the redevelopment of the precinct will deliver new community infrastructure including open space and open space linkages, pedestrian connections and cycleways. As part of the precinct’s redevelopment, the existing Parramatta Park River walk will be extended (2.5m wide shared path) to link to Parramatta Park South. The riparian corridor will be preserved as public open space;
- **Social benefits**: the redevelopment of the precinct has the potential to protect and interpret significant places in the social history of NSW;
- **Active Transport Links**: Parramatta North will result in considerably less traffic as a result of the public active transport links (light rail, walking and bicycle) proposed to and from the precinct;
- **Future opportunities for urban renewal**: The deferred areas within the precinct have further potential for future residential and mixed use development; and
- **Improved Connectivity through Parramatta Light Rail**: The proposed Parramatta Light Rail will greatly improve the public transport connectivity of this precinct and in turn potential future growth.
Utilising the site’s significant heritage and environmental attributes to provide a vibrant and well located mixed-use precinct, with enhanced public domain, a network of new roads, paths and cycleways to access natural attributes such as the Parramatta River foreshore as well as heritage buildings and places.

This revitalisation and renewal introduces new residential and non-residential uses that will protect and enhance significant heritage assets, serve as an exemplar of adaptation and re-use of heritage buildings and places, take advantage of potential future transport infrastructure investment and add to and diversify the economic and cultural life of Parramatta.

Source: UrbanGrowth NSW, November 2014

For the rezoned area of Parramatta North, 3,000 additional homes and 1,000 additional jobs are projected by 2036. Additional projected growth for the deferred areas will be finalised through the future master planning process for these areas.

No Short Term Actions

Our Priorities

- Support the preservation and adaptive re-use of heritage buildings that are of local, State and National significance.
- Explore opportunities for regional pedestrian and cycle links along Parramatta River and consider options for managing integrated pedestrian access to and from Western Sydney Stadium including a review of potential routes, land uses and signage.
- Improve connectivity and accessibility to Parramatta Park (including improvements to existing river crossings), the Parramatta CBD and Westmead Health and Medical Research Precinct.
3.2.3 Parramatta CBD

**Existing Character**

Parramatta CBD is Sydney’s most mature regional city and operates as Sydney’s second and central CBD, performing key economic, social and cultural roles in the region (refer to Figure 20). Located at the heart of metropolitan Sydney, at the head of the Parramatta River and on the Western Railway line, the CBD currently accommodates 49,513 jobs and 4,769 dwellings (2011 census). The CBD also has a number of connections to major arterials, including the M4 Motorway, Great Western Highway, Windsor Road, Pennant Hills Road and James Ruse Drive. The Parramatta Transport Interchange is a key piece of infrastructure, enabling transfer between trains and the regional bus network. The proposal to connect Parramatta CBD by light rail to other key centres, will also greatly improve access to the centre. The Parramatta CBD will continue to increase in importance as Western Sydney’s population continues to grow.

The Parramatta office market is the fifth largest suburban office market in Australia with around 700,000m² of office floor space. It is the fourth largest office market in the Sydney metropolitan area, with the Sydney CBD having around 4,900,000m² of office floor space and Macquarie Park/North Ryde and North Sydney having around 850,000m² of floor space each. Growth in office floor space in Parramatta from 2004 to 2014 was at about 14% (an increase of about 84,000m²). There is currently a shortage of prime commercial office space in Parramatta with the vacancy rates for A Grade stock being very low at 2.0%, which is lower than the averages for North Sydney (5.6%), the Sydney CBD (9.5%) and Australia (9.0%).

The main retail areas within the Parramatta CBD include Westfield and ‘eat street’ (Church Street north). Westfield is the largest provider of retail space with almost 140,000m² of retail floor space within the CBD. In relation to residential uses, the Parramatta CBD has approximately 476,900m² of residential floor space, providing accommodation for approximately 4,769 dwellings. The existing planning controls for Parramatta CBD prohibit residential uses within the City Centre Core.

**Demographics and Economy**

In 2015, the precinct had a population of 11,804 people, making up 17% of the population in the growth area. Key characteristics of the precinct population include:

- **MEDIAN AGE**: 29.7 YRS
- **HOUSEHOLDS – COUPLES WITHOUT CHILDREN**: >25
- **DIFFERENT LANGUAGES SPOKEN AT HOME**: >24%
- **RESIDENTS BORN OVERSEAS**: >24%
- **PARENTS WITH CHILDREN**: >75%
- **POST SCHOOL QUALIFICATIONS**: >75%
- **FAMILIES**: 4%
- **LIVE IN APARTMENTS**: 86%
- **LIVE IN TOWNHOUSES OR OTHER MEDIUM DENSITY HOMES**: 9%
- **LIVE IN HOUSES**: 4%
- **85.8% YOUNG CHILDREN, TEENAGERS AND PEOPLE IN THEIR 20’S & 30’S**: >75%
- **APPROX. 68% OF RESIDENTS HAVE POST SCHOOL QUALIFICATIONS**

In 2011, there were approximately 41,870 jobs within the precinct. Approximately 57.4% of residents within the precinct are either in full or part time employment.

![Figure 18. Parramatta CBD](image)
Constraints and Challenges
Key challenges within the precinct include:

- **Vehicular Traffic to Parramatta CBD:** Eight strategic road corridors (M4 Motorway/Great Western Highway, Cumberland Highway, Woodville Road, M4/Parramatta Road, Victoria Road, Cumberland Highway, Windsor Road and Old Windsor Road) converge on Parramatta, entangling cross-regional car and freight flows and causing excessive congestion and air pollution as a result of increasing traffic.

- **Capacity of Existing Public Transport:** The capacity of existing and proposed public transport services and infrastructure and managing transport demand and travel behaviour.

- **Flooding:** Flooding within the Parramatta CBD is typical of flash flood catchments. Floodwaters arrive quickly without significant warning, cutting access to areas/buildings before receding quickly. Specific issues to be considered include:
  - recognising that flood prone land is a valuable resource and allowing a flexible merit based system to ensure appropriate proposals are not disallowed and vice versa;
  - evacuation of buildings within a flood event is dependent on the rate of water rise, flood depth and velocity and sheltering within an appropriate building may be a safer option;
  - consistency with Section 117(2) Direction 4.3 Flood Prone Land in the Environmental Planning and Assessment Act 1979, and specifically permitting a significant increase in development within the floodplain and the residential flood planning level; and
  - the need for a flood warning service to build flood resilience allowing improved planning, response and recovery.

- **Poor Sense of Arrival:** There is currently a poor sense of arrival to Parramatta City from Parramatta River. The Parramatta River is generally underutilised, has no consistent character, contains inactive frontages and currently has no key riverside destinations.

- **Protecting Heritage Values:** Providing for increased densities and new development whilst protecting and enhancing the heritage values of Parramatta’s local, State, National and World Heritage European and Aboriginal heritage items, conservation areas, places and views.

- **Retaining Commercial Core:** Retaining a commercial core and achieving A-Grade commercial office space is vital to the life of the precinct.

- **Climate Change:** Parramatta has seen a rise in annual temperatures above that experienced in coastal parts of the city. This scenario is expected to get worse for the Parramatta CBD with climate change projections and the impact of the urban heat island effect. New green streets in key pedestrian and retail activity areas, the use of green walls and the provision of recycled water integrated with public domain are recommended to reduce impacts.

- **Poor Wayfinding:** The CBD currently does not have a wayfinding strategy, commensurate with its second CBD status. Creating a more legible public domain that encourages people to walk with comfort and confidence around Greater Parramatta. A good wayfinding system allows people to reach their destination easily and quickly by providing the cues and information to know where you are, where you are headed, and how best to get there; and recognise when you have reached your destination.

- **Staging of Projects:** Staging and coordination of projects within and through the CBD (e.g. projects which are reliant on an existing asset to be relocated/demolished, land to be acquired or infrastructure needed as a catalyst for a subsequent project).
Opportunities

Key opportunities within the precinct include:

- **Expansion of Commercial Capacity**: Opportunities within the CBD to provide a more expanded and more intense commercial core supported by higher density mixed use and residential development. In April 2015, Council adopted targets in the Parramatta CBD Planning Strategy for 27,000 additional jobs and 7,500 additional dwellings within the CBD to 2036 and recently prepared a planning proposal for the CBD to accommodate the adopted targets. The planning proposal, as currently endorsed by Council, has the potential to accommodate an additional 48,763 jobs and an additional 20,297 dwellings. Further analysis on the quantum of additional jobs and homes to be provided within the CBD need to be undertaken.

- **Highly Skilled Employment**: Parramatta CBD, in conjunction with the employment centres around Westmead, Camellia and Rydalmere will continue to produce high volumes of high-skilled knowledge based employment concentrated in various sectors. The regional economics of Western Sydney will take on a hub and spoke formation whereby Parramatta CBD, the administrative ‘hub’, will service ‘client’ firms in the employment lands around it.

- **Energy and Water Requirements**: explore opportunities to provide alternate sources of energy and water including low carbon options, introducing recycled water to future proof against drought, manage waterway health and establish lower cost and sustainable living and business.

- **Improved connections**: explore opportunities to link Parramatta CBD with other precincts, in particular Westmead through Parramatta Park.

Parramatta will be Australia’s next great city, defined by landmark buildings and high quality public spaces with strong connections to regional transport. It will respect its heritage, be an exemplar in design excellence, facilitate job growth and ensure its streets are well activated.

Source: City of Parramatta, March 2016

**Projected Growth**

<table>
<thead>
<tr>
<th>Jobs</th>
<th>Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>48,763</td>
<td>20,297</td>
</tr>
</tbody>
</table>

The CoP projects an additional 48,763 jobs and 20,297 additional dwellings could be provided in the Parramatta CBD by 2036.

**Actions (next 12 months)**

**Our Priorities**

- Continue to work with Transport for NSW, RMS and CoP to effectively manage traffic and transport including the delivery of the inner and outer ring roads.
- Identify and plan for regional recreational links along Parramatta River.
- Increase employment density and amount of ‘A’ grade office space within the CBD.
- Investigate opportunities to support growth along the southern end of Church Street.
- Continue to work with State Government and CoP to develop the Museum of Applied Arts and Sciences project.
- Enhance and maximise usage of Parramatta River through the creation of active frontages, consistent character and gathering places.
- Recognise that flood prone land is a valuable resource and encourage flexible merit based assessment to accommodate appropriate proposals.
- Work with Council to prepare a wayfinding strategy, commensurate with its second CBD status.
- Explore opportunities within the CBD to provide alternate sources of energy and water including low carbon options, introducing recycled water to future proof against drought and establish lower cost and sustainable living and business.
- Provide for increased densities and new development whilst protecting and enhancing the heritage values of Parramatta’s local, State, National and World Heritage European and Aboriginal heritage items, conservation areas, places and views.
- Support CoP in developing strategies and initiatives to combat the impact of the urban heat island effect.
3.2.4 Harris Park and Rosehill

Existing Character

Harris Park adjoins the Parramatta CBD to the east and comprises some 162 hectares (refer to Figure 23). Despite its industrial connections, Harris Park has remained largely residential. Renewed subdivision in the 1920s took up virtually all the suburb’s available land. The construction of homes from the 1960s, mostly 3 storey walk up, strata titled units, has meant that the suburb has a very high proportion of this type of housing.

Harris Park includes some of the most important items of Parramatta’s heritage. The precinct contains three conservation areas (Harris Park West, Experiment Farm and Elizabeth Farm Conservation areas) and more than 80 heritage items including three State significant items (Hambledon Cottage and grounds, Experiment Farm Cottage and Robin Thomas Reserve (Ancient Aboriginal and Early Colonial Landscape)). The Harris Park West Conservation area is an example of mid-19th century subdivision that includes residential development that has been adaptively re-used for commercial purposes, specifically along the railway line. Experiment Farm was the home of James Ruse, who in the late 1700s was a self-sufficient independent farmer who did not rely on the government ration. The NSW government issued its first land grant, 30 acres of land that is Experiment Farm. Elizabeth Farm was established in 1879 by John and Elizabeth Macarthur who were pioneers of the wool industry and substantial landowners in the area. Elizabeth Farm is now owned by Sydney Living Museums.

The precinct generally comprises three sub-precincts, namely

- Harris Park Station;
- Central area, between Harris Street and James Ruse Drive; and
- Rosehill and James Ruse Drive.

Harris Park Station

Wigram Street or ‘Little India’ is the precinct’s main shopping street. It contains a colourful and diverse mix of retail, commercial and shop top housing (between 1-3 storeys). Buildings vary in age and style with several older style single storey detached dwellings, which are either still being used for residential purposes or have been converted to a commercial use. The main shopping area does not have easy or direct access to either Harris Park or Parramatta Stations, despite it being situated some 100m to the north and 600m to the south of each station, respectively. This area also contains the Harris Park West Conservation Area, an example of mid-19th century subdivision that includes residential development that has been adaptively re-used for commercial purposes, particularly along the railway line. To the south existing development on Maroon Street is characterised by strata titled 3-4 storey residential flat buildings.

Central

The central portion of the precinct generally between Harris Street in the east and James Ruse Drive in the west, is predominantly low density residential and includes some of the most important items of Parramatta’s heritage. The area to the north of Crown Street contains two conservation areas (Experiment Farm and Elizabeth Farm Conservation areas) Hambledon Cottage (State significance) and a number of local heritage items. South of Crown Street, existing development comprises a mix of older single storey detached dwellings, 2-storey dwellings, townhouses and more recent 3-4 storey residential flat buildings. There are a number of blocks within the central area that contain a significant number of individually listed heritage items, identified conservation areas and important view corridors. These areas are considered a significant challenge for future redevelopment. Parts of the area also subject to flooding.

Rosehill and James Ruse Drive

This area generally includes land within the north-east corner of the precinct and land that has a direct frontage to James Ruse Drive. James Ruse Drive is an important urban arterial road, that provides connections from Parramatta Road at Clyde to the Windsor Road interchange at Northmead and provides a major crossing over the Parramatta River. A problematic section of James Ruse Drive is between Rosehill and Clyde. This section of road experiences long queues and delays during peak hours, partly due to cars and trucks accessing industrial areas, the M4 Motorway, Parramatta CBD and Rosehill Racecourse. Within the north-east corner of the precinct, existing development includes industrial uses, mainly smash repairs, factory outlets and a number of motor vehicle service facilities, which are all accessed from James Ruse Drive. There are also new residential buildings currently being constructed to the west of this industrial area and overlooking Parramatta River. Further south along James Ruse Drive is the Rosehill Bowling Club and a number of serviced apartment buildings (between 9-12 storeys) and equine related uses, associated with the Rosehill Racecourse that is directly opposite, on the eastern side of James Ruse Drive. The Rosehill Town Centre, Rosehill Public School are also located within this part of the precinct. Amongst all these uses are small pockets of single storey detached dwellings. Parts of this precinct are also subject to flooding. This area does not contain any heritage conservation areas or individual heritage items.

Demographics and Economy

In 2015, the precinct had a population of 10,381 people, making up 11% of the population in the growth area. Key characteristics of the precinct population include:

- **MEDIAN AGE** 30.8 YRS
- **4%** LIVE IN HOUSES
- **>76.8%** RESIDENTS HAVE POST SCHOOL QUALIFICATIONS
- **26%** HOUSEHOLDS – PARENTS WITH CHILDREN
- **48%** YOUNG CHILDREN, TEENAGERS AND PEOPLE IN THEIR 20’S & 30’S
- **20%** HOUSEHOLDS – COUPLES WITHOUT CHILDREN
- **61.3%** RESIDENTS BORN OVERSEAS, >30 DIFFERENT LANGUAGES SPOKEN AT HOME
- **23%** HOUSEHOLDS – LONE PEOPLE
- **42%** LONE PEOPLE
- **22%** HOUSEHOLDS – COUPLES
- **4%** HOUSEHOLDS – OTHERS
- **27%** HOUSEHOLDS – FAMILIES

In 2011, there were approximately 2,332 jobs within the precinct. Approximately 51.1% of residents within the precinct are either in full or part time employment.
Figure 19. Harris Park and Rosehill
A vibrant inner-city neighbourhood, which is a major food destination and place to celebrate Indian culture in Sydney.

Constraints and Challenges
Key challenges within the precinct include:
- Balancing Growth with Heritage: Balancing growth and new development whilst protecting and enhancing the heritage values of the precinct, local heritage items, conservation areas, places and important view corridors. This is particularly important for the northern part of the central area where view corridors effectively limit more dense development;
- Ownership: Strata-titled unit blocks within parts of the precinct restrict short-term redevelopment potential. This includes areas around Harris Park Station, residential flat buildings south of Crown Street and some commercial and industrial properties to the north of Hassall Street. Unlike larger Government-owned sites, smaller landholdings and properties that are strata titled (i.e. around the Harris Park Station) are not as flexible and the impact on heritage values not as easily addressed and overcome;
- Access into Precinct: Access within and from the precinct, particularly from M4 Motorway and James Ruse Drive;
- Preserving Character: Preserving ‘Little India’ around Harris Park Station and Wigram Street;
- Poor Connectivity: Existing connections to Parramatta CBD are poor. Despite being within close proximity to the CBD and train station, routes are not obvious and require multiple road / street crossings and generally lack any decent amenity (inconsistent street trees, lack of signage). There is also no designated cycle paths. Wayfinding from ‘Little India’ to Harris Park train station is also not intuitive. The existing pedestrian pathway which runs parallel to the railway and provides access to the station from Manion Street in the north and Cambridge Street in the south is not an active link, is to the rear of properties which front onto Wigram Street and is not well used at night;
- Flooding: Land within the north-easterly corner of the precinct and adjacent to Parramatta River and Clay Cliff Creek are subject to flooding; and
- Poor amenity: The eastern portion of the precinct, along James Ruse Drive, currently lacks any consistent or decent amenity. The amenity of James Ruse Drive through the precinct is poor due to the amount of traffic it experiences, including a large number of heavy vehicles.

Opportunities
Key opportunities within the precinct include:
- Cultural Neighbourhood: It is expected that Harris Park will continue to grow as a vibrant cultural neighbourhood and will densify, most likely in the form of medium density housing, particularly as access to the Parramatta CBD improves.
- Public Transport: The precinct is well-served by public transport, and hence well-placed for any future redevelopment. There are opportunities to improve connections from the main shopping area to Harris Park Station.
- Future Urban Renewal Opportunities:
  - Harris Park Station. Subject to detailed investigation, there may be some opportunity in the long term to accommodate increases in density in proximity to Harris Park Station including land to the south of Marion Street, whilst still preserving the character and sense of place of this area.
  - Central area. There may be some redevelopment potential for land to the north of Hassall Street and along Parramatta River, which is relatively unconstrained. Although some of these industrial properties are strata titled this is not considered prohibitive as the lot sizes are generally quite large so there would be significant renewal potential. Whilst the area is also subject to flooding, this would not necessarily preclude redevelopment. In the remaining parts of the area, there may also be some opportunities for renewal in proximity to the future light rail route and stops. However, this will result in a moderate uplift in capacity. Urban design analyses will need to be undertaken to ensure heritage has been considered and significant heritage views suitably maintained.
  - Rosehill and James Ruse Drive. Land on the western side of James Ruse Drive, opposite the Rosehill Racecourse, which currently includes existing industrial and residential land uses may also have some potential to accommodate additional medium to high density mixed use and residential development. This area is not constrained by heritage.

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

Short term actions
- Preserving ‘Little India’ around Harris Park Station and Wigram Street, retaining character and sense of place.

Longer Term Priorities
- Investigate opportunities for regional cycle and pedestrian links along Parramatta River.
- Investigate opportunities to improve connectivity in terms of wayfinding and amenity between Harris Park and Parramatta CBD and from the town centre to Harris Park Station.
- Balancing growth and new development whilst protecting and enhancing the heritage values of the precinct.
- Improve connections from the main shopping area to Harris Park Station.
- Investigate options for improving access to the precinct, particularly from the M4 and James Ruse Drive.
- Investigate opportunities for future urban renewal opportunities around Harris Park Station, north and south of Hassall Street and on the western side of James Ruse Drive.