

Review of Revised District North Plan

Future of the North District

Summary:

- More focus on jobs growth in Macquarie Park, Chatswood, St Leonards and North Sydney
- Less focus on excessive increases in housing supply (North District is expected to have a 25% increase in housing supply by 2036 compared to a 48% and 61% increase in housing supply for Western City District and Central City District)
- North District will increasingly focus on the health sector with the development of The Northern Beaches Hospital at Frenchs Forest
- Focus on jobs growth in North Sydney to strengthen the link between the North District and the Eastern City District (i.e. Sydney CBD)
- New networks of walking and cycling both within and between strategic centers

Willoughby Specific:

- Proposed on street rapid transit between Chatswood and Frenchs Forrest (continued to Manly)
- “The proposed Western Harbour Tunnel and Beaches Link project” is identified in the plan as a Committed Motorway
- An economic corridor has been identified from North Sydney to St Leonards to Chatswood continuing to Macquarie Park. The economic corridor is about 4km wide.
- Chatswood has been identified as a Strategic Centre
- St Leonards has been identified as a Health and Education Precinct
- “Libraries are already being reimagined as community hubs”

Willoughby Livability - Housing/Dwelling Targets:

- Additional capacity for housing supply, Current State-led initiatives include:
 - St Leonards/Crows Nest Priority Precinct
- Further potential urban renewal opportunities to align growth with infrastructure investment include:
 - Connecting to Sydney Metro Northwest, City & Southwest (i.e. Chatswood)
 - Leveraging the investment in projects that are under investigation such as the committed Western Harbour Tunnel & Beaches Link subject to final business case and funding.
- Affordable Rental Housing Targets: The Commission’s testing reaffirms that across Greater Sydney targets generally in the range of 5–10 per cent of new residential floor space are viable.
- Northbridge has been identified as a local centre. Greater development housing/jobs would be expected.

Willoughby Productivity - Jobs Targets:

- Willoughby LGA will be surrounded by Health and education precinct’s (Macquarie Park, Frenchs Forrest and St Leonards)
- Target jobs growth in Chatswood (26% to 34%) and St Leonards (15% to 35%)
- Focus of St Leonards to be a health and office area/Artarmon Industrial area to remain
- Chatswood - Maintaining and growing a high quality commercial core will facilitate the continued growth of the centre as a major employment hub

- The district plan identifies further investigation regarding bus operations and accessibility on the western side of the railway would improve amenity for the commercial core.
- Transport for NSW is establishing a bicycle network hierarchy in collaboration with councils to join LGA and local centres
- Encouraging tourism in natural areas must ensure the environment is protected.
- Tourism must be culturally appropriate and respect the District's Aboriginal and European heritage
- Embracing opportunities to expand start-up and digital innovation can allow more people to work closer to home

Willoughby Sustainability Targets:

- Continued protection of the North District's scenic and cultural landscapes is important for the sustainability, liveability and productivity of the District. It can complement the protection of biodiversity and habitat, help manage natural hazards and support tourism. Protecting scenic and cultural landscapes can also help preserve links to Aboriginal cultural heritage.
- The urban areas of the North District have 47 per cent tree canopy cover
- Sustaining boulevards of trees along the District's busiest roads (such as Epping Road, Pacific Highway, Victoria Avenue, Albert Avenue, and Archer Street, Pittwater Road and Warringah Road) is an important step towards improving amenity and air quality, and cooling the North District.
- Where the future of any larger spaces used for activities such as golf courses are uncertain due to declining membership and attendance figures, any land or facilities in public ownership should be retained as open space and transition to shared open space and facilities, including for organised sports.
- For land in private ownership, there may be opportunities for part of the land to be repurposed or set aside for open or shared spaces.

Infrastructure and Collaboration

- Seems to be motherhood statements or projects already committed, very little on the details of future infrastructure other than it is a collaboration between State Government and local councils
- Infrastructure discussed includes “For the North District, this includes Sydney Metro Northwest, and Sydney Metro City & Southwest which will better connect the Eastern Economic Corridor, the Northern Beaches Hospital which will provide a major health and employment focus; and NorthConnex which will improve regional travel times and benefit local communities by easing congestion.”
- Another non details specific goal “In terms of transport planning, for example, new public transport infrastructure, electric vehicles and autonomous vehicles will help connect residents to their nearest strategic centre or metropolitan city centre within 30 minutes. In other areas, traditional facilities such as libraries are already being reimaged as community hubs.”

Collaboration Areas:

- **St Leonards health and education precinct and Priority Precinct**, led by the NSW Department of Planning and Environment, which will bring together the Commission, North Sydney Council, Lane Cove Council, Willoughby City Council, Transport for NSW and NSW Health, to grow jobs, housing and infrastructure within the precinct.
- **Macquarie Park health and education precinct and Priority Precinct**, led by the NSW Department of Planning and Environment, which will bring together the Commission, City of Ryde Council, NSW Health and Transport for NSW to grow jobs and infrastructure within the precinct.
- **Frenchs Forest health and education precinct and Priority Precinct**, led by the NSW Department of Planning and Environment, which will bring together the Commission, Northern Beaches Council, UrbanGrowth NSW Development Corporation, NSW Health and Transport for NSW to grow jobs, housing and infrastructure within the precinct.

North District Livability

- North District is made up of 9 local government areas being Hornsby, Hunters Hill, Ku-Ring-Gai, Lane Cove, Mosman, North Sydney, Northern Beaches, Ryde, Willoughby

Population:

- The North District population grew from 720,950 in 1996 to 886,550 in 2016 being 23% increase and 15% of the entire population growth of Sydney
- The North District population is expect to grow by 196,350 people (22% increase) to 1,082,900 people by 2036. It is expected this increase will be 11% of the entire population growth of Sydney
- In North District, there will be a 54% increase in the number of people aged 65 years and older in the next 20 years.
- An 85 per cent proportional increase in people aged 85 and over is expected by 2036
- A 47 per cent increase in the 65–84 age group is expected by 2036
- 20 per cent of the District's population will be aged 65 or over in 2036, up from 16 per cent in 2016
- Walkable places that encourage older people to lead physically and socially active lives for as long as possible are required
- Coordinated and additional health, social and aged care services and collaborative responses across government and industry are needed
- Public places including streets, parks, shopping precincts and community facilities must be designed so that people of all ages and abilities can participate in community life
- The number of single-person households is expected to rise by 39 per cent
- Couples with children will remain the dominant household type.
- There will be comparatively fewer working age people (20–64 years) residing in the District.
- The greatest increase in population is expected in Ryde LGA (51,700 over the 20 years to 2036) due to the anticipated urban renewal in the area and the strong growth in all age groups.
- Slower growth is projected in Mosman and Hunter's Hill local government areas
- The NSW Department of Education estimates an extra 21,900 students will need to be accommodated in both government and non-government schools in the North District by 2036
- Lane Cove and Ryde are projected to see the largest growth in people aged 20–24 years across the District

Joint and Shared Use:

- Infrastructure can be adapted and shared for different uses – school and open space facilities can be used for community, sports, arts, screen and cultural or recreational use when the not otherwise required
- Established partnerships between local councils and the NSW Government for shared use of school facilities in the North District include a joint-use agreement between Willoughby City Council and the NSW Department of Education that enables co-utilisation of a synthetic sports field at Chatswood High School.
- Shared use agreements increase opportunities for the community to access facilities and resources and facilitate programs and activities where resources and funding are limited.

	1996	2016	Increase	% increase	% Sydney Share
Central City District	663,600	971,000	307,400	46%	28%
Eastern City District	751,250	1,013,200	261,950	35%	24%
North District	720,950	886,550	165,600	23%	15%
South District	621,400	741,250	119,850	19%	11%
Western City District	825,900	1,070,000	244,100	30%	22%
Total	3,583,100	4,682,000	1,098,900		100%

	2016	Projected 2036	Increase	% increase	% Sydney Share
Central City District	971,000	1,521,500	550,500	57%	32%
Eastern City District	1,013,200	1,338,250	325,050	32%	19%
North District	886,550	1,082,900	196,350	22%	11%
South District	741,250	945,350	204,100	28%	12%
Western City District	1,070,000	1,534,450	464,450	43%	27%
Total	4,682,000	6,422,450	1,740,450		100%

Housing:

- Over the next 20 years, housing supply in North District is expected to grow by 92,000 dwellings or 25% on the current 372,500 dwellings in 2016
- It is forecast these 92,000 new dwellings will be 13% of the increase in dwellings by 2036 in Sydney
- The Draft Greater Sydney plan has only allocated targets on housing dwellings for the period 2016 to 2021, with the districts set to allocate the housing dwelling targets to negotiate and set the targets for 2022 to 2036.
- Of the 92,000 target for new dwellings between 2016 and 2036, the dwelling target for North District 2016 to 2021 is 25,950.
- The North District plan allocates this target between local government areas (LGA) as per table 4 below
- Willoughby has been allocated a 5% increase on current dwellings or 1,250 dwellings by 2021.
- If the ratio stays the same to 2036 (i.e. 5% increase in dwellings), then over the next 20 years Willoughby LGA will need to supply 4,440 new dwellings
- North District in 2016 had a majority (52%) of all dwellings being separate houses, however, North District also has the second highest portion of apartments in Sydney at 38% of all dwellings (see Table 5)
- Research into housing preferences in Greater Sydney has shown that people generally prefer to remain within their local area, with 82 per cent of residents moving into a new home within 15 kilometres of their former residence
- In the North District, there are four housing market areas:
 - Northern Beaches – aligned with the Northern Beaches Local Government Area
 - North Shore – from the northern shore of Sydney Harbour to the northern most point of the Ku-ring-gai Local Government Area and focused around the T1 North Shore train line
 - Central North – from Parramatta River through Ryde and Hornsby in the north-south corridor around the T1 Northern train line
 - Rouse Hill-Dural – of which a small part lies in Hornsby Local Government Area.
- More than 90 per cent of these recent completions are multi-unit dwellings in contrast to the existing house stock which remains dominated by detached dwellings.

- Apartment completions have concentrated in Ryde, St Ives, Lane Cove, Chatswood and Dee Why and also along train lines.

Current initiatives and opportunities for housing supply:

- Additional capacity for housing supply is well progressed across much of the District. Current State-led initiatives include:
 - Macquarie Park Urban Renewal Area including Macquarie University (Herring Road) Precinct, North Ryde Station Precinct and Macquarie Park investigation area
 - St Leonards/Crows Nest Priority Precinct
 - Frenchs Forest Priority Precinct
- Further potential urban renewal opportunities to align growth with infrastructure investment include:
 - Connecting to Sydney Metro Northwest, City & Southwest
 - Leveraging the investment in projects that are under investigation such as the committed Western Harbour Tunnel & Beaches Link subject to final business case and funding.
- This draft District Plan recommends the NSW Government adopt Affordable Rental Housing Targets for very low to low-income households in Greater Sydney as a mechanism to deliver supply of affordable housing.
- The Commission’s testing reaffirms that across Greater Sydney targets generally in the range of 5–10 per cent of new residential floor space are viable.

Local Centres:

- Local centres are the focal point of neighbourhoods and where they are a focus for public transport, they are an important part of a 30-minute city
- An understanding of the unique identity, size, land use mix, catchment and potential of each local centre and the local centres hierarchy will inform housing strategies.
- Northbridge has been identified as a local Centre and Chatswood and St Leonards as a Strategic Centre.

	Existing Dwellings 2016	Projected Dwellings 2036	20 Year increase	% Increase on existing	District share of increase %
Central City District	339,000	546,500	207,500	61%	29%
Eastern City District	466,500	624,000	157,500	34%	22%
North District	372,500	464,500	92,000	25%	13%
South District	279,000	362,500	83,500	30%	12%
Western City District	388,000	572,500	184,500	48%	25%
Total	1,845,000	2,570,000	725,000		100%

	5 year Housing Supply Target 2016-2021	% North District Share	Estimated 20 Year Target 2022-2036	% North District Share
Hornsby	4,350	17%	15,420	17%
Hunters Hill	150	1%	530	1%
Ku-ring-gai	4,000	15%	14,180	15%
Lane Cove	1,900	7%	6,740	7%
Mosman	300	1%	1,060	1%
North Sydney	3,000	12%	10,640	12%
Northern Beaches	3,400	13%	12,050	13%
Ryde	7,600	29%	26,940	29%
Willoughby	1,250	5%	4,440	5%
Total	25,950	100%	92,000	100%

	2016		
	Separate House	Medium Density	Apartments
Central City District	65%	15%	20%
Eastern City District	22%	19%	59%
North District	52%	10%	38%
South District	58%	14%	28%
Western City District	81%	11%	8%

North District Productivity / Jobs

- Job targets for strategic centres will guide councils and State agencies to the potential scale of growth and inform land use and infrastructure planning.
- Chatswood - Jobs Target 2036: 31,000 to 33,000, 2016: 24,700 increase of 26% to 35% (See Table 6 for more information)
- St Leonards - Jobs Target 2036: 54,000 to 63,500, 2016: 47,100 increase of 15% to 35% (See Table 6 for more information)
- Intensification of health and education facilities and ancillary businesses will occur at Macquarie Park, Frenchs Forest to support the Northern Beaches Hospital and St Leonards, which have all been identified as health and education precincts.
- Macquarie Park is the largest non-CBD office market in Australia and is set to become Australia's fourth largest commercial precinct by 2030.
- The North District has the least amount of industrial and urban services land in Greater Sydney. The transition from traditional industrial to advanced manufacturing and innovation industries will further boost productivity. It is critical to maintain this land and provide important services and jobs for the District.
- Knowledge and professional services jobs as well as health and education jobs are the biggest contributors to economic growth in the District.
- Tourism is a major contributor to the local economy, with domestic and international tourists visiting its coast and Harbour beaches, national parks, sites such as West Head, Taronga Zoo and Luna Park, and retail centres such as Chatswood
- The major assets of the Eastern Economic Corridor that have significance for the North District include:
 - Four of the top-10 office precincts in Greater Sydney: Chatswood, St Leonards, Macquarie Park and North Sydney as part of the Harbour CBD
 - Macquarie University and the principal referral hospital of Royal North Shore Hospital
 - Artarmon's industrial areas, which provide essential trades and services that support specialised economic activities.
- A number of committed and potential transport infrastructure projects will improve accessibility. These transport infrastructure projects include the following:
 - The committed Sydney Metro Northwest and Sydney Metro City & Southwest
 - The committed NorthConnex
 - The potential Northern Beaches to Chatswood bus improvements will better connect the major new Northern Beaches Hospital at Frenchs Forest and the Northern Beaches with the corridor.
 - The potential mass transit link from Parramatta to Epping will significantly improve the connection between Greater Sydney's (and in fact Australia's) two largest suburban centres of Macquarie Park and Greater Parramatta.
- The NSW Government is also directly facilitating economic activity in the following initiatives:
 - Macquarie Park Urban Renewal Area,
 - St Leonards and Crows Nest
- St Leonards has been identified the strategic centre and as a health and education precinct.
- There is potential to leverage the Royal North Shore Public and Private Hospitals and the Mater Hospital to grow jobs in complementary health services and existing education facilities.
- St Leonards is a mixed use centre with high rise offices, and high density residential development.
- The Artarmon employment area is a highly productive industrial area with a very low vacancy rate

- Chatswood strategic centre comprises a mix of uses including retail, office, residential as well as community and health. The centre has a highly successful retail focus with regional shopping centres with Westfield, Chatswood Chase, Mandarin Centre and other centres combining to provide one of the largest shopping precincts in Greater Sydney. Entertainment facilities such as The Concourse and Zenith Theatre contribute to the amenity of the centre.
- Chatswood provides a vibrant night-time economy. Maintaining and growing a high quality commercial core will facilitate the continued growth of the centre as a major employment hub.
- The proposed Sydney Metro station will improve connectivity to the centre. Further investigation regarding bus operations and accessibility on the western side of the railway would improve amenity for the commercial core.
- Transport for NSW is establishing a bicycle network hierarchy in collaboration with councils

Table 6: Job Targets North District (Selected Cities)

Location	Jobs						
	Est. 2016	2036 Base Target	Increase	% increase	2036 Stretch Target	Increase	% Increase
Chatswood	24,700	31,000	6,300	26%	33,000	8,300	34%
Macquarie Park	58,500	73,000	14,500	25%	79,000	20,500	35%
North Sydney	60,400	76,000	15,600	26%	81,500	21,100	35%
St Leonards	47,100	54,000	6,900	15%	63,500	16,400	35%

Tourism:

- The tourism and visitor economy contributes significantly to the District's economy
- Approximately 1.8 million visitors stayed overnight in the District in 2015–2016, 82 per cent of which were domestic visitors.
- The tourism and the visitor economy provides a significant contribution to productivity in the District, supporting jobs and businesses
- Willoughby LGA attractions include Lane Cove National Park, retail centres such as Chatswood, Weekend and night markets, events and festivals such as food and wine shows, Vivid in Chatswood, Chatswood also provide vibrant and popular night-time economies
- Encouraging tourism in natural areas must ensure the environment is protected.
- Tourism must be culturally appropriate and respect the District's Aboriginal and European heritage
- A comprehensive tourism strategy for the District could include improved public transport services and walking and cycling routes to facilitate accessibility in key tourist corridors and to significant destinations

Adapting to changing technologies:

- The NSW Government has invested \$18 million in the Boosting Business Innovation Program
- In the North District, the delivery partners include
 - Australian Catholic University – under the program, ACU Collaborate Plus is establishing multidisciplinary collaborative spaces in North Sydney to facilitate sustainable partnerships with organisations.

- Macquarie University – under the program, the University is establishing co-working space, providing access to expertise and technical equipment and other initiatives.
- Commonwealth Scientific and Industrial Research Organisation (CSIRO) Lindfield – under the program, CSIRO is offering collaborative works spaces at CSIRO's high-tech lab, providing access to digital and analogue electronics, prototyping, general laboratory equipment and workshop tools and various other initiatives.
- Embracing opportunities to expand start-up and digital innovation can allow more people to work closer to home.
- There are already smart hub business providers located in North Sydney. These businesses can be supported by providing infrastructure including smart work hubs and meeting spaces across the District.

Leveraging inter-regional transport connections:

- Improving the north-south transport connections between Greater Sydney, Newcastle and Wollongong will enable greater economic efficiencies and opportunities.
- Regional transport connections will connect Port Botany, Port Kembla and the Port of Newcastle which are internationally important trade gateways
- As the North District grows, the need for freight movements, particularly delivery vehicles, will rise.
- Freight movements can have negative impacts on the amenity of neighbourhoods, such as noise and additional congestion on roads
- The planning and design of communities should take a balanced approach to minimising the negative impacts of freight movements, and supporting more efficient freight movements. This could include considering how development addresses busy roads, the siting of loading docks and how more freight movements can happen out of peak hours.
- NorthConnex is estimated this will remove up to 5,000 trucks per day from Pennant Hills Road.
- NorthConnex will provide a connection between Newcastle and Melbourne with no traffic lights. It will improve the efficient movement of state and national freight with resultant benefits for motorists
- Other initiatives for investigation outlined in Future Transport 2056 include:
 - Train improvements between Greater Sydney, Central Coast and Newcastle, including a new fleet and track straightening
 - Northern Sydney Freight Corridor Stage 2
 - Outer Sydney Orbital (motorway and freight rail) to the Central Coast.

North District Sustainability

Sydney Harbour and the District's waterways:

- As the District grows, greater housing density around waterways, and more people looking to use waterways for recreation, will mean that these assets will need to be carefully managed so they continue to support a wide range of activities
- The North District's waterways support significant biodiversity
- A legacy of historical land uses, contaminated land, aged infrastructure and the pattern of urban development have impacted some of the District's waterways
- Urban development, the clearing of vegetation and more impermeable surfaces have resulted in elevated run-off, reduced water quality and loss of habitat.
- Growth and new investment provides an opportunity to improve the necessary health and quality of the District's waterways, foreshores and riparian corridors, through improving public access to and along the foreshores; providing connected green space around the foreshores; conserving cultural heritage; protecting flora and fauna, and urban bushland; and recovering and reinstating more natural conditions in highly modified waterways.
- Enhancing community access to the coast and waterways within the District and, in particular, the foreshores of Sydney Harbour should be prioritised. This includes access for pedestrians as well as boats and other watercraft
- There is legislation, as well as policies and plans, already in place to improve the health of waterways and to manage water resources.

Protecting and enhancing bushland and biodiversity:

- Bushland covers around 48 per cent of the North District
- National parks and reserves in the District protect a number of important ecological communities including the Blue Gum High Forest and Sydney Turpentine-Ironbark Forest, and protect vulnerable and endangered species.
- These areas of urban bushland, close to some of the District's most densely populated areas, support opportunities for nature-based recreation and enhance liveability
- Areas of bushland at the edges of urban neighbourhoods will need to be managed and enhanced to reduce impacts from urban areas, such as pollution and nutrients from stormwater, weeds and litter
- For the North District, conservation planning will focus on opportunities to protect and enhance areas of endangered and critically endangered ecological communities outside the Protected Natural Area, including areas of native vegetation close to existing national parks.
- A strategic approach to protecting the biodiversity in the North District involves investing in connected bushland corridors and protecting larger pockets of remnant vegetation, as large and connected areas of bushland give the District's wildlife the greatest chance of survival.
- Scenic and cultural landscapes can complement green infrastructure, particularly where scenic landscapes include waterways and urban bushland. Scenic and cultural landscapes can often be prone to natural hazards, for example escarpments can be prone to land slip and erosion
- Continued protection of the North District's scenic and cultural landscapes is important for the sustainability, liveability and productivity of the District. It can complement the protection of biodiversity and habitat, help manage natural hazards and support tourism. Protecting scenic and cultural landscapes can also help preserve links to Aboriginal cultural heritage.

Increasing urban tree canopy cover and delivering Green Grid connections:

- The Greater Sydney Green Grid is a long-term vision for a network of high-quality green spaces that connects communities to the natural landscape.
- It links tree-lined streets, waterways, bushland corridors, parks and open spaces to town centres, public transport and public spaces.
- The urban tree canopy is a form of green infrastructure that mitigates the urban heat island effect, with a 10 per cent increase in tree canopy cover reducing the land surface temperature by 1.13 degrees Celsius
- The urban tree canopy also supports cleaner air quality and water and provides local habitat. Trees remove fine particles from the air and help insulate against urban noise pollution. This is particularly important along busy road corridors where air quality can be improved
- The urban areas of the North District have 47 per cent tree canopy cover
- Sustaining boulevards of trees along the District's busiest roads (such as Epping Road, Pacific Highway, Victoria Avenue, Albert Avenue, and Archer Street, Pittwater Road and Warringah Road) is an important step towards improving amenity and air quality, and cooling the North District.
- Along many busy roads, where there is limited space to plant new trees, there may be opportunities to plant other forms of green ground cover, such as garden beds and hedges that can help improve the air quality
- The tree canopy may be formed by a mix of native and exotic, deciduous or evergreen trees, which provide shade in summer while allowing sunlight into homes and onto roofs for solar power, particularly in winter

North District Green Grid Priority Projects:

Only project in Willoughby LGA is **Lane Cove National Park and Lane Cove River:**

- Enhanced open spaces along the Lane Cove River foreshores to create unique recreational experiences, linking the Lane Cove National Park to Macquarie Park, Macquarie University, Chatswood and Epping.
- Funding has been granted towards flood mitigation of a heavily used crossing point of the Lane Cove River, linking Ku-ring-gai and Ryde Local Government Areas, and connecting to the Great North Walk.
- The project will create design options to improve track accessibility under wet conditions along the Browns Waterhole Track, North Epping and South Turramurra.

Delivering high quality open space:

- Councils already identify innovative solutions for the shortfall in active open space, including making better use of existing sportsgrounds, converting existing open space into sports fields, and partnering with schools to share spaces outside school hours
- People in urban neighbourhoods should be able to walk to local open space.
- In high density neighbourhoods, public open space is used like a shared backyard, providing a green communal living space. Open space in high density neighbourhoods needs to be durable, multi-purpose and accessible to a wide variety of users. High density neighbourhoods also need to have high quality open space within close proximity.
- The District is characterised by high levels of participation in active sports, which results in considerable wear and tear on playing fields and places demands on local government to maintain these facilities for year-round use.
- Additional open space areas and sports and recreation facilities and innovative use of existing ones will be needed to accommodate the needs of the growing population, especially in areas where residential density is increasing.

- New ovals, upgraded fields and facilities are required to accommodate the displaced demand
- Where the future of any larger spaces used for activities such as golf courses are uncertain due to declining membership and attendance figures, any land or facilities in public ownership should be retained as open space and transition to shared open space and facilities, including for organised sports.
- For land in private ownership, there may be opportunities for part of the land to be repurposed or set aside for open or shared spaces.

Managing Energy, Water and Waste Efficiently:

- The significant growth and development planned for the North District will mean that demand for energy and water and the generation of waste will increase
- The District has an opportunity to include precinctwide energy, water and waste efficiency systems
- Better design of precinct-wide energy, water and waste systems will encourage a circular economy that improves efficiency
- Potential pathways towards net-zero emissions in the District include:
 - new public transport infrastructure, electric vehicles and autonomous vehicles to connect residents to their nearest strategic centre or metropolitan centre within 30 minutes
 - new building standards and retrofits to design energy, water and waste systems to operate as efficiently as possible (for residential and nonresidential buildings)
 - building and precinct-scale renewables
 - waste diversion from landfill.
- Recycling local water and harvesting stormwater creates opportunities for greening public open spaces including parks, ovals and school playgrounds

Recycling and reducing waste:

- Separating organics from other forms of waste, and valuing it as a resource which can be processed through a waste-to-energy facility to recover energy, will reduce waste being diverted to landfill.
- Recovering energy and capturing methane through organic waste to energy also helps to reduce greenhouse gas emissions.
- In higher-density neighbourhoods innovative precinct-based waste collection, re-use and recycling would improve efficiency, reduce truck movements and boost the recycling economy.
- Where possible, additional land should be identified for waste management, reprocessing, re-use and recycling

Discussion points:

The discussion points are some ideas of how we might wish to consider responding to the plan. CWWPA seek comments on these points.

Housing/Livability:

- 1) In previous metropolitan plans, Willoughby has been identified with much larger targets for housing supply. The “Housing dwelling target of a 5% increase for 2016 to 2021 for Willoughby LGA of 1,250 dwellings” is lower and suggests the emphasis is focusing on office towers now and jobs in Willoughby. Question is how will council deploy this housing increase, via apartments, townhouses?
- 2) Currently North District dwelling targets are 92,000 over 20 years with 25,950 already being allocated between the councils for 2016 to 2021. This leaves 66,050 dwellings to be allocated. How is the remainder of the North District target of 92,000 dwellings going to be allocated to North District councils over the next 15 years 2022 to 2036, Currently 5% of the 5 year North District dwelling target has been allocated to Willoughby LGA, is this also going to be the case when allocating the other 66,050 dwellings?
- 3) The revised district plan does not address building education facilities or community facilities, councils and state government are responsible for that it appears?
- 4) The revised district plan does not address traffic congestion and road infrastructure (other than major new motorways)?
- 5) The revised district plan does not address utilities infrastructure (i.e. expansion of electricity grid, water grid, sewage grid and the load placed on it). The ACCC recently release a report that 40% or so of the increase in Electricity prices over the last 5-10 years was due to the distribution grid. Is the expansion of the utility grids and the costs associated with connecting new developments (both residential and commercial) in the last 10 years being passed on to all consumers and not being paid for by each development?
- 6) The revised district plan only outlines very high level transport infrastructure development (The proposed Western Harbour Tunnel and Beaches Link project and Proposed on street rapid transit between Chatswood and Frenchs Forrest), not very detailed? Also, the high level major transport infrastructure projects (like connecting North District with Central Coast and Newcastle via rail) are quite vague?
- 7) “Libraries are already being reimaged as community hubs” will libraries still have a focus on books? Or are they moving away from books into electronic books and proposing to use libraries in another way?
- 8) Within the local Collaboration Areas impacting Willoughby LGA the most (being St Leonards, Macquarie Park, Frenchs Forrest) there seems to be many agencies involved, will the collaboration between so many agencies and LGA’s work?
- 9) The report proposes additional capacity for housing dwelling supply via current State-led initiatives (i.e. St Leonards/Crows Nest Priority Precinct) and further potential urban renewal opportunities to align growth with infrastructure investment including (Connecting to Sydney Metro Northwest, City & Southwest and leveraging the investment in projects that are under investigation such as the committed Western Harbour Tunnel & Beaches Link subject to final business case and funding). Would be an idea to look at these areas now and identify possible potential sites. For example the Mowbray Road Dive site might be a site for commercial/residential urban renewal? Would we like public infrastructure like schools there? From reading other reports, it appears the State Government has created a partnership with the Metro builders like in Hong Kong. The Metro builders have rights to build what ever they want over the Metro corridor. Are the reports read correct? If so, if the contracts are already in place, can the Chatswood Dive site be anything else other than residential/commercial redevelopment/renewal?

- 10) Affordable Rental Housing Targets: the Commission's testing reaffirms that across Greater Sydney targets generally in the range of 5–10 per cent of new residential floor space are viable.
- 11) Northbridge has been identified as a local centre. What does this mean for traffic/development housing/jobs?
- 12) Willoughby LGA will be surrounded by Health and education precinct's (Macquarie Park, Frenchs Forrest and St Leonards, however focus of St Leonards to be a health and office area/Artarmon Industrial area to remain. Given that many sites in St Leonards have already been taken up by residential development where is the stretch target of 16,400 new jobs going to come from? The Gore Hill Business Park? Will they start building commercial offices within the Artarmon Industrial area? The Artarmon Industrial area has an important function for the Willoughby, Lane Cove and North Sydney LGA's among others?
- 13) The plan identifies Chatswood – "As maintaining and growing a high quality commercial core will facilitate the continued growth of the centre as a major employment hub" and it also identifies "further investigation regarding bus operations and accessibility on the western side of the railway would improve amenity for the commercial core". I believe this is what CWWPA and the Federation (WFPA) have been advocating and we now have a Chatswood CBD plan to try and implement this idea.
- 14) Transport for NSW is establishing a bicycle network hierarchy in collaboration with councils. More information is needed on this, how is this going to connect Willoughby LGA (internal links) and also what are the LGA neighborhood links going to be like between Willoughby/Northern Beaches/Lane Cove/North Sydney LGA's?
- 15) The plan identifies "Encouraging tourism in natural areas must ensure the environment is protected," "Tourism must be culturally appropriate and respect the District's Aboriginal and European heritage," "A comprehensive tourism strategy for the District could include improved public transport services and walking and cycling routes to facilitate accessibility in key tourist corridors and to significant destinations." Appears a positive step, what will be the community involvement in this plan preparation and will this be the responsibility of WCC?
- 16) The plan identifies "Embracing opportunities to expand start-up and digital innovation can allow more people to work closer to home," "There are already smart hub business providers located in North Sydney. These businesses can be supported by providing infrastructure including smart work hubs and meeting spaces across the District." Is this something WCC needs to identify an area and make this happen?
- 17) The plan identifies "The planning and design of communities should take a balanced approach to minimising the negative impacts of freight movements, and supporting more efficient freight movements. This could include considering how development addresses busy roads, the siting of loading docks and how more freight movements can happen out of peak hours." Why is this not already happening? Shouldn't this already be happening? Is WCC already doing this when approving development? If so, this might just be a aspiration goal with no substance (if WCC is already doing this, no new approach or methodology is being proposed, so is it likely to change the status quo)?

Open Space/Sustainability:

The following is in the district plan, any comments, additions, modifications?

- 18) Areas of bushland at the edges of urban neighbourhoods will need to be managed and enhanced to reduce impacts from urban areas, such as pollution and nutrients from stormwater, weeds and litter
- 19) A strategic approach to protecting the biodiversity in the North District involves investing in connected bushland corridors and protecting larger pockets of remnant vegetation, as large and connected areas of bushland give the District's wildlife the greatest chance of survival.
- 20) Continued protection of the North District's scenic and cultural landscapes is important for the sustainability, liveability and productivity of the District. It can complement the protection of biodiversity and habitat, help manage natural hazards and support tourism. Protecting scenic and cultural landscapes can also help preserve links to Aboriginal cultural heritage.
- 21) The urban areas of the North District have 47 per cent tree canopy cover
- 22) Sustaining boulevards of trees along the District's busiest roads (such as Epping Road, Pacific Highway, Victoria Avenue, Albert Avenue, and Archer Street, Pittwater Road and Warringah Road) is an important step towards improving amenity and air quality, and cooling the North District.
- 23) The tree canopy may be formed by a mix of native and exotic, deciduous or evergreen trees, which provide shade in summer while allowing sunlight into homes and onto roofs for solar power, particularly in winter
- 24) In high density neighbourhoods, public open space is used like a shared backyard, providing a green communal living space. Open space in high density neighbourhoods needs to be durable, multi-purpose and accessible to a wide variety of users. High density neighbourhoods also need to have high quality open space within close proximity.
- 25) The District is characterised by high levels of participation in active sports, which results in considerable wear and tear on playing fields and places demands on local government to maintain these facilities for year-round use. Additional open space areas and sports and recreation facilities and innovative use of existing ones will be needed to accommodate the needs of the growing population, especially in areas where residential density is increasing.
- 26) New ovals, upgraded fields and facilities are required to accommodate the displaced demand
- 27) Where the future of any larger spaces used for activities such as golf courses are uncertain due to declining membership and attendance figures, any land or facilities in public ownership should be retained as open space and transition to shared open space and facilities, including for organised sports.
- 28) For land in private ownership, there may be opportunities for part of the land to be repurposed or set aside for open or shared spaces.
- 29) Potential pathways towards net-zero emissions in the District include:
 - a) new public transport infrastructure, electric vehicles and autonomous vehicles to connect residents to their nearest strategic centre or metropolitan centre within 30 minutes
 - b) new building standards and retrofits to design energy, water and waste systems to operate as efficiently as possible (for residential and nonresidential buildings)
 - c) building and precinct-scale renewables
 - d) waste diversion from landfill.
 - e) Recycling local water and harvesting stormwater