



**Regional  
Development**  
*Australia*  
S Y D N E Y

**Submission to the  
Greater Sydney Commission  
Draft District Plans**

*March 2017*

To promote collaborative decision making for the sustainable and just economic development of Sydney, with a focus on employment growth.

## Background on RDA Sydney Position

Regional Development Australia Sydney (RDA Sydney) welcomes the opportunity to comment on the Draft District Plans issued by the Greater Sydney Commission.

RDA Sydney is a COAG initiated partnership between the Australian and NSW Governments created to strengthen communities. It is part of a national network of 55 RDA committees made up of local leaders representing government, business, community groups and other key regional stakeholders to provide targeted advice to government on key issues affecting the economic development of regions.

For some time now RDA Sydney has been working with all levels of government, industry groups, business, research and education institutions and community representatives to identify the needs and opportunities of Sydney, and facilitate the development of new ideas, projects and initiatives that create economic, social or environmental outcomes across the Sydney regions. We progress agendas through the establishment of or participation in interest groups, round table discussions and leadership networks.

Our work in conjunction with a wide range of stakeholders has allowed us to develop a knowledge of the economic profile of Greater Sydney through an annual economic baseline assessment update, the advanced manufacturing sector, Agribusiness, the aerospace and defence industry, transport and logistics (including freight strategies), employment land use policy, planning for an Aerotropolis and industry growth opportunities for the WS Airport, 3D modelling in planning, development of health and education precincts, affordable housing, smart work centres and co-working, innovation ecosystems, strategic procurement and metropolitan rural areas policy.

Our response to the District Plans is underpinned by RDA Sydney's strategic goals of:

- Nurturing innovation and industry development to get the right jobs in the right places
- Seeking to influence government policy to make Sydney a liveable city with affordable housing, amenity and improved well-being and social equity
- Developing and promoting 'Whole of Metropolitan Sydney' integrated planning capacity and tools

## RDA Sydney Submission

|       |  |    |
|-------|--|----|
| 1.    | Vision – ‘Towards Our Greater Sydney 2056’ .....                           | 4  |
| 2.    | Overarching Comments Relevant to All District Plans.....                   | 5  |
| 2.1   | Productivity .....   | 5  |
| 2.1.1 | Health and Education.....  | 5  |
| 2.1.2 | Innovation Ecosystem .....   | 6  |
| 2.1.3 | Smart Work Hubs .....  | 7  |
| 2.1.4 | Job Targets .....  | 8  |
| 2.1.5 | Digital Disruption .....   | 8  |
| 2.1.6 | Knowledge Sector .....   | 9  |
| 2.1.7 | Energy .....   | 9  |
| 2.2   | Liveability .....  | 10 |
| 2.2.1 | The Affordable Housing Challenge .....                                     | 10 |
| 2.2.2 | Moderate income earners - Shared Homeownership .....                       | 10 |
| 2.2.3 | Supported housing for the homeless and those at risk of homelessness ..... | 11 |
| 2.3   | Sustainability .....   | 11 |
| 2.3.1 | Social Inclusion and Resilience.....                                       | 11 |
| 2.3.2 | Managing the Metropolitan Rural Area.....                                  | 12 |
| 2.4   | Western Sydney City Deal.....  | 14 |
| 2.5   | Western City.....  | 15 |
| 2.5.1 | Western Sydney Airport.....  | 15 |
| 2.5.2 | The Core Western Sydney Airport Aerotropolis .....                         | 17 |
| 3.    | District Plan Specific Comment.....  | 19 |



## 1. Vision – 'Towards Our Greater Sydney 2056'

RDA Sydney fully supports the Greater Sydney Vision of a metropolis of three cities. However, we recommend that the boundaries of the three cities be defined more precisely as follows:

- Eastern City to include all of the North, Central and South Districts;
- Central City to include all of West Central District;
- Western City to include all of West and South West Districts.

Clear definition will emphasise an inclusive plan for all of the LGAs concerned whereas currently some peripheral LGAs are in "no man's land".

'Towards Our Greater Sydney 2056' does not clarify what role the concept of three cities will play and how the District Plans will relate and support the vision. Is it simply for the purpose of branding different spatial areas of Greater Sydney or is the intention that the three cities will eventually have a governance structure that overlays the districts and in themselves becomes accountable for the delivery of key performance outcomes?

What is not clear in the *Plans* is the vision for all three Cities by 2056 as productive, liveable and sustainable cities. 'Towards Our Greater Sydney 2056' provides a glimpse of the stage a particular city will be at in a point in time but does not provide the Vision for all three cities in 2056.

There is no clarity of vision for all three cities. For instance, the vision for the Eastern City seems to indicate more an extension of what is currently happening rather than a dynamic view of the future i.e. what could be.

Geographically, the Central City covers part of only one District (the only area excluded is Strathfield from the Central District). Misleadingly, the 2056 vision document gives a 2036 vision for the Central City. RDA Sydney assumes that this is a work in progress and that the 2056 vision for Central and other cities will be produced later in 2017.

Notwithstanding this, given that Central City is largely comprised of West Central District, RDA Sydney would posit that the vision should be largely the same as that for West Central District.

Also the 2056 Vision for the Western City does not seem to capture the South West District's focus on international business connections and global investment. We would recommend that the final vision capture the individual District Plan views and provide an overarching future vision of the region.

**RDA Sydney recommends that a statement be included in any vision that gives reference to the aspirations we have for the people of Sydney.** Somewhat like (or the same) as the *Jobs for the Future* aspiration 'Ensure everyone in NSW has the opportunity for a meaningful working life, today and in the future...'.

## 2. Overarching Comments Relevant to All District Plans

RDA Sydney strongly supports the approach the Greater Sydney Commission has taken in interweaving the priorities and actions in the context of three integrated areas - *a productive city, a liveable city and a sustainable city*.

Although the priorities and actions for each are treated entirely separately and statically on paper, the reality is that actions on productivity, liveability and sustainability intersect and affect each other, positively and negatively. Therefore it makes good sense for the GSC to pay particular attention to issues where actions may support one goal but at the same time undermine the others. Similarly, GSC can give priority to actions where productivity, liveability and/or sustainability mutually reinforce each other e.g. fostering a health and education precinct in Liverpool to bring jobs and economic growth can simultaneously advance the liveability goal of local people accessing jobs and services in 30 minutes.

RDA Sydney would like to highlight the economic impact of the **Sydney Metro City & Southwest** which at this point has been understated in the Draft documents. This project, by 2036, will have additional value add per annum of \$8,562 million, from increased co-location and productivity of businesses and workers in the corridor. This project will stimulate 44,245 additional jobs in the corridor and will create household savings between \$721 and \$1,761 per annum by 2036. It is essential the final District Plans incorporate strategies that maximise this 21<sup>st</sup> Century project.

The following are general comments about the priorities and actions for each of the three focus areas in the *Plans*:

### 2.1 Productivity

#### 2.1.1 Health and Education

A common theme through each of the draft District Plans is that the key health and education precincts are major job generators and that they will continue to grow inexorably into the future.

#### Key Point

RDA Sydney acknowledges the economic importance of Sydney's key health and education precincts and, in particular, the capacity for these areas to generate jobs into the future. However, RDA Sydney is concerned with the seemingly 'one size fits all' approach to actions to foster the growth of these precincts. There is a wealth of evidence which demonstrates that clusters, including in the health sector, need to be tailored to local circumstances and to rigorous analysis of an area's comparative advantage.

Therefore RDA Sydney recommends that any policies to develop these precincts or clusters must be tailored to the specific characteristics of each precinct and to any barriers or gaps that limit the benefits of agglomeration. This requires active and expert facilitation, not merely designating these places as strategic centres as such.

## Detailed Comments

- The size of publicly-funded health and education services are, by and large, determined by population numbers in general and specific population cohorts in particular. As the population grows, there is need for a growth in services. In the health field, there is also a demographic imperative as in the case of the ageing population and increased longevity. Not only is there a need to provide increased services but there is also the need to change the nature of health service delivery to reduce the burden on the health dollars.
- Economic opportunities in and around health and education precincts may be found in:
  - Growth of private sector – private hospitals, diagnostic centres, allied health services, training of health and allied health workers.
  - Possible expansion of education, particularly international students in fields such as health administration and public health.
  - Accommodation (houses and hotels), conferencing, retail and other opportunities.
- Research, while having a vital impact on services through innovation in treatment and health management, does not necessarily create jobs in the geographic area in which the research is being conducted apart from people employed in the research facilities. Commercialisation of viable products/systems from research findings may take place anywhere, even overseas. This is a national issue to ensure that research commercialisation from Australian research facilities takes place in Australia.
- Life sciences companies do not necessarily have a commercial advantage if they are located in or near a health precinct. The largest cluster of life sciences companies in Sydney is located at Macquarie Park. Other large companies are at Norwest, Meadowbank, Toongabbie, South Granville, Dee Why etc. A detailed industry analysis including SMEs and startups should be conducted to look at potential industry opportunities in or around health and education precincts. This can be done as part of the precinct strategic plans.

### 2.1.2 Innovation Ecosystem

#### Key Point

Given that scoping and strategic plans for the startup ecosystem in the Eastern City have already been conducted by various parties, RDA Sydney advocates that GSC consider a joint “innovation ecosystem” scoping and strategy for all of metropolitan Sydney which include individual start-up ecosystem plans for the Western and Central cities in the framework of regional innovation systems. This could then help to identify specific actions to grow the ecosystem and progressively how these could be developed, integrated and implemented for the benefit of all three cities over time.

### Detailed Comments

- While the Draft Central District Plan highlights the value of the startup ecosystem, there is no specific action mentioned to build on the already considerable achievements in this sector. We assume that any specific actions will come through the Eastern City economic development strategy or build on the City of Sydney startup action plan.
- While Central District, and in particular the Sydney CBD, contains the majority of the digital startup sector in Sydney (and, indeed, Australia), there is the opportunity to consider the development of regional innovation ecosystems in other Districts. These ecosystems may not necessarily be digital tech startup-dominated but rather areas of innovation within existing business, in SME accelerator environments, in universities etc. It is essential that the pre-existing innovation ecosystems be built upon and potential innovation precincts be identified now and encouraged to grow (see our comments later 2.5.1 Western Sydney Airport – RDA Sydney report *Strategic Industries Development around the Western Sydney Employment Area*).
- While RDA Sydney is aware of plans for a medical startup incubator at the Bays Precinct, there may also be the potential for assessing feasibility in other parts of Sydney. We strongly urge the government to consider Westmead as the possible site for a medical startup incubator as mentioned by Deloitte r (Shaping Future Cities recommendation), although RDA Sydney would posit that such an incubator does not need to be near a health precinct but rather close to transport and a vibrant urban atmosphere.
- Given the advent of the Western Sydney Airport, we would argue that aerospace/defence supply chain and food/agribusiness innovation hubs be included adjacent to the site of the WS Airport.

### 2.1.3 Smart Work Hubs

#### Key Point

RDA Sydney would like to see realistic business cases developed to assess the feasibility of smart work hubs as telecommuting centres for government employees, as per the priority action of West District. If feasibility is proven and a positive business developed then the same could also be done in other Districts where commute times are significant – South West, South, North and parts of West Central.

#### Detailed Comments

- West District has included a smart work hub initiative in its productivity actions, with a particular focus on government workers.
- In 2014, RDA Sydney released a report into the feasibility of smart work hubs in Western Sydney. The report was funded by RDA Sydney, WSROC and Penrith City Council and the work conducted by the University of Technology. This report analysed the demand for smart work hubs across Western Sydney with a particular focus on people in computer-based occupations. The results indicated that, subject to financial modelling, there would

be sufficient demand for smart work hubs to be viable in Penrith, Blacktown and Liverpool.

#### 2.1.4 Job Targets

##### Key Point

RDA Sydney acknowledges the importance of job targets in the District Plans however the *Plans* should identify the jobs and types of industries that will be encouraged around the existing competitive strengths and opportunities.

##### Detailed Comments

- There is no vision or jobs targets outlined for arguably, the most significant proposed new employment lands within the Greater Sydney Region, being the Western Sydney Priority Growth Area. The planning for this area should be accelerated to deliver new employment areas (and new transport connections) for Western Sydney.
- According to the Draft District Plan Information Note 3 on Job Targets the forecast demand for additional jobs by 2036 is 817,000. However, targets set for Strategic and District Centres total 677,000. Our assumption is that the deficit of 139,900 will be accounted for in all the other areas of Greater Sydney outside of these Centres. It is unclear in the District Plans who will have responsibility in ensuring that these 139,900 jobs will be delivered and how it will be monitored.
- In examining the 2016 Jobs Estimate for each District there is considerable variation in the roles the Strategic and District Centres will play in delivering job targets. For example Central District will deliver 73% of its Job Targets within its Strategic and District Centres, whilst South West District will only deliver 27% of its target within its Centres. This leaves the question as to what are the strategies to deliver those 'other' jobs.
- In order to ascertain whether job targets are being achieved, a clear monitoring strategy needs to be developed showing which agency is responsible for achieving targets, accountability and responsibility for non-delivery. This should not be seen as a punitive measure but rather a learning tool so that better forecasts and strategies can be made in the future.
- Job targets, especially formulated on floor space, do not fully address the aim of creating diversified employment options closer to home. Therefore, there also needs to be some qualitative statement as to the types of jobs that should be created, this in turn sets a direction for local and regional economic development and investment attraction strategies.

#### 2.1.5 Digital Disruption

##### Key Point

RDA Sydney notes that the impact of digital disruption has not been mentioned specifically in the Draft Plans. Digital disruption has the potential to impact on some of the basic assumptions and actions in the Draft Plans, particularly in sectors such as M2M real-time manufacturing, transport, future of work, education and health care. While the future is as yet unknown, the direction of technology changes in transport, for example, can obviously lead to revolutionary changes in the way we commute and travel, leading to changing demand for transport infrastructure. It is important that such significant potential changes are monitored and, where possible, flexibility in planning is built in to adapt plans as needed.

### Detailed Comments

- Much has been written recently about the potential for digital disruption in changing the way goods and services will be ordered, customized and delivered real-time on-line. This will have major implications with respect to government, health services, education, financial services, manufacturing and retail/wholesale transport distribution.
- In the area of automobiles, change is already underway. Self-driving personal vehicles are still under development and testing and it is not expected that they will start to become commercially viable for the next decade. However, once they do hit the market it is expected that their impact will be immense.
- While people will still use cars, the way they use cars will change. Car ownership may be affected, along with insurance, parking, home-design and so on. Car parking, for instance, may have less demand in the future if people call up an automated car on demand that can drop them where they need to go rather than park and wait. Businesses that are partially or wholly built to generate revenue from parking may be affected, not necessarily going out of business but having to change their business model. e.g. Airports

### 2.1.6 Knowledge Sector

#### Key Point

Technology business is intensifying in place rather than spreading geographically.

#### Detailed Comments

One of the key assumptions throughout the District Plans is that jobs in the knowledge sector are to be strived for, with frequent comparisons between districts about the proportion of knowledge jobs they contain. Recent findings from [Brookings](#) suggests that technology business is intensifying in place rather than spreading geographically.

While the tech sector forms only a part of the overall knowledge sector and the discussion focuses on whole cities and not parts of cities, it is worthwhile monitoring trends in comparative places in Australia and around the world to see what they are experiencing in terms of deepening knowledge sectors outside of traditional areas. Experiences from these places may influence policy decisions we may make here to grow the knowledge sector.

RDA Sydney also notes that the classification of knowledge workers is based on industry classifications and not on a deeper breakdown by occupation. What this means is that knowledge workers who work in the population-serving, industry or health and education sectors are excluded and also non-knowledge workers in the knowledge sector are included. We agree that the approach of the GSC is convenient and a good proxy indicator, but perhaps this should be highlighted.

### 2.1.7 Energy

#### Key Point

Business requires secure and affordable energy provision. The District Plans need to address energy supply through innovative, sustainable and possibly distributed energy options.

#### Detailed Comments

There are some macro factors that may affect the viability of productivity goals in district plans. One of these is the national energy market.

In recent months the security of the national energy market has been open to question. One of the key issues that is of concern is the supply and price of gas to the domestic market and how this may affect energy security in the near future, with NSW being mentioned as one of the states most affected. Manufacturers have also voiced concerns about the rising price of gas and how this can make them less competitive.

Energy supply is a critical factor in business decisions about expansion, location, suppliers etc. How much the current debate about energy security impacts on the thinking of business regarding future plans is open to question, but it is clear that any uncertainty about uninterrupted access will have an impact. It is important that a clear and public national energy policy is developed to ensure supply and promote confidence, right down to the Sydney level.

## 2.2 Liveability

### Key Point

Liveability criteria includes access to jobs close to home, affordable housing, key transport provision etc. Accessible affordable housing is key to Sydney's growth.

RDA Sydney notes that the *Plans* do not include sufficient programs to assist moderate or low income earners experiencing housing stress to have homes accessible to job growth centres. Also, the *Plan* does not appear to cater for the homeless or those at risk of homelessness.

### Detailed Comments

#### 2.2.1 The Affordable Housing Challenge

RDA Sydney does agree with the recommendations of the *District Plans* in general. We do agree with the establishment of an Affordable Rental Housing target for low-income earners, within government-led urban renewal projects.

However, we believe housing unaffordability is such a big challenge that it has become a national issue and can only be addressed by all three levels of government, using broader approaches, different housing models and various strategies. Housing unaffordability is not a single problem, but many interrelated and complex problems and the *Plan* needs to address each of these issues.

#### 2.2.2 Moderate income earners - Shared Homeownership

The high cost of buying and renting homes in Sydney means that many moderate income earners in the rental market find it difficult, not only to afford a full home loan repayment, but also to save enough money for a full deposit to buy a home.

A shared homeownership product would provide an opportunity to improve the continuum of available housing assistance for moderate income earners. This would improve the capacity of community housing providers to provide assistance that best meets the individual circumstances of families and individuals. There are several variants of shared ownership.

RDA Sydney has been facilitating the Shared Homeownership Working Group (a coalition of community housing providers, peak housing organisations and universities). Since 2012 the Working Group has been working to establish a Shared Homeownership Scheme in NSW, and has produced *Doors to Ownership*, a business case and guidelines for a shared homeownership

scheme with NSW community housing associations. The financial modelling suggests this product could deliver innovative and affordable homeownership options for some consumers and it is a sustainable product for interested CHPs and government.

In this particular model the property is split between a moderate-income person and an equity partner - a community housing provider. The person has the right to occupy the property. The equity partner has no occupancy rights in the property.

Unfortunately, purchasers of a home under a shared homeownership arrangement are not eligible to the First Home Owner's Grant (New Homes) scheme. This is a serious obstacle because access to the First Home Owner Grant (FHOG) would be important to assist the purchaser to have an adequate deposit and obtain an affordable loan from a bank on normal commercial terms. Access to the FHOG is however essential because while tenants may have the financial capacity to service the loan, they may not have enough capital to pay for the deposit.

### **2.2.3 Supported housing for the homeless and those at risk of homelessness**

Homelessness is, a widespread problem. It reflects the insufficient supply of affordable housing and the increasing socio-economic polarisation in Sydney. People facing homelessness are among the most marginalised and disadvantaged. Yet housing is a core human right and it is essential for full economic participation and community engagement.

The *Plan* does not appear to cater for the homeless or those at risk of homelessness. RDA Sydney believes that supported housing accommodation is needed to cater for the 28,190 people identified by the 2016 Census in NSW. By supported accommodation we mean the provision of stable housing for rough sleepers and other chronic homeless people, followed by a normalisation/stabilisation process to enable a smooth and progressive transition into employment and social integration.

So we believe that the financing, building and provision of supported accommodation for the chronic homeless and those at risk of descending into chronic homelessness should be a high priority for the NSW Government, if it is to deliver economic, health and social outcomes.

## **2.3 Sustainability**

### **2.3.1 Social Inclusion and Resilience**

#### **Key Point**

RDA Sydney recommends that the District Plans contain priorities that specifically focus on actions that engage disadvantaged and disengaged community members, which will address the socio-economic divide between east and west Sydney.

#### **Detailed Comments**

Surprisingly there are no social inclusion priorities in the District Plans, although there are actions that may result in an inclusive community, there is no clear statement through a measurable priority in these documents. Given the uneven nature of the SEIFA index across Sydney and the

pockets of entrenched disadvantaged RDA Sydney recommends that a Social Inclusion Priority be included in all of the District Plans and that there are associated actions that are measured against Key Performance Indicators.

At a recent SGS Economics seminar a recommendation was made to use the UN Sustainable Development Goals as a tool to measure social inclusion and we note that the recently released Urban Growth *Draft Sustainability Strategy* is using these tools, however and this maybe a timing issue, it is confusing having the release of this new draft strategy and aligning it with the Sustainable Cities sections of the District Plans. We are confident that this blurriness will be overcome but what we are keen to see in any strategy is genuine actions that engage the disadvantaged and disengaged. For example simply creating jobs through good economic development processes will not resolve the entrenched unemployment issues in some communities, what we would like to see is what will be done to enable these communities to build pathways to those job opportunities and this requires good policies and best practice interventions.

### 2.3.2 Managing the Metropolitan Rural Area

#### Key Point

There is a need to identify and retain strategically important agricultural land across the whole Metropolitan Rural Area.

#### Detailed Comments

RDA Sydney agrees with the general approach adopted to managing the Metropolitan Rural Area (MRA) in the *District Plans*, however we believe there are a number of issues that need addressing before the outcomes outlined in the *Plan* can be achieved.

- The concept of implementing 'a design-led approach to planning for localities' is a positive step. However, local councils would have to be much better resourced, in terms of expertise, capability and funding than they currently are.
- Tensions between different land uses and activities are not unique to specific localities but apply across the whole MRA and need to be addressed before a place-based planning approach can be successfully implemented.
- At the same time, changes in the planning system and a clear direction and leadership from the NSW government are also needed.
- The *Plan* provides a segregated approach to peri-urban agriculture that does not match the regional needs and issues.
- RDA Sydney believes the retention of land for food production in the MRA is a high priority, simply because Sydney needs a viable food source close to its growing urban population, as a security.
- According to the Institute of Sustainable Futures latest report, if we continue as we are, Sydney stands to lose over 90 percent of its current fresh vegetable products. So retaining what remains, before it is too late, is crucial from an economic perspective but also strategic in a world where food security is becoming more important.

- Peri-urban agriculture's intrinsic economic, environmental and social values are not recognised by decision makers; however, agribusiness contributes an estimated \$4.5 billion to the NSW economy.

### **Avoiding tensions between activities through strategic planning**

So far, the lack of consistent regional planning across the Sydney basin, the rapid development of housing in designated growth centres and the lack of a targeted and coherent government program (to manage the transition of existing agricultural industries to other locations), have further exacerbated conflicting interests, increased tensions and entrenched disputes.

- None of the planning instruments issued so far, including the relevant *District Plans*, have indicated how agriculture in peri-urban areas will be retained. To date planning approaches have been weak or ineffective when it comes to recognising and capturing the broader values and strategic importance of peri-urban agriculture or when planning the transition in land uses.
- There is a need to identify and retain strategically important agricultural land across the whole MRA, and this can only be done through strategic planning, by an explicit legislative/strategic planning statutory clause that states: "this land is for agriculture" and must be stated in The Plan for Growing Sydney 2017.
- Urban growth boundaries and residential containment policies to control urban development within well-defined limits are also needed to retain peri-urban agriculture. If established adequately, they will improve certainty for investors and landholders.
- Separating incompatible and potentially conflicting land uses is crucial. Placing conditions on development approvals for adequate and effective buffer areas.
- Buffers can assist in separating incompatible land uses, particularly landscaping that can screen and limit nuisances such as spray drift. We believe farmers should be paid to maintain the buffers and that buffers should be provided by developers.

#### **2.3.2.1 Releasing and making use of underutilised land to increase food production**

RDA Sydney agrees that there is potential for the MRA to become a parkland city with possible links to food processing and logistic terminals around the Airport for domestic consumption and export. For this to take place it will be necessary to:

- **Reallocate unutilised crown land** (that is not ecologically significant) for agriculture or farm precincts
- The Western Sydney Parklands is available for leasing for the relocation of horticulture businesses. The Trust has committed to delivering 500 Ha of urban farming within the Parklands area in Horsley Park. It also provides for glasshouses, poly/greenhouses, market gardens, orchards and grow farming enterprises as well as tourism destination through a farm gate trail.
- **The use of flood prone land** not currently being used for agriculture or recreational purpose could be investigated to clarify what is restricting its agricultural use
- **Land with noise restrictions** (for example adjacent to the Western Sydney Airport) could also be investigated for its suitability for intensive horticulture/agriculture.
- **Leasing/sharing farming arrangements** between rural land owners and farmers can enable the productive use of underutilised land.

- **Creating a licencing system for agricultural production** in peri-urban areas could be established to prevent real farmers and life-style farmers leaving agricultural land unused and encourage them to lease it.
- **A Trading Development Rights framework is needed.** This is used in other countries and enables landowners within valuable agricultural resources, to be financially compensated for choosing not to subdivide and develop their lands for housing.

### 2.3.2.2 Creating employment through multifunctional farming by easing regulations

Multifunctional farming is about value adding through multiple business activities associated with the production to consumption value chain -processing agricultural products, manufacturing on farm, farm gate sales, establishing agritourism operations, etc. It is also about consolidation - where farmers collaborate to build infrastructure, food packaging, etc. It allows for a food economy to develop.

Currently, farmers' inability to navigate the complicated and costly planning regulations inhibits innovation and intensification. A reduction in the impediments and restrictions is needed.

RDA Sydney is concerned that fragmented, uncoordinated governance and the lack of long-term integrated planning is progressively threatening the sustainability of peri-urban agriculture in the MRA, at a time when the population is growing.

Developers will continue to seek farmland as it is desirable for building because it tends to be flat, well drained and affordable, to the detriment of agriculture.

A clearer regional planning framework, stronger land use planning instruments and greater support for agricultural development and its multiple activities, is required and must be implemented before it is too late, as well as policies that encourage diversification, innovation and sustainable farming practices.

## 2.4 Western Sydney City Deal

The Australian and NSW Governments will work with Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly Councils to deliver the **Western Sydney City Deal**. The City Deal agreement will be in place by mid-2017.

RDA Sydney fully supports the Western Sydney City Deal as it provides a framework for the three levels of government to work together and produce optimum outcomes for Western Sydney and Sydney as a whole. We urge all levels of government to maximize infrastructure spend and strategy development through sustainable procurement practices so as local businesses and residents can gain immediate benefit from the 'Deal'.

We can draw from the learnings (positive and negative) of the UK experience, for example, Manchester is considered an economic success through their City Deal, however, 'socially the city has shown little improvement with deprivation and worklessness running at some of the highest rates in England. This shows the trickle-down effect is not working for the city's own residents.'<sup>1</sup>

<sup>1</sup> Gareth Brown & Stephanie Nixon. Centre for Local Economic Strategies. *Bulletin No. 93. City Deals*. Pg 6.

We are confident that governments will learn from the experiences of City Deals internationally and put into place a 'Deal' that does create a Productive, Liveable and Sustainable City.

## 2.5 Western City

Our understanding is that the **Western City** encompasses a number of important elements. That is, Western Sydney Airport site, the core of the Western Sydney Airport Aerotropolis, as well as the Western Sydney Priority Growth Area and the Local Government Areas as defined in the District Plans. RDA Sydney would like to provide comment in regards to the Western Sydney Airport and Aerotropolis as follows:

### 2.5.1 Western Sydney Airport

In August 2016 RDA Sydney released its report '*Strategic Industries Development around the Western Sydney Employment Area (WSEA)*'.

<https://www.rdasdney.org.au/imagesDB/wysiwyg/WSEAStrategicIndustriesProjectReportFinalAugust8.pdf>

The *Report* based on scoping with key stakeholders and extensive desktop research identifies new strategic industry development potential in and around the Western Sydney Employment Area with consideration to the growth opportunities presented by a new airport at Badgerys Creek.

The *Report* examines nine industry segments and their potential for growth either by locating on or near the Western Sydney Airport or by taking advantage of international markets using a second Sydney airport.

#### Industry segment examination highlights:

- *Aviation* – Encourage an export design, engineering and equipment industry capable of chasing the reputed 40% world growth in airports particularly in Asia Pacific; rebuild both our aircraft maintenance and training industries by 2020 to permit Australia to handle a high proportion of its own needs across the civilian airline, general aviation and Defence sectors. The new airport will need facilities for maintenance and repair as well as storage of equipment.

There is an opportunity to develop a new collaborative university centre of excellence campus with integrated testing and maintenance facilities to provide *fly-in fly-out* practical on-the-job training for Australian and overseas undergraduates, including flight training facilities for international pilot training.

- *Aerospace and Defence* – Sydney, and in particular GWS, is already home to a large range of innovative, specialist and high-tech aerospace and defence companies servicing both the domestic and international markets. The main activities in the region are design, maintenance, repair and overhaul (MRO), project management, in-service support and advanced manufacturing. With the vision and support from both the Australian and NSW government, there could be a real opportunity to develop far more significant aerospace, aviation and defence industry technology, design, support, sustainment and manufacturing facilities.

One major opportunity is the development of an UAV/autonomous systems testing centre, which would be ideally located near the new WSA Airport, in a similar way to the Australian Research Centre for Aerospace Automation (ARCAA) precinct near Brisbane airport.

- *Transport & Logistics* – There will be a significant increase in the need for innovative world class supply-chain management and other logistics services including:
  - real-time machine to machine and B2B financial and communication processes and systems
  - big data inventory and supply chain software solutions
  - financial management and e-logistics systems
  - sophisticated streamlined customs and quarantine processes
  - very effective and efficient last-mile distribution both within the new airport and from adjacent distribution centres and/or intermodal terminals or fulfillment centres and manufacturers in WSEA or in GWS overall
  - in line with these changes there lies new opportunities in developing a new Intermodal terminal at Ropes Creek near Eastern Creek with interconnecting freight rail links from the existing Yennora freight line and Port Botany and also a new rail link to the existing Western line
  - a major road/rail and air intermodal terminal at Badgerys Creek on the western side of the new airport site
  - a new collaborative T&L Industry Centre of Excellence precinct at Eastern Creek, which would include a T&L supply chain management, education and research centre
- *Digital* – There is an opportunity to build onto rapidly growing Data Capture & Storage sector at Eastern Creek with lower land costs and availability of major high-load electricity connections. The presence of the major retailers, wholesaler and distribution companies has necessitated the growth of ICT technology, warehouse engineering support companies.
- *Advanced Manufacturing & Electronics* – Future Original Equipment Manufacturers (OEM) will need to offer perceived high value products and services within market niches operating in sophisticated and very competitive global supply chains. Where they can be situated near to a 24/7 operating airport there will be additional opportunities and benefits for SME manufacturing to tackle global supply chain markets with *high-tech, high-value, cargo time-sensitive products*.
- *Life Sciences, Pharmaceutical Research and Manufacturing* – From our industry consultations, it is believed that there is significant potential for both pharmaceutical and complementary medicine research, manufacturing and distribution companies to relocate at least part or all of their operations closer to major distribution centres in the WSEA for more effective distribution to the Australian eastern seaboard, and in the future a new 24/7 airport in the WSEA for time-sensitive cargo. Many of the major contract pharmaceutical companies are already located in GWS and complementary medicine companies have relocated some or all of their manufacturing and/or distribution activities to Eastern Creek.
- *Biomedical, Bio-tech, Veterinary Products, Research and Testing* – Identify practical changes that could be implemented immediately with Sydney Airport, and how we capitalize on a new 24/7 WSA with respect to streamlined customs and air transport freight systems, interim airport specialised refrigeration and storage facilities, quicker response times, costs and expenses in accessing markets.

- *Agribusiness Research, Food Packaging & Processing* – The food processing and beverage industry is one of the strongest manufacturing sectors in Greater Western Sydney and is home to several of the world's largest food and beverage manufacturing and site distribution multinationals.

To support export opportunities it will be essential for the new airport to have good road and rail access infrastructure with *quick in and out last mile freight access* that minimizes unloading congestion for high value products; good warehouse cold/chilled facility which consolidates several producers freight, especially for high end products; government to provide food inspection for export on site and meeting, export trade offices, accommodation and conference facilities for overseas buyers.

- *Building and Construction Materials, Resources and Energy* – Build on the existing industry development opportunities by expanding the operations of the smart eco-green building materials and metal specialist industry design, manufacturing and research cluster near Bluescope Steel plant in Erskine Park.

WSEA is home to a diverse range of environmental water, waste and resource recovery management and renewable energy companies. Opportunities exist to further develop these industries to accommodate Sydney's population growth.

### 2.5.2 The Core Western Sydney Airport Aerotropolis

RDA Sydney agrees with Matt Coetzee from Aurecon in his *Aerotropolis* presentation, where he recommends the following sequence:-

- Organize the *Aerotropolis* development around a clear vision.
- The vision guides the development of a set of development principles.
- Those principles, when combined with the constraints and opportunities growing out of the physical/environmental context, the policy environment and the political environment, allow the identification and evaluation of broadly defined development opportunities.
- These then lead to the planning, design and implementation of specific projects.

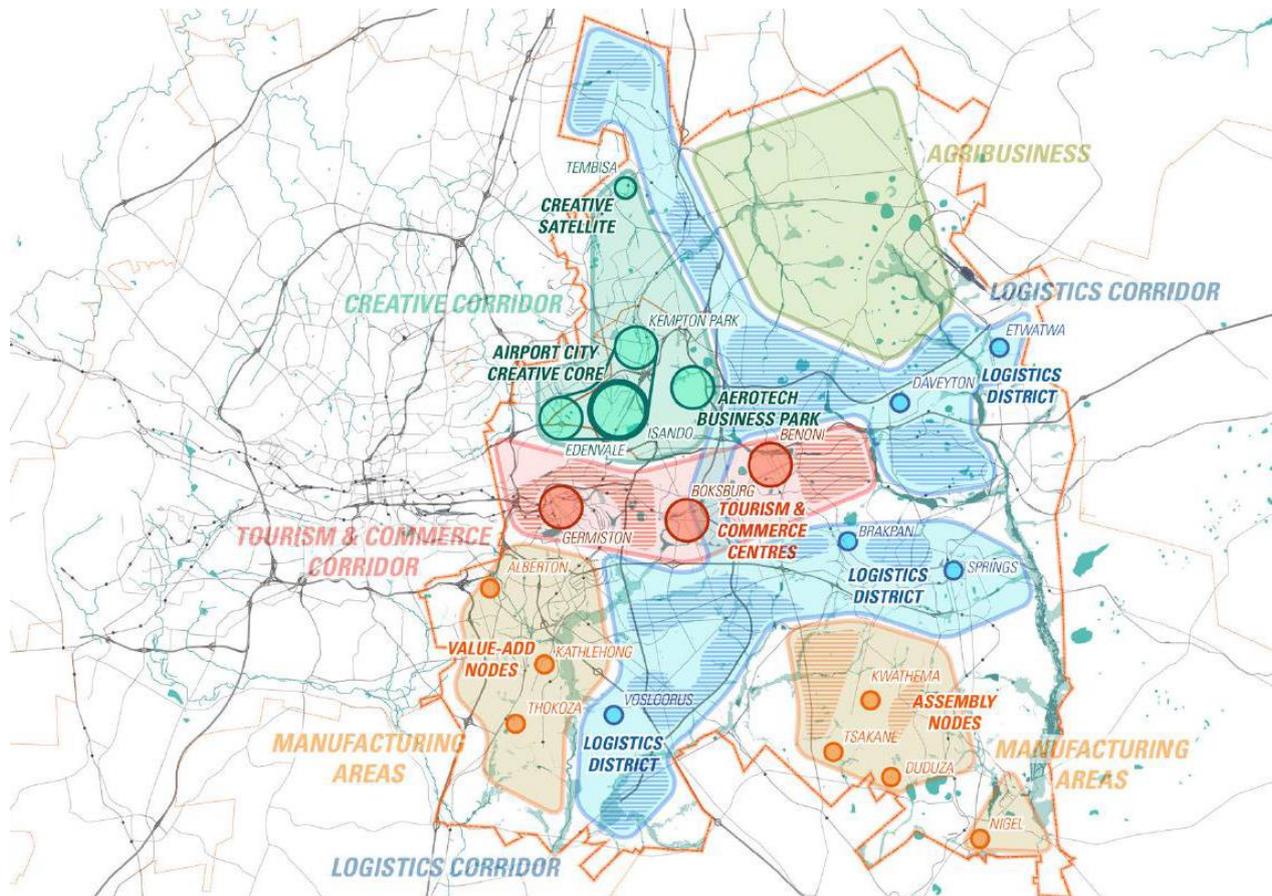
For example, the following picture on the next page shows the *Aerotropolis* Development Plan for Johannesburg International Airport outlining the planned and proposed creative, business and commercial, manufacturing and logistic corridors, areas and districts.

RDA Sydney strongly urges that serious consideration be given to the formation of a Development Authority for the Aerotropolis including the Airport site with ongoing technical inter- government representation and partnership.

The EIS and WSA Airport plan should reflect how WS Airport will fit into the broader long-term vision of Sydney in 40-60 years. Scenario modelling is required showing various possible relationships with the broader urban spatial and transport plans and potential economic development opportunities. We recommend an investment by government in developing a *Virtual 3D WSEA model*, this model would include the airport within WSEA and provide opportunity for what-if analysis of future land use, industry growth, transport and social infrastructure up until the time when WS Airport will be fully operational with two runways.

RDA Sydney strongly encourages the planning for a rail service be expedited with a planned timetable of construction and service commencement publicly available. In case studies developed by John Kasarda in *A Western Sydney Aerotropolis* successful international airports have common characteristics which include excellent multimodal connections, a train station that links to major regional centres and high speed motorways.

***Johannesburg International Airport Aerotropolis Development Plan (source Aurecon)***



It is expected that the following additional business opportunities will need to be considered:

- *Hotel, Conference & Offices*
- *International Trade, Finance & Banking*
- *Commercial & Professional Services*
- *Retail & Residential*
- *Health, Education and Training*
- *Tourism, Sport & Leisure*

### 3. District Plan Specific Comment

**Preamble:** The District Plans provide a brief description of a new hierarchy of centres defined as strategic, district and local. The *Plans* also refer to Collaboration Areas in which all levels of government and in some instances private sector work together to deliver high impact economic, social and or environmental outcomes. However, it is not clear what the hierarchy provides access to, that is, are the strategic centres prioritised for state infrastructure funding over districts, is mass transport planned according to the hierarchy of centres, what advantage is there for local government to have strategic or district centres? How do you move these hierarchy definitions from a branding exercise to measurable, real outcomes that are genuinely funded when necessary?

The **productivity** priorities and actions within the Draft District Plans to varying degrees do not seem to align with the Jobs for NSW's *Jobs for the Future* perspective that 'though the NSW jobs market is strong, 70% of jobs and 80% of recent jobs growth are in sectors that are not trade-exposed. A good number of those sectors are already strong and do not require additional government action. We should focus our resources on tradeable sectors which have the potential to be globally competitive and create large numbers of resilient jobs'. The current District Plans seem to focus more on those non-tradeable sectors, which are vital to the population, however in the final version of these plans could greater emphasis be given to these tradeable sectors e.g. advanced manufacturing, international education, tourism, agribusiness

| District | Priority/Issue                         | Comment   |
|----------|--|---|
| South    | The development of a precinct at ANSTO | <p>The District Plan does not give the necessary attention to the proposed precinct at ANSTO. The Precinct will have 3 symbiotic components – an innovation hub, a graduate centre and an industrial park for which all three segments is vital for its success.</p> <p>This will generate a significant number of jobs and that is why it is essential that infrastructure is in place to create accessibility. An upgrade of New Illawarra Rd through to Waterfall is required to allow easy access to Wollongong, ANSTO and the Western Suburbs. Heights. Suburbs. In the future light rail should be considered connecting Sutherland &amp; East Hills via Lucas Heights.</p> |

| District            | Priority/Issue  | Comment  |
|---------------------|---|--|
| <b>South Cont'd</b> | Accessing a greater number of jobs and services within 30 minutes | <ul style="list-style-type: none"> <li>• Develop Sutherland as a commercial hub and create a southern CBD being a midway point between Wollongong and Sydney CBD</li> <li>• F6 Motorway extension is a must for the Shire with the increased population.</li> <li>• Improved public transport connection from Sutherland Shire to the South West and Central West Districts is required to take advantage of future jobs growth in these areas; this also creates connection to Higher Education Institutions such as Wollongong University and Western Sydney University.</li> <li>• RDA Sydney recommends that the Bangor Bypass be completed to Heathcote which could open up additional residential land for approximately 2,500 homes.</li> </ul>   |
|                     | Connectivity from Kurnell back to Cronulla Station                | <ul style="list-style-type: none"> <li>• With the potential redevelopment of industrial land in the Kurnell region and possible residential development around Boat Harbour it is essential that regular and reliable public transport links to Cronulla Station are in place.</li> </ul>  |
|                     | Bankstown deemed district only – not a Strategic Centre           | <ul style="list-style-type: none"> <li>• There are approximately 75,841 jobs located in the former Bankstown LGA of these 16,900 are in the manufacturing sector, 7,784 are in health and social assistance. (Transport for NSW Performance &amp; Analytics based on 2014 release) In 2014-15 Bankstown LGA's GRP was \$9.030 billion compared to Kogarah (a Strategic Centre in the South District) of \$2.9338 billion in the same time period. RDA Sydney recommends that Bankstown be reconsidered as a Strategic Centre and include broader geographical dimensions that reflect the area's economic impact. If we examine the West and Central West District Plans they have expanded their definitions to include Greater Penrith and Greater Parramatta, perhaps the South District could have a Greater Bankstown. The area has a 550 bed hospital, TAFE College, University campus, heavy rail, and access to M5 motorway and a regional airport. It is recommended that the Bankstown Airport &amp; Milperra Precinct become a Collaboration Area in which all levels of government and industry work together to develop the best outcomes.</li> </ul> |
|                     | Centres Hierachy  | <ul style="list-style-type: none"> <li>• RDA Sydney recommends that the Centres Hierarchy be reviewed for this district with consideration to extending boundaries to existing centres so as to incorporate a more accurate profile of employment, at this stage the Centres only account for 28% (2016 estimates) of the total District jobs.</li> </ul>  |

| District    | Priority/Issue                        | Comment  |
|-------------|---------------------------------------|--|
| <b>West</b> | West District geographical boundaries | <ul style="list-style-type: none"> <li>The West District consists of the Blue Mountains, Penrith and Hawkesbury LGAs and although this District can maximize its peri-urban location it may be more advantageous to expand its boundaries to the Blacktown LGA. According to the Bureau of Transport Statistics it is estimated that by 2026 there will be nearly 153,000 jobs in the Blacktown LGA (10,000 more than the former Parramatta LGA).</li> <li>Blacktown LGA should be included in the West District. It currently presents as not belonging totally to any region which we feel is a loss to the Western Region. By strengthening its role in economic development and job creation the issue of travel time and creating knowledge based jobs could be more easily addressed. These knowledge based jobs may not come from the Health and Social Assistance sector but from advanced manufacturing, information technology, agribusiness and transport and logistics sectors.</li> </ul> |
|             | Definition of Greater Penrith         | <ul style="list-style-type: none"> <li>RDA Sydney recommends that the geographical boundaries of Greater Penrith be reconsidered to include: <ul style="list-style-type: none"> <li>Erskine Park which already contains major manufacturing industries and potential new digital processing and transport &amp; logistics sectors.</li> <li>Penrith Lakes and the tourism precinct to ensure Penrith City Centre, more broadly, is the focus of future collaboration opportunities with State Agencies and growth opportunities</li> </ul> </li> </ul> <p>At this stage the productivity strategy is heavily reliant on the Health, Education and Social Assistance sectors which undoubtedly generate jobs but as is the theme for quite a few of the District Plans it does not provide a point of difference for the District.</p>  |
|             | Hawkesbury LGA                        | <ul style="list-style-type: none"> <li>More detail is required regarding Hawkesbury's role in the District at this stage Penrith is the main conversation piece in the <i>Plan</i>. It may be relevant to highlight current and future joint activities across the District to gain maximum buy in from community.</li> </ul>  |
|             | Sydney Science Park at Luddenham      | <ul style="list-style-type: none"> <li>The <i>Plan's</i> productivity actions should extend to include the Sydney Science Park at Luddenham, this site will deliver 3400 new dwellings, commercial and retail space, a new K-12 STEM school, research and laboratory facilities and space for incubators and tech start-ups. They are proposing to attract key sectors in food security, energy, health and have formed a partnership with CSIRO. It is anticipated that the sight will bring around 12,000 knowledge based jobs to the area.</li> </ul>   |

| District           | Priority/Issue   | Comment   |
|--------------------|--|---|
| <b>West Cont'd</b> | North - South Rail Link an essential piece of infrastructure | <ul style="list-style-type: none"> <li>The biggest 'game changer' that requires acknowledgement in the District Plans is a passenger rail line from Marsden Park to Campbelltown. Rail changes everything for the region. It is the structuring element around which a whole new north to south economic corridor which is thick with jobs of the future could be created. The District Plans should recognise this critical piece of infrastructure and seek to preserve the corridor as a priority.</li> </ul>          |
|                    | Integration between the West and South West District Plans   | <ul style="list-style-type: none"> <li>The District Plans should provide better integration between the West and South West District Plans to ensure the delivery of the Western City, the Western Sydney Airport Aerotropolis, and the Western Sydney Priority Growth Area.</li> </ul>   |
|                    | Future Airspace Protection                                   | <ul style="list-style-type: none"> <li>RDA Sydney support concerns raised by Sydney Airport Corporation that the airspace surrounding the future airport must be protected from inappropriate development, to ensure the safety of aircraft and airline passengers and to provide for future growth.</li> <li>We urge the Australian government to work as soon as possible with Air Services Australia and CASA, to develop and determine the appropriate policy frameworks for future aircraft flight paths.</li> </ul> |
|                    | Centres Hierachy   | <ul style="list-style-type: none"> <li>RDA Sydney recommends that the Centres Hierarchy be reviewed for this district with consideration to extending boundaries to existing centres so as to incorporate a more accurate profile of employment, at this stage the Centres only account for 41% (2016 estimates) of the total District jobs.</li> </ul>   |
| <b>South West</b>  | The Western City   | <ul style="list-style-type: none"> <li>The <i>Plan's</i> 2056 Vision sounds exciting and vibrant, however it does not talk about the vision for the people living in those spaces. For example is the Vision that the District's residents would be highly educated, able to purchase a house, have a good sense of wellbeing and/or have a low level of chronic illness?</li> </ul>  |

| District                     | Priority/Issue   | Comment   |
|------------------------------|--|---|
| <b>South West<br/>Cont'd</b> | Productivity Actions   | <ul style="list-style-type: none"> <li>The Productivity actions are a good first step in bringing together multiple components to create an implementation plan. It would be good to see in the final Plan (first edition) a timeline of the various investigations, strategy developments and visioning exercises. For example when will the vision for the Bringelly Enterprise Corridor be released, when will a vision for the Aerotropolis be implemented? This timeline can be short, medium and long term.</li> <li>South West District has the most complex issues and the most exciting opportunities across all the Districts, it is important that these opportunities can be accessed by local residents. The South West District has higher than average communities of disadvantaged and it is important that strategies are in play that connect these communities to the opportunities. This takes effort and long term planning, simply creating jobs does not resolve entrenched unemployment and urban renewal done badly causes displacement of the most vulnerable.</li> </ul> |
|                              | Integration between the West and South West District Plans                       | <ul style="list-style-type: none"> <li>The District Plans should provide better integration between the West and South West District Plans to ensure the delivery of the Western City, the Western Sydney Airport Aerotropolis, and the Western Sydney Priority Growth Area.</li> </ul>   |
|                              | Future Airspace Protection   | <ul style="list-style-type: none"> <li>RDA Sydney support concerns raised by Sydney Airport Corporation that the airspace surrounding the future airport must be protected from inappropriate development, to ensure the safety of aircraft and airline passengers and to provide for future growth.</li> <li>We urge the Australian government to work as soon as possible with Air Services Australia and CASA, to develop and determine the appropriate policy frameworks for future aircraft flight paths.</li> </ul>   |
|                              | North - South Rail Link an essential piece of infrastructure                     | <ul style="list-style-type: none"> <li>The biggest 'game changer' that requires acknowledgement in the District Plans is a passenger rail line from Marsden Park to Campbelltown. Rail changes everything for the region. It is the structuring element around which a whole new north to south economic corridor which is thick with jobs of the future could be created. The District Plans should recognise this critical piece of infrastructure and seek to preserve the corridor as a priority.</li> </ul>  |
|                              | Economic Development Authority for Western Sydney Airport and surrounding areas. | <ul style="list-style-type: none"> <li>RDA Sydney strongly supports the concept of a Development Authority for Western Sydney Airport and surrounding area. The governance structure of the Authority would include all three levels of government and the private sector with its role being to bring together all the necessary components to deliver the Vision.</li> </ul>  |

| District                     | Priority/Issue   | Comment   |
|------------------------------|--|---|
| <b>South West<br/>Cont'd</b> | Centres Hierachy   | <ul style="list-style-type: none"> <li>RDA Sydney recommends that the Centres Hierarchy be reviewed for this district with consideration to extending boundaries to existing centres so as to incorporate a more accurate profile of employment, at this stage the Centres only account for 27% (2016 estimates) of the total District jobs.</li> </ul>   |
| <b>West Central</b>          | Cumberland LGA   | <ul style="list-style-type: none"> <li>More detail is required regarding Cumberland LGAs role in the delivery of the Vision for the District. Cumberland is referenced in relation to Urban Growth's Parramatta Road Renewal Strategy, however, the area has not been given job targets through the Centre's Hierarchy and there seems no evident consideration of connectivity for those residents to the opportunities that will be created through GPOP and other strategies.</li> <li>Also Cumberland LGA has a much more substantial clustering of disadvantaged communities within its boundaries and it would be good to see in the <i>Plan</i> how these communities will be enabled to take advantage of new opportunities rather than running the risk of creating a divided District.</li> </ul> |
|                              | Centres Hierachy   | <ul style="list-style-type: none"> <li>RDA Sydney recommends that the Centres Hierarchy be reviewed for this district with consideration to extending boundaries to existing centres so as to incorporate a more accurate profile of employment, at this stage the Centres only account for 44% (2016 estimates) of the total District jobs.</li> </ul>   |
| <b>Central</b>               | What would it take to be really great and absolutely competitive with other centres in SE Asia, e.g. Singapore | <ul style="list-style-type: none"> <li>The current productivity actions tend to be more inward looking and do not explore the Central District's role in the Global market</li> <li>Central district's targets need to be specific e.g. generate x many jobs to maintain its current / and or future share of the global and national markets, which is equivalent of x metres square of office space etc.</li> <li>More extensive focus is required in the Plan of our gateways Sydney Airport and Port Botany</li> <li>RDA Sydney supports Central District's Centres Hierachy which accounts for 73% of the District's employment.</li> </ul>  |

| District     | Priority/Issue                                 | Comment  |
|--------------|--|--|
| <b>North</b> | Northern Beaches Health and Education Precinct | <ul style="list-style-type: none"> <li>• RDA Sydney strongly supports the development of a much needed Level 5 hospital on the Northern Beaches and the NSW Government, Healthscope and Northern Beaches Council should be commended for this project.</li> <li>• We encourage any progress on the significant road improvements required and the introduction of high frequency public transport to support the long term delivery of the business park as a significant commercial employer. RDA Sydney applauds the concept, as an interim measure, of agglomeration of permissible land uses within the Business and Innovation Precinct which may fulfill the vision of attracting research and higher education organisations to the area.</li> </ul>        |
|              | Macquarie Park as a Collaboration Area         | <ul style="list-style-type: none"> <li>• RDA Sydney strongly supports the concept of Macquarie Park as a collaboration area. Ryde Council in conjunction with RDA Sydney convenes a Manufacturers Community of Practice at Macquarie Park where local manufacturers meet regularly to gain information and engage in collective learning, tap into available expertise at CSIRO and tap into resources such as the Pop up Hub at Macquarie University.</li> <li>• The precinct has all the positive attributes to continue to succeed, however if a collaboration model was introduced, due consideration would need to be given to the pre-existing capacity of stakeholders and their independent efforts in partnership formation and collaboration.</li> </ul> |
|              | Smart work centres and co-working hubs         | <ul style="list-style-type: none"> <li>• RDA Sydney welcomes the recent announcement by NSW Premier Gladys Berejiklian and Roads Minister Melinda Pavey confirming the construction of the Northern Beaches Link Tunnel.</li> <li>• Another aspect of managing congestion is to reduce demand for travel and that is why RDA Sydney would like to see realistic business cases developed to assess the feasibility of smart work hubs for the Northern Beaches.</li> </ul>   |
|              | Centres Hierachy                               | <ul style="list-style-type: none"> <li>• RDA Sydney recommends that the Centres Hierarchy be reviewed for this district with consideration to extending boundaries to existing centres so as to incorporate a more accurate profile of employment, at this stage the Centres only account for 50% (2016 estimates) of the total District jobs.</li> </ul>  |
|              | Top Ryde and surrounding areas                 | <ul style="list-style-type: none"> <li>• RDA recommends that Top Ryde and surrounding areas be reconsidered as a district in the centres hierarchy. This area has 2 TAFE colleges, the Ryde Hospital, Macquarie Hospital and is part of the Metrobus system that connects the South and West to the North.</li> </ul>  |