



GROW THE WESTERN REGION MEETING THE CHALLENGE

From Q & A Workshop,
Monday 22nd November 2010 at Parramatta Leagues Club

10,000 Friends of Greater Sydney (FROGS)

This report draws on presentations and discussion at the Q & A Workshop and presents positive ideas generated for development of Western Sydney to meet the challenges of the next 40 years but particularly for the next 10 years.

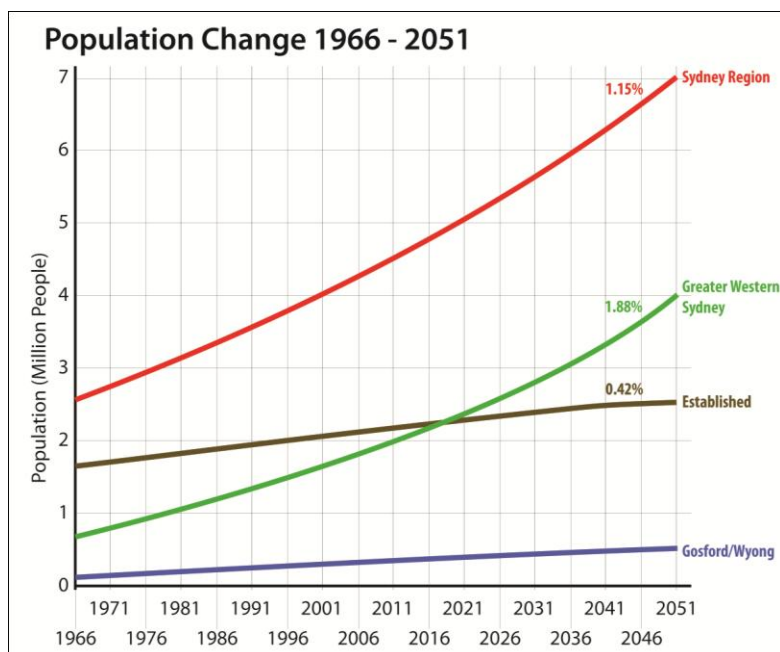
Other States, especially Queensland and Western Australia have shown that an aggressive approach must be adopted to providing infrastructure in rapidly growing areas and in providing funds for this purpose. There has been a major gap in meeting infrastructure demand for Western Sydney and this must be reversed to meet the expected 4 million population in this Region by the middle of this century, just 40 years away.

The current conservative ideas will not take us there. The Workshop acknowledged that the Western Region remained the 'poor relation' in Sydney.

Information from the Workshop with big practical ideas on how to grow the **Western Region and Parramatta as its CBD** are set down below.

SNAPSHOT OF THE REGION

The Region will explode in growth over the next 40 years to 4 million. Few of those responsible for planning Sydney appreciate the nature of the change that is going to occur very rapidly and that within 40 years Western Sydney would become the major



Region of Sydney and the ultimate economic driver. When Western Sydney exceeds established Sydney as the major Region in about 20 years, moving Parliament House to Parramatta would be justified.

It must be recognised that Western Sydney is one of the world's great urban social & economic transformations; it presents an opportunity, it is worth celebrating.

Global Sydney in the next 30 years will be very different from the past 30 years – based around globally oriented strategic centres, self managed enterprises (SME) networks and world class telecommunications and the like.

The Western Sydney Region is recognised as the key *engine room* within Greater Sydney which is Australia's Global City. Western Sydney is the key innovative, clever, technology-driven manufacturing and logistics hub for Eastern Australia, with thriving regional financial business and support centres where over 70 % of the workforce *live, work and play* in the region.

So we must plan and build centres in the Region to accommodate job demand throughout the Region. Then we can expect:

- Costs of doing business, land & property prices, access to adequate skills, lifestyle choices, energy costs, available communications and technology will cause many more businesses to relocate West away from the CBD. This is because new & existing employment lands will need basic retail and commercial services within 30 minutes to attract key staff. But employers will need to be far more flexible in employment strategies and site their businesses closer to where their key staff live and play (as well as market considerations)
- Clusters of business activity, knowledge and technology centres will develop in Western Sydney with collaborative Industry, Research, Education & Government networks.
- Manufacturing in Australia and globally, as we know it, will continue to change rapidly providing many new challenges and opportunities.
- Key regional centres such as Parramatta will grow but communications will allow far more decentralisation, with a hierarchy in capabilities of finance & insurance & business professional services
- Health Care & Social Assistance will grow as major industry sector

PLANNING WESTERN SYDNEY

There is a need to be much more radical in planning the West – overall planning not just transport planning and to a grander scale than at present.

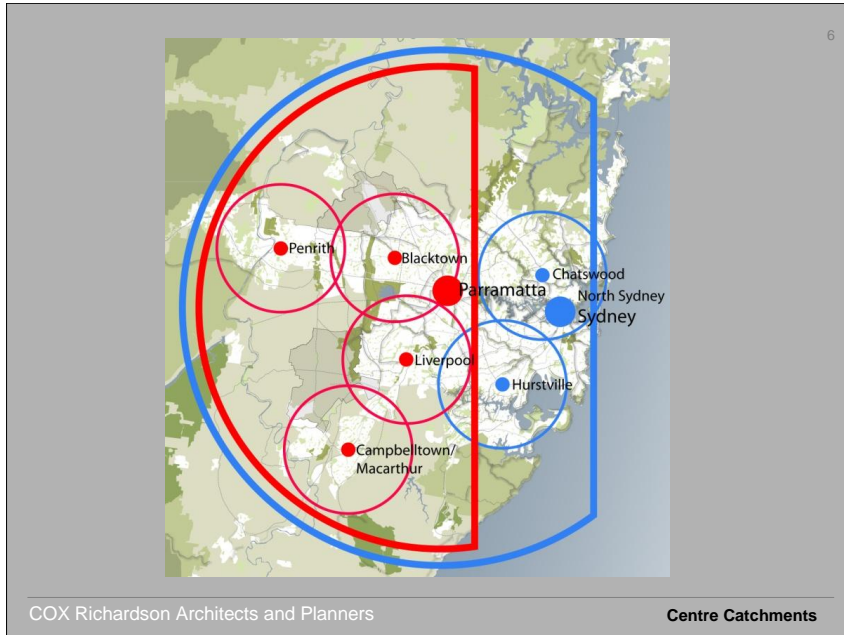
There is a need to inform people of the future role of the Western Region – a region of moderate density like Eastern Sydney and move to shape it now so we have the 30 storey buildings where we should have them and replacement of the 6-10 storeys in planning now (Local Councils role)

There is a need to plan Parramatta now for a similar scale to CBD in 2000.

The present development path for Western Sydney is not sustainable; it has some of the world's largest (car dependent) houses.

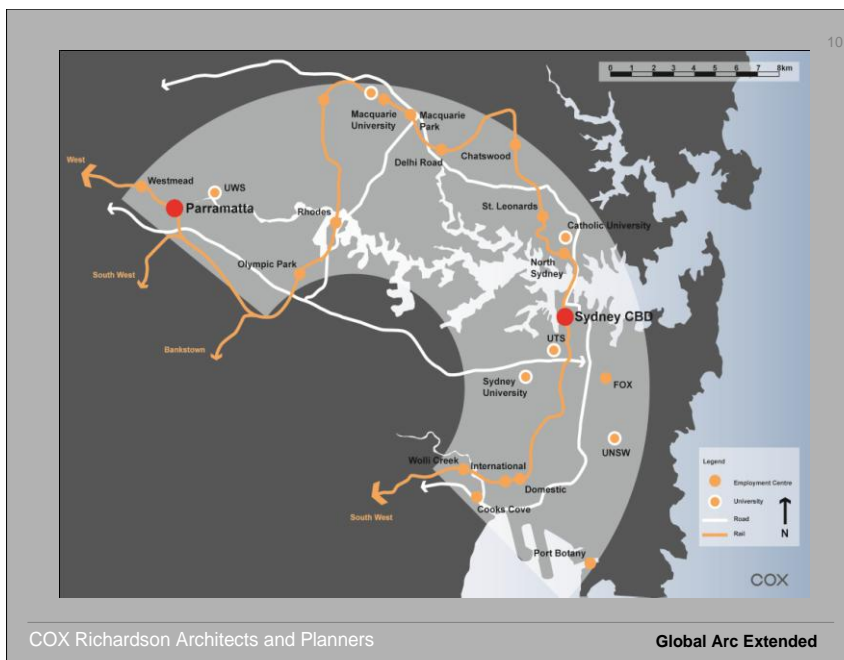
There is a growing **infrastructure deficit** & inequality – not just at the metropolitan level but increasingly within localities of Western Sydney (i.e. marginalisation) – highlighting a need for better community infrastructure & services.

The **City of Cities** is the central coordinating principle, adopted by Government but not clearly understood by governments and infrastructure agencies. And the master plan of a **City of Cities** is actually taking shape in Sydney; the most significant metro



employment growth over the 10 year inter-censal period (96-06) was North West Sydney. Sydney must actually become the orbital city envisaged by the **City of Cities** with regional satellite centres and communities having well defined transport corridors with balanced employment lands & residential areas.

Centre Catchments



And to meet this growth and provide high level jobs for the expanded population we must extend the global arc from Macquarie Park to embrace Parramatta and its environs.

The Global Arc

Innovation will be the driving force in developing new industries- finance & business technologies, health, energy, climate change, environmental, logistics, advanced manufacture, food, building & construction.

- **The planning system** is in need of reform with a shift from land-use planning towards strategic planning & infrastructure delivery to Sydney's population and economic growth areas of Western Sydney
- **Governance at regional** (& sub-regional) level needs to be strengthened – resourced regional economic development agencies; Metro Development Authority needs an employment outcomes focus
- **Employment** growth needs to be driven by growing to a critical mass of economic activities, population, skill base, business parks, improved (car dependent) transport
- **Strengthen strategic centres** and knowledge hubs – not just big boxes, but improved public domain, building on economic strengths; implement local innovation and sustainability plans, sub-regional public transport networks, liveability, and cultural amenities.

PLANNING WESTERN SYDNEY TRANSPORT

- There is a need to plan transport now with Parramatta on a similar scale to the CBD today and develop a Regional hub like the current grouping around the existing CBD. This requires a much more ambitious plan than anyone has now.
- 90% of households should be within 400 metres walking distance of a rail line and/or Regional or District bus route during peak, interpeak and daytimes. To achieve this we must:
 - › Better recognise the role of buses
 - › Improve all aspects of the accessibility gap: spatial, timing, cost, physical access, information
 - › Increase resources to meet “90% within 400 metres”
 - › Improve the planning guidelines
 - › Measure access distance properly
 - › Encourage more flexible transport services
 - › Get the right rail network one we can afford
- High Speed Rail (HSR) within urban conurbations may well “stand up” on the basis of the economics of urban populations. In this sense, the business as usual megacity model will support intra urban HSR systems – but maybe not the bigger, regional and national network. However, any major east coast HSR system will rely on the long term, inter generational “dividend” to government from a range of

genuine national benefits and “dividends” such as new regional cities along the HSR route. Western Sydney would have a lot to gain from such a system.

South East Queensland did it, why not Western Sydney?

Western Sydney

- Population: 1,848,854 now, 3 million by 2036
- Area: 8,817.3 sq km
- Economic output: \$80 billion (2007-08)
- Size: the third largest economy in Australia behind Sydney CBD and South-East

Queensland (Brisbane City, Logan City, Gold Coast City and Beaudesert Shire).

- Population Growth: one of the highest rate of population growth in Australia
- Population projection: 3 million by 2036
- Major Gap: 280,000 additional jobs needed by 2031

South East Queensland (SEQIPP)

- In its sixth year, SEQIPP is the largest regional infrastructure plan in Australia
- The plan identifies \$134 billion in estimated infrastructure investment, which is expected to support about 930,000 jobs through to 2031:
 - \$97.7 billion in transport
 - \$6.8 billion in health
 - \$3 billion in education and training
 - \$5.4 billion energy
 - \$1.5 billion in water
 - \$3.8 billion in community services
 - \$16 billion in completed projects.
- To date 119 projects complete, 152 projects underway to 2014 and another 128 projects planned up to 2031

Score Card SEQIPP - 119 projects West Sydney - Almost Nil

- Why do we not have the detailed plan similar to the one that has been created for SEQ?
- Why do we not have the institutional infrastructure in NSW similar to the one that is behind the growth and development of SEQ?
- Why do we not have the leadership and commitment in NSW similar to that saw the attraction of funding for SEQIPP?
- How can we actually make it happen?

A WAY FORWARD

- Restore the Vision of a **City of Cities** in a proactive way
- Plan for the Vision for 2050 and reserve transport corridors as we did 50 years ago to implement the plan
- Prepare an action plan to shift the modal split by 5%, to 75 % cars, 25% public transport and others modes over next 10-15 years

Acknowledgements

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