METROPOLITAN PLAN FOR SYDNEY 2036
CONTENTS

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Metropolitan Plan for Sydney 2036 has been produced after consultation and engagement with community, industry and government stakeholders.

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Sydney is Australia’s global city and one of the world’s most highly-regarded. It is renowned for its unique combination of a competitive economy, dynamic society and a unique quality of life. Our transformation into a global economic centre has fashioned a city that is a magnet for people, businesses and millions of visitors each year.

Sydney competes internationally for investment, ideas and people on behalf of NSW and Australia, thus delivering jobs and prosperity to the city, the state and our country. It is vital therefore that we anticipate the challenges ahead and plan to ensure Sydney can grow as a global city while protecting the lifestyle and environment that makes it unique.

In 2005, the NSW Government released Sydney’s Metropolitan Strategy—City of Cities: A Plan for Sydney’s Future—to support growth while balancing social and environmental impacts over 25 years. Five years on, that Strategy has now been updated and integrated with the $50.2 billion Metropolitan Transport Plan to deliver a new 25-year Metropolitan Plan for Sydney 2036.

The Metropolitan Plan integrates land use, urban and funded-transport planning together for the first time—providing a framework for sustainable growth and development across the city to 2036. It will also meet the targets in the updated NSW State Plan—notably in integrated transport and land use planning.

By linking land use planning and infrastructure provision, we encourage informed decision-making and investment. We will promote the efficient use of both public and private resources and support continued economic growth in NSW.

The Metropolitan Plan sets the boundaries for future urban development and identifies the strategic transport corridors and Major Centres best placed to focus sustainable commercial and residential growth in the future.

In short, it maintains our course for a sustainable city by limiting urban sprawl, protecting Sydney’s valuable resource lands, encouraging more development near public transport and reducing the need for car travel. It means more jobs located near transport; more homes located near transport; and more jobs located near homes. This will ensure that the things people love about Sydney—our environment and our lifestyle—are protected and enhanced as the city grows.

The Metropolitan Plan builds on Sydney’s status as a global city, linking Australia economically and culturally to the rest of the world. It also establishes Sydney as the gateway between Australia’s major eastern cities—Melbourne, Brisbane, Canberra, Newcastle and Wollongong—and the Major Centres of our region such as Tokyo, Shanghai, Hong Kong and Singapore.

As the present custodians of this iconic city, it is our responsibility to strengthen the foundations that will secure its prospects for future generations. So I would like to thank the community, local government and business groups who contributed to this Plan through written submissions and participation in workshops and forums.

Your efforts have ensured we will have a robust and visionary framework for Sydney’s future as a competitive, dynamic and liveable city.

Kristina Keneally MP
Premier of NSW
Minister for Redfern Waterloo
Challenges facing Sydney

A GROWING POPULATION
Sydney’s population is growing faster than previously expected. Revised NSW forecasts show Sydney’s population is expected to grow by 1.7 million people between 2006 and 2036 to 6 million—an average annual rise of 56,650.

A CHANGING POPULATION
The composition of the population is changing due to increasing life expectancy. By 2036, the number of people aged 65 and above will more than double to just over one million, requiring new, more varied housing, social infrastructure and community services.

MORE SUITABLE AND AFFORDABLE HOUSING
While Sydney’s population is growing, the average household size is falling, creating demand for more—but smaller, more affordable—homes. As a result, Sydney will need 770,000 additional homes by 2036—a 46% increase on the city’s current 1.68 million homes. The location, size and type of new housing must reflect the population’s changing needs.

MORE JOBS, CLOSER TO HOME
Sydney’s growth will require 760,000 more jobs, with half planned for Western Sydney with a focus on cities and centres where the greatest population growth will occur. By 2036, half the city’s population will live in Western Sydney (up from 43% in 2006). A broader mix of jobs is also needed to reflect Western Sydney’s growing level of job skills and education levels.

MORE EFFICIENT TRANSPORT
The location of new homes and jobs to match transport capacity will determine how effectively Sydney develops as a compact and connected city and how it manages congestion and its related issues—economic efficiency, social costs, equity, air quality and climate change.

MORE EFFICIENT INFRASTRUCTURE DELIVERY
Long-term land use and infrastructure planning and delivery must be better integrated to improve certainty for government agencies, the private sector and the community. This will improve investment decision-making and ensure more efficient use of public and private resources to support continued economic growth.

A MORE SUSTAINABLE SYDNEY
Sydney’s central challenge is to grow sustainably—improve economic and social outcomes while protecting our natural environment and containing the city’s urban footprint.

TACKLING CLIMATE CHANGE
Sydney’s planning system and transport network must help address the long-term impacts of climate change by ensuring lower greenhouse gas emissions and adapting to more extreme weather patterns and effects.

MAINTAINING OUR GLOBAL COMPETITIVENESS
As Australia’s leading global city, Sydney carries a major responsibility to remain strong, efficient and internationally competitive. While highly ranked in most global comparisons, Sydney must adapt to changing international circumstances while protecting and building on its environmental, social and economic advantages.
This Metropolitan Plan will address the challenges facing Sydney through an integrated, long-term planning framework based on the following strategic directions and key policy settings.

### Strengthening a city of cities

- Make Sydney a more resilient, compact, connected, multi-centred and networked city
- Strengthen Sydney’s role as a globally competitive city
- Strengthen Parramatta’s role as the premier Regional City and second CBD
- Support key economic gateways with integrated land use, infrastructure and transport planning
- Plan to grow global businesses, investment, innovation and research & development
- Strengthen links to NSW regional cities, Australian capital cities and South East Asia

### Growing and renewing centres

- Locate at least 80% of all new homes within the walking catchments of existing and planned centres of all sizes with good public transport
- Focus activity in accessible centres
- Plan for centres to grow and change over time
- Plan for new centres in existing urban areas and greenfield release areas
- Plan for urban renewal in identified centres
- Support clustering of businesses and knowledge-based activities in Major Centres and Specialised Centres

### Growing Sydney’s economy

- Plan for 760,000 new jobs, with half planned for Western Sydney focusing on cities and centres
- Extend Sydney’s Global Economic Corridor to Parramatta from Macquarie Park
- Develop detailed land use, transport and infrastructure plans for Western Sydney employment areas
- Support high growth and high value industries through clustering
- Increase the proportion of homes within 30 minutes by public transport of jobs in a Major Centre, ensuring more jobs are located closer to home

### Tackling climate change and protecting Sydney’s natural environment

- Reduce greenhouse gas emissions from the manufacturing and commercial sectors
- Review the scope and stringency of BASIX
- Prepare a climate change adaptation strategy for Sydney
- Integrate environmental targets into land use and infrastructure decisions
- Implement water, air and biodiversity plans for Sydney
Transport for a connected city

Implement the Metropolitan Transport Plan’s $50.2 billion in projects and enhancements
Target development around existing and planned transport capacity
Improve passenger rail capacity for Sydney’s South West and North West and the Sydney–Parramatta–Penrith corridor
Enhance rail freight paths and intermodal terminals
Enhance capacity on Sydney’s motorways at key locations
Identify long-term transport corridors for passengers and freight
Improve local opportunities for walking, cycling and using public transport

Housing Sydney’s population

Plan for 770,000 additional homes with a range of housing types, sizes and affordability levels for a growing and ageing population
Locate at least 70% of new homes in existing suburbs and up to 30% in greenfield areas
Drive delivery through subregional targets and Local Environment Plans with follow-through on outcomes and yield

Achieving equity, liveability & social inclusion

Consider social impacts in planning and assessment
Protect places of special cultural, open space and heritage value
Strengthen the State’s lead on best practice urban renewal for improved liveability
Set affordable housing targets for State urban renewal projects on a case by case basis

Delivering the Plan

Establish new mechanisms to achieve urban renewal (Sydney Metropolitan Development Authority and the Urban Renewal State Environmental Planning Policy)
Continue to identify transport capacity and opportunities for residential and employment growth
Strengthen strategic infrastructure planning processes
Prioritise nationally significant infrastructure
Drive implementation through subregional strategies
Simplify the land release process to ensure sufficient land is available for development
Prepare an annual Metropolitan Plan Update Report with councils

Balancing land uses on the city fringe

Contain Sydney’s urban footprint by focusing greenfield development in the North West and South West Growth Centres
Maintain and protect Sydney’s rural and resource lands
Key elements of 2005’s Metropolitan Strategy were:

**Stronger cities within the metropolitan area**

**A strong Global Economic Corridor**

**More jobs in Western Sydney**

**Contain Sydney’s urban footprint**

**Major Centres to emerge as jobs, service and residential locations**

**Fair access to housing, jobs, services and open space**

**Connected centres**

**Better connected and stronger regions**

Since 2005, the following achievements have been made:

- Increased to 77% the proportion of Sydney residents who can access a Major Centre, Regional City or Global Sydney within 30 minutes by public transport
- Strengthened Sydney’s position as one of the world’s most liveable cities
- Supplied record levels of greenfield land, with enough rezoned for 89,000 new homes
- Ensured 85% of greenfield land released was in the Growth Centres, helping contain Sydney’s urban footprint
- Ensured at least 113,000 new homes can be built at major sites in established suburbs
- Released 800 hectares of employment lands in Western Sydney
- Planned or commenced major urban renewal across Sydney, e.g. Redfern Waterloo, Green Square and the former CUB site in Broadway
- Gazetted more than one quarter of metropolitan councils’ standardised LEPs, delivering the Metropolitan Strategy’s housing and job capacity targets

**CONSULTATION**

The preparation of the *Metropolitan Plan* has been informed by extensive consultation across state and local government, the community, stakeholders and councils.

The Metropolitan Transport Plan was released for public comment in February 2010 while a discussion paper focusing on strategic land use planning issues, *Sydney Towards 2036*, was released in March 2010. The exhibition period for both documents was extended until the end of May, by which time 372 written submissions were received. At the same time, an online forum engaged the community, attracting well in excess of 1000 comments.

The Department of Planning and Transport NSW also held a *Key Stakeholder Forum* in April to discuss the Metropolitan Plan, attended by almost 100 stakeholders from a range of fields and interests. Numerous other briefings and forums were held with key stakeholders to discuss issues to be addressed in the Metropolitan Plan including a focus on working with local government.

NSW Government agencies have been engaged throughout the preparation of the Metropolitan Plan. Senior Officer meetings and technical working groups have been run to consider a wide range of issues. Agencies also had the opportunity to provide written comments on the draft Plan, all of which were considered and the majority incorporated in the final Plan.
By 2036, Sydney will be a more compact, networked city with improved accessibility, capable of supporting more jobs, homes and lifestyle opportunities within the existing urban footprint.
Metropolitan Sydney—sustainable, affordable, liveable, equitable and networked

By 2036, Sydney will be a more compact, networked city with improved accessibility, capable of supporting more jobs, homes and lifestyle opportunities within the existing urban footprint.

The Metropolitan Plan for Sydney 2036 map on page 13 shows the key elements of the visions.

The Metropolitan Plan builds on the 2005 Metropolitan Strategy’s ‘city of cities’ approach which focused on transforming Sydney from a single-centred city to a more connected, multi-centred city in which the ‘Regional Cities’ of Parramatta, Liverpool and Penrith provide a greater proportion of jobs and services for large parts of the metropolitan area.

This Plan sets out a long-term framework to develop Sydney as a city of cities with:

- radial public transport links feeding into each city
- cross regional transport connections linking more subregions to the Global Economic Corridor, and
- a developing network of transport connections serving a range of different trips and strategic centres that support economic activity across more locations

Parramatta’s role as Sydney’s second CBD will be strengthened while Liverpool and Penrith will mature and develop a role similar to Parramatta’s within their respective catchments over the medium to longer term.

Sydney will increasingly be regarded as a global city region. This transformation will be achieved gradually through a strong and targeted focus on urban renewal in areas with transport and other infrastructure capacity. The Western Express Program in the Metropolitan Transport Plan will support this process by delivering additional capacity across Sydney’s rail network.

A wider range of housing types will be available in the walking catchment of centres on the public transport network.

Successive strategies have recognised Sydney CBD as the primary location for most high order jobs and services. Its harbourside location near the airport and sea port is undoubtedly one of Sydney’s great attractions and strengths, but it also dissects the city; its skewed location near the city’s eastern edge makes access difficult for much of the population.

Sydney as a whole must therefore overcome this constraint as well as the spatial limits on its key economic spaces to improve its productivity and deliver urban renewal that sustainably boosts housing supply and affordability.

Sydney needs a robust but flexible spatial structure and decision-making framework. It must be well integrated with the economy of regional NSW and connect the national economy to the world.
The ‘city of cities’ strategy aims to build on the strengths of central Sydney, extend economic activity and improve access to employment. This will relieve congestion associated with a single-centric city by supporting development of the three Regional Cities and many Major Centres.

Major Centres will cater for—and grow in response to—the expanding and changing population, concentrating major shopping destinations, local jobs and services near homes within subregional catchments. They are the building blocks of the public transport network.

Several specialised business centres have emerged in other parts of Sydney, particularly in a region known as the Global Economic Corridor stretching from Sydney Airport and Port Botany in the south through the city centre and North Sydney to Macquarie Park in the north.

Specialised (employment) Centres will grow and emerge in response to blossoming business sectors, developing specific characteristics around—for example—research, logistics, education or health science.

The Parramatta to Epping Rail Link, jointly announced by the NSW and Federal Governments in 2010, provides an important planned connection to the Global Economic Corridor, which is also being facilitated by the South West Rail Link between Glenfield and Leppington, servicing the South West Growth Centre.

Sydney’s Growth Centres will be supported by major rail projects announced in the Metropolitan Transport Plan including the North West and South West Rail Links and Western Express Program. Growth Centres in the North West and South West will also benefit from the $21.8 billion for road network development committed under the Metropolitan Transport Plan.

These new roads and upgrades to existing corridors will also support an expanding bus network including key strategic bus corridors. The Government’s commitment of 1,000 new buses over the next 10 years provides a tangible response to Sydney’s population growth.

Realising that at least 70 per cent of future population growth in Sydney will occur in established areas requires a strong ongoing commitment to match growth with existing and planned public transport. The Department of Planning and Transport NSW, working together with the Sydney Metropolitan Development Authority, will ensure that existing transport infrastructure is best utilised and Sydney’s population has the greatest opportunity to access key Strategic Centres within 30 minutes of home by public transport.

This network will be delivered by an integrated land use and transport strategy which will strengthen access and capacity in existing and new locations across Sydney, providing further competitive advantages to firms seeking to engage with the global economy.

Further development of transport links will open up more land, reduce congestion on major roads and support urban renewal over a broader area, delivering more housing, mixed use areas and commercial capacity.

The vision sits in the context of Sydney improving its environmental performance and response to the implications of climate change. The Metropolitan Plan aims to achieve a sustainable city by reducing Sydney’s greenhouse gas emissions and preparing the city for the impacts of climate change through intelligent adaptation.
### Metropolitan Sydney 2036

**Global Sydney**
Main focus for national and international business, professional services, specialised shops and tourism. It is also a recreation and entertainment destination for the Sydney region with national significance.

**Global Economic Corridor**
The corridor of concentrated jobs and activities in centres from North Sydney to Macquarie Park and from the City to Airport and Port Botany, will remain the powerhouse of Australia’s economy.

**Regional City**
Parramatta, Liverpool and Penrith will provide for more lifestyle and work opportunities close to the growing areas of Sydney.

**Specialised Centre**
Places such as hospitals and business centres that perform vital economic and employment roles across Sydney.

**Potential Specialised Centre**
Places may grow to take on the role of Specialised Centres in the future.

**Major Centre**
The major shopping and business centre for the district, usually with council offices, taller office and residential buildings, a large shopping mall and central community facilities.

**Potential Major Centre**
These places are currently being planned to become Major Centres.

**Existing Heavy Rail**

**Planned Heavy Rail Link**
North West Rail Link construction commencing 2017, South West Rail Link operational 2016

**Heavy Rail Corridor**
With existing and short term capacity to support urban renewal of centres

**Light Rail Corridor**

**10 Year Funded Rail Projects**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Example</th>
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<tbody>
<tr>
<td>Very Fast Rail</td>
<td>M4 Extension, M5 Expansion, M2–F3 Link</td>
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<tr>
<td>Planned Motorway</td>
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<tr>
<td>Network Links</td>
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<tr>
<td>Potential Major Road &amp; Infrastructure Corridor</td>
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<tr>
<td>Potential Freight Rail</td>
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**Increased the proportion of homes within 30 minutes by public transport of jobs in a Major Centre, ensuring more jobs are located closer to home**

**Locate 50% of planned employment capacity in Western Sydney**

**Build at least 70% of new homes in the existing urban area**

**Establish no new greenfield fronts to Sydney’s existing urban footprint under the Plan**

**Enable residential and employment growth in areas where there is available or planned public transport capacity**

**Build at least 80% of all new homes within the walking catchments of existing and planned centres of all sizes with good public transport**

**SMDA Initial Urban Renewal Centre**

**Existing Heavy Rail**

**Planned Heavy Rail Link**

**Heavy Rail Corridor**

**Light Rail Corridor**

**10 Year Funded Rail Projects**

- Very Fast Rail
- Planned Motorway Network Links
- Potential Major Road & Infrastructure Corridor
- Potential Freight Rail

**Western Sydney Employment Area**

**Western Sydney Employment Area (Potential Expansion)**

**Growth Centre Boundaries**
North West and South West land release areas

**Intermodal Terminals**

**Potential Intermodals**
This Metropolitan Plan is an integrated, long-term planning framework that will sustainably manage Sydney's growth and strengthen its economic development to 2036 while enhancing its unique lifestyle, heritage and environment.

Plan land use, service provision and infrastructure capacity for

770,000 new homes by 2036

760,000 more jobs by 2036
The Metropolitan Plan
Strategic Directions

A. STRENGTHENING A CITY OF CITIES
B. GROWING AND RENEWING CENTRES
C. TRANSPORT FOR A CONNECTED CITY

D. HOUSING SYDNEY’S POPULATION
E. GROWING SYDNEY’S ECONOMY
F. BALANCING LAND USES ON THE CITY FRINGE

G. TACKLING CLIMATE CHANGE & PROTECTING SYDNEY’S NATURAL ENVIRONMENT
H. ACHIEVING EQUITY, LIVEABILITY AND SOCIAL INCLUSION
I. DELIVERING THE PLAN
In the last five years, Sydney has raised its share of national GDP from 24% to 24.9% per cent, despite the growth of the mining states. Its spatial structure as a ‘city of cities’ is a key factor in its national and global success as its unique natural setting, high quality environment and mild climate. This Metropolitan Plan aims to strengthen those characteristics to improve Sydney’s productivity and enable it to grow efficiently and sustainably.

The city of cities approach regards Sydney as comprising five cities:

- the harbour cities of Sydney CBD and North Sydney—recognised as key elements of Global Sydney
- Parramatta, Sydney’s premier Regional City and second CBD, and
- Liverpool and Penrith, the Regional Cities of Western Sydney

These collectively provide a compact, multi-centred and connected city structure that reduces the time people and businesses spend travelling to access work, services, markets or regional facilities. This will promote productivity and better infrastructure utilisation, reduce car use, energy use and emissions, and supports a more active lifestyle.

This Plan recognises the contribution of the entire ‘Global Sydney Region’ including all its centres, employment lands and resources in building the productivity and status of the city region. It aims to strengthen Sydney’s city of cities structure by:

- promoting the Regional Cities to underpin sustainable growth across Sydney
- achieving a compact, connected, multi-centred and increasingly networked city structure
- containing the urban footprint and achieving a balance between greenfields growth and renewal in existing urban areas
- supporting, protecting and enhancing nationally and internationally significant infrastructure in the metropolitan area
- identifying and planning for infrastructure to support Global Sydney
- constantly strengthening Sydney’s capacity to attract and retain global businesses and investment
- strengthening Sydney’s role as a hub for NSW, Australia and South East Asia through better communications and transport connections
- strengthening Sydney’s position as a contemporary global tourism destination
- ensuring Sydney continues to support major events in iconic locations and remains competitive in the global event and convention market
- planning and coordinating delivery of infrastructure to meet metropolitan housing and employment growth targets
Concentrating activities in centres improves access to retail, office, health, education, leisure and entertainment facilities, and community and personal services.

Centres also increase opportunities for a greater diversity of dwellings and communities, as well as encouraging collaboration, healthy competition and innovation among businesses through clustering.

More people living in or around centres ensure more productive use of infrastructure and make public transport improvements more viable. By making more activities available in one location, we can promote more sustainable and accessible transport choices, creating healthier communities by increasing walking, cycling and public transport options for more people.

Focusing activity in centres helps reduce congestion and slow the growth of greenhouse gas emissions by lowering our dependence on cars. It also creates vibrant places which operate as a focus for community activity and events, helping to build social inclusion and cohesion.

The Plan aims to grow and renew Sydney’s network of centres by:

• locating at least 80 per cent of all new housing within the walking catchments of existing and planned centres of all sizes with good public transport
• focusing activity in accessible centres
• planning for centres to grow and change over time
• planning for new centres in existing urban areas and greenfield release areas
• planning for urban renewal in identified centres where public transport capacity exists or is being expanded
• identifying urban renewal opportunities on State and Federal Government land
• maximising urban renewal opportunities in social housing areas by including a range of Government services in renewal programs
• using urban renewal of social housing to better meet the needs of Aboriginal people
• providing for the protection and adaptive reuse of heritage items in centres undergoing urban renewal
• investigating the economic case for targeted State investment in urban renewal in more challenging localities
• providing sufficient capacity for the clustering of businesses and knowledge-based activities in Major and Specialised Centres
• promoting identified future directions for Major and Specialised Centres through subregional and local planning, infrastructure planning and location of services
It is vital to ensure population growth occurs in a manner that encourages public transport use, particularly for commute trips, to keep Sydney compact and moving. The latest Household Travel Survey results are encouraging in this regard, showing the overall number of trips taken in 2008–09 remained stable with fewer car trips and more public transport and walking trips. This suggests the growth management plan set out in the 2005 Metropolitan Strategy with its focus on regional cities and targeting 70 per cent of housing development in existing areas is an appropriate setting.

As Australia’s global city and major international gateway, Sydney’s competitiveness and productivity rely on accessible jobs and labour markets, and an effective transport system that moves people and goods efficiently. A compact city helps to reduce greenhouse gas emissions through shorter trips for work, education and other purposes, and provides more localised travel and greater access to sustainable transport options.

This Plan will build on Sydney’s transport network by:

- integrating transport and land use planning and decision-making to increase public transport use
- implementing the $50.2 billion package of measures in the NSW Government’s Metropolitan Transport Plan, including major rail expansion projects and road upgrades to increase capacity across the transport system
- focusing urban renewal opportunities around existing and planned transport capacity
- identifying key corridors for future expansion of the transport network and identifying corridors with long-term transformative potential for future investigation
- working with the Federal Government to deliver further transport infrastructure and improvements
- developing a 25 year freight strategy to support the growing freight task and a productive economy, focusing on initiatives to get more freight onto rail
- investigating further measures to encourage a shift to public transport and active transport including a metropolitan parking policy, modal strategies for rail, bus and roads, workplace travel plans, NSW BikePlan and State Walking Strategy
- implementing the bus priority program and other measures across key bus corridors to improve reliability and travel times
- continuing to roll out the 1,000 new buses focusing on growth corridors linking to employment areas
- delivering an electronic integrated ticketing system for the metropolitan public transport network by 2014
- ensuring coordinated timetabling across rail, bus and ferry services and implement the Mode Interchange Program to improve the customer experience
Although Sydney’s population is projected to grow by 40% by 2036, the average household size will fall from 2.6 to 2.5 people, creating demand for more—but smaller and more affordable—homes. As a result, Sydney will need 770,000 additional homes by 2036—a 46% increase on the current 1.68 million homes.

The 2005 Metropolitan Strategy focused on the establishment of Sydney’s North West and South West Growth Centres to accommodate new housing needs in greenfield areas. This will be coupled with a stronger emphasis on achieving the most efficient use of existing urban areas where small, medium and large centres enjoy good access to services, jobs and public transport. A well designed mix of medium density development in centres of all sizes will improve urban amenity, stimulate local economies and deliver new, energy efficient homes more suited to Sydney’s changing population profile.

The housing targets in the Plan will be closely monitored and research will continue to be undertaken to inform future targets. These targets represent a minimum and councils are encouraged to plan for higher targets if conditions suggest it is appropriate.

The Plan will help meet Sydney’s future housing needs by:

• locating at least 70% of new housing within existing urban areas and up to 30% in new release areas
• locating at least 80% of new homes within the walking catchments of existing and planned centres of all sizes with good public transport
• setting new housing targets in Subregional Strategies and Local Environmental Plans
• ensuring local planning controls include more low rise medium density housing in and around smaller local centres
• examining ways to achieve Federal Government targets for disability-friendly housing
• improving housing affordability by exploring incentives to deliver moderately priced rental and purchase housing across all subregions
• setting affordable housing targets for State urban renewal projects on a case by case basis
• improving the quality of new housing development and urban renewal by strengthening the Government’s role in ensuring good design outcomes
• appointing SEPP 65 Design Review Panels for areas of high growth, including the Strategic Centres
• new urban renewal mechanisms including the Sydney Metropolitan Development Authority

Housing is a critical factor in making Sydney a sustainable, affordable, liveable and equitable city. With Sydney’s population projected to grow by 1.7 million to almost 6 million people by 2036, it will be essential to provide the right housing in the right locations.
Sydney also boasts a highly skilled and multi-lingual population; approximately 43 per cent of Sydney’s population aged 15 or older has a post-school qualification and one in three residents speaks a language other than English at home.

By 2036, Sydney will need to generate and accommodate 760,000 additional jobs, with half in Western Sydney, where much of the future population growth will be focused.

The employment targets in the Plan will be closely monitored and research will continue to be undertaken to inform future targets. These targets represent a minimum and councils are encouraged to plan for higher targets if conditions suggest it is appropriate.

The Plan will help maintain Sydney’s strong and dynamic economy by:

- ensuring there is adequate land for economic activity, investment and jobs in the right locations using new subregional employment capacity targets
- promoting employment in Western Sydney by facilitating growth in Strategic Centres and developing greenfield employment lands with detailed land use and infrastructure plans
- establishing a new Employment Lands Task Force to promote and ensure the orderly development of employment lands
- ensuring an adequate supply of retail, office space and business parks focusing Sydney’s economic growth and renewal, employment and education in highly accessible Strategic Centres
- delivering spatial components of the NSW Business Sector Growth Plan
- strengthening clusters of activity in Specialised Centres, particularly those for high growth and high value sectors, and supporting the emergence of new clusters
- promoting development of education, research and development clusters around TAFEs, universities and health infrastructure in accessible centres to foster skills development, capacity for innovation and lifelong community learning
- preparing and implementing measures to assist development of low cost space for creative industries and business start-ups
- strengthening existing and emerging freight and industry clusters
- exploring options to increase the diversity and accessibility of higher education options in Western Sydney
- working with the Commonwealth to support Sydney’s nationally significant economic gateways, including meeting future aviation infrastructure needs and building capacity in and around Sydney Airport and Port Botany
- planning for long–term capacity improvements for Port Kembla and Port of Newcastle, as part of the NSW Freight Strategy
- building the capacity of Sydney’s rail freight network

Sydney is home to Australia’s largest economy, accounting for almost a quarter of national GDP and 70% of the NSW economy. It is underpinned by a range of competitive advantages including a diversified, sophisticated industry structure that is highly focused toward services and knowledge. It has a dynamic, globally competitive and growing financial services sector, fortified by its size and diversity.
These areas provide important employment, scenic, recreational, heritage and environmental benefits. They are also areas where valuable and sustainable agricultural and resource industries are located, ensuring Sydney has significant quantities of fresh food, close to market, and an ongoing supply of materials for construction and related industries.

Fringe lands are protected by focusing the majority of urban growth in existing centres and in the Growth Centres, where future sustainable greenfield development is planned.

One of this Plan’s key strategic directions is the emphasis on urban renewal and strengthening Strategic and local centres. Employment and housing growth is focused in these locations because of their transport connectivity. Pursuing this spatial model of growth will contain Sydney’s urban footprint, which is central to achieving a more efficient, sustainable city.

This Plan will achieve sustainable outcomes on the city’s fringe by:

- focusing most greenfield land release in the North West and South Growth Centres
- planning for at least 70 per cent of Sydney’s new homes to be in existing urban areas
- simplifying the land release process to ensure sufficient land is in the pipeline to meet housing requirements and avoid price pressures
- consider delivering an Agriculture Policy for Sydney to help maintain viable local food production
- mapping agricultural areas to inform future strategic policy making with respect to agricultural activities and resource lands
- promoting agricultural activities positively in Sydney to reduce land use conflict
- preparing and releasing guidance on planning for agricultural activities
- planning for the sustainable management of construction materials
- finalising and implementing the NSW Soils Policy

Sydney’s metropolitan fringe is a large, diverse area with varied land uses and landscapes. It includes lands outside Sydney’s urban footprint, significant biodiversity and conservation reserves, cultural landscapes and major agricultural and resource lands.
Protecting and enhancing the natural environment for current and future generations was a priority of the 2005 Metropolitan Strategy—which also put Sydney on the path to tackling climate change by moving Sydney towards a compact, multi-centred city with jobs closer to home and homes closer to transport (the best urban form to minimise greenhouse gas emissions).

There is growing evidence Australia’s climate is changing and further change is unavoidable. Cities need to make deep cuts to greenhouse gas emissions (climate change mitigation) and develop ways to minimise the harmful effects of a changing climate (climate change adaptation). While the extent of climate change and our capacity to adapt will largely be determined by global efforts, there is much Sydney itself can do to reduce its emissions and to adapt.

Another key challenge is minimising human impact on natural resources while making social and economic gains. Clean air and quality marine and terrestrial environments boost liveability and promote healthy communities.

This Plan will address climate change and protect Sydney’s environment by:

- developing a climate change adaptation strategy for Sydney in collaboration with Councils
- incorporating climate change adaptation into centre renewal
- examining a minimum sustainability benchmark for new commercial buildings
- capitalising on one-off abatement opportunities from major projects
- reducing industrial emissions by encouraging sharing of energy and by-products
- continuing to promote the uptake of low emissions and renewable energy technology
- establishing a program for updating BASIX to expand its scope and improve its stringency
- promoting street tree planting and other green cover opportunities, especially in Western Sydney
- developing and adopting Sustainability Guidelines to guide major project assessment
- integrating environmental targets into infrastructure and land use planning
- achieving water quality outcomes by embedding water sensitive urban design and principles and stormwater targets in local plans
- implementing the Metropolitan Water Plan to ensure water supply for the next 25 years
- ensuring integrated water cycle management for new release and urban renewal areas
- implementing the NSW Biodiversity Strategy to protect identified priority conservation areas and guide land use planning
- ensuring appropriate development adjacent to very busy roads
- avoiding noise-based land use conflict through strategic planning and the development assessment processes
The Metropolitan Plan aims to promote equity and social inclusion in the Sydney region and to ensure the quality of life, health and wellbeing within the city—its liveability—always improves.

Concentrations of disadvantage exist in Sydney, characterised by early school leaving, low work skills and incomes, relatively poor health, high unemployment, high levels of criminal convictions and vulnerability to fuel price rises. Studies show eight of Sydney’s ten most disadvantaged areas are in Western Sydney.

The Plan aims to deliver a more equitable, liveable and inclusive city by:

• ensuring equity, liveability and social inclusion are integrated into plan making and planning decision-making
• preparing criteria to identify major developments that require formal social impact assessment
• setting equity, liveability and social inclusion targets for major urban renewal proposals on a case by case basis
• ensuring the special needs of particular groups are considered in plan making and planning decision-making
• ensuring Aboriginal Community Action Plans developed under the Partnership Community Program align with Subregional Strategies
• implementing the NSW Homelessness Action Plan and Regional Homelessness Action Plans
• ensuring appropriate social infrastructure and services are located near transport, jobs and housing
• delivering parks, playing fields and public spaces that suit new multiple uses
• developing Western Sydney Parklands as a major asset for Western Sydney
• encouraging regional Aboriginal cultural heritage assessments and developing new tools and protocols for inclusion in LEPs and other planning instruments
• ensuring Western Sydney’s cultural and artistic life is strengthened and encouraged to support future urban growth
• strengthening cultural and related activities through identification and protection of appropriate venues, places and clusters

Access to job opportunities, transport, appropriate and affordable housing and physical and social infrastructure are essential to achieving equity, liveability and social inclusion in a modern, global city like Sydney.
STRATEGIC DIRECTION 1
Delivering the plan

The Metropolitan Plan provides the vision and spatial context for whole of Government decisions which ensure Government investment priorities are focused on the Plan’s outcomes. The Plan will maximise the effect of Government involvement in the transformation of Strategic Centres and sites, especially urban renewal and greenfield release areas and ensure strategic directions are reflected in local plans.

Clear pathways for decision–making and practical means of implementation are essential to deliver the Plan’s vision and strategic directions, with specific implementation approaches accompanying the objectives and actions in each chapter. This Plan will ensure delivery of its objectives by:

Focused investment

- integrating decision–making across government agencies
- developing strongly integrated land use and infrastructure planning processes
- prioritising nationally significant infrastructure
- implementing organisational arrangements to ensure well integrated land use and infrastructure planning
- establishment of the Office of Strategic Infrastructure Planning to strengthen infrastructure planning processes
- enhancing processes for strategic infrastructure project assessment and selection

State involvement in strategic places, urban renewal and land release

- introducing new mechanisms to achieve urban renewal: the Sydney Metropolitan Development Authority and the Urban Renewal State Environmental Planning Policy
- streamlining and delivering a more transparent annual land release process
- Establishing a Land and Housing Supply Taskforce and an Employment Lands Taskforce
- Reviewing the precinct planning sequence in Sydney’s Growth Centres

Implementation through local plans

- driving implementation through Subregional Strategies
- aligning subregional planning with the strategic directions of the Metropolitan Plan
- preparing revised Subregional Strategies in partnership with local government and State agencies
- ensuring LEPs deliver the intent and yield anticipated under the Metropolitan Plan

Monitoring and review

- establishing a representative group to oversee and publicly report to Government annually on the progress of the Metropolitan Plan
- undertaking a comprehensive review of the Plan every five years to draw on new Census data
- adjusting the Metropolitan Plan to enable adaptation to any major challenges in line with COAG criteria to identify critical review trigger points
- engaging the public in the Metropolitan Plan five yearly review