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

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## Contents

<table>
<thead>
<tr>
<th>Introduction</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>The Premier</td>
<td>1</td>
</tr>
<tr>
<td>Minister for Planning</td>
<td>2</td>
</tr>
<tr>
<td>Minister for Transport</td>
<td>3</td>
</tr>
<tr>
<td>Challenges Facing Sydney</td>
<td>5</td>
</tr>
<tr>
<td>Strategic Directions and Key Policy Settings</td>
<td></td>
</tr>
<tr>
<td>Setting the Scene</td>
<td>9</td>
</tr>
<tr>
<td>The Metropolitan Plan Vision</td>
<td>15</td>
</tr>
</tbody>
</table>

### Strategic Directions

| A. Strengthening a City of Cities | 22 |
| B. Growing and Renewing Centres | 56 |
| C. Transport for a Connected City | 80 |
| D. Housing Sydney's Population | 104 |
| E. Growing Sydney's Economy | 126 |
| F. Balancing Land Uses on the City Fringe | 156 |
| G. Tackling Climate Change and Protecting Sydney's Natural Environment | 168 |
| H. Achieving Equity, Liveability and Social Inclusion | 196 |
| I. Delivering the Plan | 212 |

### Summary of Objectives & Actions

232

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## APPENDICES, REFERENCES AND GLOSSARY

**APPENDIX 1** P246
National Objective and Criteria for Future Strategic Planning of Capital Cities

**APPENDIX 2** P247
Measuring Performance

**APPENDIX 3** P252
NSW State Plan Priorities and Metropolitan Plan Objectives

**APPENDIX 4** P256
Centre Types

**APPENDIX 5** P260
Future Directions for Strategic Centres

**APPENDIX 6** P266
Natural Resource Management State Targets Against Metropolitan Plan Objectives

**APPENDIX 7** P267
References

**APPENDIX 8** P271
Glossary
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 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  

Kristina Keneally
Sydney’s population is expected to grow by more than 56,000 people a year over the next 25 years through a combination of births, higher life expectancy and domestic and overseas migration.

How we plan for this growth today will determine how well Sydney maintains its status as one of the world’s most liveable cities into the future.

The Metropolitan Plan for Sydney 2036 aims to guide the growth of Australia’s leading city towards greater sustainability, affordability, liveability and equity for generations to come.

Building on 2005’s Metropolitan Strategy: A City of Cities, it uses a range of strategic directions and policy settings to meet Sydney’s future transport, housing and employment needs while protecting our unique environment and lifestyle.

It also addresses the emerging challenge of climate change and contains the urban sprawl that, left unchecked, would largely consume Sydney’s precious fringe lands within a generation.

The keys to Sydney’s long-term sustainability are the emergence of Parramatta as the city’s second CBD, the growth of Liverpool and Penrith into their roles as ‘Regional Cities’ (providing more of Sydney’s housing and work opportunities) and the growth of many ‘Major Centres’.

By 2036, Sydney will have transcended the traditional single CBD model of most cities to become a multi-centred, more connected, integrated global city.

This transformation will be driven by new transport corridors that will connect more centres to each other, creating new commuter travel patterns which will in turn open up more areas to new economic uses.

Integrating land use with transport is critical to the Metropolitan Plan’s ability to deliver sustainable and equitable growth for Sydney. This will determine Sydney’s ability to move growing numbers of people around the city efficiently for work and lifestyle activities.

The Metropolitan Plan aims to locate 80 per cent of the 770,000 additional homes needed by 2036 within walking distance of centres with good transport accessibility. This will reduce the need for car travel, lower congestion, improve air quality and reduce greenhouse gas emissions.

It will also create opportunities to rejuvenate town centres into more vibrant and sustainable places to live with new multi-unit housing and a higher population that can support a more diverse range of local businesses and services.

More homes near centres will improve sustainability and affordability, as many new homes will meet the growing trend towards smaller households, making them more affordable and energy efficient than larger, older homes. Living closer to centres within easy reach of services and amenities will also encourage more walking and a healthier lifestyle.

Building most of Sydney’s new homes in existing centres means fewer homes will be needed on Sydney’s fringes. This will help contain urban sprawl, protecting precious land on our fringes where much of the city’s fresh food is grown. It will also cut travel times and costs, and lower the incidence of inaccessibility and isolation experienced by many in new, outer suburban areas.

Tony Kelly
Minister for Planning, Lands and Infrastructure
Sydney's public transport and roads networks play a critical role in assisting Sydneysiders go about their daily lives—taking people to work, school, recreation or other destinations.

Across Sydney, public transport is playing an increasingly important role in moving people around. Our continuously improving rail and bus networks mean we have the highest public transport usage of all Australian cities.

Sydney's population is expected to grow substantially over the next 25 years and we need to ensure we have the transport and road infrastructure in place to facilitate this expansion.

How we plan for this growth today will help ensure Sydney maintains its status as one of the world's most liveable cities.

The Metropolitan Plan for Sydney 2036 aims to guide the growth of Sydney—Australia's leading city—towards greater sustainability, affordability, liveability and equity for generations to come.

For the first time, transport and land use planning are linked together in the one plan.

It builds on the NSW Government's Metropolitan Transport Plan: Connecting the City of Cities, the 10 year fully-funded transport plan released in February 2010. Under the Metropolitan Transport Plan, our transport system will expand and adapt to cater to Sydney's changing needs.

Additional rail links to growth areas, express rail services for Western Sydney, new light rail, more buses on our busiest corridors and key motorway improvements will ensure the infrastructure and services are in place to meet demand.

The Metropolitan Plan aims to capitalise on this investment by ensuring the growth of our city occurs in a way that encourages public transport use.

Getting the most out of our expanding public transport system also means growing jobs in centres and concentrating development in established areas close to public transport.

Some of the actions set out in this Plan include ensuring strong transport links to the Sydney CBD and to Western Sydney and focusing urban renewal where there is actual or planned transport capacity.

Improving the movement of freight by rail and working with the Federal Government to improve links to the port and airport is also an important objective.

Importantly, the Plan identifies future transport corridors for investigation which will allow for growth in public transport use and further the objectives of a connected city.

Integrating land use with transport is critically important to delivering sustainable and equitable outcomes for Sydney. It will result in a more liveable, productive and accessible city for our future generations.

John Robertson
Minister for Transport
Minister for the Central Coast
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 its 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.

<table>
<thead>
<tr>
<th>STRATEGIC DIRECTIONS &amp; KEY POLICY SETTINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strengthening a city of cities</strong></td>
</tr>
<tr>
<td>Make Sydney a more resilient, compact, connected, multi-centred and networked city</td>
</tr>
<tr>
<td>Strengthen Sydney’s role as a globally competitive city</td>
</tr>
<tr>
<td>Strengthen Parramatta’s role as the premier Regional City and second CBD</td>
</tr>
<tr>
<td>Support key economic gateways with integrated land use, infrastructure and transport planning</td>
</tr>
<tr>
<td>Plan to grow global businesses, investment, innovation and research &amp; development</td>
</tr>
<tr>
<td>Strengthen links to NSW regional cities, Australian capital cities and South East Asia</td>
</tr>
</tbody>
</table>

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<tr>
<th><strong>Growing and renewing centres</strong></th>
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<tbody>
<tr>
<td>Locate at least 80% of all new homes within the walking catchments of existing and planned centres of all sizes with good public transport</td>
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<td>Focus activity in accessible centres</td>
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<tr>
<td>Plan for centres to grow and change over time</td>
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<tr>
<td>Plan for new centres in existing urban areas and greenfield release areas</td>
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<tr>
<td>Plan for urban renewal in identified centres</td>
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<tr>
<td>Support clustering of businesses and knowledge-based activities in Major Centres and Specialised Centres</td>
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<tr>
<th><strong>Growing Sydney’s economy</strong></th>
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</thead>
<tbody>
<tr>
<td>Plan for 760,000 new jobs, with half planned for Western Sydney focusing on cities and centres</td>
</tr>
<tr>
<td>Extend Sydney’s Global Economic Corridor to Parramatta from Macquarie Park</td>
</tr>
<tr>
<td>Develop detailed land use, transport and infrastructure plans for Western Sydney employment areas</td>
</tr>
<tr>
<td>Support high growth and high value industries through clustering</td>
</tr>
<tr>
<td>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</td>
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</table>

<table>
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<tr>
<th><strong>Tackling climate change and protecting Sydney’s natural environment</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce greenhouse gas emissions from the manufacturing and commercial sectors</td>
</tr>
<tr>
<td>Review the scope and stringency of BASIX</td>
</tr>
<tr>
<td>Prepare a climate change adaptation strategy for Sydney</td>
</tr>
<tr>
<td>Integrate environmental targets into land use and infrastructure decisions</td>
</tr>
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<td>Implement water, air and biodiversity plans for Sydney</td>
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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 and achievements of the 2005 Metropolitan Strategy

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 for Sydney 2036 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 1,000 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 attached Plan.
This Metropolitan Plan draws on the strengths and principles of two documents—2005’s Metropolitan Strategy—City of Cities: A Plan for Sydney’s Future, and the 2010 Metropolitan Transport Plan: Connecting the City of Cities.

It incorporates public feedback on the Metropolitan Transport Plan and the first five–yearly review of the Metropolitan Strategy to form a single, integrated Metropolitan Plan for Sydney 2036.

The Metropolitan Transport Plan outlines the Government’s commitment to the delivery of transport solutions that match Sydney’s population and employment needs over the next ten years.

A funding commitment of $50.2 billion will ensure that key transport initiatives are delivered such as the Western Express Program, South West Rail Link, 1000 new buses and strategic bus corridors.

The five central aims of 2005’s Metropolitan Strategy were to manage Sydney’s growth to:

- Enhance liveability
- Strengthen economic competitiveness
- Ensure fairness
- Protect the environment
- Improve governance

Performance was to be measured on these five aims and benchmarks set, against which delivery would be measured. A performance update is provided, together with new measures to better test the effectiveness of the new Metropolitan Plan (refer Appendix 2).

The Metropolitan Plan will guide Sydney’s growth to 2036 and coordinate efforts by the NSW Government and local councils to deliver its aims.

By coordinating and integrating intent and effort, Sydney’s growth will be efficient and public resources will be well–targeted, delivering an even more liveable, affordable and sustainable city.

City of Cities was a major achievement in 2005, setting the framework for the sustainable growth of the Sydney metropolitan region to 2031. The compact, multi–centred city structure outlined and advocated in 2005 is endorsed and strengthened in this new Metropolitan Plan.

With the integration of transport and land use planning, there is now a much greater emphasis on a connected and networked city. This will further the development of Sydney as a ‘city of cities’.
The city of cities strategy—which received wide support during public consultation—remains relevant to planning and assessment, having delivered significant progress in its first five years, including:

• strengthening the recognition of Sydney’s Regional Cities—Penrith, Liverpool and Parramatta—as ‘capitals’, thereby improving access to services, facilities and jobs in their regions
• providing more jobs closer to home—increasing the proportion of the population living within 30 minutes by public transport of a city or Strategic Centre to 77% from 75% in 2005
• providing local councils with a local planning ‘road map’ for the first time through housing and job capacity targets, as well as implementation tools
• providing clarity on and support for those major and specialised centres in whose success the State has a major stake
• guiding delivery of major new residential and employment lands in Western Sydney
• providing strategic advice for agency infrastructure planning and asset management in the State Infrastructure Strategy, and
• providing a spatial strategic planning framework to underpin the NSW State Plan.

Since 2005, changing circumstances require the Metropolitan Plan to re–confirm and strengthen some policy settings and alter or provide more direction on others. Within the five overarching aims set in 2005, this Plan aims to:

• mitigate and adapt to the impacts of climate change
• integrate infrastructure, particularly transport, with land use as an integral part of managing growth, city efficiency and sustainability
• strengthen governance, monitoring and implementation arrangements to secure delivery of outcomes
• address the Federal Government’s new national criteria to improve capital city planning for all States and Territories, and
• respond to the challenges of Sydney’s faster than previously expected population growth.

These aims were supported by stakeholder feedback during the public exhibition period.

Revised NSW forecasts show Sydney’s population is now expected to grow by 1.7 million people to 6 million by 2036—an average annual rise of 56,650 from 2006.
The composition of the population will also change due to increasing life expectancy. By 2036, the number of people aged over 65 will more than double, while the number of people aged 18–64 will grow by just 30 per cent. This presents a challenge in meeting an additional and changing demand for housing, social infrastructure and community services.

The greatest population growth is projected to occur in Sydney’s south west, north west and west central. By 2036, half the city’s population will live in Western Sydney (up from 43 per cent in 2006).

These changes will require 770,000 additional homes—a 46 per cent increase on the current 1.68 million homes—by 2036.

The location, size and type of new housing must reflect the needs of the population and will also determine how effectively Sydney addresses issues related to climate change, congestion, air quality and economic efficiency.

Most of these new homes will therefore need to be within walking distance of a wide range of centres and public transport, rather than on the city’s outskirts.

We need to preserve valuable land on our fringes from unsustainable growth, protect biodiversity, and ensure fresh food continues to be produced as close to market as is practical.

There is a growing trend towards smaller households. The number of one-person households, for example, is expected to grow by 69 per cent or 260,000 by 2036. We therefore need to encourage development of a greater proportion of smaller new homes.

Sydney will also need to generate and accommodate 760,000 additional jobs, with half of these needed in Western Sydney where the fastest population growth is expected to occur.

A broader range of jobs will be required to meet the needs of Western Sydney residents and reflect the growing prevalence of higher skills and education across the metropolitan area.

Our planning system must also address the impacts of climate change, which could significantly affect Sydney and alter our way of life. We need to reduce carbon emissions and put in place measures to adapt to warmer temperatures, higher sea levels and more frequent storms.

Fundamental to achieving all of this is the need to capitalise on our existing transport network and the enhancements being delivered under the Metropolitan Transport Plan to further integrate land use planning and infrastructure—particularly transport infrastructure—and create a much more efficient and sustainable city structure.
Planning and delivering infrastructure makes our cities better places to live and promotes economic development. Coordinated land use and infrastructure planning is increasingly seen as a key to better productivity and competitiveness. The OECD states: "There is considerable evidence that a good and attractive environment, including well performing urban infrastructure, is not an alternative to metropolitan economic success but is in fact fundamental to its continuation."

Strategic infrastructure investment is being targeted as an essential tool in improving our cities and realising future urban and economic development. International jurisdictions, Australian governments and business groups have all concluded that we need to invest in and manage the infrastructure that supports our cities and our regions more efficiently.

By improving public transport connections for all Sydneysiders, journeys between home and work, education, shopping and recreation can all be done more easily and with less reliance on the private car.

Further corridors are identified for investigation to create new, enhanced transport connections for many parts of Sydney, potentially improving how the city will function in the long term. The corridors will be assessed for their ability to provide better access to a wider range of employment, education, recreation and other services.

We will also improve Sydney’s liveability and contribute to healthier lifestyles by planning for—and connecting our centres with—well designed public spaces and streets that are friendly to pedestrians and cyclists and well adapted for climate change.

There will be opportunities to revitalise older neighbourhoods and ensure that new buildings are more energy-efficient, and streets and public spaces are well designed to become assets for local communities where they can feel secure.

All this will be done in the context of protecting and enhancing heritage so that the character and plurality of Sydney’s many different areas is reinforced and enhanced.

This new Metropolitan Plan will guide efforts to meet these challenges in line with key State and Federal Government strategies.
The NSW State Plan, released in 2006 and updated in 2010, guides outcomes in priority areas to 2016, notably integrated transport and land use planning, to achieve the following targets:

- Increase the number of jobs close to home
- Improve housing affordability
- Improve the public transport system
- Provide reliable public transport
- Improve road safety
- Increase walking and cycling
- Improve the road network

The financial context for decisions by Government regarding the Metropolitan Plan will be provided by the State budget and the Government’s commitment to maintain the State’s AAA credit rating, which provides a critical signal for domestic and foreign business investors.

The Federal Government has increased its commitment to national infrastructure delivery and its role in urban planning. It has established Infrastructure Australia and the Major Cities Unit with the objective of securing the nation’s economic, social and environmental wellbeing through well planned cities. Examples of the Federal Government working in partnership with the NSW Government to deliver national infrastructure include the recent announcement of the Parramatta to Epping Rail Line, development of the Southern Sydney Freight Line and planning for the Northern Sydney Freight Corridor.

Planning for our major cities is also a priority for the Council of Australian Governments (COAG) which has agreed to ensure Australia’s capital city planning frameworks can deliver on national priorities and policy objectives.

By 1 January 2012, all capital cities will have strategic plans that meet the national criteria, with the overarching objective to “...ensure Australian cities are globally competitive, productive, sustainable, liveable and socially inclusive and are well placed to meet future challenges and growth.”

To ensure the Metropolitan Plan achieves its objectives, a group comprising local and State Government representatives will oversee its implementation and provide a high level of rigour and transparency in monitoring and updating the Plan. Transport NSW which incorporates all 13 transport agencies, will also directly assist the Department of Planning in monitoring the delivery of actions in the Plan.

The Metropolitan Plan Delivery Group will ensure a public Annual Metropolitan Plan Update Report is issued to demonstrate progress on the Plan.

Every five years, a major review of the Plan will again be undertaken. This will involve the engagement of stakeholder partners and the wider community, as we reassess our progress and set new priorities for 2041.
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.

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

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

**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.**

**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.**

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

**Plan land use, service provision and infrastructure capacity for:**

- **770,000 additional homes by 2036.**
- **760,000 more jobs by 2036.**
The Metropolitan Plan Vision

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.
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 (overleaf) shows the key elements of the vision.

The Metropolitan Plan builds on the 2005 Metropolitan Strategy ‘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, incorporating the City Relief Line (Refer to Transport for a Connected City) will support this process by delivering additional capacity across Sydney’s rail network. The North West Rail Link, 1000 growth buses and light rail will also support urban renewal.

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

Successive strategies have recognised the 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 New South Wales 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 centred city by supporting development of the three Regional Cities and many Major Centres.

The 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 an economic arc 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 the 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. All aspects of the vision are in the context of Sydney improving its environmental performance and response to the implications of climate change.
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 parts of Sydney.

SPECIALISED CENTRE
Places such as hospitals and business centres that perform vital economic and employment roles across Sydney.

POTENTIAL SPECIALISED CENTRE

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.

PLANNED MAJOR CENTRE
These places are currently being planned to become Major Centres.

POTENTIAL MAJOR CENTRE
These places may grow to take on the role of Major Centres in the future.

SMDA INITIAL URBAN RENEWAL CENTRE

 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 HEAVY RAIL PROJECTS

LONG-TERM CORRIDORS FOR INVESTIGATION
(Transport and urban renewal)

VERY FAST RAIL FOR INVESTIGATION
**BUS TRANSITWAY**
Bus based rapid transit system providing fast, efficient bus services

**STRATEGIC BUS CORRIDOR**
New direct and frequent bus services linking larger centres across Sydney

**FUTURE STRATEGIC BUS CORRIDOR**

**EXISTING MOTORWAY NETWORK**
The motorway and freeway system including the Eastern Distributor, M7, M5, M4, and M2, including the M2 and M5 widening

**PLANNED MOTORWAY NETWORK LINKS** (M4 Extension, M5 Expansion, M2-F3 Link)

**POTENTIAL MAJOR ROAD & INFRASTRUCTURE CORRIDOR**

**EXISTING FREIGHT RAIL**
(Dedicated and shared lines)

**POTENTIAL FREIGHT RAIL**

**EXISTING INTERMODAL TERMINAL**

**PROPOSED INTERMODAL TERMINAL**

**WESTERN SYDNEY EMPLOYMENT AREA**
Contains various employment activities such as factories, warehouses, high tech manufacturing, transport logistics or major storage operations with some associated offices. These places are vital to our economy and ability to serve the city

**WESTERN SYDNEY EMPLOYMENT AREA (POTENTIAL EXPANSION)**

**WESTERN SYDNEY PARKLANDS**
REGIONAL/STATE/NATIONAL PARK
RURAL/RESOURCE LAND

**GROWTH CENTRE**
(North West and South West land release areas)

**EXISTING URBAN AREA**
Strategic directions

The five central aims of the Metropolitan Plan are to manage Sydney's growth so that we enhance liveability, strengthen economic competitiveness, ensure fairness, protect the environment, and improve governance.
| 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 |