The Metropolitan Plan provides the vision and spatial context for whole of Government decisions to:

- ensure NSW Government investment priorities are targeted to achieving the strategic directions of the Plan
- maximise the NSW Government’s effect in transforming Strategic Centres and sites
- ensure strategic directions are reflected in local plans via the planning system and in partnership with local councils (via Subregional Strategies and the planning system), and
- communicate the Government’s objectives for the medium and long-term growth of Sydney to boost certainty, reduce investment risk and inform the community

The Metropolitan Plan operates across functions of State and Local Governments to provide the context for strategic planning for services and infrastructure. Table I.1 outlines the three streams by which the Metropolitan Plan influences State and Local Government decisions.

Clear pathways for decision-making and practical means of implementation are essential to deliver the Plan’s vision and strategic directions. Specific implementation approaches accompany the objectives and actions in each chapter. This chapter specifically highlights those approaches to delivery applying across multiple aspects of the Plan, including:

- integrated decision-making across State agencies
- infrastructure planning and delivery
- subregional planning and LEP preparation
- urban renewal
- land release
- plan monitoring and review
### TABLE I.1: HOW METROPOLITAN PLAN STRATEGIC DIRECTIONS INFLUENCE GOVERNMENT DECISIONS

**UPDATED VERSION OF TABLE G.1 (MS 2005)**

<table>
<thead>
<tr>
<th>INFLUENCING STATE INVESTMENT PRIORITIES</th>
<th>STATE INVOLVEMENT IN STRATEGIC PLACES</th>
<th>STATE INVOLVEMENT IN IMPLEMENTATION OF SPATIAL PLANS VIA LOCAL GOVERNMENT</th>
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<tr>
<td>• Information and monitoring—transport, housing, employment and population data</td>
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<td>• ‘Renewal partnerships’—state, local and potentially Federal Government funding to deliver place outcomes —for Regional Cities, Subregions or Strategic Places (e.g. MOU with City of Sydney)</td>
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<td>• Leveraging State assets (State office locations)</td>
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<td>• Infrastructure funding regimes focusing on renewal areas</td>
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<td>• Pricing mechanisms</td>
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<td>• Infrastructure planning and prioritisation processes</td>
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<td>• State Infrastructure Strategy</td>
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<td>• SMDA, other authorities, Landcom, place partnerships</td>
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<td>• <em>Urban Renewal SEPP</em></td>
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<td>• Council community plans, land use strategies and <em>Comprehensive LEPs</em></td>
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<td>• DoP regional teams and project managers</td>
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<td>• Assessment via JRPPS</td>
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<td>• Infrastructure Levies</td>
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<td>• Building Codes</td>
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LOUISE HAWSON

METROPOLITAN PLAN FOR SYDNEY 2036 | PAGE 215
OBJECTIVE 1
TO INTEGRATE DECISION—MAKING ACROSS GOVERNMENT TO ACHIEVE PLAN DIRECTIONS

Integrated Decision Making

AGENCY INTEGRATION

The State’s capacity to achieve NSW State Plan priorities and deliver the Metropolitan Plan has been improved by greater agency integration. This includes the establishment of agency clusters for Planning, Transport and Environment.

The Planning cluster will ensure common direction and improved operating efficiencies among several statutory bodies and development corporations led by the Department of Planning.

The formation of Transport NSW brings together 13 transport agencies into a single entity to plan and coordinate across transport modes and to nominate and fund the outcomes transport infrastructure providers and operators need to deliver.

The initiative also focuses accountability for transport outcomes to a single Director-General, reporting to the Minister. This will improve the State’s responsiveness to joint initiatives with the Federal Government (e.g. Infrastructure Australia) by providing clarity of outcomes and national interest context in city planning, productivity and infrastructure investment.

From a natural resource perspective, the Natural Resource and Environment Cluster has ensured a unified focus in delivery of environmental targets in the NSW State Plan and Metropolitan Plan. A critical role in the next two years will be to implement a whole of government approach to the next round of Catchment Action Plans, including those affecting the metropolitan region.

NATIONAL REFORM AGENDA AND COAG CRITERIA FOR STRATEGIC PLANNING OF AUSTRALIAN CITIES

This improved integration provides the backbone for a strategic land use and development policy platform for NSW to complement the National Reform Agenda and provides the structure for plans to meet the Council of Australian Government’s (COAG) Criteria for Future Strategic Planning of Capital Cities (Appendix 1).

Integrating this review of Sydney’s Metropolitan Strategy with its transport plan is designed to address these criteria and ensure Sydney has a strong, transparent and long-term plan to manage population and economic growth, address climate change, improve housing affordability and tackle urban congestion and sprawl.
INTEGRATED MANAGEMENT FRAMEWORK FOR LOCAL GOVERNMENT

Local Government community and corporate planning processes have undergone significant reforms to ensure council planning and decision-making is integrated with other government activities.

A new Integrated Planning and Reporting Framework for Local Government is being implemented over three years from 1 July 2010. The Framework provides the opportunity for better long-term planning by councils through development of a 10 year Community Strategic Plan, supported by a Resourcing Strategy, a four year Delivery Program and an annual Operational Plan. Together, these establish the resources and operating environment in which the council’s priorities are expected to be delivered.

The Framework also provides for better engagement and planning between councils and the NSW Government. Councils are required to develop a community engagement strategy to reform the strategic planning process and also have regard to the NSW State Plan, Metropolitan Plan for Sydney and other regional plans.

These reforms strengthen the strategic focus of local councils while ensuring local decisions are not made in isolation. They also reinforce the important role local councils play in delivering a wide variety of NSW Government initiatives for their communities.

Actions to achieve this objective are included in relation to land use and transport integration (Action B1.1 and B1.2), infrastructure planning (Action I2.1), LEPs (Action I4.1) and monitoring (Actions I7.1, I7.2 and I7.3).

LINKING STATE AND LOCAL GOVERNMENT COMMUNITY AND CORPORATE PLANNING

Several councils have developed innovative Community Strategic Plans (CSPs) which highlight points of interaction between State and local Government planning. Councils have achieved this by:

- clearly cross-referencing individual strategies in their CSPs with relevant objectives and goals in State and regional plans and strategies
- providing appropriate key performance indicators and timeframes consistent with those in relevant State and regional plans and strategies
- Highlighting the relevant State agencies responsible for the delivery of particular CSP strategies and setting out the Council’s role when delivery responsibilities are shared, and
- Ensuring all relevant State agencies were consulted as part of the mandatory community engagement process during the development of the CSP
Delivering Infrastructure

NSW GOVERNMENT INFRASTRUCTURE FRAMEWORK

The State’s infrastructure investment program provides new and replacement assets to maintain or improve service delivery, to facilitate urban and economic growth requirements and to achieve other NSW State Plan strategic objectives across NSW. The program recognises the need to deliver infrastructure in a way that is fiscally sustainable.

The NSW Government’s existing infrastructure is valued at $211 billion (2009). Over the four years 2010–11 to 2013–14, the Government will undertake a record infrastructure investment program worth $62.2 billion (22 per cent higher than the previous four years).

This four year program will support around 155,000 full-time equivalent jobs per year. This estimate includes direct jobs on construction sites plus jobs in manufacturing and other industries that supply materials, goods and services used to build the infrastructure. To maintain the State’s infrastructure, approximately $4.5 billion is spent each year.

Some of Sydney’s infrastructure also involves input by the Federal Government which funds or facilitates projects of national significance such as highway upgrades, Sydney Airport and the ports.

Local councils provide infrastructure such as local roads, drainage, open space and community facilities. Infrastructure may also be delivered through private investment, either by businesses directly or through Public Private Partnerships and through developer contributions for State and local infrastructure.

To achieve the City of Cities land use objectives over the next 25 years, a framework of critical infrastructure has been outlined throughout this report. This infrastructure will help shape the form of the city and achieve a compact, multi-centred and connected city.

Better linking of land use planning and infrastructure provision will reduce uncertainty for infrastructure agencies, the private sector and the community. This will encourage informed decision-making and investment, promote the efficient use of both public and private resources and support continued economic growth in NSW. Increased certainty can be promoted in a range of ways from clear policy direction and strong governance arrangements to consistently applied funding assessment criteria.
Infrastructure comprises the physical assets required to satisfy the public’s need for access to major economic and social facilities and services. Broadly, there are two types:

- **Economic infrastructure** such as:
  - road
  - railways
  - ports
  - airports
  - dams and reservoirs
  - water headworks, treatment and reticulation facilities
  - telecommunications and post facilities
  - power generation facilities

- **Social infrastructure** such as:
  - schools and other education facilities
  - hospitals, clinics and other health facilities
  - housing
  - recreational and sporting facilities, stadia
  - arts and cultural facilities, entertainment venues
  - law and order facilities
  - cemeteries

The principal characteristics of infrastructure facilities:

- high initial capital costs
- long construction times
- long lives
- they exist to support other economic and social activities
- and are not merely an end in themselves

The NSW State Plan priorities affecting infrastructure are:

- maintain and invest in infrastructure
- maintain AAA rating
- improve the public transport system
- provide reliable public transport
- improve the road network (including increased proportion of container freight on rail from Port Botany)
- improve road safety
- increase walking and cycling
- increase the number of jobs closer to home
- improve housing affordability
- ensure a reliable electricity supply
- support students to reach their full potential at school
- engage students in learning for longer
- improve access to jobs and training
- improve and maintain access to quality healthcare in the face of increasing demand
- tackle climate change
- develop a clean energy future
- secure sustainable supplies of water and use our water more wisely
- strengthen Aboriginal communities
Integration of strategic land use and infrastructure planning has come under increased focus from COAG which proposes to implement a framework—including a set of assessment criteria—to ensure integrated strategic land use and infrastructure planning occurs in major cities. States and territories will be assessed against this framework when the Federal Government makes future infrastructure funding allocations.

The Federal Government has also established Infrastructure Australia (IA) to provide advice on infrastructure gaps and bottlenecks that hinder national economic growth and prosperity. There are several national infrastructure themes for which states are able to submit funding proposals. IA has also introduced new infrastructure assessment and decision-making methodology which can serve as best practice for the states.

NSW already has a well established framework for metropolitan land use planning at different scales: metropolitan planning, subregional planning and local planning accompanied by detailed population forecasting and development monitoring. These strategies identify growth patterns over 25 years and possible longer term infrastructure needs.

It also has well developed infrastructure planning, funding and procurement processes over different timeframes (Figure I1) including the:

- State Infrastructure Strategy, that maps out major investment priorities to support Government services and growth across NSW over a 10 year period within a fiscally sustainable funding envelope.
- ten year agency Total Asset Management framework that provides an asset strategy for major government agencies detailing strategic directions for capital investment.
- budget estimates process that allows assessment of proposed operating and capital expenditure of agencies over a four year period as part of the Budget process.
- one year Budget process where, for the forthcoming Budget year, infrastructure projects are required to be approved through the Budget Committee of Cabinet.
- gateway process for projects to ensure value for money.

These land use and budgetary processes need to be strongly interlinked (refer diagram above). NSW is continuing to build an improved infrastructure planning, delivery and funding system based on the following principles:

- integrate land use planning and infrastructure
- reflect the Government’s economic, social and environmental goals
- meet community needs
- deliver transparency
- provide more certainty for investors, agencies and the community
- ensure resources are used efficiently, and
- provide a climate that encourages private sector investment and innovation.

Delivery of Metropolitan Plan actions will be subject to Government fiscal capacity. Underpinning the governance and process arrangements in the Plan is the Government’s overarching commitment to guarantee a sound fiscal base by delivering budgets that maintain NSW’s AAA credit rating and provide value for money to taxpayers, including maximising opportunities to leverage NSW resources against Federal Government and industry contributions.
A range of organisational, governance and functional reforms are proposed to more strongly integrate land use and infrastructure planning and delivery in NSW. The reforms seek to:

- improve strategic decision-making to influence infrastructure priorities and ensure decisions reflect the Government’s economic, social and environmental goals
- strengthen the evidence base for infrastructure investment
- provide greater transparency and consistency in infrastructure investment decisions
- effectively prioritise infrastructure investments across areas, different types of infrastructure and outcomes, and
- provide greater accountability for infrastructure investment decisions and delivery

The governance structures and functions for managing strategic infrastructure in NSW will refine and build on the Government’s existing structures and procedures:

- **Minister for Infrastructure** to oversee planning of strategic infrastructure for NSW
- **Transport and Infrastructure Committee of Cabinet** as a Standing Committee, will be responsible for endorsing strategic infrastructure plans and assessment frameworks as well as have a role in recommending major infrastructure projects to the Budget Committee of Cabinet
- **Centralised infrastructure capability to support the Minister for Infrastructure**. To strengthen the co-ordination of land use planning and infrastructure delivery, the Office of Strategic Infrastructure Planning will be established in the Department of Planning. Priority tasks will include:
  - setting a clear 10 year infrastructure plan for the Sydney metropolitan area and other NSW regions
  - leading strategic policy work to support the delivery of infrastructure plans for the Sydney region and regional areas of NSW based on the NSW State Plan, State infrastructure plan, Metropolitan Plan and Regional Plans. These strategic infrastructure plans will integrate infrastructure with strategic land use planning, land release and housing and demographic forecasts to better plan and deliver infrastructure and improve accountability and certainty around infrastructure processes similar to models adopted in other jurisdictions.
  - working with State infrastructure agencies to ensure their infrastructure plans support broader State and land use objectives, and
  - working with Treasury to closely align land use planning and budgetary processes

**ACTION I 2.2**

Enhance processes for strategic infrastructure project assessment and selection

Infrastructure project assessment and selection needs to be rigorous and conducted in the context of the Government’s overall strategic goals as well as agency operational objectives. The emphasis will be on strategic infrastructure planning processes and governance creating a rolling pipeline of infrastructure projects. It will provide a solid foundation for individual infrastructure investment decisions.

Under the governance arrangements outlined above, and using the IA model as its basis, NSW will establish the following framework to guide infrastructure project assessment and selection:

- **identification of strategic infrastructure objectives**—involving the Government setting its priorities for strategic infrastructure funding
- **criteria for infrastructure assessment**—projects will need to satisfy three major criteria:
  1. support the strategic policy goals of NSW
  2. have a suitable cost benefit ratio and
  3. have a robust delivery plan
- **a process for assessment and selection of infrastructure projects**—establishing an assessment framework similar to that applied by IA for assessment of strategic projects, and
- **a pipeline for infrastructure projects**—as projects proceed from strategic identification in the Metropolitan Plan through the assessment and selection process and on to the budgetary process, they effectively enter a pipeline of developing infrastructure projects that enable land use, financial and operational planning to proceed in tandem and priorities to be established.
SUBREGIONAL STRATEGIES AND LEP PREPARATION

Subregional Strategies will be based on the aims and strategic directions of the Metropolitan Plan. They will provide the spatial basis for preparing and assessing local plans as well as specific projects and initiatives across Sydney. They are the means of translating metropolitan region housing, employment and environmental objectives and targets spatially at a local level and ultimately into Local Environmental Plans (LEPs).
OBJECTIVE I 3
TO ALIGN SUBREGIONAL PLANNING WITH THE STRATEGIC DIRECTIONS OF THE METROPOLITAN PLAN

ACTION I 3.1 Prepare revised Subregional Strategies in partnership with local government and State agencies

Subregional Strategies for each subregion will be completed by the Department of Planning in partnership with local government and State agencies, and be adopted as subsidiary components of the Metropolitan Plan. Subregional Strategies will provide:

- a vision for the future role of the subregion
- clarity on the role of Strategic Centres in whose success the Government has a direct interest
- identification of potential business development clusters
- identification of potential renewal areas

- a framework for potential agreements between and with councils concerning:
  - coordinated planning
  - funding and development contributions
  - local transport
  - open space networks
  - biodiversity
- a means of integrating the land use elements of other plans relating to the subregion including Catchment Action Plans
- a basis for informing the prioritisation of State infrastructure
- a framework for the distribution and timing of housing and employment capacity targets among LGAs including the broad timing for the achievement of LGA targets

DELIVERING THE PLAN: OBJECTIVES & ACTIONS
LEPs are the primary land use planning tool for delivering mandatory development controls consistent with Metropolitan Plan aims. Local planning and assessment processes must ensure the outcomes of local plans reflect the Metropolitan Plan’s spatial structure and strategic directions.

Detailed assessment of LEPs will be undertaken by the Department of Planning to determine whether the proposed zonings and development standards are likely to provide sufficient viable development potential. The Department will continue to work with councils to align their LEPs with both the Metropolitan Plan and relevant Subregional Strategies.

The Department of Planning will establish a protocol with Transport NSW and other infrastructure agencies to receive upfront advice on proposed future development scenarios in draft LEPs. It will also include guidance on using a Feasibility Assessment Tool being developed to assess the capacity of LEPs to meet housing and employment targets.

**ACTION I 4.1**

**Issue a revised Ministerial Direction, and associated planning guidance, for LEPs to implement the Metropolitan Plan**

Within the current accelerated program for Standard Instrument LEPs, councils are working to the 2005 Metropolitan Strategy and draft subregional strategy targets. However, beyond this program, every new subsequent LEP will need to deliver the Metropolitan Plan’s strategic directions and actions.

The Minister for Planning will issue a new direction under section 117 of the Environmental Planning and Assessment Act to ensure the next wave of LEPs, beyond those currently under preparation or nearing completion, respond to the strategic directions set out in the Metropolitan Plan.

**ACTION I 4.2**

**Develop Metropolitan Plan LEP Assessment Protocol to evaluate consistency with the Metropolitan Plan**

To assist councils in ensuring their new LEPs are generally in accordance with the strategic directions of the Metropolitan Plan, the Department will develop planning guidance in the form of Metropolitan Plan LEP Protocols. The new protocols will provide detailed information to councils to help them demonstrate how any new LEP is generally consistent with the strategic directions of the Metropolitan Plan.
**ACTION 4.3**

*Develop and implement an LEP Feasibility Assessment Tool to evaluate the housing and employment capacity yield of LEPs*

The Department of Planning, in consultation with other agencies, will develop a tool to assess residential and employment generating land potential, based on zonings in new LEPs. The Department will release the new tool for use by Councils when preparing new LEPs to test whether the zonings and proposed development controls in new LEPs will deliver the targeted dwelling and employment land yield in the appropriate timeframe (current processes will apply until the tool is available).

In relation to housing, it would determine effective supply over the life of an LEP by calculating the statutory, physical and economic feasibility of residential development. The results of the Feasibility Assessment Tool do not mean a certain type or number of additional dwellings will be built; rather, it is an indicator of what is possible under prevailing economic conditions, which may change in the future.

**DELIVERING URBAN RENEWAL**

Delivering urban renewal is fundamental to accommodating Sydney’s growth according to the targets and strategic directions outlined in the Metropolitan Plan as well as addressing the COAG criteria for planning of capital cities. The Plan is supported by two new initiatives to streamline delivery of urban renewal opportunities:

- **Sydney Metropolitan Development Authority (SMDA):** The Authority will have responsibility for driving the timely and orderly development of high quality and sustainable renewal in selected precincts.

- **Urban Renewal State Environmental Planning Policy (URSEPP):** The Department of Planning will lead land use planning and rezoning where appropriate to encourage urban renewal. Guidelines have been prepared to outline situations where the URSEPP could apply, either in areas where the SMDA is operating or in other areas with good accessibility that have renewal potential that meets the criteria.

These tools will improve the ability of State and Local Governments to achieve better integration of land use with investment in transport capacity and to enable key centres to accommodate growth and offer quality housing, living and employment opportunities.

The URSEPP provides a mechanism for tailoring development standards for identified precincts. These new mechanisms will complement normal activity by local councils for urban renewal more broadly.
The SMDA will strengthen urban renewal outcomes by focusing on housing supply and employment capacity targets in selected areas with transport capacity and that are consistent with the Metropolitan Plan. The SMDA will be a key agency in delivering government objectives of integrating land use and transport infrastructure investment.

The Department of Planning and Transport NSW will work together to identify precinct areas where the SMDA will operate, while the SMDA will act as a coordinating and delivery agency to ensure timely implementation and delivery of urban renewal initiatives. Urban renewal will be achieved by:

- undertaking land use planning investigations and feasibility analysis
- applying the implementation powers of a development corporation, including the capacity to amalgamate sites for a strategic purpose
- coordinating precinct land use planning and infrastructure delivery (particularly transport), and
- engaging with other agencies (including Landcom) and the private sector to ensure efficient and timely delivery of property development.

The SMDA will have a range of powers to apply on a precinct by precinct basis. This will allow a flexible approach to achieving outcomes for identified precincts and may involve either direct action by the SMDA or operation via an agreement with another State agency or a council or in partnership with the private sector. These outcomes would include the provision of housing, employment capacity, public space and the achievement of high environmental performance including water efficiency and water sensitive urban design measures.

The SMDA will use existing provisions of the Growth Centres (Development Corporations) Act.

**ACTION I 5.1**

**Develop an operating plan for the SMDA and develop urban renewal precinct outcomes for initial precincts**

As a priority, the SMDA will focus on areas currently administered by the Redfern-Waterloo Authority—including North Eveleigh and the Australian Technology Park—as well as Granville in Sydney’s west.
Following the 2005 Metropolitan Strategy, a taskforce was established to examine potential improvements to greenfield land supply. A key outcome was the establishment of benchmarks to ensure sufficient stocks of greenfield land at each step in the supply process where Government had primary responsibility, based on the time taken for land to progress through the supply pipeline. The most recent data available indicates that, largely as a result of rapid planning processes in the North West and South West Growth Centres, all greenfield land supply benchmarks are being exceeded (see Table F1 in Balancing Land Uses on the Fringe).

As part of the 2005 Metropolitan Strategy, proposals for urban development outside the Growth Centres were required to meet sustainability criteria for listing on the Metropolitan Development Program. Proposals needed to demonstrate exceptional environmental performance and no requirement for major infrastructure. Legislative changes since 2005 have led to several different land release approaches, and experience has indicated application of the sustainability criteria on a consistent basis was difficult. Accordingly, to facilitate greenfield land supply, the land release process will be simplified.

**ACTION I 6.1**
**Ensure a rapid planning process for new release areas**

The Government will continue the precinct planning approach used in the Growth Centres. This streamlined process has successfully delivered developable land more quickly in the Growth Centres. A similar rapid rezoning approach will be applied to other priority land release areas outside the Growth Centres.

**ACTION I 6.2**
**Review the precinct planning sequence in Sydney’s Growth Centres**

To ensure ongoing cost effectiveness of land supply, the Government will review the sequence of Growth Centre precinct release every five years.

**ACTION I 6.3**
**Conduct an annual land supply assessment**

To facilitate consistent and timely land release decisions, the Government will conduct a land supply assessment each year or more frequently if required. The assessment will evaluate whether more land needs to be released for rezoning and servicing. If more greenfield land is required, Growth Centres precincts will be considered as well as sites outside the Growth Centres which are:

- identified for future housing under a draft or adopted subregional strategy or
- identified for future housing under a local strategy endorsed by the Department of Planning or
- located within the urban footprint or adjoining the urban footprint and which meet state government targets relating to jobs closer to home

Several submissions to the Metropolitan Strategy review requested the release of lands outside the Growth Centres. There are also several other requests with Government of a similar nature. Strategically located sites, as above, will be considered as part of the first annual land supply assessment in 2011.
**ACTION I 6.4**
Establish new criteria to facilitate consistent land release

The current sustainability criteria will be replaced with new criteria to help assess land release options outside the Growth Centres during the annual land supply assessment. Government will consult stakeholders on the new criteria before they are adopted. The criteria will aim to:
- maintain the integrity of urban containment
- achieve efficient use of land and cost effective development
- ensure the continuity of significant rural and resource activities
- avoid use of biodiversity rich land and high risk areas, and
- provide certainty about delivery of dwellings in the short term

New governance arrangements will also be introduced to advise Government on the annual land release process.

**ACTION I 6.5**
Introduce a Ministerial Direction for land release

To provide greater procedural certainty, a Ministerial Direction will be created to clarify that greenfield sites must be released for future development by Government through the annual land supply assessment. If released, the land will be adopted onto the Metropolitan Development Program (MDP) for ongoing planning and monitoring of progress. Once on the MDP, the most appropriate statutory planning process can be identified to rezone.

**ACTION I 6.6**
Continue and enhance the Metropolitan Development Program (MDP)

The MDP will continue to monitor and forecast land supply and dwelling production across the Sydney metropolitan area and the Central Coast.

This annual status report gives detailed data on 10 year historic dwelling production and 10 year future dwelling production forecasts. It also incorporates the findings of ongoing research to aid understanding of land and housing supply. Future work will focus on better understanding of demand side factors and housing preferences that can inform future housing targets.
OBJECTIVE I 7
TO MONITOR AND UPDATE
THE METROPOLITAN PLAN

ACTION I 7.1
Establish a representative group to oversee and publicly report to Government annually on the progress of the Metropolitan Plan

To ensure the Metropolitan Plan achieves its objectives, a group representing local and state Government will oversee its implementation and provide a high level of rigour and transparency in monitoring and updating the Plan. This Metropolitan Plan Delivery Group will be coordinated by the Department of Planning and Transport NSW and will ensure a public annual update report is published to demonstrate progress on the Metropolitan Plan.

The performance of the Metropolitan Plan will be monitored annually against progress measures for each of the:
- five aims of the plan
- performance measures of strategic directions, and
- actions

The annual reporting process will involve input from the following sources:
- updated dwelling production and employment land uptake information from the Metropolitan Development Program and Employment Lands Development Program
- input to and annual feedback from State Infrastructure Strategy and Budget Infrastructure statements
- state agencies responding to the strategic directions and actions in their corporate planning and total asset management strategies
- regular input from state agency, local government, regional organisations of councils and key stakeholders through the Department of Planning and Transport NSW and
- progress on comprehensive Local Environmental Plans

Annual reporting on the Metropolitan Plan would not duplicate existing processes (e.g. reporting on the Metropolitan Water Plan).

ACTION I 7.2
Undertake a comprehensive review of the Plan every five years to draw on new Census data and changing circumstances

The Metropolitan Plan builds on the significant achievements of 2005’s Metropolitan Strategy and the initiatives in the Metropolitan Transport Plan.

It also completes the first comprehensive review of Sydney’s first Metropolitan Strategy. The review coincided with new Census data and responded to many challenges including changes in population and demographic data, the effects of climate change, integrating transport and land use and responding to changing economic conditions.

To ensure the Metropolitan Plan is an adaptive document and can respond to changing conditions over the Plan’s life, the next comprehensive five year review will be timed for 2015. The review would revise the Plan’s actions based on the most up to date demographic, employment, economic and environmental changes and ensure relevant adjustment of strategic directions, actions or implementation mechanisms.
ACTION 17.3
Adjust the Metropolitan Plan to enable adaptation to any major challenges in line with COAG criteria to identify critical review trigger points

COAG has established a national objective and criteria for capital city planning systems.

The objectives and actions in the Metropolitan Plan respond to the COAG criteria for capital cities and demonstrate the NSW Government’s recognition of the important role Sydney will play in the nation’s future. Implementation of the Metropolitan Plan will be assessed against the COAG criteria for capital cities.

The Metropolitan Plan is designed to be adaptable to any significant or sustained variations. The Ministers for Planning and Transport may indicate significant triggers which could require changes in policy direction. These may include:

• significant changes to population policy
• significant and sustained changes in demographic patterns
• significant and sustained shifts in housing preferences to greenfield or existing urban areas and employment growth patterns
• significant change in transport capacity or airport planning impacting the growth of the city
• increasing national action on climate change, including the introduction of a price on carbon
• significant shifts in global, national or state financial conditions, or
• environmental conditions that impact on the settlement patterns of the city
Effective public engagement in the making of planning decisions improves the quality of outcomes and builds public confidence in the planning system. Involving the community generates new ideas, increases ownership and ultimately can deliver outcomes that better reflect the community’s aspirations.

**ACTION I 8.1**
Engage the public in the Metropolitan Plan five yearly review

Involvement of public stakeholders in the comprehensive five yearly review of the Metropolitan Plan is essential to developing a robust and relevant plan for Sydney. This engagement will assist in educating the public about key challenges facing Sydney and setting key directions to stimulate debate in the community.

The Metropolitan Plan Delivery Group (refer to Action I7.1) will coordinate engagement with community stakeholders.