



Planning &
Environment

A stylized map of Sydney, Australia, with a blue and orange gradient bar overlaid across the center. The text 'A PLAN FOR GROWING SYDNEY' is written in large, bold, white letters across the bar.

A PLAN FOR GROWING SYDNEY

A network diagram consisting of four nodes (small circles) connected by lines. One node is at the top right, one is at the bottom left, one is in the middle left, and one is in the middle right. Lines connect the top-right node to the middle-left node, the middle-left node to the bottom-left node, and the middle-left node to the middle-right node.

A STRONG GLOBAL CITY
A GREAT PLACE TO LIVE



The new
state of
business



A PLAN FOR GROWING SYDNEY
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THE PLAN

**The Government's vision for Sydney is:
a strong global city, a great place to live.**

To achieve this vision, the Government has set down goals that Sydney will be:

- a competitive economy with world-class services and transport;
- a city of housing choice with homes that meet our needs and lifestyles;
- a great place to live with communities that are strong, healthy and well connected; and
- a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

These are the Government's goals for Sydney.



Minister's Message

Sydney is one of the most liveable cities in the world. The city is home to 4.3 million residents and more than 451,000 businesses.

As the capital of NSW, Sydney is a significant administrative services hub and a powerhouse for multinational corporations and regional headquarters. Our natural environment of mountains, beaches and the harbour provide a backdrop for our built environment that is second to none. Our local communities are the heart of our city, bringing diversity, character and vibrancy to city life.

The decisions we make today will set a course for Sydney's future productivity and liveability and leave a legacy for future generations.

I am proud to present *A Plan for Growing Sydney*.

A Plan for Growing Sydney will guide land use planning decisions for the next 20 years; decisions that determine where people will live and work and how we move around the city. Future land use planning will shape the productivity of our businesses, the choice of housing we have, the services and facilities we have access to, the liveability of our communities and the quality of our built and natural environment.

This Plan presents a clear strategy for accommodating Sydney's future population growth for the next 20 years. Our strategy balances the need to accelerate housing production with a desire for high levels of amenity and the creation of strong and resilient communities within a highly liveable city.

A Plan for Growing Sydney sets a path for governments to work together to deliver

housing where people want to live and jobs that are easy to get to.

New housing will be located close to jobs, public transport, community facilities and services. The Plan will also offer choice in location and size to better suit our lifestyles and budgets. Most importantly, more intensive housing development across the city will be matched with investment in infrastructure and services, culture and the arts, a green-grid of open spaces and renewed bushland to support healthy lifestyles and community life.

A Plan for Growing Sydney provides a framework for strengthening the global competitiveness of Sydney and delivering strong investment and jobs growth in Western Sydney. We have a once in a generation opportunity to plan for the long-term success of Sydney, building on our commitment of \$61 billion for infrastructure projects over the coming four years. Improvements to public transport, freight routes and the city's airports and gateways will benefit the city's residents, businesses and environment.

On behalf of the NSW Government, I thank all those in the community, local government and business who have taken the time to contribute to the development of *A Plan for Growing Sydney*.

We look forward to working with you as we implement this plan for a more prosperous, sustainable and liveable Sydney.

A handwritten signature in black ink, reading 'Pru Goward'.

Pru Goward
Minister for Planning

INTRODUCTION

Sydney is an iconic global city and it is growing.

Sydney is currently home to over four million people living in communities as different as Cabramatta, Manly and the Blue Mountains. Each has its own identity but collectively they enrich the life and character of Sydney.

Sydney is a global city, the premier city in Australia and the economic capital of the country. What happens in Sydney is important to the rest of the nation because of its impact on jobs, the economy and our capacity to produce goods and services that are in demand around the world.

Sydney's strong economy, skilled labour force, spectacular natural environment and relaxed lifestyle has made our city the envy of other cities around the world.

A sign of Sydney's prosperity is that it's growing – its economic output and its population. By 2031, Sydney's economic output will almost double to \$565 billion¹ a year and there will be 689,000 new jobs.² In the next 20 years, Sydney's population will grow by 1.6 million people, with 900,000 of this population growth occurring in Western Sydney.³

It's clear that Sydney's population is growing much faster than it did over the last 20 years (see Figure 1). To meet the needs of a bigger population, we need a plan to manage growth – how to accommodate the 664,000⁴ new homes that we will need, how to provide the conditions for growth in jobs, how to create places that people will enjoy living in and to protect our unique natural environment.

Sydney needs a plan that outlines how to:

- make it easier for Sydney's residents to move between their homes, their jobs, the

centres where they shop and use local services, and their open spaces;

- make a wider variety of housing available to suit the changing make-up of the population - more than one million people will be over the age of 65 years and almost the same number under the age of 15 years by 2031;⁵
- deliver new infrastructure which supports our community as it grows, and strategic infrastructure that also strengthens the economy; and
- recognise our highly prized environment – the harbour, the coast, our mountains, parks and open spaces – and how to safeguard these places.

A Plan for Growing Sydney is the Government's plan to achieve these things. It's an action plan focused on bringing all stakeholders together with a common purpose – to develop a competitive economy with world-class services and transport; to deliver greater housing choice to meet our changing needs and lifestyles; to create communities that have a strong sense of wellbeing; and to safeguard our natural environment.

Planning where people will live and work across Sydney, and how these places are connected to each other, will influence Sydney's long-term success and the standard of living our communities will enjoy. It is critical not to repeat the mistakes of the past – dispersed housing growth that resulted in a sprawling and poorly connected city, complicated by unique geographic constraints. Planning for Sydney's inevitable population growth has never been more important.

THE PLAN

The Government's **vision for Sydney** is: a strong global city, a great place to live.

To achieve this vision, the Government has set down **goals** that Sydney will be:

- a competitive **economy** with world-class services and transport;
- a city of **housing choice** with homes that meet our needs and lifestyles;
- a **great place to live** with communities that are strong, healthy and well connected; and
- a sustainable and resilient city that protects the **natural environment** and has a balanced approach to the use of land and resources.

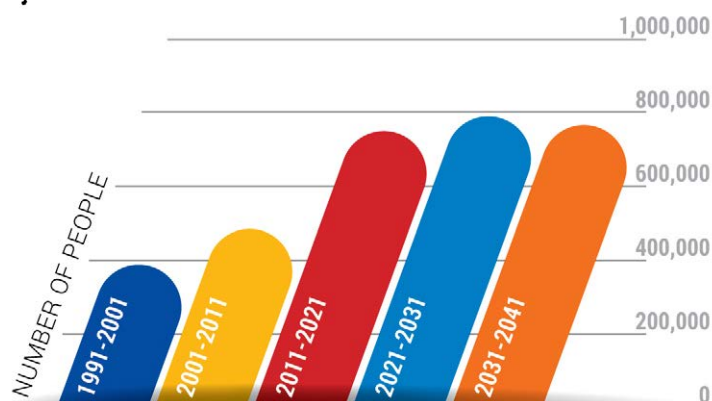
This Plan sets out actions that will deliver these goals for Sydney. Each goal has a number of priority areas (directions which provide a focus for the actions). The actions include:

- accelerating urban renewal across Sydney at train stations, providing homes closer to jobs;
- growing a more internationally competitive Sydney CBD;
- growing Greater Parramatta as Sydney's second CBD;
- transforming the productivity of Western Sydney through growth and investment;
- enhancing capacity at Sydney's Gateways – Port Botany, Sydney Airport and Badgerys Creek Airport;
- delivering the infrastructure that is needed;
- promoting Sydney's arts and culture, tourism and entertainment industries;
- protecting our natural environment; and
- managing long-term growth.

The Plan includes a new approach to delivery with the establishment of the Greater Sydney Commission - a dedicated new body with responsibility to drive delivery of the Plan.

A Plan for Growing Sydney applies to the Sydney Metropolitan Area – 41 Local Government Areas from Pittwater in the north to Wollondilly in the south and Blue Mountains in the west.

FIGURE 1:
Additional population
growth per decade,
Sydney 1991 - 2041



A VISION FOR SYDNEY

SYDNEY WILL BE A STRONG GLOBAL CITY, A GREAT PLACE TO LIVE

Goal 1: A competitive economy with world-class services and transport

The Plan will support Sydney being a premier location for global commerce, business and investment. Sydney CBD is the focal point for Australian finance and home to the Australian Stock Exchange - the eleventh largest in the world.⁶ By 2031, Sydney will be a more productive and prosperous city, with strong ties to its region and with world-class infrastructure that supports growing, efficient and innovative industries.

Expanding the Sydney CBD will allow the city to continue to compete on the world stage

as the Australian hub for global trade and commerce. A well connected second CBD in Greater Parramatta will increase our national and metropolitan reach. The arc of intensive economic activity stretching across the Global Economic Corridor, from Port Botany and Sydney Airport to Macquarie Park, will be extended to Parramatta, Norwest and Sydney Olympic Park. This will continue to strengthen economic growth. There will be new opportunities for business to invest. Badgerys Creek Airport will emerge as a new hub of intense economic activity and improved new transport connections will enable centres such as Liverpool, Penrith and Campbelltown-Macarthur to continue to grow as regional city centres.

DIRECTIONS AND ACTIONS

GROW A MORE INTERNATIONALLY COMPETITIVE SYDNEY CBD

- Create new and innovative opportunities to grow Sydney CBD office space by identifying redevelopment opportunities and increasing building heights in the right locations.
- Create new opportunities to grow Sydney CBD office space by expanding the CBD's footprint, particularly along the Central to Eveleigh corridor.
- Diversify the CBD by enhancing the Cultural Ribbon which connects new and revitalised precincts including Barangaroo, Darling Harbour, Walsh Bay and the Bays Precinct.
- Deliver the Government's vision for Sydney Harbour, incorporating Sydney's Cultural Ribbon including the new and revitalised precincts of Barangaroo, Darling Harbour, Walsh Bay, the Bays Precinct and surrounding foreshore lands.



Sydney Harbour and CBD

GROW GREATER PARRAMATTA – SYDNEY'S SECOND CBD

- Grow Parramatta as Sydney's second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia.
- Grow the specialised health and education precincts at Westmead and Rydalmere.
- Renew Parramatta North to create a vibrant mixed-use precinct.

ESTABLISH A NEW PRIORITY GROWTH AREA – GREATER PARRAMATTA TO THE OLYMPIC PENINSULA

- Establish a new partnership to manage renewal of the Greater Parramatta to Olympic Peninsula Priority Growth Area.
- Identify and deliver enabling infrastructure to support growth and urban renewal.
- Deliver priority revitalisation precincts.
- Grow the knowledge economy as part of the extension of the Global Economic Corridor.

TRANSFORM THE PRODUCTIVITY OF WESTERN SYDNEY THROUGH GROWTH AND INVESTMENT

- Improve transport links and create a new services centre and industrial precinct to support the growth of Badgerys Creek Airport.
- Develop new strategic employment corridors along transport infrastructure investments that will service Badgerys Creek Airport.

ENHANCE CAPACITY AT SYDNEY'S GATEWAYS AND FREIGHT NETWORKS

- Develop and implement a strategy for the Sydney Airport and Port Botany precincts to support their operation, taking into account land uses and the proposed road transport investments.
- Support the productivity of the freight network by identifying buffers around key locations on the freight network.

EXPAND THE GLOBAL ECONOMIC CORRIDOR

- Grow high-skilled jobs in the Global Economic Corridor by expanding employment opportunities and mixed-use activities.
- Invest to improve infrastructure and remove bottlenecks to grow economic activity.

GROW STRATEGIC CENTRES - PROVIDING MORE JOBS CLOSER TO HOME

- Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity.
- Improve councils' access to data on the demand and supply of homes, office and retail space.
- Work with the Greater Sydney Commission to develop job targets for strategic centres.
- Continue to grow Penrith, Liverpool and Campbelltown-Macarthur as regional city centres supporting their surrounding communities.

ENHANCE LINKAGES TO REGIONAL NSW

- Improve productivity and access to services through improved transport links to regional NSW.

SUPPORT PRIORITY ECONOMIC SECTORS

- Support the growth of priority industries with appropriate planning controls.
- Support key industrial precincts with appropriate planning controls.

PLAN FOR EDUCATION AND HEALTH SERVICES TO MEET SYDNEY'S GROWING NEEDS

- Assist the Department of Education and Communities, the Catholic Education Commission and the Association of Independent Schools of NSW to identify and plan for new school sites throughout Sydney.
- Support the growth of complementary health and tertiary education activities in strategic centres.
- Plan for expansion of health facilities to service Sydney's growing population.

DELIVER INFRASTRUCTURE

- Preserve future transport and road corridors to support future growth.
- Secure Sydney's water supplies.
- Undertake long-term planning for social infrastructure to support growing communities.
- Commence planning and the development of a business case for new sports facilities for Western Sydney.
- Deliver long-term planning for cemeteries and crematoria infrastructure.
- Prepare Infrastructure Plans for subregional planning.

Goal 2: A city of housing choice, with homes that meet our needs and lifestyles

The Plan's focus is on providing more housing, with a greater choice of dwelling types in well-serviced locations. This will help meet changing household needs, lifestyle choices, population growth and different household budgets.

Residents should be able to age at home, if they wish, live close to families and friends, and travel easily to work, education and social activities. New housing will be supported by local infrastructure and services that reflect the demographic needs of a community.



Urban renewal, Pyrmont

DIRECTIONS AND ACTIONS

ACCELERATE HOUSING SUPPLY ACROSS SYDNEY

- Accelerate housing supply and local housing choices.
- Accelerate new housing in designated infill areas (established urban areas) through the Priority Precincts and UrbanGrowth NSW programs.
- Deliver more housing by developing surplus or under-used Government land.

ACCELERATE URBAN RENEWAL ACROSS SYDNEY – PROVIDING HOMES CLOSER TO JOBS

- Use the Greater Sydney Commission to support council-led urban infill projects.
- Undertake urban renewal in transport corridors which are being transformed by investment and around strategic centres.

IMPROVE HOUSING CHOICE TO SUIT DIFFERENT NEEDS AND LIFESTYLES

- Require local housing strategies to plan for a range of housing types.
- Enable the subdivision of existing homes and lots in areas suited to medium density housing.
- Deliver more opportunities for affordable housing.

DELIVER TIMELY AND WELL PLANNED GREENFIELD PRECINCTS AND HOUSING

- Deliver greenfield housing supply in the North West and South West Growth Centres.
- Develop a framework for the identification of new Growth Centres.

Goal 3: A great place to live with communities that are strong, healthy and well connected

The Plan builds on Sydney's reputation of a vibrant cosmopolitan culture by requiring quality public spaces, green spaces, sports facilities and precincts that engage people and reflect the city's heritage and history. The city's Cultural Ribbon will link our prized harbourside venues. An up-and-coming arts precinct in Parramatta will be strengthened and provide State-level venues befitting a CBD. Arts and culture will revitalise our communities and act as a catalyst for change.

The Plan aims to further raise living standards and improve wellbeing to create strong, inclusive communities. Growing communities

will have better access to jobs and economic opportunities; good transport and social infrastructure; healthy natural and built environments; and will find it easy to get to services, the arts, cultural and recreational activities.

DIRECTIONS AND ACTIONS

REVITALISE EXISTING SUBURBS

- Support urban renewal by directing local infrastructure to centres where there is growth.

CREATE A NETWORK OF INTERLINKED, MULTIPURPOSE OPEN AND GREEN SPACES ACROSS SYDNEY

- Deliver the Sydney Green Grid project.
- Investigate options for a bushland renewal program.

CREATE HEALTHY BUILT ENVIRONMENTS

- Deliver guidelines for a healthy built environment.

PROMOTE SYDNEY'S HERITAGE, ARTS AND CULTURE

- Continue to grow Global Sydney's CBD as an international and cultural destination.
- Grow the arts and cultural opportunities in Parramatta to include State-level facilities.
- Target investment in local arts and culture in Priority Precincts.
- Identify and re-use heritage sites, including private sector re-use through the Priority Precincts program.



Blaxland Riverside Park, Silverwater

Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources

The Plan acknowledges Sydney's spectacular environment and the need to protect its iconic natural assets such as Sydney Harbour, the Greater Blue Mountains World Heritage Area, the Cumberland Plain Woodland and the Hawkesbury-Nepean River.

The Plan aims to create a more resilient city, with connected green spaces, and infrastructure and housing that are prepared for the impacts of natural hazards. It focuses on sustainably managing the productive and economic uses of its natural assets and minimising the impacts of development on water, air and biodiversity.



Blue Mountains National Park

DIRECTIONS AND ACTIONS

PROTECT OUR NATURAL ENVIRONMENT AND BIODIVERSITY

- Protect and deliver a network of high conservation value land by investing in green corridors and protecting native vegetation and biodiversity.
- Prepare a strategic framework for the Metropolitan Rural Area to enhance and protect its broad range of environmental, economic and social assets.
- Investigate opportunities to integrate the marine estate and adjacent coastal land uses.

BUILD SYDNEY'S RESILIENCE TO NATURAL HAZARDS

- Provide local councils and communities with tools and information to shape local responses to natural hazards.
- Complete and implement the Hawkesbury-Nepean Valley Floodplain Management Review.
- Map natural hazard risks to inform land use planning decisions.

MANAGE THE IMPACTS OF DEVELOPMENT ON THE ENVIRONMENT

- Apply Urban Green Cover Technical Guidelines.
- Identify and protect land for new waste management facilities.



Urban renewal



Norwest Business Park



Parramatta CBD

THE PLANNING PRINCIPLES THAT WILL GUIDE HOW SYDNEY GROWS

PRINCIPLE 1: INCREASING HOUSING CHOICE AROUND ALL CENTRES THROUGH URBAN RENEWAL IN ESTABLISHED AREAS

Increasing housing close to centres and stations makes it easier to walk or cycle to shops or services; travel to work or other centres; reduces traffic congestion; and makes our neighbourhoods more community oriented.

Increasing the variety of housing available makes it easier for people to find a home that suits their lifestyle, household size and their budget.

Locating new housing in centres delivers a range of economic, environmental and social benefits to the community. Research by the Organisation for Economic Cooperation and Development (OECD) has similarly found that productivity benefits arise from a more compact city.

PRINCIPLE 2: STRONGER ECONOMIC DEVELOPMENT IN STRATEGIC CENTRES AND TRANSPORT GATEWAYS

Locating jobs in around 30 to 40 large centres across Sydney provides the greatest benefits to the city's overall productivity.

Sydney's largest and most important hubs for business and employment are 'strategic centres' and Sydney's 'transport gateways'. Together, these locations account for 43 per cent of all jobs across Sydney.

These locations will be an important focus for future growth because of their size, diversity of activities, their connections (mainly to the rail network), and the presence of major institutional activities such as health and education facilities or Sydney's major airports and port.

PRINCIPLE 3: CONNECTING CENTRES WITH A NETWORKED TRANSPORT SYSTEM

The public transport network connects people to centres. In doing this, it connects people to jobs, education facilities, health centres and hospitals, and sporting, cultural and entertainment facilities.

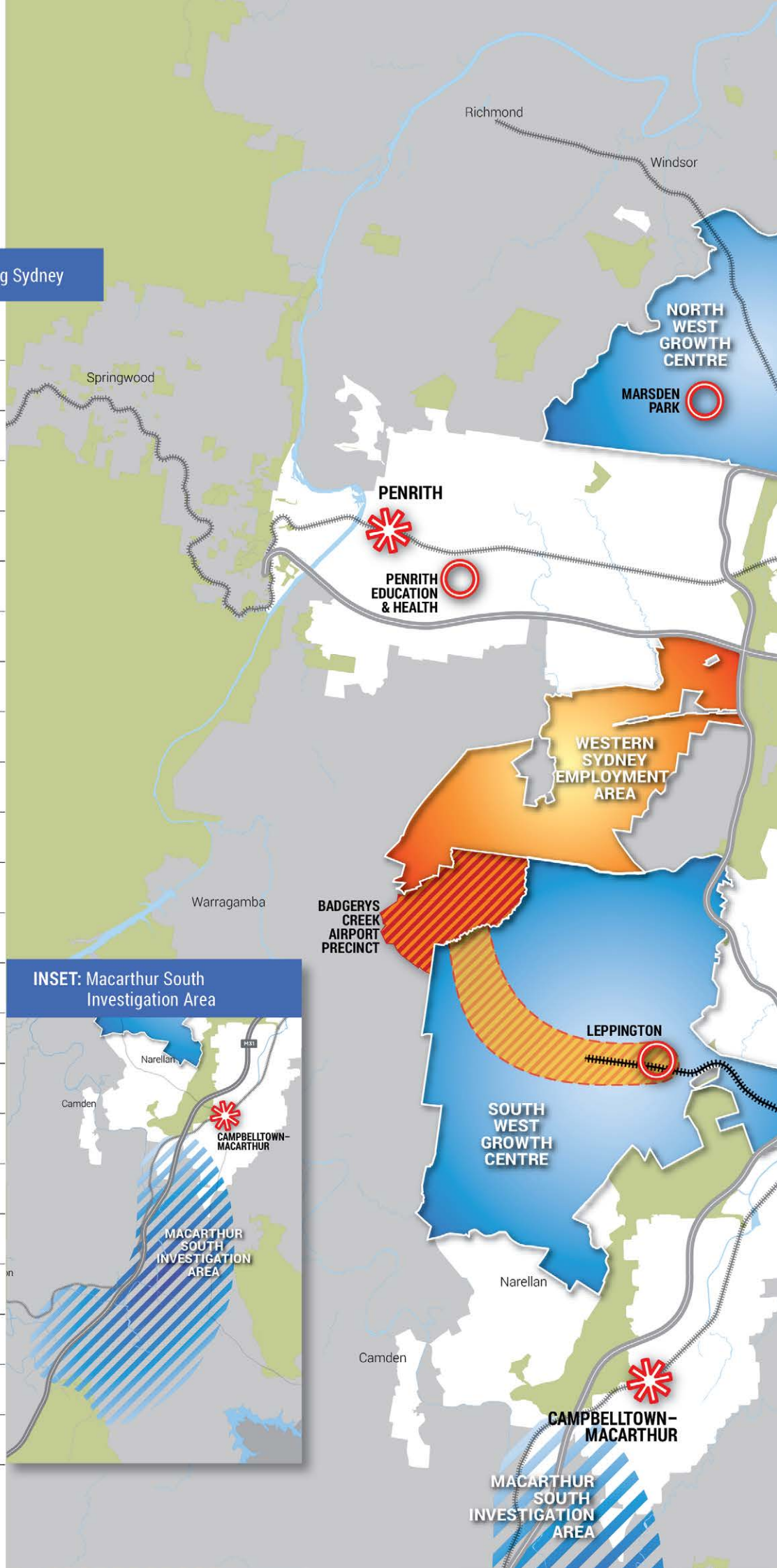
Centres rely on efficient transport to serve their customers, support their growing business and freight functions, and to connect to the global economy.

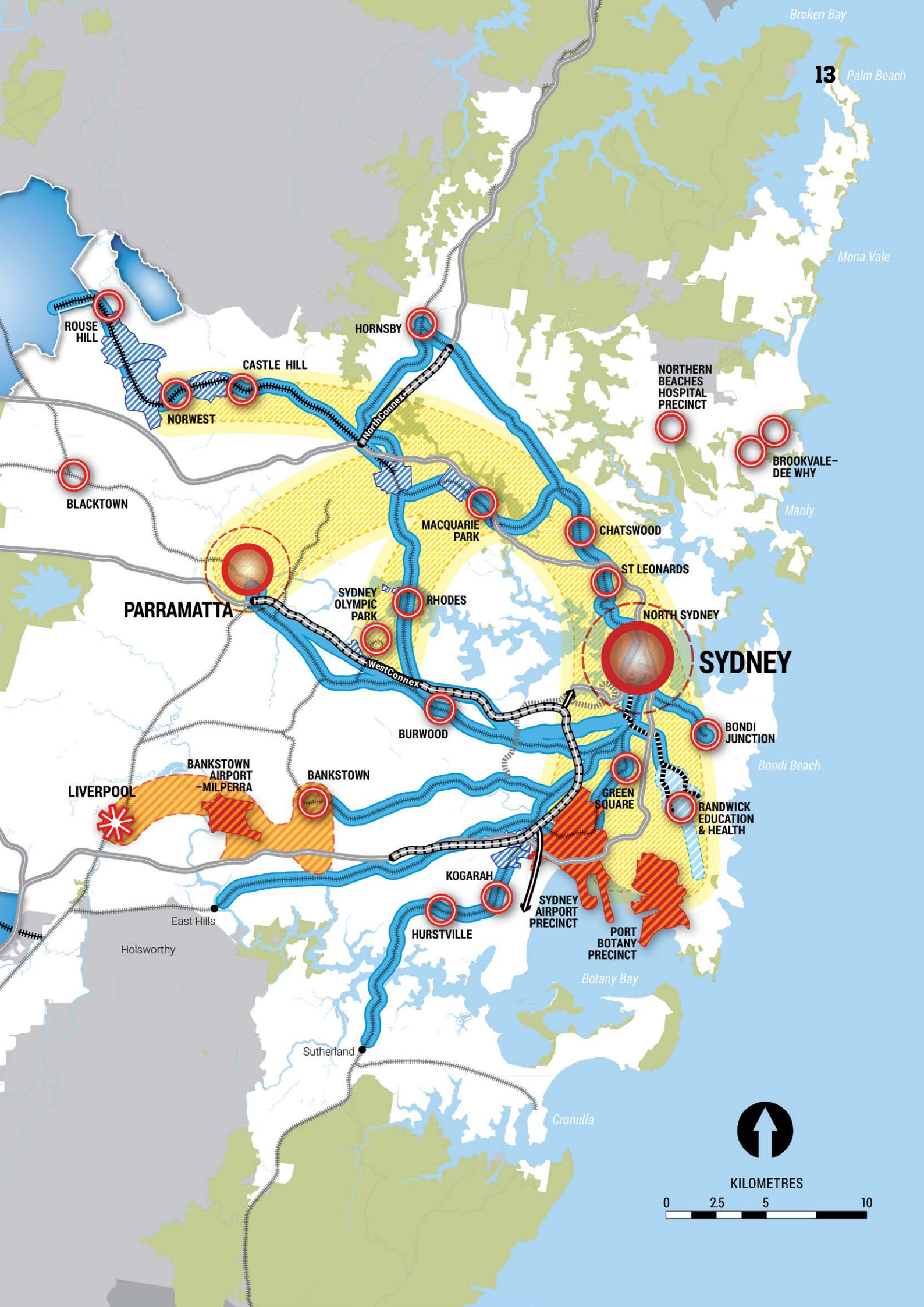
Efficient links within centres improves convenience for customers, and efficient links into centres and between centres helps people to get to jobs, schools, universities, shops and leisure activities.

Making it easy to get to centres and offering a range of services at centres makes them a focal point for the community and increases prospects for economic growth and job creation.

FIGURE 2: A Plan for Growing Sydney

-  CBD
-  Regional City Centre
-  Strategic Centre
-  Growth Centre – future urban development
-  Urban Investigation Area – potential growth centre
-  Priority Precinct – major urban renewal
-  Urban Renewal Corridor
-  Local renewal opportunities yet to be identified
-  Western Sydney Employment Area
-  Global Economic Corridor
-  Transport Gateway – airports and ports
-  Enterprise Corridor – attracting new economic activity
-  Metropolitan Urban Area
-  Metropolitan Rural Area
-  Parks & Reserves
-  Waterway
-  Rail Network – existing network
-  Rail Network Extension – under construction
-  Inner West Light Rail – existing
-  CBD & South East Light Rail – under construction
-  Motorway – existing network
-  Motorway Expansion – proposed
-  Proposed Motorway Extension





NORTHERN BEACHES HOSPITAL PRECINCT

BROOKVALE-DEE WHY

ROUSE HILL

HORNSBY

CASTLE HILL

NORWEST

BLACKTOWN

PARRAMATTA

SYDNEY OLYMPIC PARK

MACQUARIE PARK

CHATSWOOD

ST LEONARDS

NORTH SYDNEY

SYDNEY

RHODES

BURWOOD

BONDI JUNCTION

BANKSTOWN AIRPORT - MILPERRA

BANKSTOWN

LIVERPOOL

GREEN SQUARE

RANDWICK EDUCATION & HEALTH

East Hills

KOGARAH

SYDNEY AIRPORT PRECINCT

PORT BOTANY PRECINCT

HURSTVILLE

Holsworthy

Sutherland

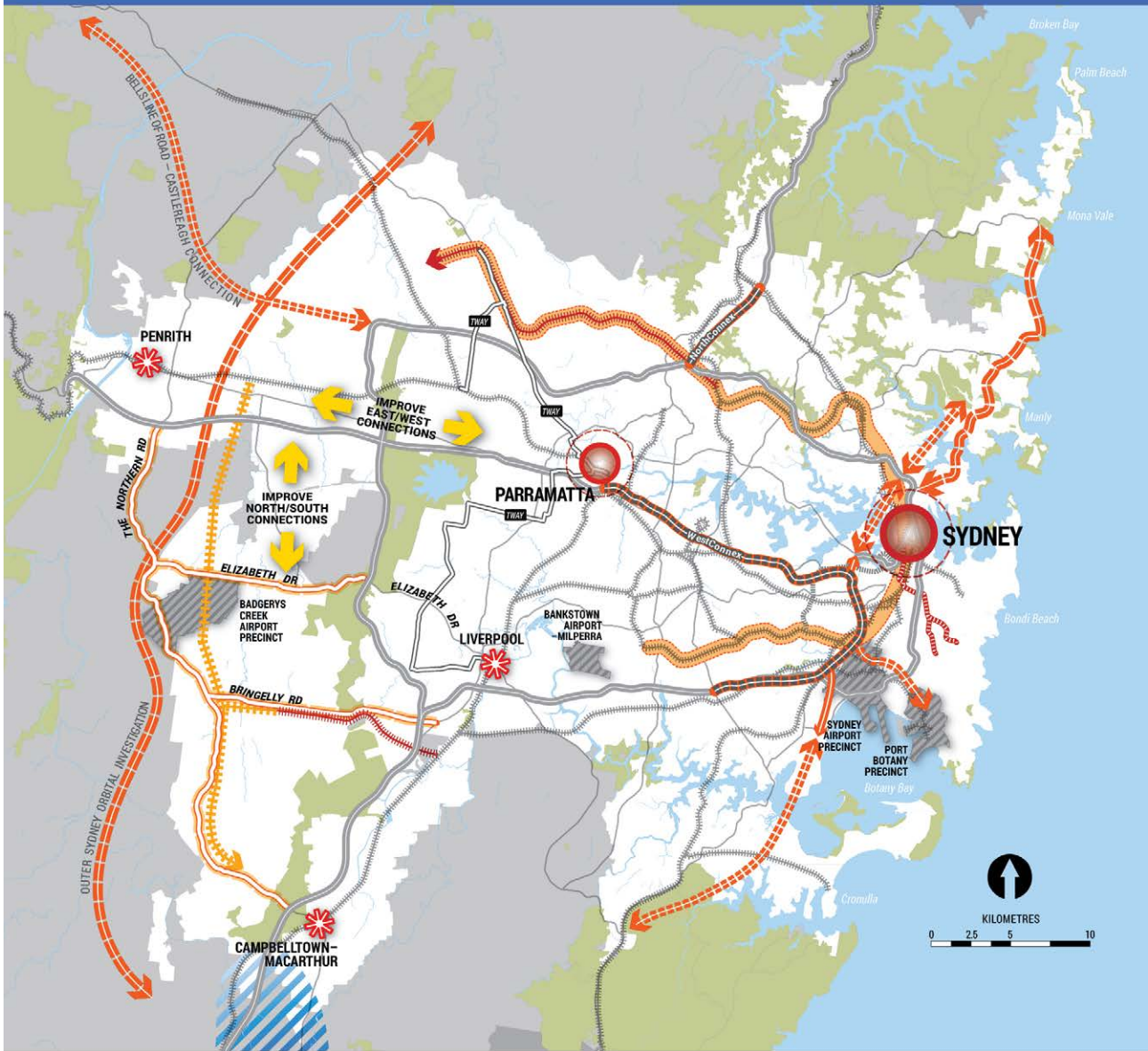
Cronulla



KILOMETRES

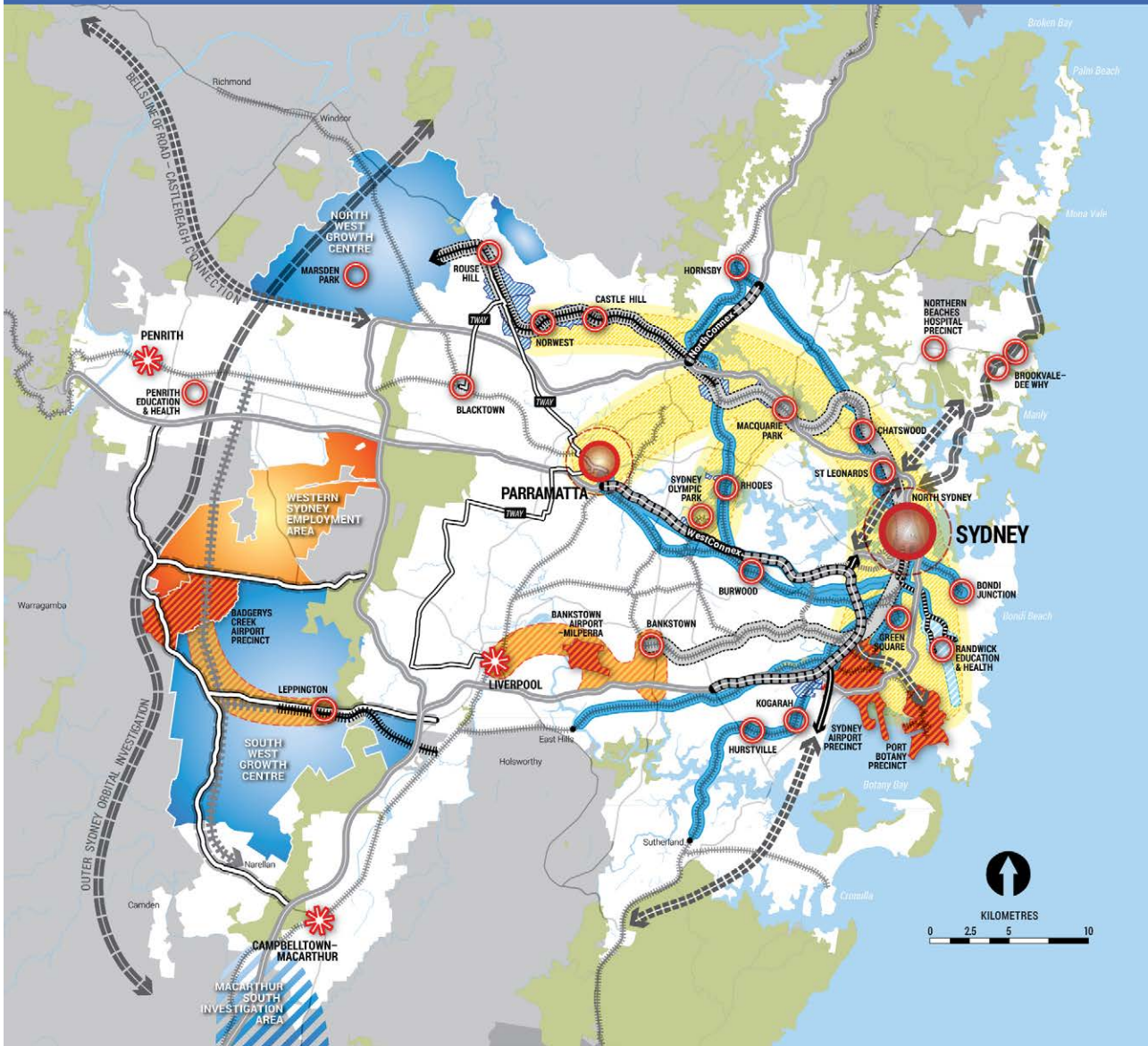


FIGURE 3: Major transport projects to support a growing city



	CBD & South East Light Rail – under construction		Road Upgrade		CBD		Waterway
	Sydney Rapid Transit		Motorway Expansion – under way		Regional City Centre		Rail Network
	Rail Network Expansion – under construction		Motorway Extension – proposed		Transport Gateway		Inner West Light Rail
	SWRL Extension Investigation – potential extension of South West Rail Link		Road/Motorway Investigation – potential new motorway		Metropolitan Urban Area		Motorway
	Transport Investigation – potential new motorway, freight route or public transport route				Metropolitan Rural Area		Bus Transit Way
					Parks & Reserves		

FIGURE 4: A Plan for Growing Sydney – connecting jobs and homes



	CBD		Western Sydney Employment Area		Inner West Light Rail		Motorway
	Regional City Centre		Global Economic Corridor		CBD & South East Light Rail		Motorway Expansion
	Strategic Centre		Transport Gateway		Rail Network		Proposed Motorway Extension
	Growth Centre		Enterprise Corridor		Sydney Rapid Transit		Road/Motorway Investigation
	Urban Investigation Area		Metropolitan Urban Area		Rail Network Expansion		Transport Investigation
	Priority Precinct		Metropolitan Rural Area		SWRL Extension Investigation		
	Urban Renewal Corridor		Parks & Reserves		Road Upgrade		
	Local renewal opportunities yet to be identified		Waterway		Bus Transit Way		

Western Sydney – key to Sydney's success

Many of Sydney's greatest opportunities lie in Western Sydney. At the same time many of the challenges Sydney faces are most pressing in Western Sydney.

At present, Western Sydney has around 47 per cent of Sydney's residents,⁷ 36 per cent of Sydney's jobs⁸ and one-third of Sydney's Gross Regional Product.⁹

Many Western Sydney residents must travel outside of the region for work, particularly for well-paid knowledge-based jobs. Around 28 per cent of the resident workforce, or close to 226,000 people, travel to other parts of the city to get to work.¹⁰

Over the next 20 years, the number of people in Western Sydney will grow faster than other parts of Sydney. Almost one million more people will live west of Homebush by 2031.¹¹

A Plan for Growing Sydney includes a vision for Western Sydney that will secure the city's productivity into the future – so that Western Sydney can meet its full potential, build strong centres and be an even greater place to live. Western Sydney will drive the future productivity of Sydney and NSW.

BUILDING NEW HOUSING AND URBAN RENEWAL AROUND CENTRES IN WESTERN SYDNEY

The spread of housing and economic activity across Western Sydney has made it difficult to service the area well with public transport, making it harder for residents in Western Sydney to take advantage of high value jobs located in other parts of Sydney.

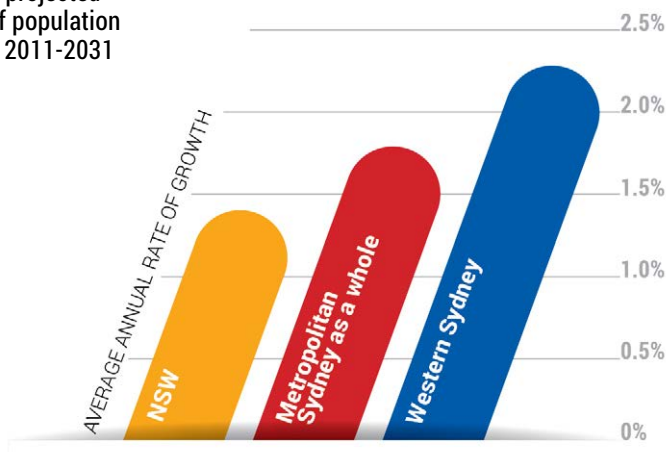
Residents in Western Sydney are more dependent on cars for transport than other parts of the city. The average vehicle kilometres travelled per person in Campbelltown and Liverpool is twice that of residents in inner Sydney or the eastern suburbs.¹²

Sydney is continually being reshaped – a process driven by our changing economy and constrained by our geography of mountains, rivers, harbours and coastline. A shift in the types of jobs that are driving the economy is influencing their distribution and changing our perceptions of where to live and how we provide transport services to connect people to jobs, goods and services. These changes are bringing a growing emphasis to the role of Parramatta as a Central Business District at the centre of the Sydney metropolitan area and are creating opportunities for significant investment in places such as Norwest and Sydney Olympic Park.

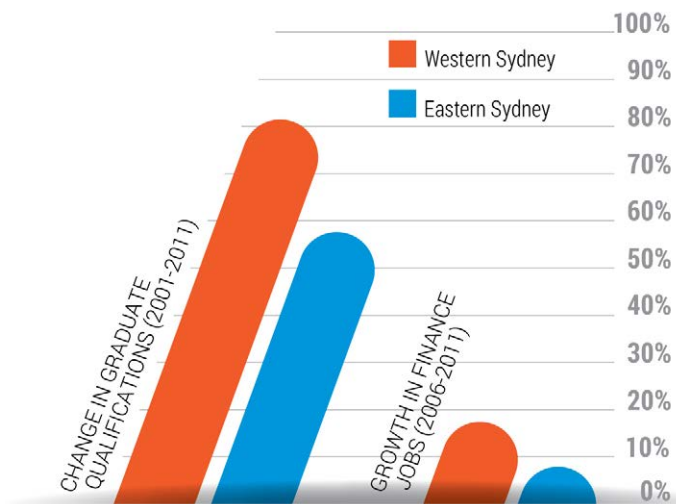
Opportunities for investment in a sports stadium in Western Sydney, hospitals at Rouse Hill and Campbelltown and the creation of the Parramatta Education Precinct which co-locates primary and secondary school students with the University of Western Sydney, will embed best practice facilities in the region.

Investment in transport infrastructure, such as the South West Rail Link, the North West Rail Link, Western Sydney Rail Upgrade Program, Parramatta Light Rail and in the longer term, the Outer Sydney Orbital, will create new locations for housing growth that are connected to jobs, services and facilities – improving residents' access to jobs.

FIGURE 5:
Annual projected
rates of population
growth 2011-2031



Source: Department of Planning and Environment, 2014, *New South Wales State and Local Government Area Population Projections: 2014 Final*, NSW Government, Sydney.



Source: ABS Census of Population and Housing, Non School Qualification: level of Education, Time Series Profile 2001, 2006 and 2011.

FIGURE 6:
Western Sydney
Scoreboard – jobs
and qualifications

FOSTERING ECONOMIC DEVELOPMENT IN STRATEGIC CENTRES AND TRANSPORT GATEWAYS IN WESTERN SYDNEY

Parramatta has emerged as a second CBD for Sydney and the Plan seeks to reinforce this. Campbelltown-Macarthur, Liverpool and Penrith are also a major focus for jobs and services for outer suburban communities. The Plan seeks to allow these and other strategic centres to grow to their full potential.

Western Sydney's knowledge economy is growing. Delivering new office markets within strategic centres in Western Sydney will require flexible and timely planning approvals, accompanied by ongoing improvements to public transport.

Western Sydney is home to some of Sydney's most significant manufacturing and industrial activity. Around 70 per cent of jobs on existing industrial land are located in Western Sydney. Take-up of industrial land has increased 37 per cent since 2012 and more industrial

land will be needed to meet future demand. The development of the Western Sydney Employment Area will provide continued support for manufacturing and industrial activity, particularly in the freight and logistics sector.

Western Sydney also provides a key hub for Sydney's freight industry. Improvements to the road network, including WestConnex and investment in pinch point upgrades, will better connect Western and South Western Sydney with the Sydney CBD.

Sydney's second airport at Badgerys Creek and related activity will be a major stimulus to the Western Sydney economy, broadening the range of job opportunities available to residents. Setting aside land now for services that are ancillary to the airport, will assist this jobs growth, as will investment in road and rail infrastructure related to the airport.

CONNECTING CENTRES IN WESTERN SYDNEY TO SUPPORT THEIR DEVELOPMENT

Since the 1960s, strategic planning for Western Sydney has concentrated on distinct precincts and transport corridors have continued to focus on central Sydney. Many centres in Western Sydney are not as well served by public transport compared to centres in other parts of Sydney.

In Western Sydney, residents have longer commutes and many choose to travel to work by car. Only four per cent of Camden's workforce travels to work by bus or train, compared to 20 per cent in Burwood.¹³

Improving transport connections between centres will improve access to jobs and support the location of economic activity in centres, unlocking Western Sydney's full economic potential.

Integrating land use decisions with transport improvements will lift the overall economic productivity of Western Sydney and create new opportunities for new investment in housing and jobs.



Retail, Cabramatta



Western Sydney Wanderers

Delivering this plan – a bold new direction

To deliver *A Plan for Growing Sydney*, all stakeholders have to work together – Government, local councils, the private sector and the community.

For *A Plan for Growing Sydney* to become a reality, the delivery framework must include local government, the private sector and the community. It must also be effective across State Government agencies. The Plan needs to be accepted, shared and incorporated into each stakeholder's future activity.

The Plan is a component of the Government's commitment to improve the planning system, making it simpler, better understood and more efficient. Work will continue to deliver a planning system that strikes the right balance between responsible, sustainable growth while giving communities a say in the future of their area.

A DELIVERY FRAMEWORK

Achieving the vision and goals of the Plan requires leadership and commitment, as well as a clear delivery framework.

The Government's delivery framework is set out below.

A NEW GREATER SYDNEY COMMISSION

The Greater Sydney Commission is a dedicated new body, tasked with the responsibility to drive the implementation of the Plan. It is the first time an independent entity will take ownership of the delivery of a metropolitan plan. This will effect a step change in the way the Government's urban infrastructure and planning priorities are delivered across Sydney. The Commission will work with councils and state agencies to ensure that growth is aligned with infrastructure and delivered in the right places at the right time.

AN ACTION PLAN

The Greater Sydney Commission will coordinate and drive the delivery of all the actions in *A Plan for Growing Sydney*.

A HIERARCHY OF PLANS

A Plan for Growing Sydney is to be read in conjunction with the Government's *Long Term Transport Master Plan* and *Rebuilding NSW - State Infrastructure Strategy 2014*. The land use strategies presented in this Plan are integrated with the major transport and infrastructure investments.

A Plan for Growing Sydney sets priorities and provides a direction for metropolitan planning. It specifically identifies where to focus new housing and jobs, and how to target growth in strategic centres and transport gateways, close to transport, to deliver social and economic outcomes. It sets the direction for subregional planning.

Subregional planning is a partnership between State Government, local councils and the community. It will guide the delivery of *A Plan for Growing Sydney* across the city's six subregions. Each plan will address:

- a vision for housing and employment growth in the subregion, consistent with *A Plan for Growing Sydney*;
- the distribution of housing and employment at the Local Government Area level;
- the goals, directions and actions contained within *A Plan for Growing Sydney*; and
- the infrastructure required to support housing and employment growth within the subregion.

Local Environmental Plans are prepared by local councils and will be the principal legal tool or instrument to deliver the subregional plan. Local Environmental Plans establish the type of development that can occur in an area through zoning and development controls, and protect local heritage. The Greater Sydney Commission will monitor Local Environmental Plans and the delivery of housing and jobs.

Community Strategic Plans are whole of community plans prepared by local councils. In response to the growth identified in *A Plan for Growing Sydney* and subregional planning, Community Strategic Plans will outline the local resources and operational requirements necessary to deliver and manage this growth.

A CLEAR DIRECTION ON THE ROLE OF THE PLAN

The Government will issue a new local planning direction to councils so that when councils prepare new planning proposals or update local planning controls, they will be consistent with the vision and the guiding principles of this Plan. This local planning direction will apply to all 41 Local Government Areas in Sydney. The Government will also use subregional planning to help translate the vision and guiding principles of this Plan into more detailed priorities for growth and change that can be applied at the local level.

URBANGROWTH NSW DELIVERING URBAN TRANSFORMATIONAL CHANGE ON SURPLUS GOVERNMENT LAND

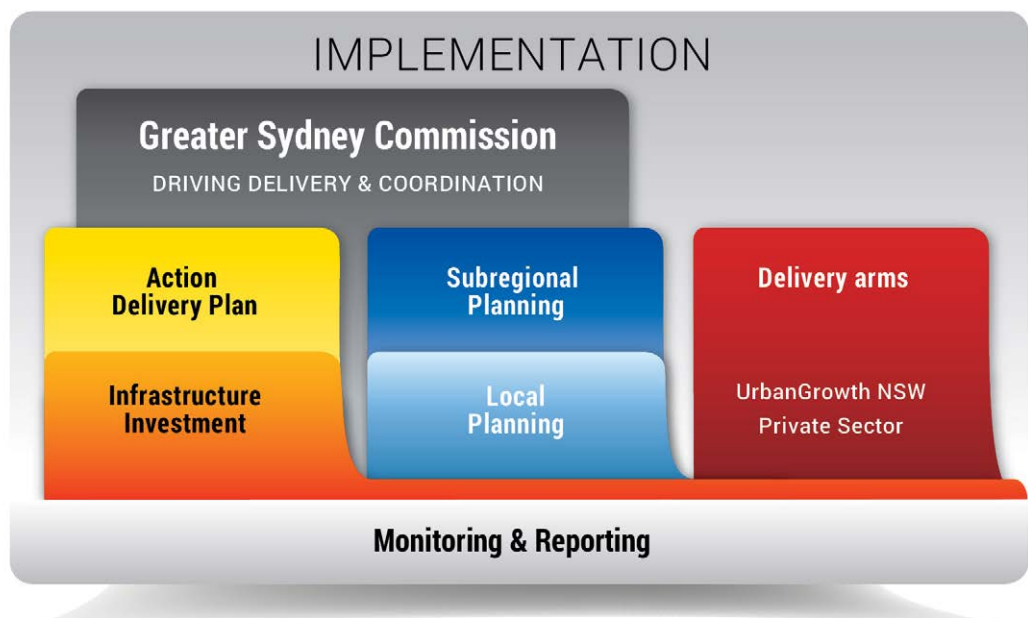
UrbanGrowth NSW is a State-owned Corporation and is responsible for

delivering major urban renewal projects in several strategically important locations around Sydney. These projects combine redevelopment of publicly owned land; investment and infrastructure; and opening up new opportunities for urban renewal on privately owned land to deliver housing and jobs. The projects are transformational in nature. UrbanGrowth NSW will deliver world-class urban communities, strengthen Sydney's economy and maximise the benefits of investment in infrastructure.

DELIVERING EPLANNING SYSTEMS THAT SIMPLIFY THE PLANNING PROCESS FOR THE COMMUNITY

Electronic planning services (ePlanning) can make the planning process simpler and easier to access for a range of stakeholders. Digital publishing of plans and development controls creates opportunities to reimagine how planning can work in the online environment and create new online planning services. The Government will work with local councils and other users of the planning system to develop online tools and standards to deliver a range of ePlanning services.

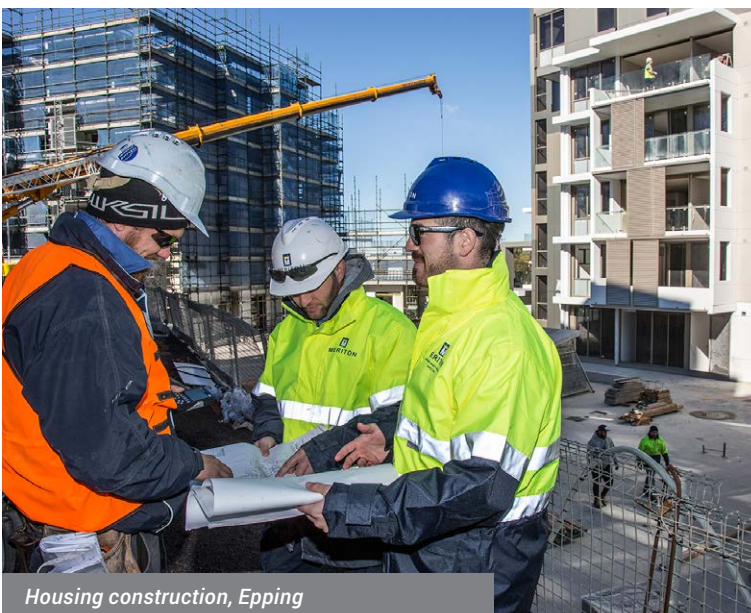
FIGURE 7:
Delivery framework



MONITORING AND REPORTING

The Greater Sydney Commission will establish a monitoring and reporting process to check on progress in delivering the actions outlined in the Plan; and progress on achieving the four goals. This information will support the prioritisation of the Government's infrastructure delivery. Key components of the monitoring and reporting will be:

- **an Annual Update Report** which provides advice to the Government on the progress and delivery of the actions in the Plan and will be reported to Parliament;
- **an Outcomes Report every three years** – which provides detailed reporting against the outcomes in the Plan and recommends adjustments to the Plan or changes in the infrastructure priorities, if required; and
- **a Review of the Plan every five years or as required** to update and revise the Plan if necessary.



Housing construction, Epping

WHAT WILL BE MONITORED?

The Greater Sydney Commission will monitor progress towards achieving the Government's four goals for Sydney. They will review the preliminary list of indicators below and prepare advice to Government on a final monitoring framework.

SYDNEY'S COMPETITIVE ECONOMY

- New jobs created.
- Office space capacity in the Sydney CBD, North Sydney, Parramatta and Sydney's major office markets.
- Sydney's domestic share of global business headquarters.
- Sydney's contribution to Gross State Product and Gross National Product.
- Percentage of jobs growth in strategic centres and transport gateways.
- Number of sites protected/gazetted for long-term infrastructure and transport needs.
- Ratio of jobs to dwellings in centres.

SYDNEY'S HOUSING CHOICES

- Share of local housing targets that are market feasible.
- Mix of housing, in particular medium and high density housing.

SYDNEY'S GREAT PLACES TO LIVE

- Share of new housing close to centres.
- Percentage of the population living within 30 minutes by public transport of a strategic centre.
- Rates of attendance at arts and cultural events and where attendees travel from.
- Number of open spaces and recreational trails in the metropolitan area.

SYDNEY'S SUSTAINABLE AND RESILIENT ENVIRONMENT

- Measures of water and air quality.

KEY CONCEPTS AND TERMS AT A GLANCE*

*see glossary for definitions

The **Sydney Metropolitan Area** is the 41 Local Government Areas to which this Plan applies, from Pittwater in the north, Blue Mountains in the west, to Wollondilly in the South.

The **Metropolitan Rural Area** is that part of the Sydney Metropolitan Area which is generally outside the established urban area.

Economic activity in Sydney is located in:

- **Strategic centres:** Locations that currently or are planned to have least 10,000 jobs. These are priority locations for employment, retail, housing, services and mixed-uses.
- **Transport gateways:** Sydney Airport Precinct, Port Botany Precinct, Bankstown Airport-Milperra and Badgerys Creek Airport Precinct provide (or are planned to provide) significant concentrations of jobs and perform (or are planned to perform) an essential and ongoing role connecting Sydney with locations across Australia and the world.
- **Global Economic Corridor:** An area (corridor) of concentrated employment, economic activity and other uses in centres, transport gateways and industrial zoned land extending from Port Botany and Sydney Airport, through Sydney CBD, north-west through Macquarie Park, and towards Norwest, Parramatta and Sydney Olympic Park.

- **Western Sydney Employment**

Area: A large area of predominantly industrial zoned land south-west of the intersection of the M7 and M4 Motorways near Eastern Creek.

- **Enterprise Corridors:** Areas designed to attract investment and stimulate employment-generating development, aligned with transport infrastructure.

Planning for housing involves:

- **Greenfield development:** Development in areas previously used for non-urban purposes.
- **Infill development:** New development in areas already used for urban purposes. Infill development can range from granny flats and dual occupancy developments to large scale, major mixed-use developments.
- **Urban renewal:** The process of planning and delivering changes to infrastructure, streets, and the public domain to deliver the greatest community benefit.
- **Priority Precincts:** Areas selected through the Priority Precincts program as suitable for urban renewal including increased housing.
- **Growth Centres:** Large areas identified for future urban development. Currently there are two Growth Centres in Sydney - the North West Growth Centre and the South West Growth Centre.
- **Urban Investigation Areas:** Large areas of land to be examined for suitability for urban development.

GOAL



Sydney's competitive economy

Our plan for a competitive economy with world-class services and transport

Sydney is Australia's financial and economic capital.

Forty-five per cent of the top 500 Australian companies are based in NSW¹, and a major proportion of these are based in Sydney. This puts Sydney in the same league as other international cities – including cities in Asia – that compete as a destination for global capital.

Sydney drives around 70 per cent of New South Wales' total economic output² and over one-fifth of the nation's Gross Domestic Product (GDP).³ It ranks above Singapore and Hong Kong in terms of economic output.⁴

Within a decade, our neighbours in Asia will account for around half of our global economic output, opening up opportunities for our industries and business. Efficient infrastructure, strong centres that attract investment, competitive international gateways, access to a deep pool of skilled labour, and a liveable city with high standards of living will allow Sydney to take advantage of this growth in Asia. These

are the preconditions for innovation and increased productivity.

Capitalising on these opportunities will require good planning. Land use planning impacts on a city's economic performance and is a factor influencing firms' locational decisions on how easily they can move goods and services to market and access labour. Land use planning can help industries foster innovation and sustain economies of scale. It can also affect how efficiently infrastructure can be delivered.

A Plan for Growing Sydney is a plan to sustain strong growth for Sydney, improve its productivity and competitiveness, and foster higher living standards.

The Plan makes the intensive development of strategic locations across Sydney a priority, including the Sydney CBD, the Global Economic Corridor, Greater Parramatta and Sydney's Gateways – the port and airports. Growth in these locations will sustain and expand the economy and support more jobs closer to where people live.



Direction 1.1: Grow a more internationally competitive Sydney CBD

Sydney's global reputation is built around its dominant CBD and iconic harbour setting. More commercial and residential capacity, easier access between CBD precincts and a bustling mix of retail and world-class culture and arts consolidate Sydney's global reputation and draw capital and skilled workers from around the world.

The Sydney CBD will remain Australia's premier commercial market – 51 of the 69 banks operating in Australia are based in Sydney.⁵ The Sydney CBD has 10 times the number of jobs of almost any other centre in Sydney⁶ and generates 28 per cent of the city's GDP.⁷

Barangaroo is Sydney's newest precinct. It will provide a hub for Sydney's financial and professional services and will further enhance the city's appeal for international investment and skilled workers.

Research indicates that action is needed to make available sufficient office space capacity in the Sydney CBD in 10 to 14 years.⁸ In the absence of significant large sites, beyond the development at Barangaroo, Sydney CBD will need to expand its capacity by redeveloping existing buildings, growing upwards and extending to the south.

Sydney's appeal to international investment and skilled workers is also driven by the diversity of activities which surround the commercial core. Providing a mix of commercial and retail activity, arts and culture, public spaces and parks, along with the overseas passenger wharf, contribute to Sydney's global city reputation.

As Sydney CBD's footprint grows and its activities become denser, the ability to move around will assume much greater importance. The CBD and South East Light Rail will improve north-south connections for precincts such as Chinatown, Circular Quay and The Rocks, helping people move throughout the CBD. The pedestrianisation of George Street will also improve the functioning and integration of the CBD. *The Sydney City Centre Access Strategy* sets out actions to promote a more walkable city, recognising that 92 per cent of trips within the city centre are walking trips.⁹

Increasing access to the CBD and improving the ability for people to move around it will make it easier for businesses to link to each other and to larger pools of labour. The proposed Sydney Rapid Transit will improve access to the CBD as will the CBD and South East Light Rail Project. This new infrastructure increases the potential for economic activity within the Sydney CBD.



Retail in the QVB, Sydney CBD



Shelley Street, Sydney CBD

ACTION 1.1.1: CREATE NEW AND INNOVATIVE OPPORTUNITIES TO GROW SYDNEY CBD OFFICE SPACE BY IDENTIFYING REDEVELOPMENT OPPORTUNITIES AND INCREASING BUILDING HEIGHTS IN THE RIGHT LOCATIONS

Over the last 20 years more than 50,000 dwellings have been added to the City of Sydney's housing stock. The Sydney CBD is a preferred destination for both residential and office development. Demand for both central Sydney living and office stock will continue to grow. In fact, recently there has been a net reduction in the total stock of office space in North Sydney due to conversions to residential development.

In the short-term, the development of Barangaroo will play a significant role in fulfilling the Sydney CBD's short-term office floor space requirements. Beyond 10 to 14 years, the supply of office floor space will be limited and action will be required to create medium to long-term office supply opportunities.

The Government will:

- work in partnership with the City of Sydney and North Sydney Council to grow the office and residential markets including:

- undertaking capacity and massing studies to inform changes to planning controls;
- examining opportunities for changes to floor space ratios and building heights;
- targeting use of commercial core zoning in the right place; and
- expanding the Sydney CBD footprint to the south (see Action 1.1.2).

ACTION 1.1.2: CREATE NEW OPPORTUNITIES TO GROW SYDNEY CBD OFFICE SPACE BY EXPANDING THE CBD'S FOOTPRINT, PARTICULARLY ALONG THE CENTRAL TO EVELEIGH CORRIDOR

The Central to Eveleigh initiative has the potential to transform the southern end of Sydney's CBD and make a significant contribution to meeting the future needs of Sydney residents and business. It is an urban regeneration opportunity that is unrivalled anywhere in Australia.

It covers Government-owned land within the rail corridor that extends for approximately 3km from the Goulburn Street car park in the Sydney CBD to Macdonaldtown and Erskineville rail stations. It includes Central and Redfern stations, Australian Technology Park, Eveleigh Rail Yards and the airspace above the railway lines – in total approximately 80 hectares.

This is a long-term initiative, with potential implications for the broader Sydney Region over the next 20 to 30 years. There is potential to regenerate this area with medium and high density office, education, retail, hospitality and residential development - including social and affordable housing. Importantly, any future development will reinforce local links across the rail corridor, provide more open space and create new spaces for residents and workers to enjoy.

Development options will be subject to market testing and a series of community consultations structured around key project milestones.



Sydney Harbour Bridge

UrbanGrowth NSW will:

- deliver an urban transformation program across 80 hectares of land along the 3km corridor from Central to Eveleigh.

ACTION 1.1.3: DIVERSIFY THE CBD BY ENHANCING THE CULTURAL RIBBON WHICH CONNECTS NEW AND REVITALISED PRECINCTS INCLUDING BARANGAROO, DARLING HARBOUR, WALSH BAY AND THE BAYS PRECINCT

Sydney's diversity, culture and appeal as a place to live contribute to its global reputation, to the city's ability to attract tourists, international events and exhibitions, and skilled workers.¹⁰

Projects such as the Opera House (1970s) and Darling Harbour (late 1980s) set the scene for what has now become Sydney's Cultural Ribbon. In recent years a number of initiatives have commenced which will expand and add to the diversity of the Cultural Ribbon, including:

- **Barangaroo** – which will provide an opportunity to extend Sydney's CBD by providing commercial office towers and apartments, a new ferry hub, links to the rest of the CBD with the development of the new Wynyard Walk, and world-class open space, including six hectares of a new Headland Park and foreshore walks.
- **Darling Harbour Live** – which will deliver landmark exhibition and convention facilities to Sydney and demonstrate the Government's continued investment in world-class institutions and cultural attractions.
- **Sydney CBD Arts Precinct** including investment in the Sydney Opera House, Walsh Bay Arts Precinct and the Art Gallery of NSW Sydney Modern project which will enhance collaboration between institutions and promote better use of facilities and collections.

Growing and diversifying the experience that contributes to Global Sydney is central to growing a more internationally competitive Sydney. The Darling Harbour Live project, Barangaroo, combined with new and existing casinos will collectively form a major tourism and entertainment precinct. The possible relocation of the Powerhouse Museum to Parramatta may create further opportunities for enhanced arts and cultural facilities.

Coordinating activities on Sydney's harbour foreshore is a priority for Government. An inter-agency committee has been established to provide advice to Government which will work with the community and stakeholders to deliver a single strategic vision and plan for the foreshore.

UrbanGrowth NSW will:

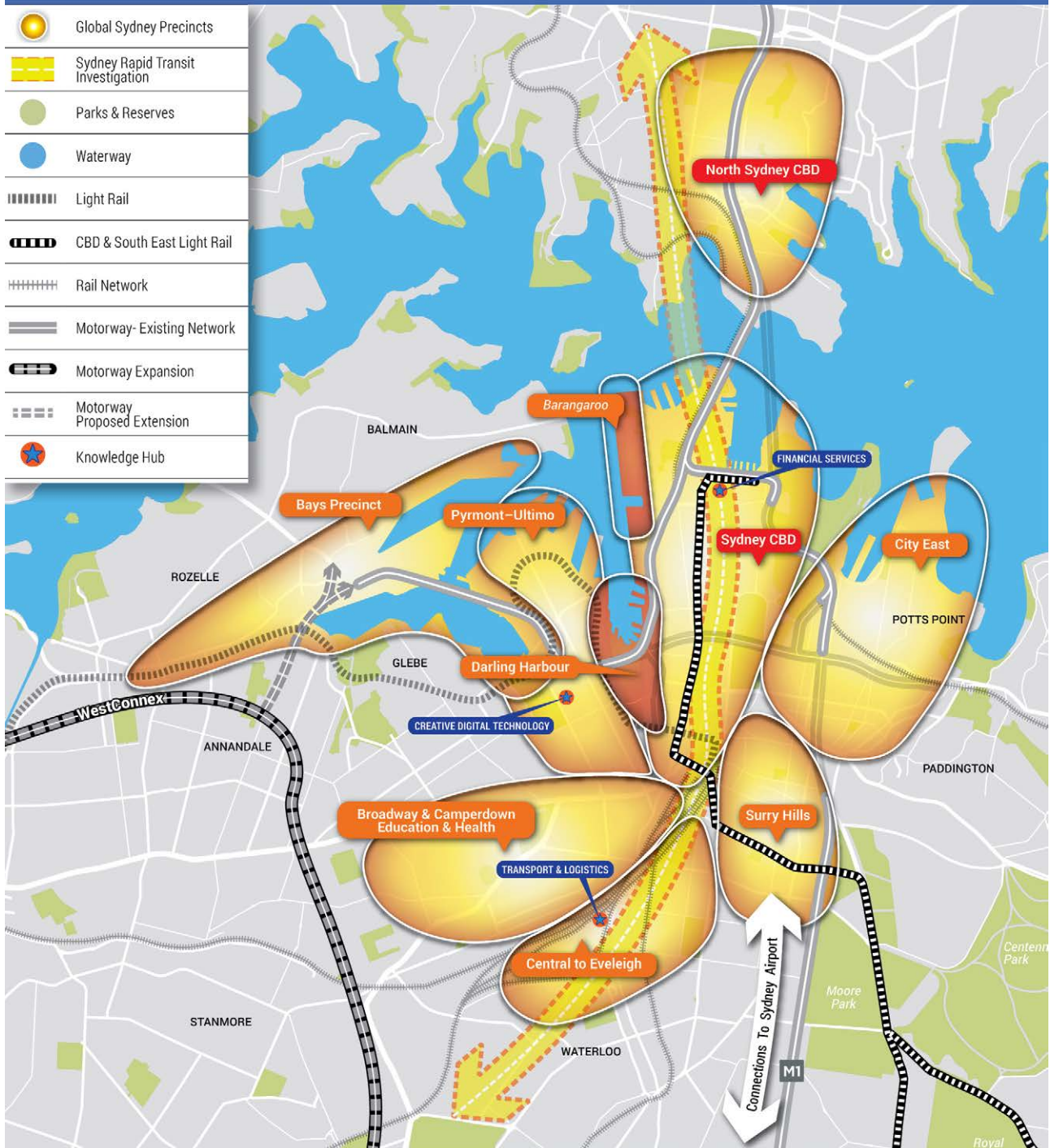
- lead the revitalisation of the Bays Precinct as a world-class, iconic foreshore destination.

The Bays Precinct consists of approximately 80 hectares of Government-owned land and sits within 2km of the Sydney CBD. It includes sites such as the heritage-listed White Bay Power Station, Glebe Island, White Bay, Rozelle Bay, Rozelle Rail Yards, Blackwattle Bay and the Sydney Fish Markets.

The Bays Precinct Urban Transformation Program will transform these currently underused areas for the economic, cultural and social benefit of Sydney and the state. The Precinct's great heritage values, proximity to the city and foreshore position present exciting new opportunities for residential, retail and commercial development and entertainment and leisure facilities. Expanding the range of arts activities available in this precinct is also core to growing the Cultural Ribbon activities - this action is covered in Action 3.4.1 in Goal 3.

Establishing strong connections between the above locations will reinforce their importance to the city and improve access to the arts and culture.

FIGURE 8: Global Sydney



THE CULTURAL RIBBON

The Cultural Ribbon commences with the heritage sandstone buildings on the eastern side of Sydney: the War Memorial, Australian Museum, The Mint, Hyde Park Barracks, State Library of NSW, Art Gallery of NSW and the Conservatorium of Music.

The historic Hyde Park, Domain and Royal Botanic Gardens form a green cultural link between these 19th century cultural facilities and the iconic 20th century Sydney Opera House.

Clustered around Circular Quay are Customs House, Museum of Sydney, Museum of Contemporary Art, Police and Justice Museum, Sydney Observatory and The Rocks.

From Dawes Point, the Ribbon connects to the emerging post-industrial cultural facilities on the western side of the city. The Walsh Bay Arts Precinct meets the emerging Barangaroo, Darling Harbour with its future convention facilities, the National Maritime Museum and tourist facilities.

All of these venues are important to Sydney's tourism and entertainment economy contributing to the CBD being Australia's pre-eminent tourist destination.

The inter-relationship of these vibrant cultural facilities along a renewed urban foreshore will generate great social, economic and community benefits and will add to Sydney's reputation as a global city.

Source: NSW Trade and Investment



ACTION 1.1.4: DELIVER THE GOVERNMENT'S VISION FOR SYDNEY HARBOUR, INCORPORATING SYDNEY'S CULTURAL RIBBON INCLUDING THE NEW AND REVITALISED PRECINCTS OF BARANGAROO, DARLING HARBOUR, WALSH BAY, THE BAYS PRECINCT AND SURROUNDING FORESHORE LANDS

Sydney Harbour is an iconic feature that helps to shape and define the city. The Harbour is an economic asset and natural wonder, with the foreshore including some of our most spectacular green and open spaces.

The Government will deliver an overarching vision for Sydney Harbour in tandem with the enhancement of the Cultural Ribbon (connecting Barangaroo, Darling Harbour Live and the Bays Precinct). This vision will help ensure that the future use of Sydney Harbour and its foreshores are managed to balance the Harbour's working, recreational and transport functions with environmental management, and opportunities for urban renewal near foreshore areas.

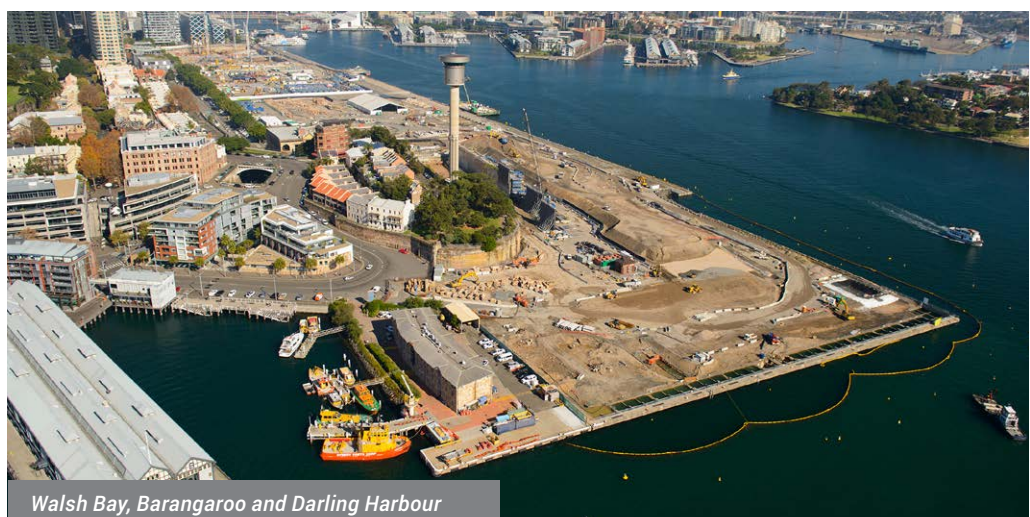
The Government will:

- protect and support Sydney Harbour's function as a major working port and

the location of nationally strategic naval facilities;

- enable long-term options for expanding cruise ship terminal space;
- recognise, protect and maintain the foreshores, waterways and islands of Sydney Harbour as outstanding natural assets and as public assets of national significance, for existing and future generations;
- improve public access to the Harbour and its foreshores, and maintain its ongoing role as a focus for major civic events and celebrations;
- improve water quality and protect the biodiversity of Sydney Harbour and its catchment to achieve a healthy and sustainable environment on land and water;
- enable opportunities to improve ferry services throughout Sydney Harbour and its tributaries; and
- enable sustainable visitor and tourism experiences on the islands and foreshores of Sydney Harbour National Park.

This action will be implemented along with Action 1.1.3.



Walsh Bay, Barangaroo and Darling Harbour

Direction 1.2: Grow Greater Parramatta – Sydney's second CBD

Greater Parramatta is Sydney's western CBD. Located close to the demographic heart of the Sydney Metropolitan Area, its scale and mix of commercial, health and education facilities make it a centre – a CBD – of metropolitan significance.

The 2011 Census revealed that Greater Parramatta is diversifying with growth in knowledge industries and increasing numbers of more highly qualified people working in Parramatta. Employees with a bachelor or higher degree increased by almost 26 per cent¹¹ between the last two censuses.

Greater Parramatta will continue to grow in significance to Sydney. This will require a critical mass of investment and greater diversity of activities in Greater Parramatta. As Greater Parramatta attracts more jobs there will be further incentive for other firms to move to the area.

The new University of Western Sydney campus tower, situated in the core of Parramatta's CBD is forecast to be home to over 10,000 students in 2017.¹² This will increase the diversity of activities and enhance the social and economic prosperity of Parramatta.

The core elements for growing Greater Parramatta include:

- integrating the precincts within Greater Parramatta and connecting the centre to the wider community and other centres through the proposed Parramatta Light Rail initiative;
- continuing to grow the commercial core as the central focus of business activity; and
- encouraging growth across a range of employment types.

To fulfil its role, Parramatta also needs expanded arts, culture and entertainment activities to increase its appeal as a dynamic and diverse place to work, live and play. Development of a Parramatta arts and cultural precinct is addressed in Action 3.4.2 in Goal 3.

ACTION 1.2.1: GROW PARRAMATTA AS SYDNEY'S SECOND CBD BY CONNECTING AND INTEGRATING PARRAMATTA CBD, WESTMEAD, PARRAMATTA NORTH, RYDALMERE AND CAMELLIA

Greater Parramatta has the potential to reach 100,000 jobs over the next 20 years.¹³ The Government will work with Parramatta City Council to build an expanded Greater Parramatta by incorporating Westmead, Parramatta North, Rydalmere and Camellia.

The Government will work with Parramatta City Council to:

- grow Greater Parramatta by connecting and integrating the precincts which provide jobs, goods and services including Parramatta CBD, Westmead, Rydalmere, Parramatta North and Camellia with the existing commercial core.

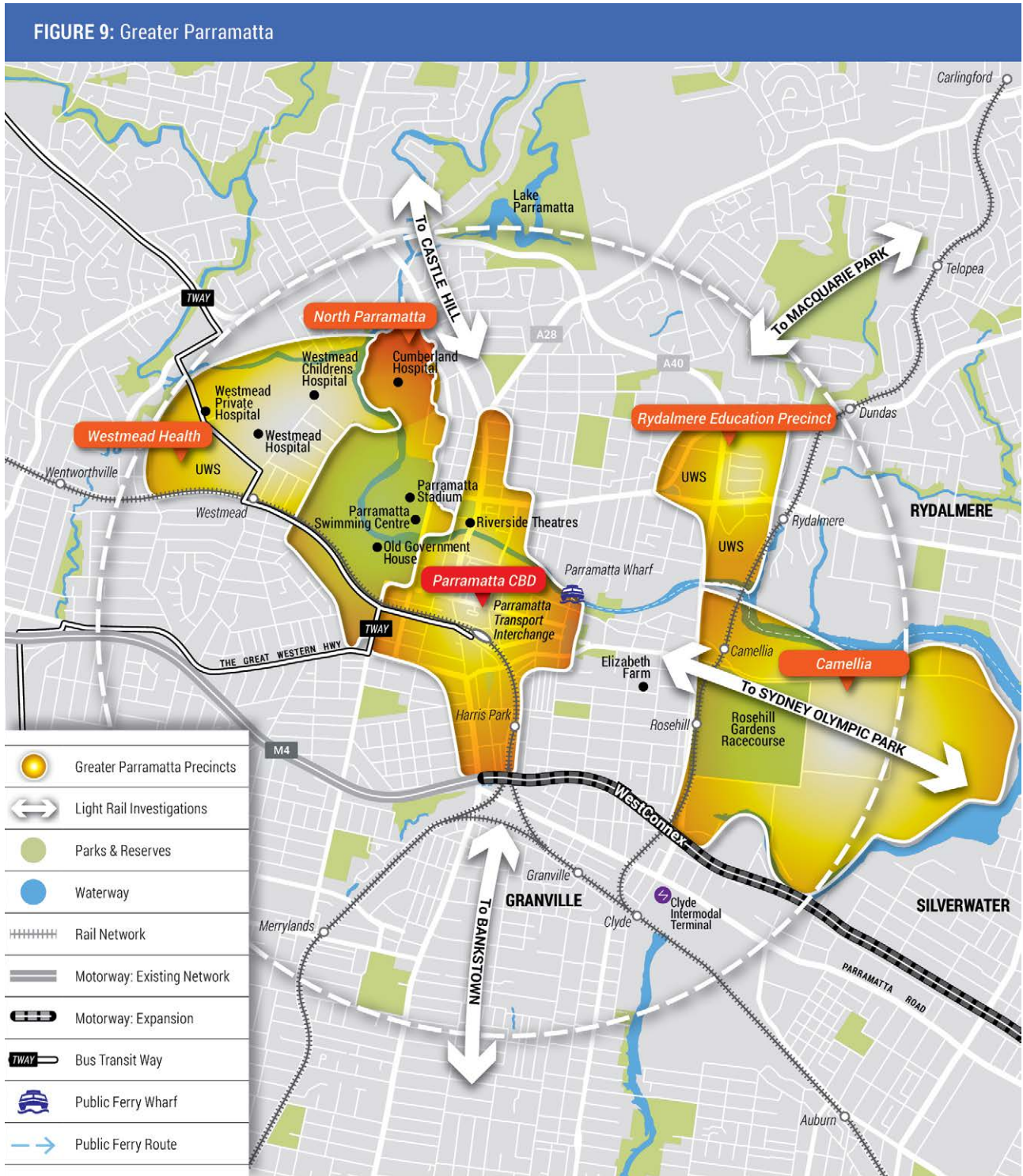
ACTION 1.2.2: GROW THE SPECIALISED HEALTH AND EDUCATION PRECINCTS AT WESTMEAD AND RYDALMERE

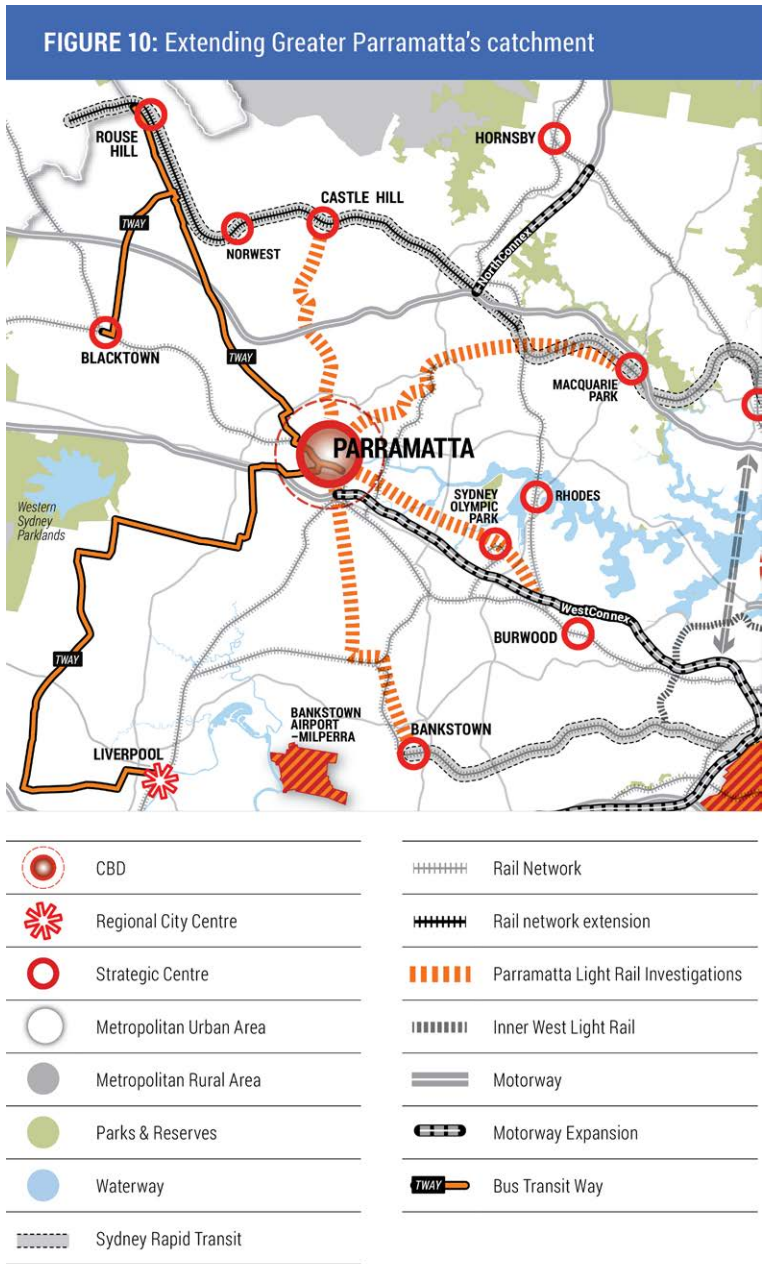
Westmead Health Precinct is Sydney's most significant concentration of biotechnology, pharmaceutical and medical device companies. These companies are well located to access Western Sydney's growing



Local business, Parramatta CBD

FIGURE 9: Greater Parramatta





- encourage higher education facilities to develop Rydalmere as Western Sydney's premier university precinct;
- facilitate improved public transport, cycling and walking connections between Westmead and Rydalmere through the Parramatta CBD, investigate improved connections to Macquarie Park, and investigate options to enhance a Parramatta City Ring Road; and
- grow knowledge jobs in Western Sydney and encourage innovation by investigating the potential for a new business park.

Initial investigations for the business park will focus on the NSW Government's land near the University of Western Sydney at Rydalmere and the proposed Parramatta Light Rail.

ACTION 1.2.3: RENEW PARRAMATTA NORTH TO CREATE A VIBRANT MIXED-USE PRECINCT

UrbanGrowth NSW has been directed by the Government to transform and revitalise a precinct which is home to some of the State's and indeed Australia's most-important heritage locations and assets, including Australia's first farm and water mill, Parramatta Female Factory and the Old King's School. The 146 hectare parcel of Government-owned land on the banks of the Parramatta River – the Parramatta North Heritage Precinct - will be a focus for urban renewal.

UrbanGrowth NSW will:

- deliver around 6,000 new homes and 2,000 new jobs as part of the transformation of the precinct;
- examine opportunities to adaptively re-use the heritage buildings for potential community, cultural and commercial uses; and
- upgrade parkland and open space, and restore the Parramatta riverbank and create a river walk towards Lake Parramatta.

population and labour force. Investment in the precinct will support jobs growth and recognise the important health contribution the precinct makes to Sydney.

Opportunities to grow knowledge jobs by building on the strengths of the University of Western Sydney at Rydalmere will make a valuable contribution to Greater Parramatta's diversity and strengths.

The Government will:

- expand and build on the existing strengths of the Westmead Health Precinct by improving public spaces and renewing the precinct;

Direction 1.3: Establish a new Priority Growth Area– Greater Parramatta to the Olympic Peninsula

Establishing a new Priority Growth Area in the established urban area provides an opportunity to build on existing infrastructure and target growth that can take advantage of and support the growth of Parramatta CBD.

Locating new housing in the existing urban area allows efficient use of the existing infrastructure. It delivers homes closer to jobs and creates communities that have good access to schools, child care, recreation and public spaces.

The Greater Parramatta to Olympic Peninsula Priority Growth Area incorporates areas that are now, or will in the future, experience significant change as they transition from their current land uses and undergo redevelopment. Bringing these areas into a Priority Growth Area allows the Government to better plan and coordinate investment in infrastructure– so that it is delivered where and when it is needed and facilitates development.

Population growth in the Priority Growth Area will support businesses, improve the viability of expanded public transport and bring new life to Parramatta CBD.

ACTION 1.3.1: ESTABLISH A NEW PARTNERSHIP TO MANAGE RENEWAL OF THE GREATER PARRAMATTA TO OLYMPIC PENINSULA PRIORITY GROWTH AREA

Urban renewal in the Greater Parramatta to Olympic Peninsula Priority Growth Area will involve a number of Government agencies, local councils, industry and the community. Clear governance arrangements will assist these parties to work together and deliver good outcomes for the community.

The Government will:

- establish a new partnership model of cooperation and governance to deliver investment and infrastructure in the Greater Parramatta to Olympic Peninsula Priority Growth Area; and
- work with all stakeholders to develop a common vision for the Greater Parramatta to Olympic Peninsula Priority Growth Area.

ACTION 1.3.2: IDENTIFY AND DELIVER ENABLING INFRASTRUCTURE TO SUPPORT GROWTH AND URBAN RENEWAL

Infrastructure will be delivered to support growth in all the precincts of the Greater Parramatta to Olympic Peninsula Priority Growth Area and to make sure that people can move easily between precincts. Infrastructure will be needed to unlock the development potential of the area and to support population and jobs growth – new schools, health services, child care centres and recreation facilities and open space. Improvements to the public transport system will be needed for residents to travel to jobs in Greater Parramatta, the Global Economic Corridor and other centres.

The Government will:

- deliver key infrastructure to enable population and jobs growth in the Priority Growth Area;



Urban renewal, Wentworth Point

- consider the potential for the Parramatta Light Rail to improve connections between the various precincts in the Priority Growth Area, Greater Parramatta and the Global Economic Corridor;
- deliver long-term transport connections across Duck River;
- match population growth with the delivery of social infrastructure such as schools, health services, child care centres and recreation facilities;
- seek to align its infrastructure investments with those of local government and the private sector; and
- invest in arts and cultural facilities in the Priority Growth Area.
- deliver 5,500 homes, local jobs and required social infrastructure in Carter Street, Lidcombe Priority Precinct;
- develop a structure plan for Camellia to underpin future redevelopment of the area;
- deliver a revitalised Parramatta North (see Action 1.2.3);
- grow Westmead Health Precinct (see Action 1.2.2); and
- identify medium and long-term opportunities for urban renewal across the Greater Parramatta to Olympic Peninsula Priority Growth Area.

ACTION 1.3.3: DELIVER PRIORITY REVITALISATION PRECINCTS

Three priority locations have been identified within the Parramatta to Olympic Peninsula Priority Growth Area - Wentworth Point, Carter Street, Lidcombe and Camellia. Additional locations will be identified following detailed investigations, and as some current industrial activity cease.

In some parts of the Priority Growth Area land legacy issues from industrial activity, proximity to industrial uses and other associated issues require detailed investigations. An investigation of the Strathfield Triangle between Concord West, Strathfield and Flemington railway stations will identify the potential for growth and future infrastructure needs. These investigations will identify areas for different future land uses, plan for infrastructure delivery and establish the most appropriate staging and sequencing of development.

The Government will:

- deliver 2,300 homes, local jobs and required social infrastructure in Wentworth Point Priority Precinct;

ACTION 1.3.4: GROW THE KNOWLEDGE ECONOMY AS PART OF THE EXTENSION OF THE GLOBAL ECONOMIC CORRIDOR

Parramatta CBD, Sydney Olympic Park and Rhodes are three of Sydney's top 10 office markets.







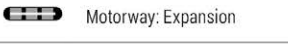



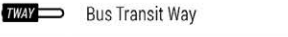
The Greater Parramatta to Olympic Peninsula Priority Growth Area will provide opportunities to support jobs growth. The Government will focus its support on growth in the knowledge economy, with the Priority Growth Area to form an extension of the Global Economic Corridor.

The Government will:

- work with Parramatta Council to review expansion opportunities in the Parramatta CBD including updated building height controls;
- identify opportunities for new office space at Sydney Olympic Park;
- investigate the future role of the Silverwater employment area; and
- identify potential locations for major new business parks, including locations at Rydalmere.

FIGURE 11: Greater Parramatta to Olympic Peninsula Growth Area



	Major Precinct		Parks & Reserves		Motorway: Existing Network		Public Ferry Wharf
	Priority Precinct		Waterway		Motorway: Expansion		Public Ferry Route
	Light Rail Investigations		Rail Network		Bus Transit Way		

Direction 1.4: Transform the productivity of Western Sydney through growth and investment

A productive, liveable Western Sydney is pivotal to Sydney's long-term prosperity.

Expanding the economic role of Western Sydney's key centres, particularly Greater Parramatta, and improving the scale and mix of job opportunities will benefit Sydney's overall productivity.

In 20 years, 900,000 more people will live in Western Sydney than today.¹⁴ Within 25 years, Western Sydney will be home to more than half of all Sydneysiders.¹⁵ Significant population growth will occur in the North West and South West Growth Centres and around Parramatta.

Long-term planning in Western Sydney will be necessary to create a setting for jobs, infrastructure and services to meet the needs of current and future populations so that

growth is targeted towards strategic centres across Western Sydney. This will include taking advantage of opportunities arising from new infrastructure investment such as Badgerys Creek Airport, the South West Rail Link, North West Rail Link and upgrades to The Northern Road, Elizabeth Drive and Bringelly Road.

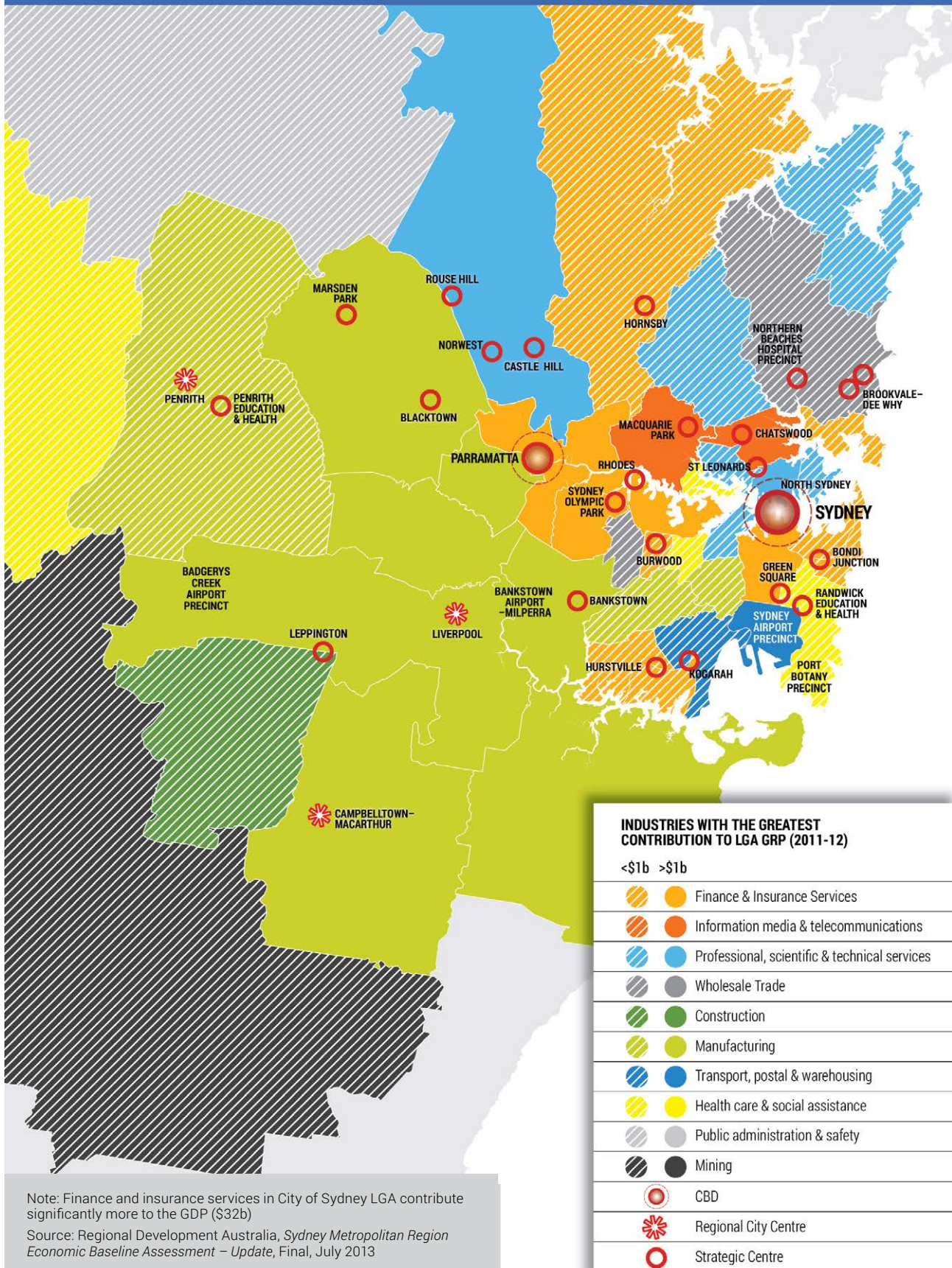
Western Sydney will require new jobs close to centres and transport, improved access to knowledge jobs in strategic centres, and upgraded transport links to Western Sydney centres and between Western Sydney and Sydney CBD.

Improving the scale and mix of job opportunities will help more people work closer to home and reduce commuting times, making Sydney more productive.



Industry in Western Sydney, Erskine Park

FIGURE 12: Main economic activity in Sydney by industry with the greatest contribution to each LGA's Gross Regional Product



Knowledge economy jobs remain geographically concentrated in the north and east of Sydney (Figure 12). Currently, two-thirds of the output of metropolitan Sydney’s finance and insurance services and 40 per cent of professional services activity are located within the City of Sydney.¹⁶ By comparison, the manufacturing sector is heavily concentrated in the west and outer suburbs of Sydney.¹⁷ Additionally, 28 per cent of Western Sydney’s resident workforce, or 226,000 people need to travel to other parts of Sydney for work, particularly for knowledge-based jobs.¹⁸

ACTION 1.4.1: IMPROVE TRANSPORT LINKS AND CREATE A NEW SERVICES CENTRE AND INDUSTRIAL PRECINCT TO SUPPORT THE GROWTH OF BADGERYS CREEK AIRPORT

The Government will support the timely and efficient delivery of Badgerys Creek Airport as an aviation and services centre.

Over the longer term, Badgerys Creek Airport will transform and drive future investment

and jobs growth in Western Sydney. It will generate new employment opportunities, give residents access to jobs close to home and directly link Western Sydney with global markets.

The development of Badgerys Creek Airport will stimulate long-term economic activity in the area. Australian Government projections indicate Badgerys Creek Airport has the potential to create 35,000 jobs by 2035, increasing to 60,000 jobs in the longer term.¹⁹

The Government will:

- protect the future operating capacity of Badgerys Creek Airport by ensuring adequate buffers for areas affected by aircraft noise and airspace to provide for future aviation needs;
- preserve land for complementary airport-related activity including a jet fuel pipeline to service the airport and freight-related uses; and
- identify and preserve future transport and infrastructure corridors and related sites in the Badgerys Creek Airport precinct.

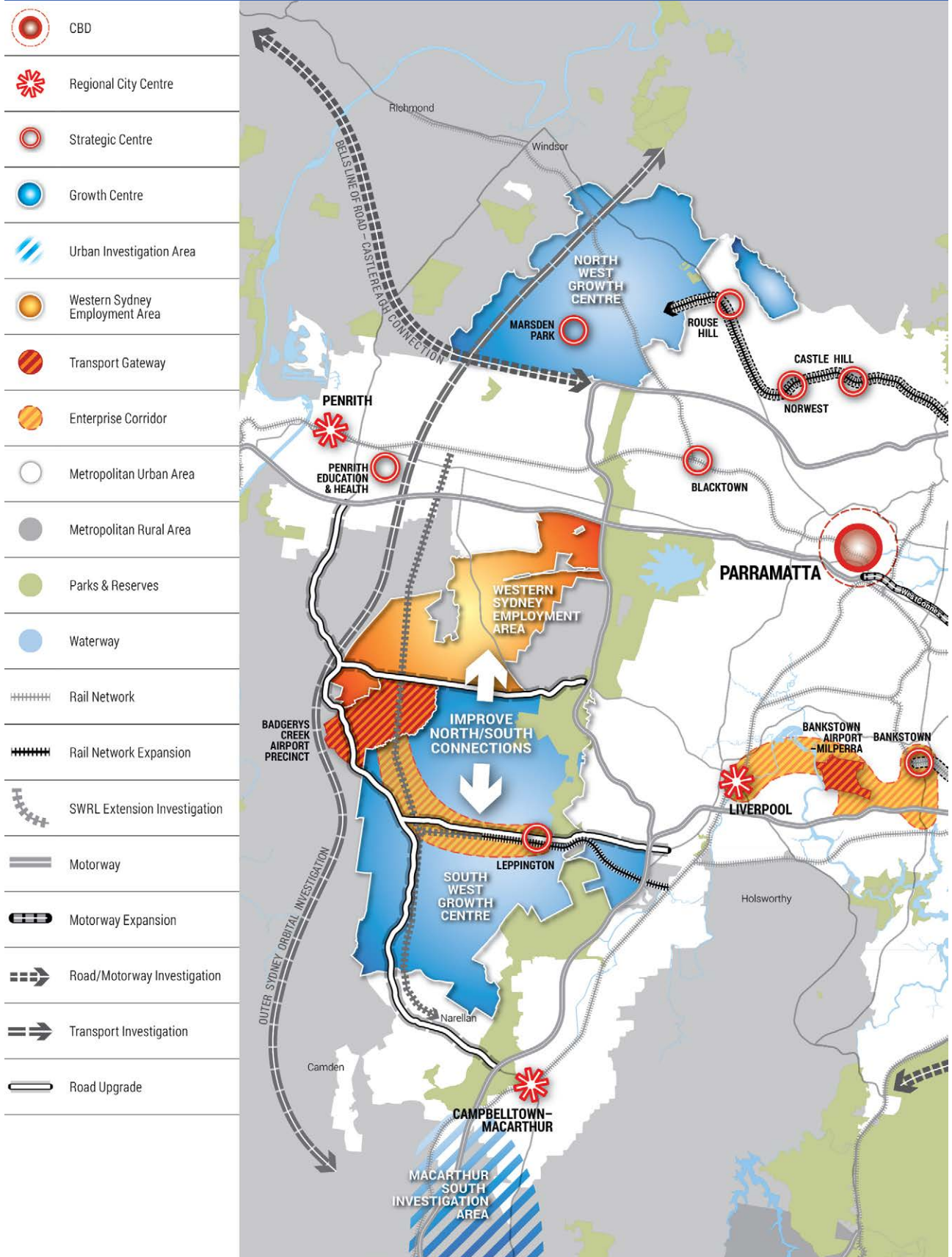


Industry, Kings Park



Logistics, Cabramatta

FIGURE 13: Connecting Western Sydney's population growth to jobs



ACTION 1.4.2: DEVELOP NEW STRATEGIC EMPLOYMENT CORRIDORS ALONG TRANSPORT INFRASTRUCTURE INVESTMENTS THAT WILL SERVICE BADGERYS CREEK AIRPORT

The Government's actions to create jobs across Western Sydney will leverage off the significant number of committed and proposed infrastructure projects across Western Sydney.

Recent expansion of the Western Sydney Employment Area will target jobs growth stimulated by Badgerys Creek Airport and proposed new transport infrastructure. Integrating new and existing employment precincts with transport infrastructure will attract business investment and activity. Flexible planning controls are also central to this approach.

Badgerys Creek Airport will be the single largest infrastructure catalyst for employment growth in the history of Western Sydney. Planning for future economic activity in Western Sydney has considered the long-term influence the airport will have as a catalyst for business activity.

In response, planning will direct economic growth to the:

- Western Sydney Employment Area;
- Bringelly Road Enterprise Corridor;
- Bankstown to Liverpool Enterprise Corridor; and
- existing and proposed strategic centres.

The Western Sydney Employment Area will be the single largest new employment space in the Sydney Metropolitan Area. Located on the intersection of the M7 and M4 Motorways near Eastern Creek, it will significantly expand the employment potential in this part of Sydney.

The Government will:

- facilitate an enterprise corridor from Leppington to Badgerys Creek Airport along Bringelly Road, potentially linked to a future extension of the South West Rail Link. A flexible and innovative regulatory environment will be developed to enable a wide range of commercial activities to take advantage of transport access to this precinct and its proximity to the airport, Leppington and the population growth of the South West Growth Centre;



M7, near Colebee



Erskine Park Link Road construction

- facilitate development opportunities that can leverage off improved transport connections, including improvements to Elizabeth Drive, the Northern Road and Bringelly Road;
- maximise opportunities to increase economic activity and jobs growth in the Bankstown to Liverpool corridor, through a flexible regulatory environment. This includes the potential for further economic activity within the Bankstown Airport – Milperra transport gateway;
- investigate how improved transport connections, associated with the proposed South West Rail Link extension between Badgerys Creek Airport to the western line will influence land use planning; and
- preserve the land needed for a major intermodal terminal and for a related Western Sydney freight line between Port Botany and within the Western Sydney Employment Area.
- guides the delivery of infrastructure, jobs and housing for the overall growth and prosperity of the region;
- provides a framework for land use and transport decisions to maximise the benefits of investment in infrastructure and job creation;
- focuses on strategies for building jobs closer to homes, building homes closer to jobs and improving access to jobs;
- identifies actions which increase access to facilities such as education, health, arts, culture, entertainment and recreation; and
- identifies improved transport connections between and within the major urban areas and destinations of the North West Growth Centre, the Penrith to Blacktown urban corridor, Western Sydney Employment Area, Badgerys Creek Airport, the South West Growth Centre and the Campbelltown-Macarthur to Liverpool urban corridor.

To achieve this jobs vision for Western Sydney, the Government will work with federal and local governments to deliver a structure plan for Western Sydney that:



South West Rail Link construction

Direction 1.5: Enhance capacity at Sydney's gateways and freight networks

Sydney is home to two of Australia's most significant air and sea gateways: Sydney Airport and the Port Botany precinct. Combined, these two gateways generate \$10.5 billion of economic activity and handle close to \$100 billion of freight,²⁰ with Port Botany moving over 6,000 containers on average every day.²¹

These gateways are situated around eight kilometres from Sydney CBD, within a kilometre of each other, and close to areas experiencing significant urban renewal, including and between Green Square and Mascot station.

Westconnex will improve connections between agriculture industries in regional NSW and Sydney's ports, making goods export more cost efficient. The Government's Pinch Point Program has been effective in targeting peak hour traffic hotspots and investigating ways to relieve traffic congestion. Removing "pinch points" in accessing these gateways will benefit the efficiency of the freight network and productivity.

Measures to boost the capacity of Sydney's global gateways will need to maximise the productivity of the freight network, minimise congestion on road and rail access to the port and airport, preserve strategic freight sites, and separate heavy passenger and freight demands on the network.

The development of Badgerys Creek Airport and an intermodal terminal within the Western Sydney Employment Area, connected with the Western Sydney freight line, will provide significant new capacity for aviation and freight in Sydney. This will support substantial new economic activity across Sydney and its hinterland.

The Government will facilitate the more efficient movement of goods by working with local councils to plan for heavy vehicle routes, improve 'last mile' access and establish buffers that allow freight activity to operate efficiently across the day.

ACTION 1.5.1: DEVELOP AND IMPLEMENT A STRATEGY FOR THE SYDNEY AIRPORT AND PORT BOTANY PRECINCTS TO SUPPORT THEIR OPERATION, TAKING INTO ACCOUNT LAND USES AND THE PROPOSED ROAD TRANSPORT INVESTMENTS

The Sydney Airport and Port Botany precincts are tightly constrained and have limited room to expand. The land around both these facilities is important to support and maximise the contribution of these gateways to Sydney's economic activity.

The Government will work with local councils and the airport and port authorities to:

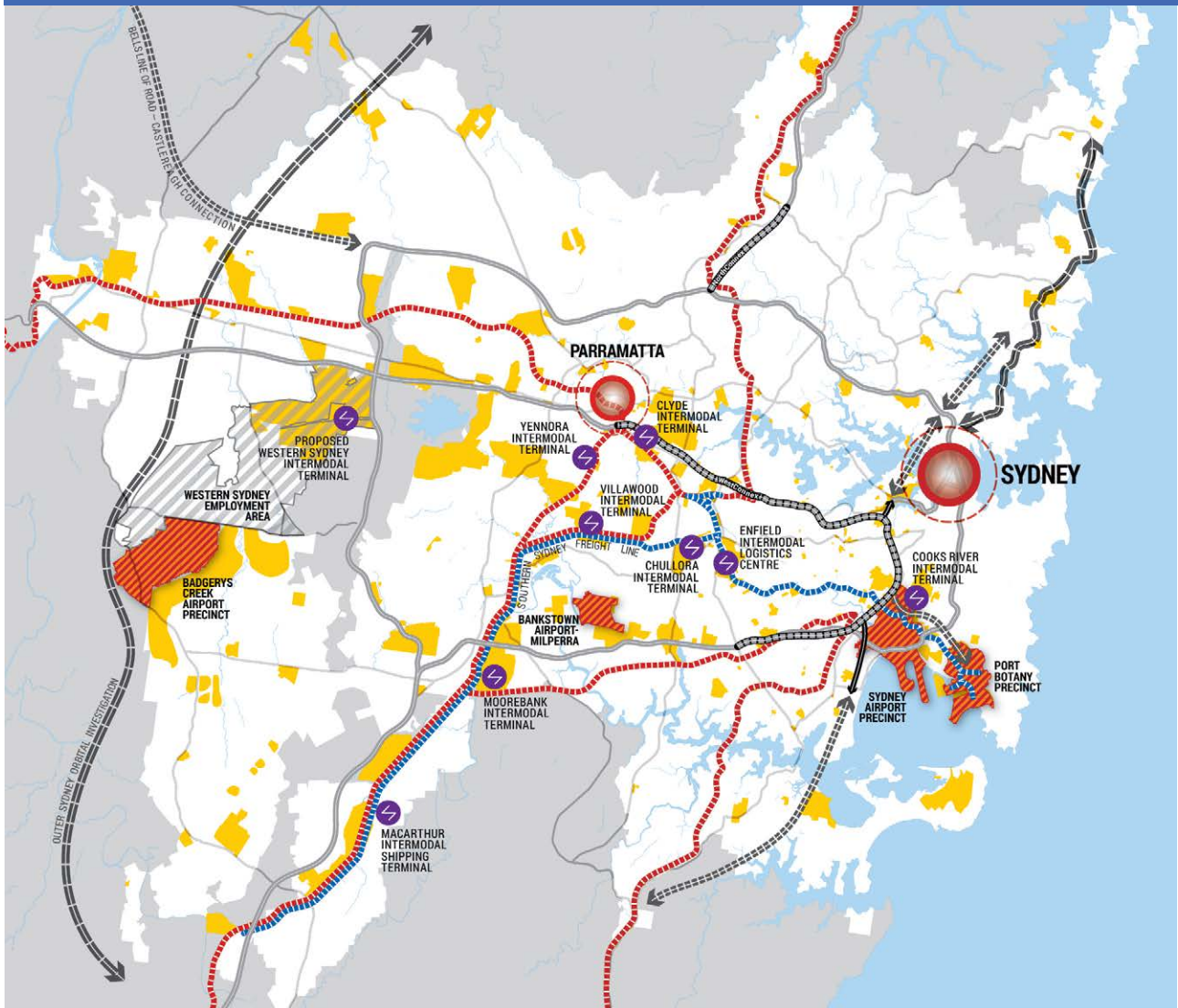
- identify and reduce land use conflicts between growing residential areas and the freight transport network;
- identify strategically located sites that support freight activity and movements around Sydney Airport and Port Botany;
- protect strategically located sites that support the freight network, commencing with areas most affected by aircraft noise; and
- consider the role of the commercial and mixed-use activities in the corridor from Green Square to Mascot.

ACTION 1.5.2: SUPPORT THE PRODUCTIVITY OF THE FREIGHT NETWORK BY IDENTIFYING BUFFERS AROUND KEY LOCATIONS ON THE FREIGHT NETWORK

Noise from freight being moved on road and rail is a sensitive issue for communities living close to freight corridors. The freight network will be buffered from encroaching development, allowing freight activity to continue outside of peak hours. While the freight industry has a role to play to minimise the impacts of freight operations, buffers can help to minimise impacts on communities.

Curfews on freight operations mean that freight movements are often forced into peak periods when there is greater pressure on the

FIGURE 14: Freight Transport Network and Industrial Zoned Land



	CBD		Shared Heavy Rail		Proposed Motorway Extension		Metropolitan Urban Area
	Western Sydney Employment Area		Dedicated Freight Rail		Road/Motorway Investigation		Metropolitan Rural Area
	Transport Gateway		Motorway		Transport Investigation		Waterway
	Industrial Zoned Land		Motorway Expansion		Intermodal Terminal	Based on NSW Freight and Ports Strategy	

road network. Poor local connections between heavy vehicle routes mean that more vehicles have to venture onto local roads. This adds to the economic costs of freight movements and the economic, social and environmental costs of traffic congestion.

The Government will:

- work with local councils to reduce unnecessary barriers to efficient freight movements;

- make sure the development assessment processes consider the needs of the freight industry; and
- work with local councils to identify where buffer measures in local planning controls could help to minimise the impact of development on the efficient functioning of the freight industry.

Direction 1.6: Expand the Global Economic Corridor

The Global Economic Corridor extends from Macquarie Park through the Sydney CBD to Port Botany and Sydney Airport. It generates over 41 per cent of the NSW Gross State Product (GSP).²² This economic cluster is unique in Australia due to the extent, diversity and concentration of globally competitive industries.

Sydney's knowledge jobs are heavily concentrated within the Global Economic Corridor, including sectors such as education, financial and other business services, communications, high-tech manufacturing and emerging industries such as biotechnology. These sectors are at the forefront of innovation in Sydney's economy.

In the last decade, demand for office space has seen overflow activity from the CBD across the Global Economic Corridor, extending the corridor towards Parramatta and Norwest, and to Sydney Olympic Park and Rhodes. Successive improvements to transport connections in this corridor have supported this outward growth.

By 2030, there will be demand for around 190,000 new stand-alone office jobs: around 75 per cent of these will likely seek to locate in Sydney's 10 major office markets.²³ Many of these jobs will be outside Sydney CBD and North Sydney, in the eight suburban office markets of Chatswood, Macquarie Park, Norwest, Parramatta, Rhodes, St Leonards, Sydney Olympic Park and South Sydney, situated along the Global Economic Corridor.

Amongst this group, Parramatta, Macquarie Park and Norwest are performing very strongly and are particularly important for Sydney's continued growth.

ACTION 1.6.1: GROW HIGH-SKILLED JOBS IN THE GLOBAL ECONOMIC CORRIDOR BY EXPANDING EMPLOYMENT OPPORTUNITIES AND MIXED-USE ACTIVITIES

In major suburban office markets where a commercial core exists or is planned, and where residential pressure is being

experienced, critical retail, business and office space needs to be protected. In some instances, this is necessary to realise the benefits of business agglomerations, supported by efficient transport networks.

Commercial cores can support more business activity, and therefore jobs, and need to be protected against residential encroachment; however, restrictive zonings need to be well targeted. Commercial core zoning is particularly important in centres with good existing or planned public transport to ease pressure on congested road networks.

The Government will work in partnership with councils to:

- devise commercial core zonings in targeted locations and update planning controls to increase density, including changing floor space ratio allowances and building height controls to facilitate the expansion of these markets; and
- help remove barriers to growth and promote more efficient land use outcomes, firstly, in Parramatta, Macquarie Park and Norwest.

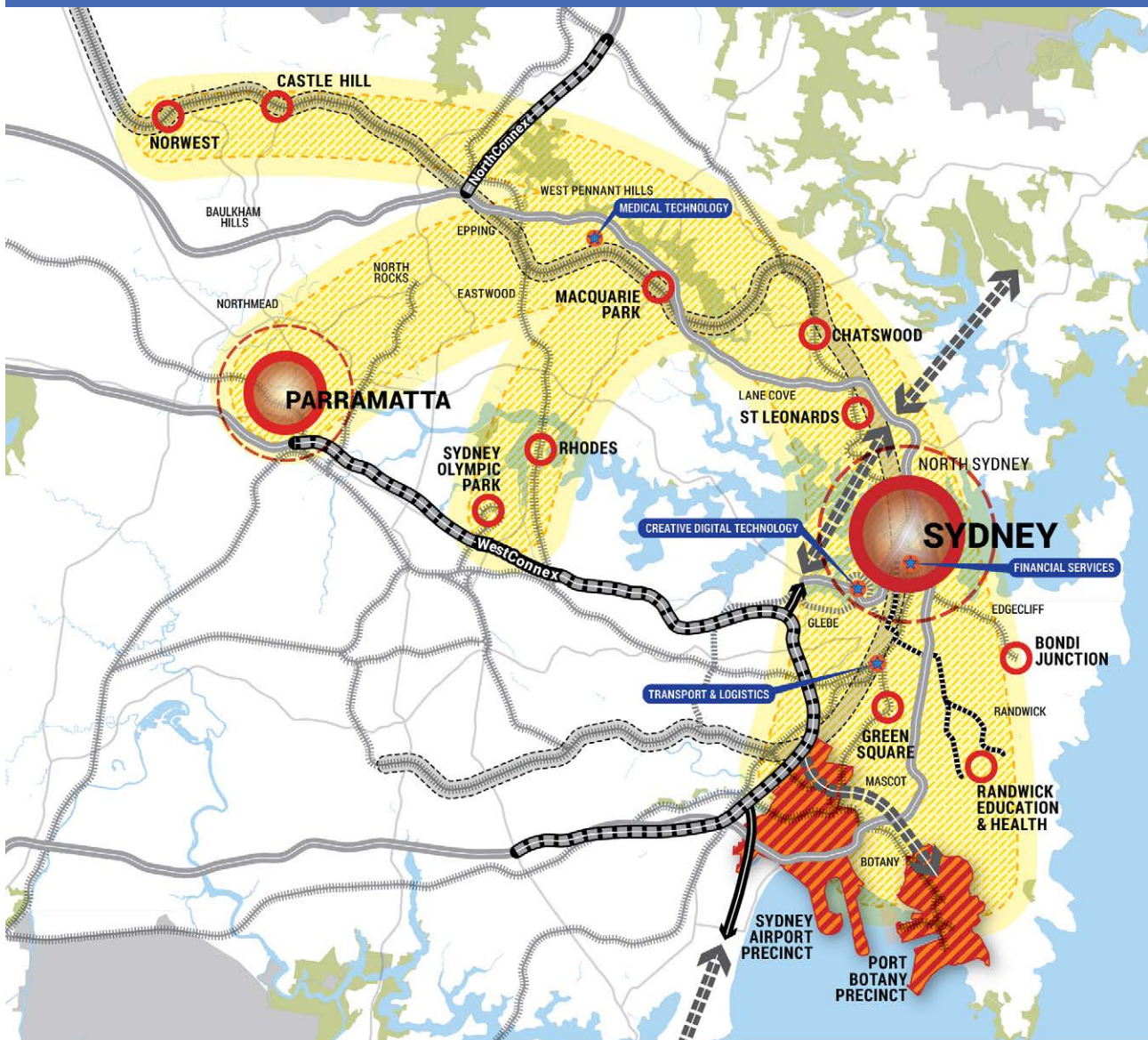
ACTION 1.6.2: INVEST TO IMPROVE INFRASTRUCTURE AND REMOVE BOTTLENECKS TO GROW ECONOMIC ACTIVITY

As Sydney grows, new infrastructure will be required to maintain or improve productivity. Infrastructure investment that improves the efficiency or viability of economic activity will have benefits for jobs growth and productivity.

The Government will:

- use rigorous assessment methods to determine the value and capacity of infrastructure proposals;
- prioritise infrastructure investment where it will unlock capacity for economic activity; and
- prioritise infrastructure investment to Growth Centres and Priority Growth Areas so that infrastructure delivery keeps pace with population and economic growth.

FIGURE 15: Global Economic Corridor



	CBD		Metropolitan Urban Area		Knowledge Hub		Motorway
	Strategic Centre		Metropolitan Rural Area		Sydney Rapid Transit		Motorway Expansion
	Global Economic Corridor		Parks & Reserves		Inner West Light Rail		Proposed Motorway Extension
	Transport Gateway		Waterway		CBD & South East Light Rail		Road/Motorway Investigation
					Rail Network		

Direction 1.7: Grow strategic centres - providing more jobs closer to home

Concentrating office development in strategic centres that are easy to get to benefits businesses and provides the opportunity for workers to access specialist jobs.

Sydney's largest and most important hubs for business and employment are referred to as strategic centres and transport gateways. Together, they account for 43 per cent of all jobs across Sydney.

Businesses benefit from proximity to other businesses and services when they are clustered in a few, larger centres. This economic density is called 'agglomeration' and it is important for productivity because it fosters innovation, improves efficiency and economies of scale and supports faster growth than if economic activity is dispersed across a wider area.

Locating jobs in around 30 to 40 large centres will provide greater benefits to the overall productivity of Sydney. Strategic centres are areas of intense, mixed economic and social activity that are built around the transport network and feature major public investment in services such as hospitals and education and sports facilities. Together, these centres

form a network of transport-connected hubs that help to make Sydney a networked and multi-centred city.

Transport gateways are locations with major ports or airports, and their surrounding precincts. They connect Sydney with locations across Australia and the world. Transport gateways are vital to Sydney's prosperity and often support large concentrations of complementary business activity and employment.

Removing "pinch points" in access to strategic centres and transport gateways improves access to jobs and services. The public transport network connecting these centres provides many people with direct access to a range of job locations, as well as access to education facilities, health centres and hospitals, and sporting, cultural and entertainment facilities. Delivering more housing through targeted urban renewal around centres on the transport network will provide more homes closer to jobs and boost the productivity of the city.

Focusing future growth in both strategic centres and transport gateways will provide

SYDNEY'S STRATEGIC CENTRES

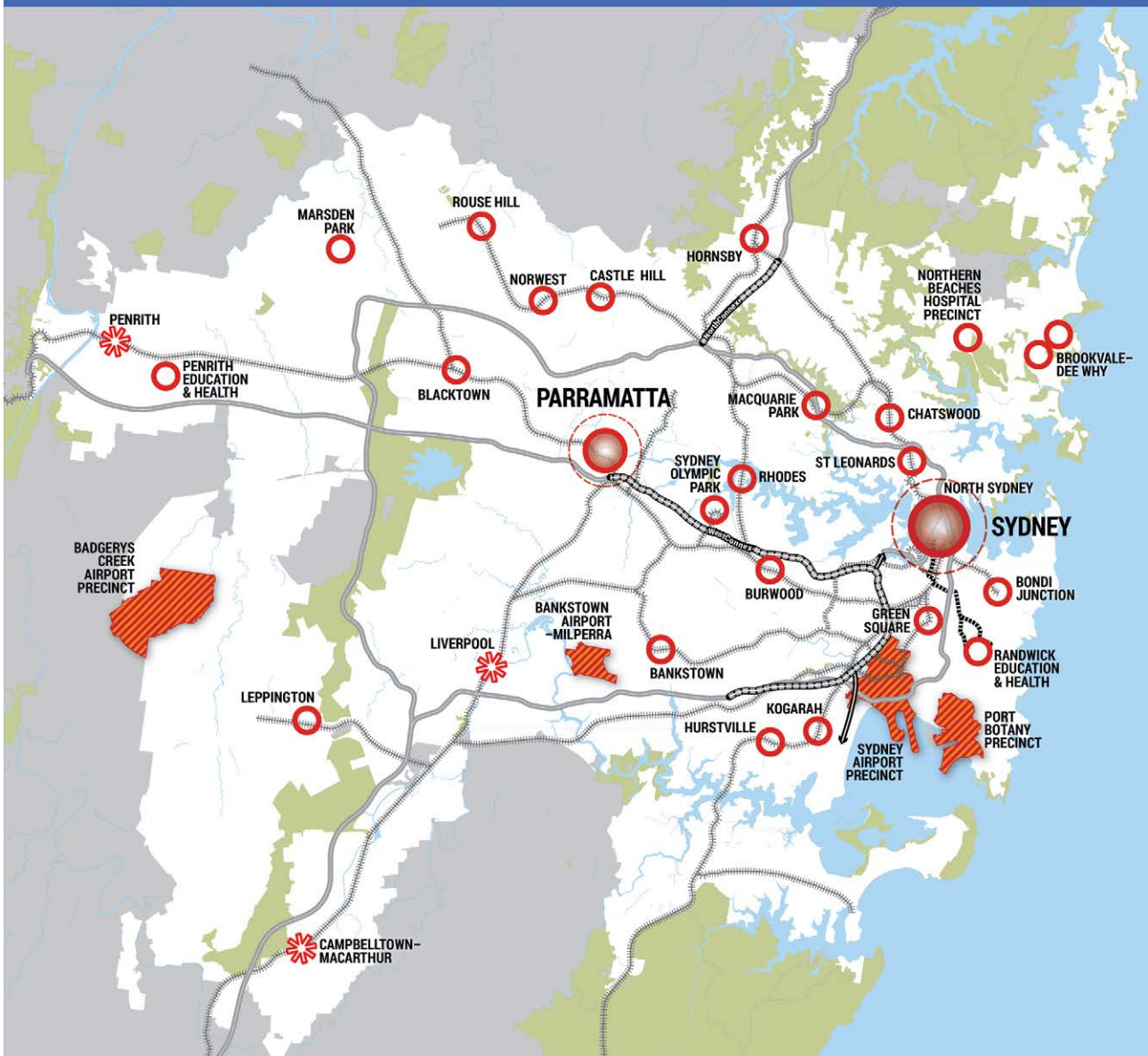
- Sydney CBD
- North Sydney
- Greater Parramatta
- Campbelltown-Macarthur
- Liverpool
- Penrith
- Bankstown
- Blacktown
- Bondi Junction
- Brookvale-Dee Why
- Burwood
- Castle Hill
- Chatswood
- Northern Beaches Hospital Precinct
- Green Square
- Hornsby
- Hurstville
- Kogarah
- Leppington
- Macquarie Park
- Marsden Park
- Norwest
- Penrith Education and Health

- Randwick Education and Health
- Rhodes
- Rouse Hill
- St Leonards
- Sydney Olympic Park

SYDNEY'S TRANSPORT GATEWAYS

- Sydney Airport Precinct
- Port Botany Precinct
- Badgerys Creek Airport Precinct
- Bankstown Airport - Milperra

FIGURE 16: Sydney's Strategic Centres and Transport Gateways



	CBD		Metropolitan Urban Area		Inner West Light Rail		Motorway Expansion
	Regional City Centre		Metropolitan Rural Area		CBD & South East Light Rail		Proposed Motorway Extension
	Strategic Centre		Parks & Reserves		Rail Network		Motorway
	Transport Gateway		Waterway				



Nepean Hospital, Penrith

the greatest benefits to Sydney in terms of land and infrastructure costs, social infrastructure and social and environmental outcomes.²⁴

Providing the right regulatory environment around these centres and gateways will deliver more investment and business activity, increase productivity and tackle potential land use conflicts arising from residential intrusions into commercial cores. Improving transport connections across the city to centres will support economic growth. The Government will introduce more frequent public transport options to better connect centres and will continue with the outward expansion of the Global Economic Corridor, supported by planned and existing transport corridors.

The benefits of creating more jobs across metropolitan Sydney include higher productivity, particularly through reduced congestion, and lower infrastructure costs due to reduced commuting distances for work.

ACTION 1.7.1: INVEST IN STRATEGIC CENTRES ACROSS SYDNEY TO GROW JOBS AND HOUSING AND CREATE VIBRANT HUBS OF ACTIVITY

Investment in strategic centres will focus on removing the barriers to investment and economic activity. Unlocking developable land by consolidating fragmented sites for redevelopment and improving planning policies and regulations will encourage flexibility, higher density and a more diverse range of activities.

Better governance of centres will help to improve the public spaces in and around centres and improve the walkability of centres.

Delivering transport improvements, including public transport, traffic management and car parking will improve the business environment of strategic centres.

The Government will:

- prioritise strategic centres for targeted investment based on the potential of a centre to:
 - provide a large number of jobs to increase jobs close to where people live;
 - attract significant investment;
 - provide a range of services and be an attractive place to live, work and play; and
 - continue to grow.

ACTION 1.7.2: IMPROVE COUNCILS' ACCESS TO DATA ON THE DEMAND AND SUPPLY OF HOMES, OFFICE AND RETAIL SPACE

Land needed to support future jobs growth needs to be investigated. Improving the data available to assess future land needs will improve jobs delivery.

This data will allow councils to assess potential development opportunities in their areas and assist them to plan for a mix of uses. It will also help infrastructure providers to plan for the delivery of infrastructure in line with expected housing and jobs growth.

Effective monitoring of industrial land supply will support national and state business needs and facilitate better access to construction materials, bus depots and automotive services across Sydney.

Strong data on the changing dynamics of activities and development across Sydney will inform planning and investment decisions.

The Government will:

- support local councils to plan for adequate retail and commercial capacity in centres by developing demand and supply data sets for office and retail development;
- work with councils through the Employment Lands Development Program to provide a stronger evidence base for evaluation decisions in relation to proposed



Rouse Hill Town Centre



Retail, Top Ryde

and existing industrial land²⁵ by providing demand and supply data sets on industrial development, including freight and logistics;

- work with local councils to develop demand and supply data sets for residential development in both greenfield and infill areas; and
- develop better analytical tools to inform integrated land use and transport planning and investment decisions.
- develop job targets for all strategic centres in consultation with local councils;
- monitor the delivery of jobs relative to the targets;
- identify and remove barriers to jobs delivery at a local level in strategic centres; and
- develop job targets for Sydney's four transport gateways, taking into consideration the specialised economic roles and requirements of these precincts.

ACTION 1.7.3: WORK WITH THE GREATER SYDNEY COMMISSION TO DEVELOP JOB TARGETS FOR STRATEGIC CENTRES

A good supply of commercial office space and retail space in vibrant centres increases job opportunities and is vital to a productive economy.

The Government will work towards delivering its target of 689,000 jobs by 2031. This will include developing job forecasts for strategic centres which will provide a planning benchmark for assessing the capacity of suitably zoned land to meet future needs.

The Government will work with the Greater Sydney Commission to:

ACTION 1.7.4: CONTINUE TO GROW PENRITH, LIVERPOOL AND CAMPBELLTOWN-MACARTHUR AS REGIONAL CITY CENTRES SUPPORTING THEIR SURROUNDING COMMUNITIES

As the North West and South West Growth Centres continue to be a focus for greenfield development, new communities in these areas will need to access a broad range of services. Penrith will play an important role in servicing communities in the North West Growth Centre, and Liverpool and Campbelltown-Macarthur will service communities in the South West Growth Centre. These centres will be a focus for employment, services and transport connections as part of a network of strategic centres across Western Sydney. Penrith and Liverpool are a focus for particular initiatives in the *Long Term Transport Master Plan*, including improved public transport services and improved accessibility for walking and cycling.

The Government will:

- recognise Penrith, Liverpool and Campbelltown-Macarthur as important strategic centres and regional city centres for additional housing, and additional employment and services benefitting local areas and the North West and South West Growth Centres; and
- engage with Liverpool, Penrith and Campbelltown Councils to identify co-investment proposals for cultural infrastructure.



Office space in Parramatta CBD

Direction 1.8: Enhance linkages to regional NSW

Transport connections between Sydney and regional NSW - including rail, road and air links - are important for the State's productivity, connecting city with rural businesses. They also connect the rural population with health specialists, entertainment and retail services. Aviation connections are particularly important for connecting Sydney with regional NSW. Many people travelling by aircraft from regional NSW to Sydney travel for business or health appointments in the Sydney CBD. Investment in these connections will support economic growth, development and diversification in regional NSW.

Efficient freight connections such as the Northern Sydney Freight Corridor will improve economic links between Sydney and regional NSW.

Many people in the regions neighbouring Sydney travel to Sydney for work and education which adds to the pressure on Sydney's transport networks. Improving the capacity and the level of service on major inter-urban transport corridors will increase

job opportunities for people living on the outskirts of Sydney, and reduce travel times.

The *Rebuilding NSW - State Infrastructure Strategy 2014* prioritises major improvements on the road network linking Sydney with regional NSW and other states and territories.²⁶ It also commits to the development of a country rail strategy to target regional rail freight improvements to support primary producers and regional jobs.²⁷

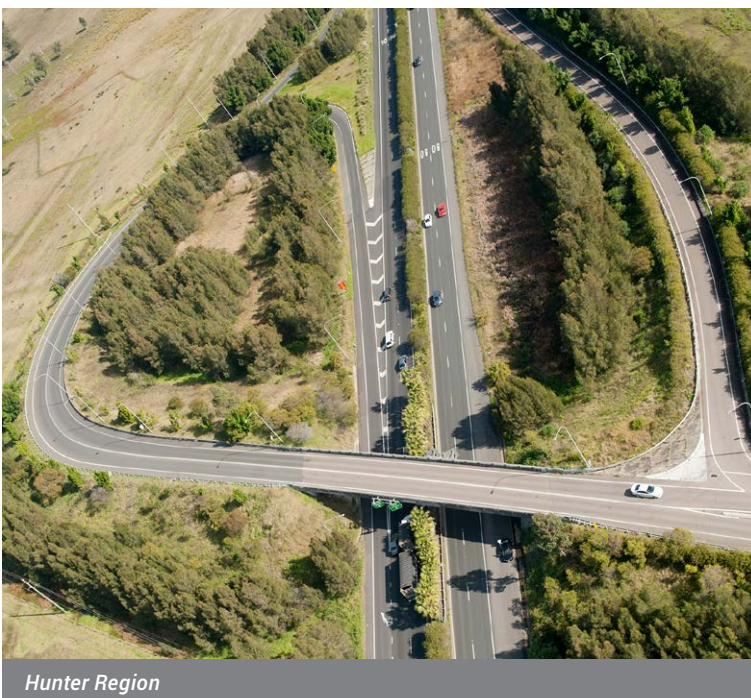
ACTION 1.8.1: IMPROVE PRODUCTIVITY AND ACCESS TO SERVICES THROUGH IMPROVED TRANSPORT LINKS TO REGIONAL NSW

Continuing to provide strong links between Sydney and regional NSW is important, to both the NSW economy and the quality of life of residents in regional NSW. People in regional NSW need good access to specialist health services and businesses located in the city. Economic growth in regional NSW requires the efficient movement of goods and services from paddock to port and paddock to plate. Improving freight access has high economic benefits for the State, reducing travel times and costs.²⁸

The *Long Term Transport Master Plan* proposes a number of improvements to the transport network to deliver stronger connections to regional cities, towns and communities. The Outer Sydney Orbital will be important in the longer term for improving freight connections to Port Kembla and the Port of Newcastle linked to the Western Sydney Employment Area.

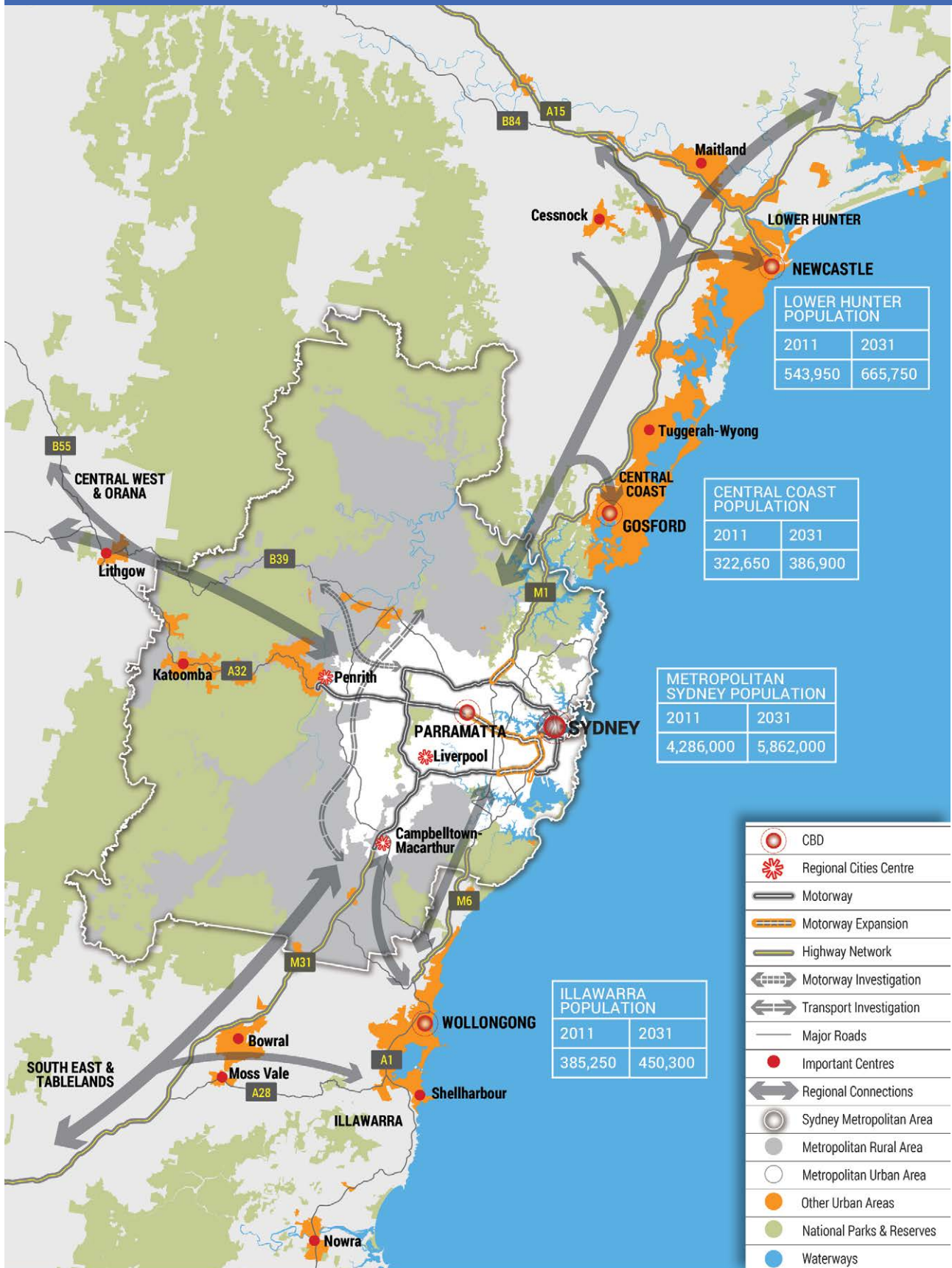
The Government will:

- develop a new country passenger rail services strategy to deliver better services for people in regional NSW;
- investigate transport connections from Sydney Airport to health facilities and the CBD; and
- preserve a corridor for the Outer Sydney Orbital to improve freight connections from Regional NSW to Sydney Airport and Ports.



Hunter Region

FIGURE 17: Regional connections



Direction 1.9: Support priority economic sectors

The growth of priority industries has to be supported by planning for their land use needs. Benefits can flow from the emergence of industry clusters in cost-effective locations.

The Government is progressively developing Industry Action Plans as part of *NSW 2021* including for the following priority industries:

- visitor economy (tourism);
- creative industries;
- digital economy (such as information and communications technology);
- professional services;
- manufacturing;
- minerals;
- international education and research; and
- agriculture.

A Plan for Growing Sydney will create a setting for sufficient well-located and well-served land to be available to meet the needs of these industries.

ACTION 1.9.1: SUPPORT THE GROWTH OF PRIORITY INDUSTRIES WITH APPROPRIATE PLANNING CONTROLS

Where precincts already have an existing State significant industry concentration they have been designated as knowledge hubs. This recognises existing industry strengths and focuses activity to improve industry and research interaction, encourage innovation and enhance the global competitiveness of NSW. Sydney currently has four knowledge hubs:

- creative digital technology – Ultimo/Pyrmont;
- financial services – Sydney CBD;
- medical technology – Macquarie Park; and
- Transport and logistics – Redfern (Australian Technology Park).

The Government will work with industry to maximise the opportunities for high-growth priority industries across Sydney by:

- preparing industry profiles that identify and map business and industry concentrations at the local scale;
- planning for the future needs of industries of high value by protecting land and identifying infrastructure requirements; and
- applying appropriate planning controls to create the right conditions, opportunities and capacity for the growth of these industries.

These actions will encourage new businesses to enter the market and investment.

ACTION 1.9.2: SUPPORT KEY INDUSTRIAL PRECINCTS WITH APPROPRIATE PLANNING CONTROLS

The *Industrial Lands Strategic Assessment Checklist* will guide the assessment of proposed rezonings of industrial lands. It poses questions about whether the site is near or within direct access to key economic infrastructure, how it contributes to a significant industry cluster, and how the proposed rezoning would impact on industrial land stocks and employment objectives in each subregion. The Checklist allows for evidence-based decisions and aims to prevent encroachment on important industrial sites.

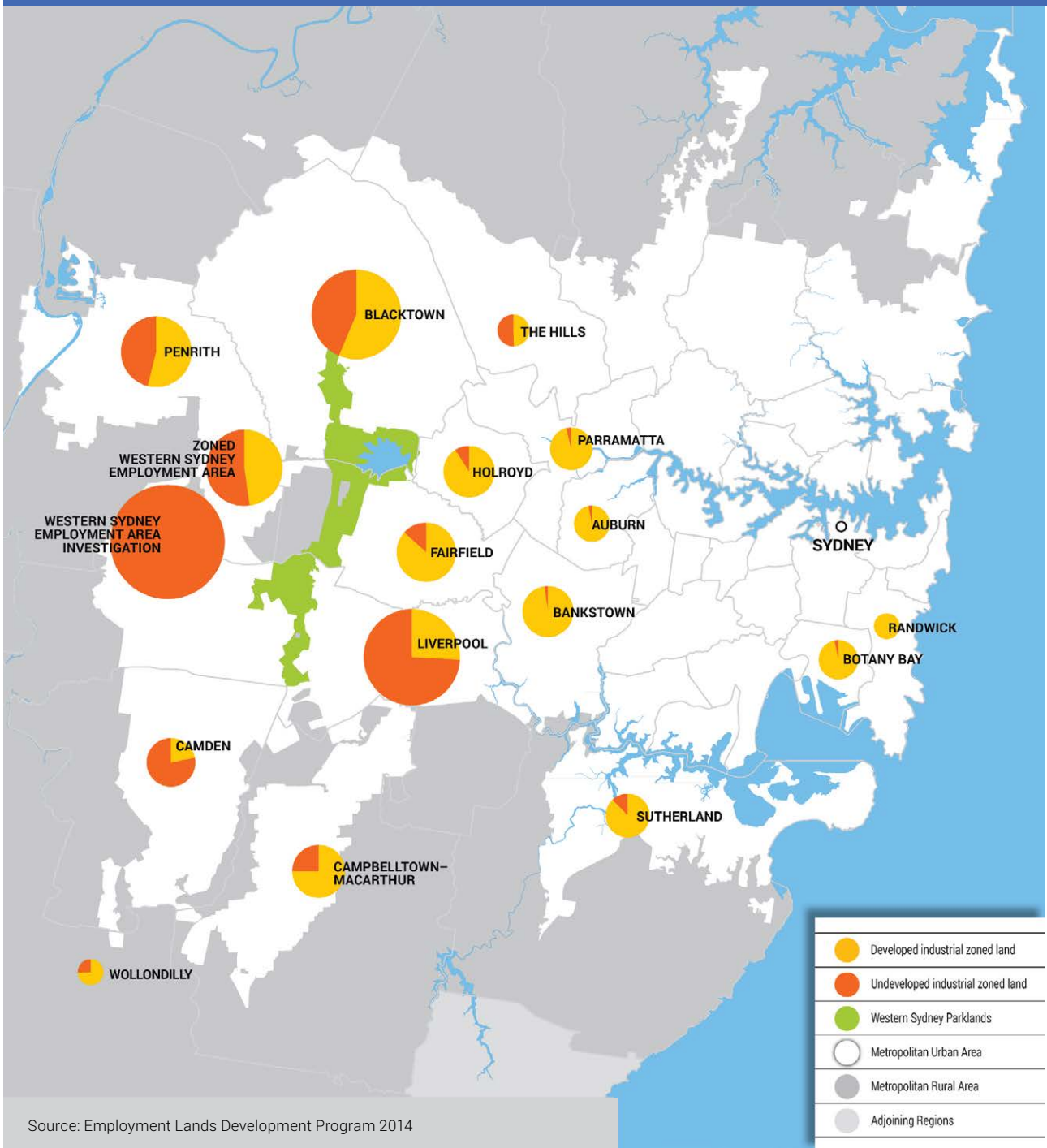
The Government will:

- undertake an analysis of Sydney's stock of industrial zoned land to identify key industrial precincts and use the findings to:
 - determine where improved planning controls are required to better protect industrial land from conversion to other uses;
 - identify where improved and innovative planning controls will allow for the ongoing evolution of industrial activities to more intensive commercial activities; and
 - update the *Industrial Lands Strategic Assessment Checklist*.
- assess new proposals to convert existing industrial zoned land to other uses under the *Industrial Lands Strategic Assessment Checklist*.



Cardboard recycling, Smithfield

FIGURE 18: Western Sydney Employment Area and Local Government Areas with more than 200 hectares of land zoned industrial



Source: Employment Lands Development Program 2014

Direction 1.10: Plan for education and health services to meet Sydney's growing needs

Delivering schools, tertiary education facilities and health facilities that meet the needs of Sydney's growing and changing population will be integral to maintaining Sydney's competitive edge and standard of living into the future. Adequate teaching facilities are fundamental to the education of Sydney's children and their future contribution to the world. Schools are a focal point for community life, bringing families together. In some parts of the city access to good schools can drive demand for housing. While most schools are provided by the Government, around 33 per cent are provided by the private sector.²⁹ Meeting the land use needs of both sectors will be important to providing choice and quality education for all.

The Government is already delivering new schools at Crows Nest, Cammeray, Concord West and Wentworth Point. More will be needed in greenfield and infill locations as Sydney's population grows. New and expanded tertiary education facilities will also be required across Sydney.

Sydney's population has access to some of the best health services in the world, some of which serve the specialised health needs of people right across NSW. Population growth

could place these services under pressure, potentially resulting in extended waiting times for services and poorer quality of care.

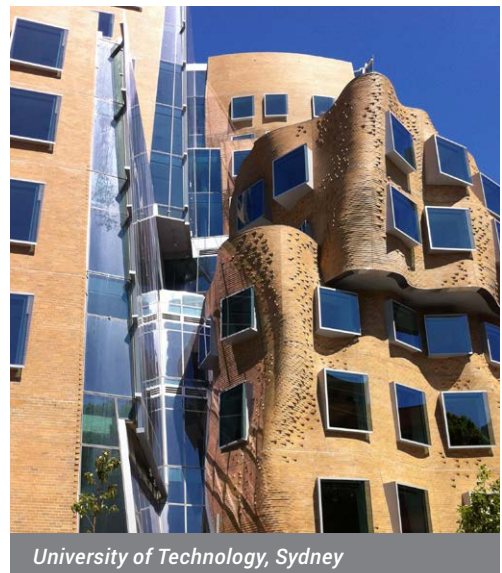
Planning ahead for schools, tertiary education and health facilities requires work to identify future land use needs and the supporting infrastructure for new or expanded services – so that they are delivered when they are needed.

ACTION 1.10.1: ASSIST THE DEPARTMENT OF EDUCATION AND COMMUNITIES, THE CATHOLIC EDUCATION COMMISSION AND THE ASSOCIATION OF INDEPENDENT SCHOOLS OF NSW TO IDENTIFY AND PLAN FOR NEW SCHOOL SITES THROUGHOUT SYDNEY

The Government has committed to preparing a funded School Asset Strategic Plan that manages projected capital expenditure and requirements for teaching spaces to 2031, including the need to realign assets to match demand.³⁰ The Greater Sydney Commission will work with the Department of Education and Communities to assist this process and examine how we plan for schools in Sydney including innovative school models.



Auburn Hospital



University of Technology, Sydney

Opportunities to deliver facilities to meet Sydney's future school needs will be identified. New and expanded school facilities will be needed in urban renewal areas, greenfield sites and throughout established urban areas.

The Department of Planning and Environment will also work with the Department of Education and Communities and the private sector to deliver planning controls that can accommodate appropriate and timely developments at private school sites.

The Government will:

- review the planning process for school facilities;
- identify opportunities for new and expanded school facilities in subregional plans; and
- work with the private sector to understand and facilitate the delivery of private school facilities.

ACTION 1.10.2: SUPPORT THE GROWTH OF COMPLEMENTARY HEALTH AND TERTIARY EDUCATION ACTIVITIES IN STRATEGIC CENTRES

The education sector is a significant contributor to the State's economic exports. Maximising the economic activity and the level of services which both the education and health sectors can deliver to the State requires plans that enable these institutions to have sufficient land to grow and attract complementary activity. This includes planning for public transport connections and ensuring there is sufficient housing close by for workers and students.

The Government will:

- plan for the land use and infrastructure requirements of significant metropolitan health and education precincts at Broadway/Camperdown, Campbelltown-Macarthur, Frenchs Forest, Kogarah,

Liverpool, Macquarie Park, Penrith, Randwick, Rhodes, Rydalmere, St Leonards and Westmead; and

- work with councils to put in place enabling planning controls which encourage and promote clusters of related activity such as higher education facilities, health infrastructure and research institutions.

ACTION 1.10.3: PLAN FOR EXPANSION OF HEALTH FACILITIES TO SERVICE SYDNEY'S GROWING POPULATION

Continued provision of world-class health services will require an expansion of health facilities such as hospitals and community health facilities. It will also involve ensuring health care providers can respond to population growth and changes in the State's demography such as more births and more older people. Lifestyles, the built environment and socio-economic factors will also have implications for future health service needs.

The Government has committed to a Hospitals Growth Program targeting Western Sydney, with investigation of specific options for Rouse Hill and Campbelltown along with new paediatric capacity in South Western Sydney.³¹ Delivery of the Primary and Integrated Care Strategy, providing one-stop-shops, will bring together a variety of health care providers for improved access to services and improved service efficiencies.³²

The Greater Sydney Commission will work with NSW Health to identify planning needs to support future health facilities required for Sydney's growing population. Health facilities also need to be able to accommodate new technologies and approaches to delivering health care as they emerge.

The Government will:

- identify opportunities for new and expanded health facilities in subregional plans.

Direction 1.11: Deliver infrastructure

An efficient planning system can lower the cost of delivering critical infrastructure. Preserving future infrastructure corridors for rail or energy can give critical infrastructure networks room to grow.

The International Monetary Fund has estimated that every dollar invested in infrastructure boosts economic activity by up to \$1.80.³³

Modern, efficient infrastructure is vital to economic prosperity. It underpins growth and supports efficiency of businesses. It also influences investment decisions by international and national businesses.

Part of the process for managing the city's growth involves an assessment of how best to use our existing infrastructure networks or how to upgrade and expand them.

The right infrastructure reduces the costs of moving around and of doing business, leading to lower costs of living, higher productivity and stronger economic growth. At a state level, major infrastructure priorities are identified in the *Rebuilding NSW - State Infrastructure Strategy 2014*. Transport infrastructure priorities are also identified in the *Long Term Transport Master Plan*. These strategies identify transformative infrastructure projects that will shape growth in Sydney. The Government's *Rebuilding NSW* plan will unlock an additional \$20 billion to rebuild the State's infrastructure to improve access to better roads, public transport, schools, hospitals, sports and cultural facilities. A number of the actions and land use priorities in this Plan seek to leverage off major investments in new infrastructure (Figures 19 and 20).

The Plan's actions also assist in managing traffic congestion and increasing the competitiveness of business and industry.

At a local level, the right infrastructure can create development opportunities. Where housing growth is occurring social infrastructure, such as a new or improved primary school, can make it more attractive

for people to live in an area. Having energy, water and wastewater services in place before new homes are built is essential for community wellbeing and the productivity of the Sydney Metropolitan Area.

In a growing city like Sydney, planning and preserving infrastructure corridors will ensure that future extensions and improvements to urban infrastructure networks are not built out by incremental development or incur a high cost to purchase properties in the path of the network. Delivering the infrastructure businesses require, when and where they need it, will boost economic activity across the city and underpin a strong, productive and competitive economy. Value-for-money infrastructure procurement will require microeconomic reform to the way land use planning for projects occurs.

In addition, harnessing the potential of information and communications technology can make much better use of existing infrastructure and manage demand for travel within the city. Our goal is for Sydney to be a smart, innovative city at the forefront of the digital economy with fast broadband available for business, home and leisure use. Encouraging the use of digital technology and telecommuting will complement interpersonal connections.

ACTION 1.11.1: PRESERVE FUTURE TRANSPORT AND ROAD CORRIDORS TO SUPPORT FUTURE GROWTH

Preserving future transport corridors allows Sydney's transport networks to grow as the city's population grows. They become a focus for future housing and jobs and link residents to other services and recreation.

Work has commenced on developing a Corridor Strategy for the Sydney Rapid Transit to preserve the corridor for the rail line and identify opportunities to maximise the delivery of jobs closer to homes and homes closer to jobs.

FIGURE 19: Northern Sydney – Integrating employment with transport investment

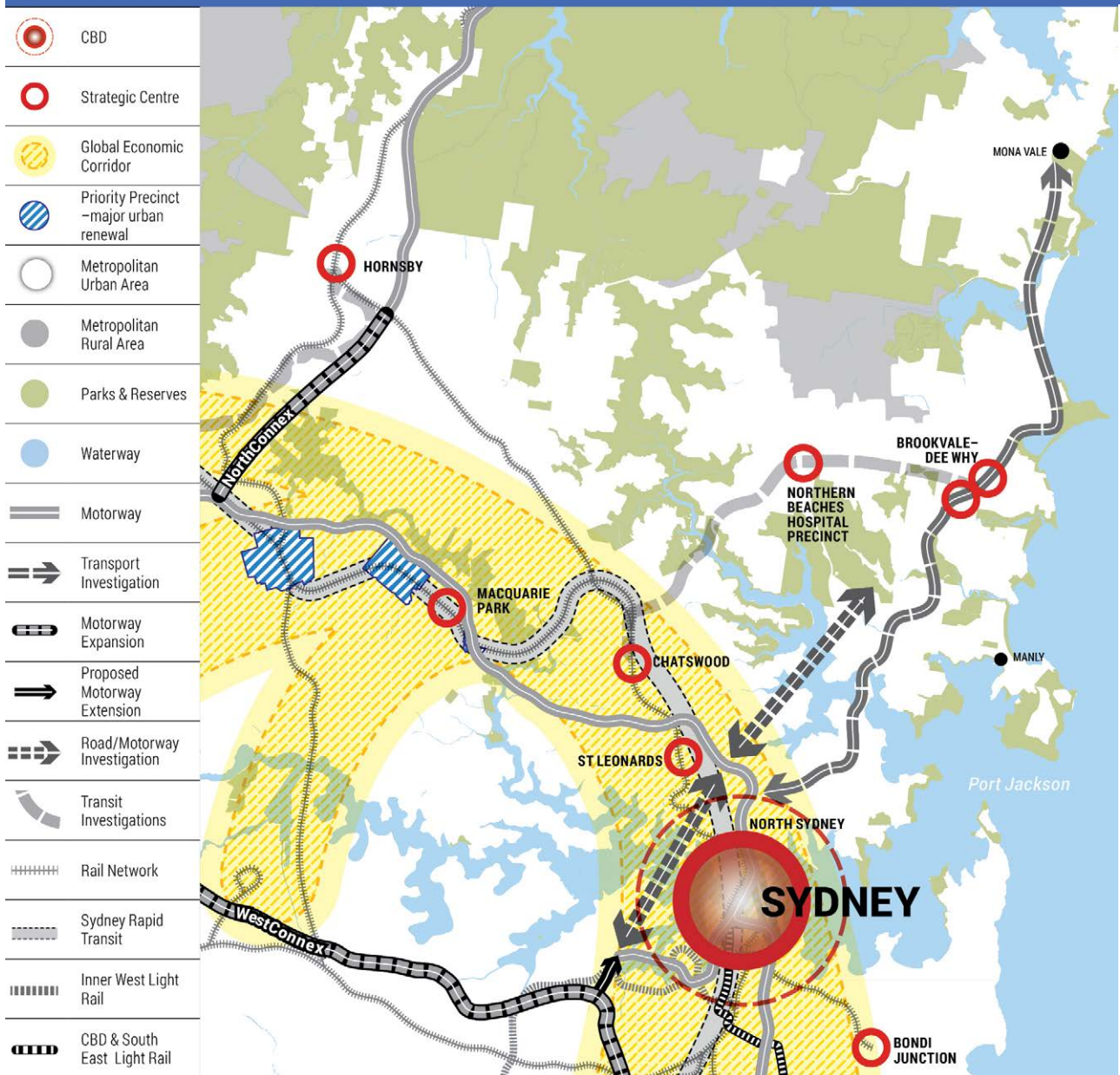
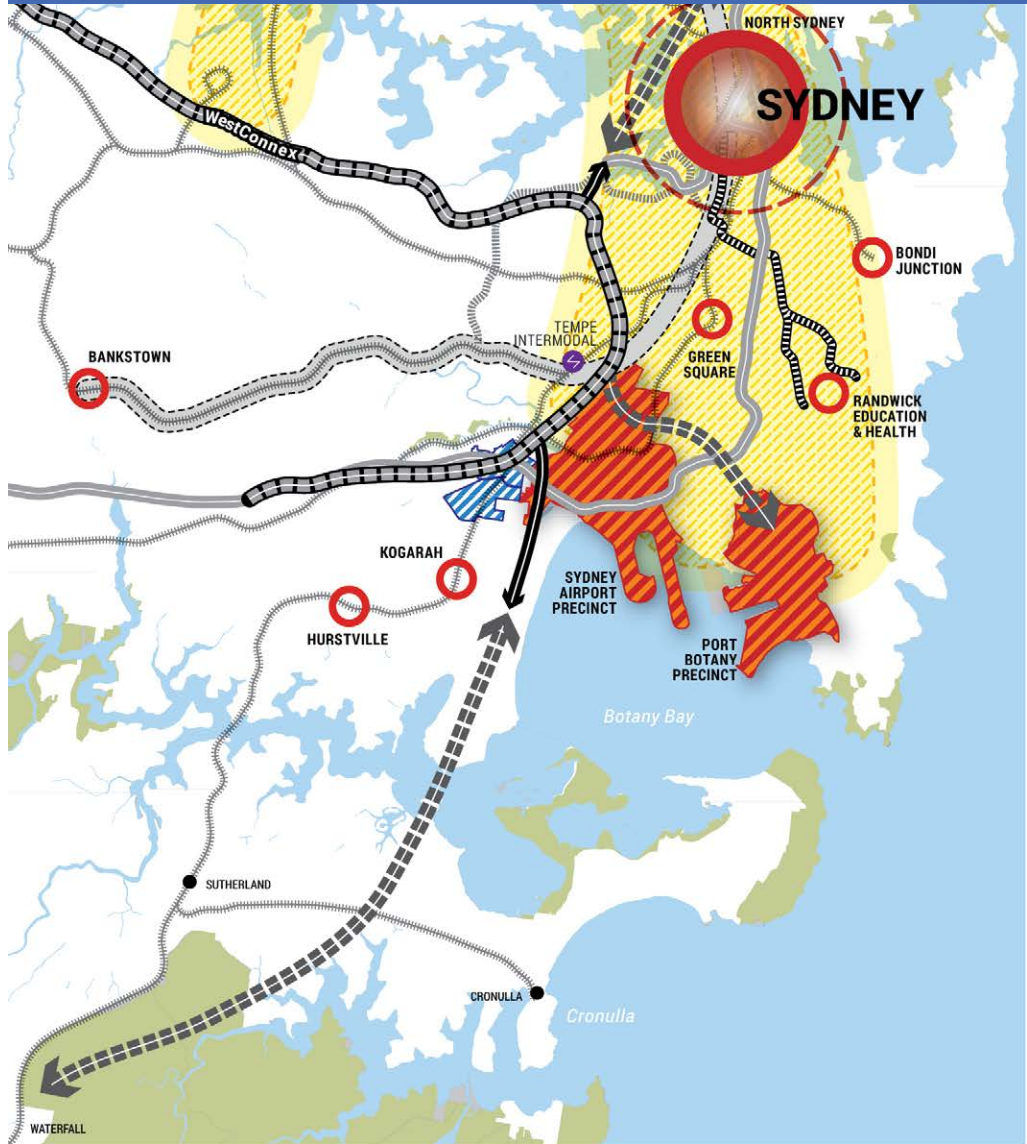


FIGURE 20: Southern Sydney – Integrating employment with transport investment



	CBD		Priority Precinct		Waterway		Motorway Expansion
	Strategic Centre		Metropolitan Urban Area		Sydney Rapid Transit		Proposed Motorway Extension
	Global Economic Corridor		Metropolitan Rural Area		Rail Network		Road/Motorway Investigation
	Transport Gateway		Parks & Reserves		Motorway		Transport Investigation

The Government will:

- preserve potential future transport corridors including:
 - Sydney Rapid Transit expanding the North West Rail Link from Chatswood to Bankstown;
 - potential extension of Sydney Rapid Transit to Hurstville;
 - potential long-term extensions to the North West Rail Link and South West Rail Link;
 - Outer Sydney Orbital;
 - Bells Line of Road – Castlereagh Connection;
 - WestConnex Motorway and its extensions, including the northern extension to the M2 Motorway;
 - Western Harbour Tunnel
 - Beaches Link
 - potential light rail corridors around Parramatta;
 - NorthConnex Motorway; and
 - Western Sydney Freight Line.
- preserve a site in the Western Sydney Employment Area for new intermodal terminal infrastructure;
- work with local councils to identify and preserve a network of strategically important road and rail freight corridors, including corridors that will encourage a higher share of freight to be transported by rail within the metropolitan area; and
- develop best practice guidelines about preserving infrastructure corridors.

ACTION 1.11.2: SECURE SYDNEY'S WATER SUPPLIES

The *Metropolitan Water Plan* outlines the measures that help provide Sydney, the Illawarra and the Blue Mountains with enough water now and into the future. The Plan balances the needs of the community with the needs of the environment but without locking out future innovation in technology.

The Government will:

- review the *Metropolitan Water Plan* to assess potential impacts from the growing population and from challenges such as our highly variable climate and its effects such as droughts and bushfires.



ACTION 1.11.3: UNDERTAKE LONG-TERM PLANNING FOR SOCIAL INFRASTRUCTURE TO SUPPORT GROWING COMMUNITIES

Providing social infrastructure where and when it is needed is important to the daily lives of residents in areas experiencing growth. It also helps people to feel connected with their local community. Social infrastructure can include police stations, libraries, child care centres, community centres, open space and recreational facilities.

The Government will:

- investigate new innovative ways to maximise the benefits of existing infrastructure and improve the efficiency of delivering new infrastructure, such as multi-storey schools in dense urban communities;
- identify social infrastructure needs and preserve land needed for new social facilities; and
- identify priorities for social infrastructure in subregional planning.

ACTION 1.11.4: COMMENCE PLANNING AND THE DEVELOPMENT OF A BUSINESS CASE FOR NEW SPORTS FACILITIES FOR WESTERN SYDNEY

Sport and sporting venues are strongly linked with the culture of Sydney. New state of the art sports facilities in Western Sydney, including a stadium, will provide a new landmark venue for sporting and cultural events and contribute to the identity of the area.

The Government will:

- assess options for rectangular stadia at Parramatta/Sydney Olympic Park;
- identify long-term options for the construction of an outer Western Sydney Stadium with the appropriate capacity and facilities to house high profile events; and
- undertake planning for delivery of new or upgraded stadia facilities in Western Sydney.



Netball facility under construction, Parramatta



Pirtek Stadium, Parramatta

ACTION 1.11.5: DELIVER LONG-TERM PLANNING FOR CEMETERIES AND CREMATORIA INFRASTRUCTURE

Providing adequate cemetery space to meet future demand is a land use planning issue that affects current and future generations. It requires suitable land for new cemeteries to be identified and protected.

Research suggests that cemetery space in Sydney may be exhausted by 2050 with critical shortages apparent by 2036. Development of an information system that can provide more accurate and up-to-date estimates of cemetery capacity and demand, broken down by both region and religious/cultural group, is a high priority.

A pilot study of cemetery capacity/demand was recently undertaken in the South West Subregion. This survey will be rolled out across metropolitan Sydney. The findings will be fed into planning processes to ensure cemetery needs can be taken into account.

The Government will facilitate market delivery of sufficient space for cemeteries to meet future local and regional demand by:

- considering evidence-based benchmarks for cemetery space that take into account population growth and density, mortality rates, cultural composition and interment trends;
- providing guidance on appropriate locations for new cemeteries; and
- ensuring appropriate land use controls and zoning to facilitate cemetery development.

ACTION 1.11.6: PREPARE INFRASTRUCTURE PLANS FOR SUBREGIONAL PLANNING

The delivery of regional and local infrastructure needs to be coordinated carefully and aligned with land use planning in order to achieve the Government's vision for a strong global city, a great place to live.

Adopting a subregional approach to planning the delivery of infrastructure will help align effort across all levels of government to identify the infrastructure needed to support local growth and change.

The Government will assess infrastructure needs as part of the subregional planning process. The infrastructure assessment will:

- identify growth priorities for each subregion;
- identify infrastructure commitments from existing Government plans; and
- identify infrastructure required to meet each subregion's growth priorities.

The Government will also develop growth infrastructure plans, which will focus on the infrastructure needs of high growth precincts identified in subregional planning over a 0-5 and 6-10 year period. The growth infrastructure plans will:

- provide details on the costs, funding and delivery of infrastructure projects;
- provide population forecasts to inform the timing of infrastructure investment decisions;
- provide details on the sequencing of infrastructure projects aligned to patterns of growth;
- identify funding sources for infrastructure projects, including opportunities for private sector-led funding and delivery arrangements; and
- prioritise infrastructure delivery to make the most of public investment and opportunities for new housing and economic growth.

An annual report will be prepared to monitor housing, jobs and infrastructure delivery. This information will be used to adjust infrastructure priorities to match changing growth patterns.

GOAL
2

Sydney's housing choices

Our plan for greater housing supply, choice and affordability to meet Sydney's changing needs and lifestyles

The Government must accelerate the delivery of new housing in Sydney to meet the needs of a bigger population and to satisfy a growing demand for different types of housing. Making sure that Sydney will have adequate shelter for its future population is a high priority of this Plan. Over the next 20 years, the population in Sydney will grow much faster than in the last 20 years. Projections indicate that Sydney will need around 664,000 additional homes over the next 20 years.¹ New housing will be needed in greenfield locations and the established urban area. Providing housing in a variety of sizes, types and locations will be essential to meeting Sydney's future housing need. Increasing housing supply will boost economic activity and generate viable infrastructure and business investment opportunities.

Sydney's house prices are high compared with other Australian capital cities,² and while house prices are the result

of consumer demand, governments can help to put downward pressure on prices. Accelerating the supply and the variety of housing across Sydney, such as apartments and townhouses, will make it easier for people to find homes to suit their lifestyle and budget.

Delivering houses in greenfield and urban renewal locations will help people to live closer to family and friends, to workplaces and schools, and to the services they use on a daily or weekly basis.

A Plan for Growing Sydney focuses on Government actions to remove the barriers which impede the delivery of more housing, to stimulate competition among developers and to influence the location and type of new homes being built. This requires a big change in how governments work together and how they work with the market, developers and planners.

The Government's approach will deliver more homes closer to jobs.



Urban renewal Illawarra Rd, Marrickville

Direction 2.1: Accelerate housing supply across Sydney

Providing more housing and different types of housing as the population grows reduces the pressure on rising house prices.

Over the last five years new housing production has grown from around 13,300 dwellings per annum to around 22,800 dwellings per annum (Figure 21), the highest level since 2002. Even with this growth, there is a significant gap between current housing production and future housing needs.

Removing the barriers to increased housing production will accelerate housing supply. The Government will work with councils and the development sector to put in place flexible planning controls which enable housing development in locations that are feasible for development.

Growth will be supported by infrastructure including transport, utilities and social infrastructure such as schools, child care centres, health facilities, open space and recreation.

Facilitating housing through the Priority Precincts program can deliver housing for a diversity of price points and best practice

design outcomes. UrbanGrowth NSW projects will transform surplus government land to deliver housing in vibrant mixed-use precincts.

Recent reforms such as the Housing Diversity Package for greenfield areas are designed to speed-up development processes which also influence housing supply. The Package will initially apply to Growth Centres but over time will become applicable to all greenfield developments.

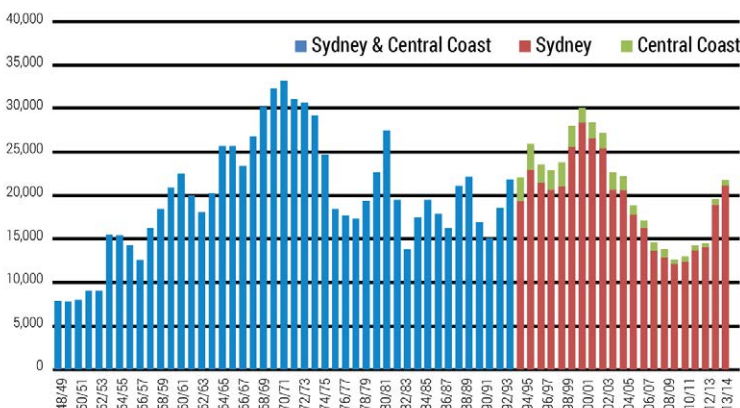
This approach will see the Government actively involved in facilitating housing supply and choice. It also recognises that the role of government is to create the best environment for investment and development, given it is the private sector (developers and small builders) who provide housing.

Some aspects of the housing market are outside government control such as the finance market, demographic trends and trends in household formation. These factors have led to cyclical peaks and troughs in housing production as illustrated in Figure 21. Planning for housing needs to respond to this cyclical pattern. The Government's approach involves focusing on development that is feasible.

The Government's goal is to deliver the housing that Sydney needs. Demographic projections of households provide the best indication of the total level of housing supply Sydney needs. These projections indicate an additional 664,000 new dwellings will be required in Sydney over the next 20 years. This estimate forms the basis for planning for new housing in Sydney.

Research indicates that delivery of new housing at the projected level, compared to today's levels, could increase Gross State Product in 2031 by around \$6 billion.³ The value of this to the State would be lost if people moved elsewhere. The Government's objective to grow the level of housing production in Sydney could lead to further economic benefits.

FIGURE 21:
Housing production in Sydney & Central Coast from 1949 to 2014



Note: Figures up to 1993 are Sydney and Central Coast combined

ACTION 2.1.1: ACCELERATE HOUSING SUPPLY AND LOCAL HOUSING CHOICES

The Government is working to achieve its target of an additional 664,000 new dwellings by 2031. Increasing housing supply and addressing housing affordability and choice, requires the Government to:

- work with councils to identify where development is feasible;
- identify where investments in local infrastructure can create housing supply;
- target locations which deliver homes closer to jobs;
- directly facilitate housing supply and choice through the projects of UrbanGrowth NSW and Priority Precincts; and
- direct the Greater Sydney Commission to work with councils over the long-term with a requirement that councils review housing needs when preparing their Local Environmental Plans.

The Government anticipates that these actions will increase housing supply across the whole metropolitan area, particularly in and around centres and greenfield areas.



Urban renewal, Wollsi Creek

The most suitable areas for significant urban renewal are those areas best connected to employment and include:

- in and around centres that are close to jobs and are serviced by public transport services that are frequent and capable of moving large numbers of people; and
- in and around strategic centres.

Subregional planning will be the initial focus for driving housing supply and choice and will seek to facilitate the delivery of an additional 664,000 dwellings over the next 20 years.

The Government will use the subregional planning process to:

- define objectives and set goals for housing supply and choice in each subregion;
- investigate local housing needs, noting that all suburbs will need additional housing over the next 20 years;
- identify areas for additional housing capacity, based on housing demand and supply opportunities and the capacity of supportive infrastructure;
- use the Urban Feasibility Model to test the feasibility of development options for each subregion which take into account the cyclical nature of housing production; and
- set five year local housing targets that maximise the opportunities to growing housing supply (i.e. putting in place enabling planning controls).

The Government will also:

- develop innovative strategies to grow housing production over time;
- direct the Greater Sydney Commission to monitor housing supply and choice and report back to Government on further actions which can stimulate housing development; and
- direct the Greater Sydney Commission to facilitate five yearly updates of the local council housing targets.

WORKING WITH THE MARKET TO DELIVER NEW HOUSING

The Government and local councils need to understand and respond to the housing market in each and every Local Government Area. The housing market reflects consumer demand and willingness to pay for particular types of housing in particular locations.

Local councils assist housing production by identifying and rezoning suitable sites for housing.

It is the role of the private sector to build new houses. The private sector will only develop housing on rezoned sites where there is sufficient consumer demand for it, at a price that provides a return to the developer.

Rezoned land will only translate into new housing construction where there is sufficient market demand.

The Government will use the Urban Feasibility Model to test local planning controls to see if they are likely to deliver housing where people want to live. The Urban Feasibility Model is a strategic planning tool which calculates the housing potential of each Local Government Area, based on existing planning and development controls and the economic feasibility of delivering housing, based on development costs and the local housing market. The Model will be available to councils across Sydney by late 2014. It is already being used on major project sites, including the Parramatta Road Corridor, to understand where the Corridor can accommodate particular types of higher density housing.

The Government will continue to work with councils so that local plans can deliver the level and type of housing that Sydney needs.



Apartment construction in Chatswood



Urban renewal, Kingsgrove

ACTION 2.1.2: ACCELERATE NEW HOUSING IN DESIGNATED INFILL AREAS (ESTABLISHED URBAN AREAS) THROUGH THE PRIORITY PRECINCTS AND URBANGROWTH NSW PROGRAMS

The Priority Precincts program coordinates planning and investment to revitalise local centres, services and infrastructure. The program selects sites for urban renewal against five criteria:

- the site aligns with State, regional or local strategies that relate to housing, employment or urban renewal;
- there is potential to maximise existing and planned infrastructure, especially transport investments;
- the site is important to more than one Local Government Area and/or there is support from a local council;
- the precinct is environmentally, socially and economically sustainable and viable; and
- development of the precinct would be financially viable and is consistent with market demand.

Locations with large lots within the existing urban area that are close to centres on the rail, light rail and rapid bus systems are particularly suited to urban renewal.

There are currently 10 Priority Precincts: North Ryde Station, Epping Town Centre, Wentworth Point, Carter Street Lidcombe, Herring Road Macquarie Park, Showground Station, Bella Vista Station, Kellyville Station, Banksia and Arncliffe.

In these locations, the Government is working to match population growth with investment in infrastructure, providing new schools and recreation facilities alongside improvements to roads and public services.

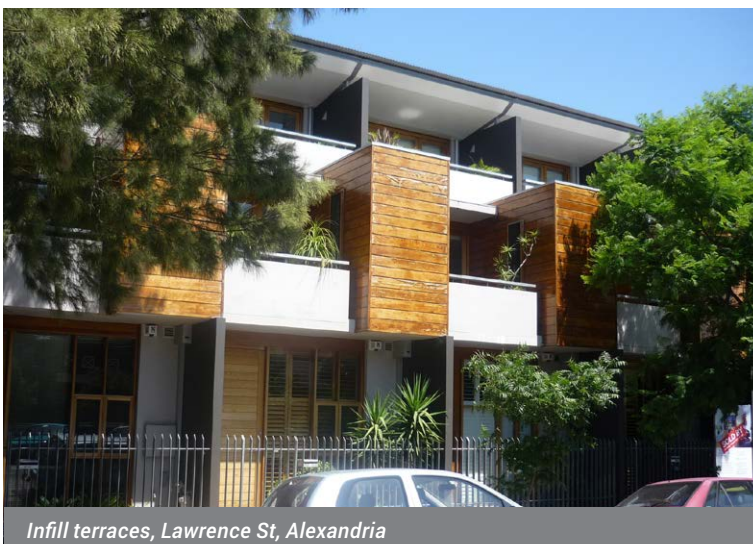
In line with the actions for Goal 3, the Priority Precincts program will also consider:

- affordable and universal or lifelong housing that allow people to stay in their local community as they age;
- forthcoming healthy built environment guidelines; and
- adaptable re-use of heritage buildings.

ACTION 2.1.3: DELIVER MORE HOUSING BY DEVELOPING SURPLUS OR UNDER-USED GOVERNMENT LAND

Making surplus Government land available for housing and leading the delivery of complex urban renewal projects will be a significant source of new housing. UrbanGrowth NSW is currently delivering additional residential sites along with new infrastructure, jobs and local community improvements. This is largely through current UrbanGrowth NSW projects at Parramatta Road, along the North West Rail Link, Green Square, Parramatta North, Central to Eveleigh, and the Bays Precinct.

The Government will identify new urban transformation projects for Urban Growth NSW in the future, and deliver infrastructure in these areas.



Infill terraces, Lawrence St, Alexandria

How the Government plans for urban renewal

Extensive planning is undertaken for each Priority Precinct. Below is an example of planning for Wentworth Point, adjacent to Sydney Olympic Park.

Current land uses on the site and in the surrounding area are examined along with the capacity of existing infrastructure

The Wentworth Point precinct has a mix of industrial buildings and vacant land. The existing uses do not capitalise on the site's access to employment and the significant cultural, sporting, social and transport infrastructure of Rhodes and Sydney Olympic Park.



Environmental constraints such as noise, flooding, contaminated lands and odours are studied

New development in the Wentworth Point precinct will need to acknowledge the ecological values of the adjacent parklands of Sydney Olympic Park and existing significant vegetation. There are also flooding impacts and contamination issues from the original reclamation of the land and industrial operations.



New facilities and services are identified and a new Structure Plan is developed

A Structure Plan, setting out how to integrate new housing with other land uses, transport and social infrastructure is prepared.

The Plan identifies suitable locations for residential development, a new school, and recreation uses.

Areas for local retail and services are located to create an active waterfront – a place for people to go and relax or shop.



Overshadowing, privacy and other issues that may arise with new development are considered

Overshadowing is assessed by examining the impact of indicative built forms in mid-winter (21 June) and the autumn/spring equinox (21 March/21 September) at 9:00am, 12 noon and 3.00pm.



Detailed development controls are devised so that development proceeds in the best way possible

A comprehensive suite of planning controls is developed specifically for this area to consider the matters examined above and tested for feasibility. Controls relate to building heights, floor space ratios, setbacks, landscaping, building materials, dwelling size, parking and privacy screening. Community engagement is undertaken.



Infrastructure is delivered and planning controls guide the development of a community that is a great place to live

Plans for the area include approximately 2,300 new medium and high density dwellings, a new primary school, parks and public access to the foreshores, pedestrian and cycling paths, a promenade with shops and cafes, dual use of school facilities for community uses and major transport improvements.



Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs

Urban renewal is essential to meet the demand for new housing in Sydney over the next 20 years.

New urban renewal locations will be selected in or near centres on the public transport network. Locating new housing here will make it easier for people to get to jobs and services and it takes pressure off congested roads.

New housing will be supported by social infrastructure - for example, parks and sporting facilities, schools, and medical services – to make the living environment more attractive.

ACTION 2.2.1: USE THE GREATER SYDNEY COMMISSION TO SUPPORT COUNCIL-LED URBAN INFILL PROJECTS

A significant proportion of Sydney's additional housing supply needs to come from urban infill across Sydney.

While significant programs are in place for large-scale urban renewal projects, small-scale urban infill development can also have an impact on the demand for infrastructure services. Urban infill will be most successful where development is coordinated with social infrastructure delivery.

The Government will:

- support council-led urban infill and to support local efforts to lift housing production around local centres, transport corridors and public transport access points; and
- work with councils to improve their urban renewal skills, and to improve the coordination between the NSW Government, councils and private proponents of local urban infill projects.

ACTION 2.2.2: UNDERTAKE URBAN RENEWAL IN TRANSPORT CORRIDORS WHICH ARE BEING TRANSFORMED BY INVESTMENT, AND AROUND STRATEGIC CENTRES

A Plan for Growing Sydney focuses new housing in centres which have public transport that runs frequently and can carry large numbers of passengers. New housing will be complemented by additional jobs and social infrastructure – especially in strategic centres. The Government recognises that investment in infrastructure such as schools, community facilities, open space and public spaces will be critical to the appeal of these places.

Considering the following issues has helped us to identify new corridors for housing:

- the opportunity to connect new homes to the job-rich areas of the Sydney CBD and the northern section of the Sydney Rapid Transit corridor from North Sydney to Norwest;
- the opportunity to connect new homes to job-rich locations via good public transport, within an approximate 30 minute rail or light rail journey; and
- potential improvements to train frequency stemming from investment in Sydney Rapid Transit.

Future investments in rail and light rail corridors identified in the *Long Term Transport Master Plan* and the *Rebuilding NSW - State Infrastructure Strategy 2014* have significant potential to act as a catalyst for new housing development and will give new communities shorter commutes to major job centres. The scale of investment will mean these corridors are transformational in nature. They offer the potential to deliver homes close to jobs and give residents the choice to walk or use public transport. They will provide a legacy for future generations.

The subregional planning process may identify additional opportunities for significant urban renewal along other transport corridors.

ADDITIONAL HOUSING CAN STIMULATE NEW COMMUNITIES

Well-planned and well-designed infill development can improve the feel of a place, its vitality and sense of community. It can make the local environment more attractive and improve services.

The figures below show how planning can identify a small local centre on a public transport corridor where more medium density housing would be appropriate. As more homes are built in the area,

better public transport is provided such as more frequent buses to major rail stations. As there are more homes with more people, additional shops, cafes and services arrive, making the centre a livelier and interesting place to live, work and visit.

In this way, a local centre grows to satisfy the needs of more people.



STAGE 1:

A small local centre with regular public transport is identified as having future development potential because it has some vacant or underused sites, Government-owned land, good open spaces nearby and is close to schools with capacity to grow.



STAGE 2:

The centre has grown to become a larger local centre with more shops (including a supermarket), and more medium and high density housing options above the shops to support young people moving out of home and older people wishing to downsize. It has a new child care centre, is close to parks and has a new bike trail linking recreation space.

The Government will:

- continue to focus urban renewal activities to provide additional housing in the following corridors:
 - Parramatta Road corridor;
 - North West Rail Link corridor;
 - Anzac Parade corridor; and
 - Bankstown to Sydenham.
- investigate the potential for future urban renewal in the following additional corridors:
 - Sutherland to Sydenham;
 - East Hills to Sydenham;
 - Hornsby to Strathfield via Epping;
 - Hornsby to North Sydney via Gordon; and
 - Kings Cross to Bondi Junction.
- work with local councils to facilitate urban renewal around all strategic centres across the city (see Action 1.7.1).

In the long-term, the Government will investigate the potential for urban renewal in and around centres with improved public transport links in cross-city corridors between:

- Macquarie Park and Parramatta;
- Macquarie Park and Hurstville via Sydney Olympic Park;
- Parramatta and Hurstville via Bankstown; and
- Parramatta to Sydney CBD via Ryde.

Improved transport services for these corridors are identified in *Sydney's Bus Future*. Targeting housing in these corridors will make public transport a more viable alternative to car transport. Over time, better public transport services can be introduced, supporting more urban renewal, which in turn allows for further improvements to public transport.

Transport is a significant enabler to link people to jobs and a catalyst for further urban renewal. Improvements to public transport will create an opportunity to explore the changing patterns of activity across Sydney (Figure 22). For example, as Greater Parramatta grows, it will be important to consider opportunities that may be created for the Liverpool to Parramatta Corridor.

PARRAMATTA ROAD CORRIDOR

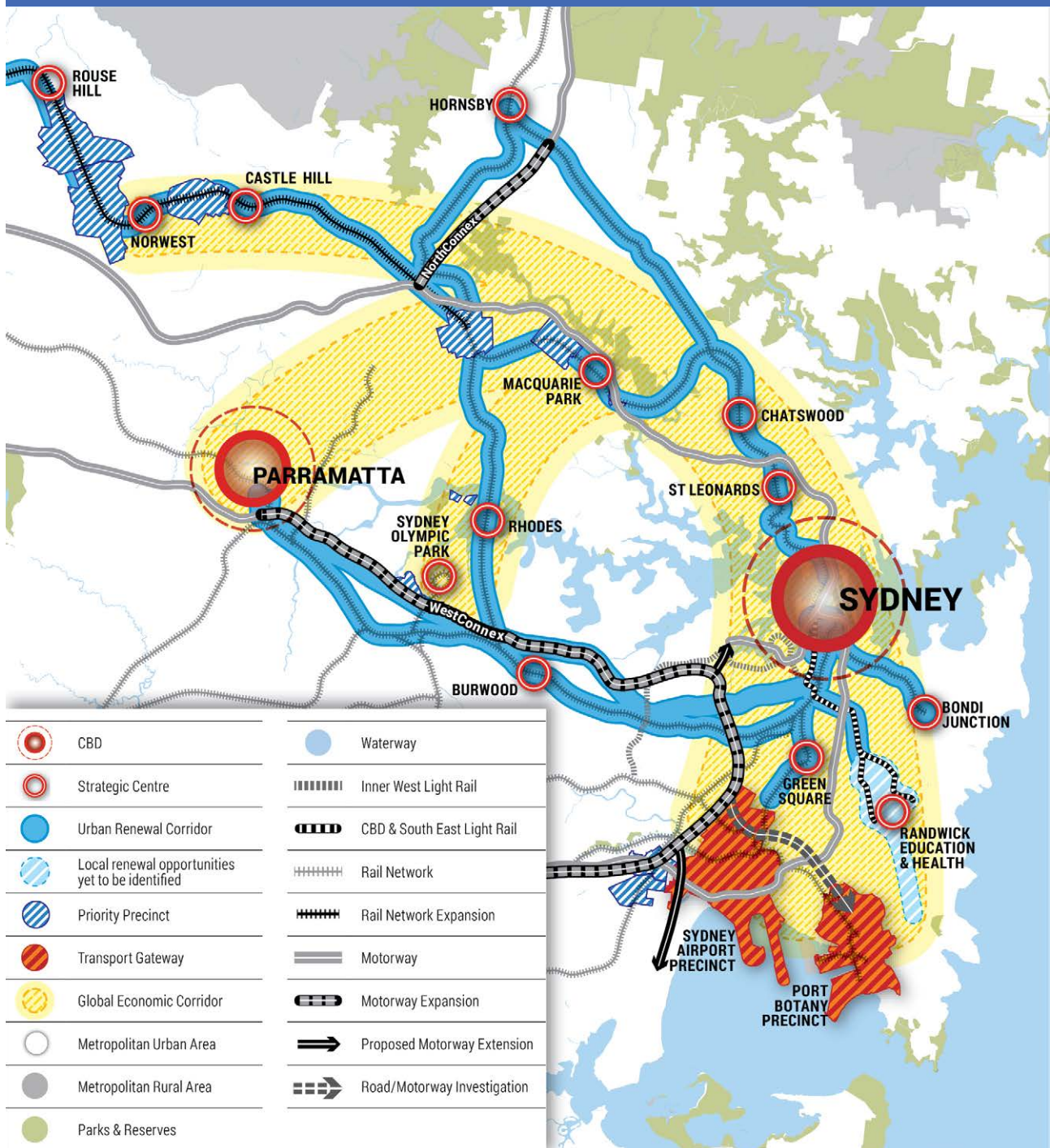
The Parramatta Road Corridor is a 20km long corridor strategically connecting the two largest concentrations of jobs in Sydney – Sydney CBD and Greater Parramatta. The corridor has good access to employment, the rail network, a range of social infrastructure, and the southern foreshores of Sydney Harbour and Parramatta River. The construction of WestConnex will allow for significant improvements to local amenity by reducing through-traffic on surface roads, and allowing for enhanced north-south local connectivity. The Government will investigate the feasibility of light rail along Parramatta Road for the length of the corridor.

The corridor will be a focus for increased housing, economic activity and social infrastructure, especially around centres with good public transport access and amenity. An Urban Renewal Strategy is being prepared to guide development in selected precincts in the Parramatta Road Corridor and to bring new life to local communities. Burwood, Sydney Olympic Park and Rhodes will continue to be a particular focus for employment.

NORTH WEST RAIL LINK CORRIDOR

The North West Rail Link Corridor is a 23km corridor between Epping and Cudgegong Road focused on the North West Rail Link currently under construction. A Corridor Strategy, including a structure plan for each of the eight new train stations and their surrounds, has been prepared to guide development over the next 20 to 25 years.⁴ The new train line will provide housing in the corridor with excellent access to employment in the Global Economic Corridor.

FIGURE 22: Central and Northern Sydney: Growing homes closer to jobs





University of New South Wales

The corridor will be a focus for increased housing, economic activity and social infrastructure, especially around centres with good public transport access and amenity. Castle Hill, Norwest (including Bella Vista) and Rouse Hill will continue to be a particular focus for employment.

ANZAC PARADE CORRIDOR

The Anzac Parade Corridor is a 10km long corridor extending the length of Anzac Parade, from Moore Park to La Perouse, and includes the centres and communities within walking distance of Anzac Parade. The corridor has excellent access to employment, recreational opportunities, higher education, health facilities and social infrastructure. The CBD and South East Light Rail will better connect Randwick and Kingsford to Sydney CBD.

The Government has identified Anzac Parade between Kingsford and Maroubra as a priority corridor for further investigation for bus rapid transit or light rail.

The Government will work with the Council and the local community to identify areas for local renewal and opportunities to revitalise local neighbourhoods that will meet community expectations for renewal and provide local benefits.



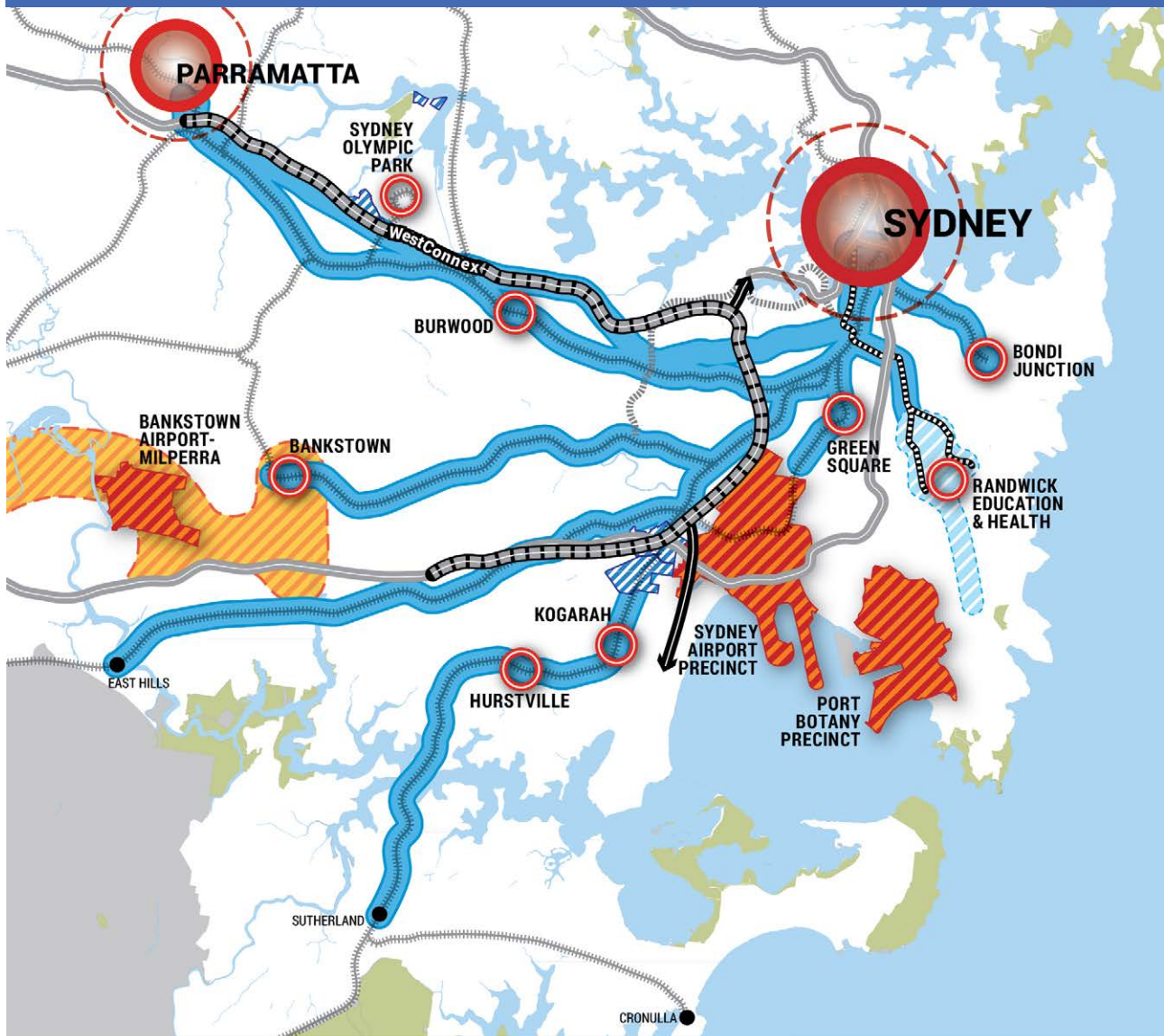
Moore Park cycleway

BANKSTOWN TO SYDENHAM

The proposed Sydney Rapid Transit will provide improvements to the Bankstown Rail Line and will allow faster and more frequent train services. To capitalise on improved public transport, new housing will be focused in and around centres in the rail corridor.

The Government will undertake detailed structure planning around each train station to identify capacity for an increase in housing supply, focused in areas with good amenity, close to existing and planned mixed-use centres and close to public transport access points. Capacity for long-term jobs growth, especially in and around Bankstown and Bankstown Airport – Milperra Strategic Precinct will be investigated.

FIGURE 23: Central and Southern Sydney: Connecting homes to jobs



	CBD		Transport Gateway		Waterway		Motorway Expansion
	Strategic Centre		Enterprise Corridor		Inner West Light Rail		Proposed Motorway Extension
	Urban Renewal Corridor		Metropolitan Urban Area		CBD & South East Light Rail		
	Local renewal opportunities yet to be identified		Metropolitan Rural Area		Rail Network		
	Priority Precinct		Parks & Reserves		Motorway		

Direction 2.3: Improve housing choice to suit different needs and lifestyles

Sydney's population is changing and the city's stock of homes needs to adapt to suit.

The fastest growing households in Sydney are single person households.⁵ In 2011, only 36.6 per cent of households were couples with children. Households that are couples with children will grow at a slower rate than both couple and single person households over the next 20 years.⁶ Despite these trends, 57.3 per cent of Sydney's housing stock is detached houses.⁷

As the population ages, many people will choose to downsize their homes. Most people will prefer to remain in their communities – around 50 per cent of people looking to purchase a new house stay within their current Local Government Area.⁸

Demand for inner city living is increasing and more apartments are being built closer to public transport and centres. This reflects

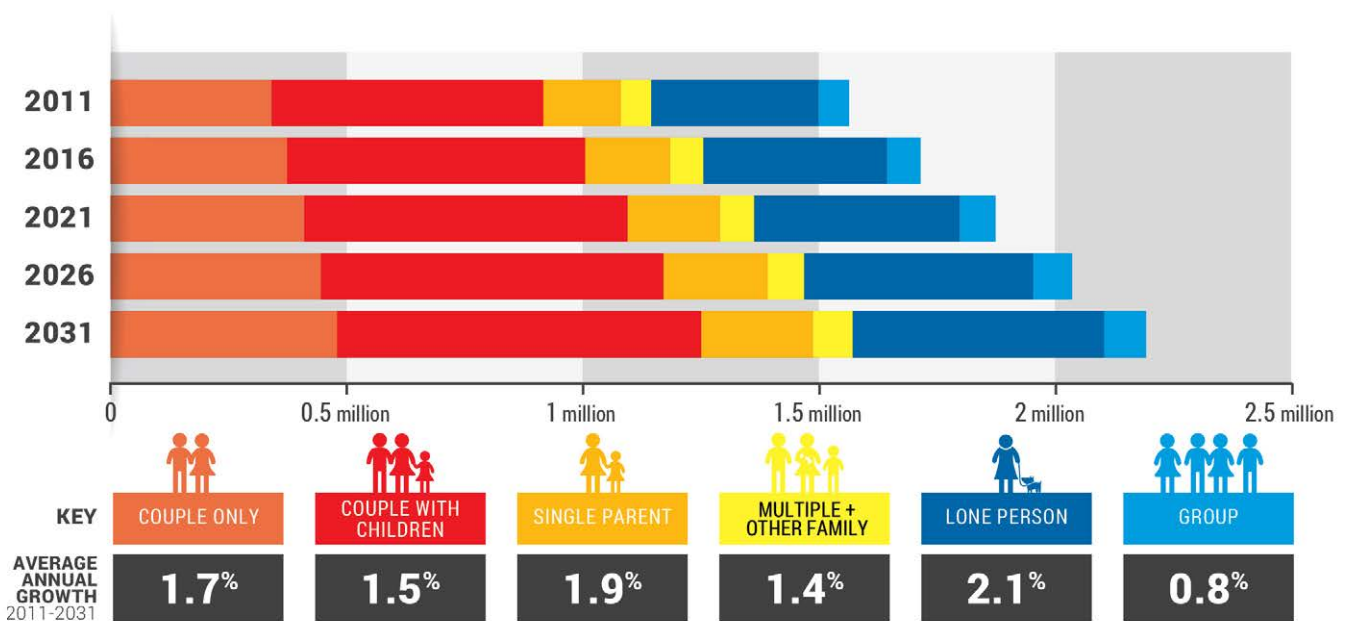
consumer demand for housing to meet budget and lifestyle requirements.

Research indicates a current shortage of semi-detached houses across Sydney and a shortage of apartments in the middle and outer areas of the city.⁹ This is affecting the capacity of people to buy or rent a home.

To respond to these issues, the Government will introduce planning controls that increase the number of homes in established urban areas to take advantage of public transport, jobs and services. It will also encourage further innovative, well-designed, smaller homes to suit lifestyles and budgets.

Housing choice is also increasingly about 'universal housing' that allows people to stay in their home as they age. The private sector, supported by community groups and the Government, are making this type of housing more available.

FIGURE 24:
Projected Household
Structure 2011 - 2031



ACTION 2.3.1: REQUIRE LOCAL HOUSING STRATEGIES TO PLAN FOR A RANGE OF HOUSING TYPES

Councils can use local housing strategies to identify housing needs and plan for a range of housing types and identify the local infrastructure to support the needs of their local communities.

Local housing strategies are the first step towards coordinating local and State-funded infrastructure for local infill development. The strategies can cater for different household sizes such as terraces, townhouses, freestanding houses and apartments in centres and above businesses.

The Government will require each council to prepare a local housing strategy that:

- identifies how the council will deliver a range of building forms and types, aligned with market demand, minimum household projections and development capacity in their local area;
- considers housing for people at different stages of their lives, for example, families and individuals (the *Liveable Housing Guidelines*¹⁰ provide direction on how lifecycle needs can be met); and
- considers local affordable housing needs and strategies to provide affordable housing (see Action 2.3.3).

The Government will provide more detailed guidance as to the scope of a local housing strategy. A housing strategy could form part of a council's Community Strategic Plan and will inform Local Environmental Plans.

ACTION 2.3.2: ENABLE THE SUBDIVISION OF EXISTING HOMES AND LOTS IN AREAS SUITED TO MEDIUM DENSITY HOUSING

Subdividing existing homes and lots in areas that are suitable for medium density housing can help to meet consumer demand and reduce the cost of housing. By removing the barriers to subdivision of existing homes and

blocks of a suitable size, more affordable housing options can be offered.

The Government will:

- modify the Standard Instrument Local Environmental Plan to make local development controls more consistent across Sydney.

ACTION 2.3.3: DELIVER MORE OPPORTUNITIES FOR AFFORDABLE HOUSING

Since 2009 existing housing policies have helped deliver more than 6,000 homes in the affordable housing market.

The Government recognises that more needs to be done to meet the housing needs of people on very low, low and moderate incomes. People in lower income brackets that spend more than 30 per cent of their gross income on rent are said to be experiencing rental stress.

The Government will:

- develop a comprehensive approach to this issue that involves all stakeholders – the Government, local councils and the private and community sectors;
- provide affordable housing in Government-led urban renewal projects and on Government-owned sites to meet the shortfall in affordable housing; and
- require local councils to include affordable housing in their local housing strategies, to respond to local demand.

The Government will use its affordable housing projects to demonstrate how well-designed housing can be delivered by working with community housing providers and the development industry.

Direction 2.4: Deliver timely and well planned greenfield precincts and housing

Greenfield development in new land releases is an important component of Sydney's overall housing supply.¹¹ In recent years greenfield housing has made up almost a quarter of Sydney's housing growth. It helps provide Sydney's residents with a diversity of housing that suits different needs, budgets and lifestyle choices.

Greenfield housing development will continue to be primarily focused in the North West Growth Centre and South West Growth Centre.

The Government has already committed considerable investment in major infrastructure to support housing growth in Growth Centres. This includes the South West Rail Link and North West Rail Link along with upgrades to Bringelly Road, The Northern Road, Camden Valley Way and Richmond Road.

At a local level, the coordination and delivery of enabling infrastructure facilitates the development of greenfield sites into new housing supply. Coordinated investment in local infrastructure by the Government, councils, utility providers and the development industry will maximise housing supply, deliver greater benefits for dollars spent, and helps to create well serviced, liveable communities.

The focus on infrastructure coordination is especially important for those parts of the Growth Centres where land ownership is fragmented. For example, in the Alex Avenue release area in the North West Growth Centre new housing lot production increased by 38 per cent over two years following the delivery of a new pumping station by UrbanGrowth NSW.¹² Timely and coordinated infrastructure delivery will increase the conversion rate of zoned land into homes on the ground.

The Government needs to plan for future growth and new areas beyond the North West and South West Growth Centres. Investigations are underway for a potential new Growth Centre in the Macarthur area. Should the area be deemed suitable for housing, a strategic framework will be established to guide the Government's long-term investment or coordinate early private investment and enabling infrastructure.

ACTION 2.4.1: DELIVER GREENFIELD HOUSING SUPPLY IN THE NORTH WEST AND SOUTH WEST GROWTH CENTRES

The Government will work with all stakeholders including local government, developers and the community to deliver new homes in the North West and South West Growth Centres. Structure planning and infrastructure investment in the Growth Centres will boost the supply of housing from greenfield development.

The Government will:

- update structure plans for the North West and South West Growth Centres to realise the full potential of investment in new infrastructure;
- continue rezoning land in the North West and South West Growth Centres to maintain a steady supply of greenfield sites for development; and
- co-ordinate and deliver enabling infrastructure at the local level to assist the conversion of zoned land into homes.



Oran Park

ACTION 2.4.2: DEVELOP A FRAMEWORK FOR THE IDENTIFICATION OF NEW GROWTH CENTRES

A framework for the identification of new Growth Centres is needed to improve the management of future land release, stimulate competition to keep downward pressure on prices and help prevent speculative investment and land-banking.

The long-term growth framework will consider:

- the sustainability of Sydney's agricultural and resource sectors;
- the cost of delivering roads, transport and services infrastructure;
- the costs to communities of higher transport and infrastructure costs, reduced social outcomes and poorer access to economic opportunities and services;
- the compatibility of development with adjacent land uses; and
- access to employment, noting that around 69 per cent of residents in Sydney's north west and south west travel outside their Local Government Area to work, adding considerably to their weekly expenses.¹³

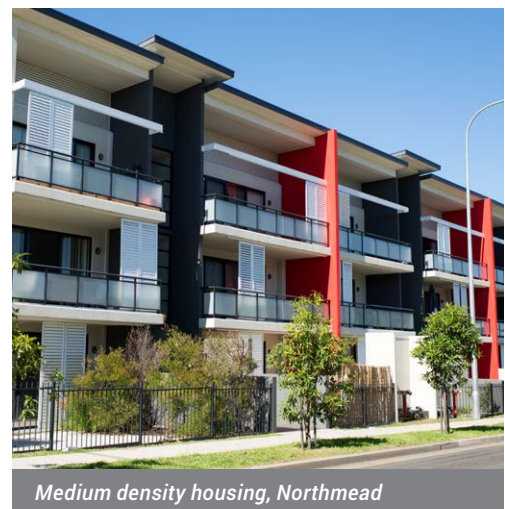
The framework will assist the orderly release of land which allows efficient delivery of infrastructure and ultimately the creation of new communities that are readily able to access employment, public transport, shops and services. It also allows the cumulative effects of development to be carefully considered and addressed.

In preparing a framework for the identification of new Growth Centres and Priority Growth Areas the Government will:

- identify potential locations for new greenfield development giving particular attention to investigating the potential for greenfield development south and south-west of Campbelltown-Macarthur;

- consider a range of issues, including:
 - the value of land for drinking water supply, agriculture, environmental management, resources, tourism and other purposes;
 - constraints to development, including environmental constraints and natural hazards;
 - private sector interest in developing particular land;
 - proximity of land to current and planned locations of employment;
 - the cost of infrastructure provision including roads, water, sewerage, public transport, schools and health facilities; and
 - the economic and social cost to communities of having relatively poor access to employment and services;¹⁴
- complete the framework within six months of the release of *A Plan for Growing Sydney*, and
- prepare the framework in tandem with the preparation of a strategic framework for the Metropolitan Rural Area (see Action 4.1.2).

ENDNOTES - PAGE 141



Medium density housing, Northmead

GOAL
3

Sydney's great places to live

Our plan for creating a city with strong, healthy and well connected communities

Sydney is one of the great cities of the world.

The city has a strong economy, housing choice and a spectacular natural environment.

Urban renewal is transforming many local communities through better transport, social infrastructure and public open space.

A Plan for Growing Sydney aims to create more vibrant places and revitalised suburbs where people want to live – welcoming places and centres with character and vibrancy that offer a sense of community and belonging. This chapter focuses on the local infrastructure, built environment and open spaces that make Sydney a great place to live and promote the health and wellbeing of urban communities.

The Government will work with councils, communities and the private sector to identify locations for new housing, jobs and services. Through strong leadership, places can be delivered that are vibrant and well connected, with an interesting street life and an improved public domain.

Liveability will be Sydney's continuing competitive advantage in the decades ahead. It will contribute to the city's ability to foster innovation, develop thriving centres and attract investment and skills from across the world.



Direction 3.1: Revitalise existing suburbs

Research has found that focusing new housing within Sydney's established suburbs brings real benefits to communities and makes good social and economic sense.¹

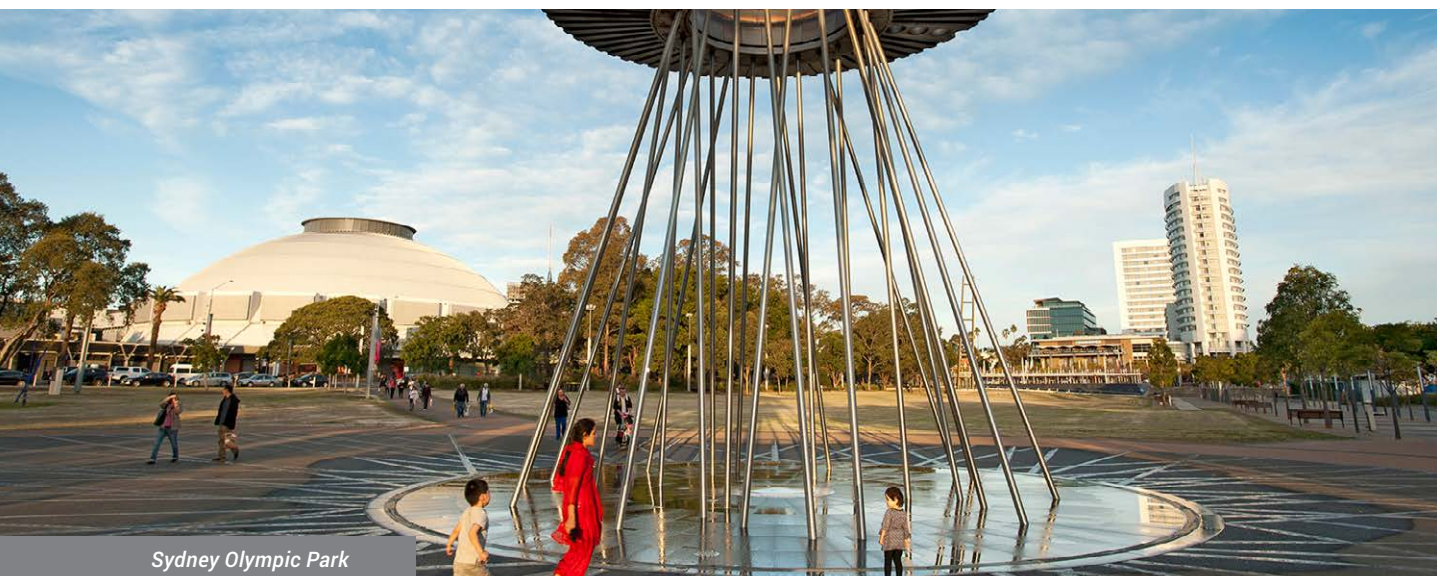
This type of development lowers infrastructure costs; reduces the time people spend commuting to work or travelling between places; gives people more time to spend with their families, relaxing and enjoying sport and other activities; and helps people get involved in the local community. Directing new housing to the existing urban area will reduce the impact of development on the environment and protect productive rural land at the urban fringe.² It also improves residents' access to jobs, services and recreation and this will enhance the liveability of the city.

A city which makes it easy for residents to get to jobs, services and recreation is a more attractive place to live. By putting more housing in or near centres on the public transport network, residents can take advantage of the shops, cinemas, cafes, restaurants, and health and education services that are already available. It can make it easier to do everyday activities like

shopping, dropping children at school or child care, or visiting the local park on foot or by bicycle, rather than driving several kilometres. Less driving means less traffic, less pollution and people enjoying more exercise.³ Local businesses benefit from having more customers close by and the wider population benefits from better health outcomes.⁴

The Government recognises that as the population grows in existing suburbs, there is an opportunity to revitalise local communities by providing more social infrastructure such as schools, health care and community services, and public transport. Utilities such as water, sewerage, electricity and gas need to expand to meet growing demands. Revitalising suburbs can provide an opportunity to improve parks, civic squares and other public spaces. Enhancing boulevards can create attractive promenades for strolling and leisure and make important connections more visible, while still delivering the transport functions to move people around the city.

These infrastructure improvements create places where people like to gather and feel they belong, leaving less chance for the socially vulnerable to become isolated.



Sydney Olympic Park

The Government will prioritise the delivery of housing in or near centres in the established urban areas to help more people to live where they want – close to jobs, services and transport.⁵

The design of new and existing centres can make them more attractive to residents. For example, setting buildings back from the street when near busy road and rail corridors can improve amenity by minimising noise and pollution.

A well-designed centre will:

- make it easy to move around and to travel to surrounding areas;
- include public and private spaces;
- be safe and welcoming to all members of the community;
- provide a mix of uses, day and night, to create safe places for everyone; and
- reflect the heritage and history of the place.

Higher density development that is matched by local infrastructure improvements and good design enhances liveability. It allows more people to live close to work and to

services, makes the best use of existing infrastructure and provides greater choice in transport around the city.

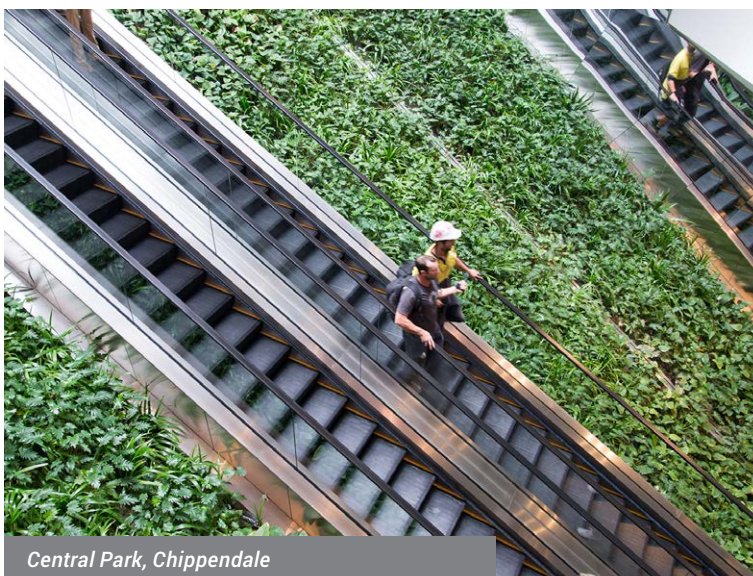
ACTION 3.1.1: SUPPORT URBAN RENEWAL BY DIRECTING LOCAL INFRASTRUCTURE TO CENTRES WHERE THERE IS GROWTH

Delivering the infrastructure that is needed means responding to growth. In areas that are growing, it will be most efficient to focus investment in local infrastructure in centres – the most accessible place for the local community.

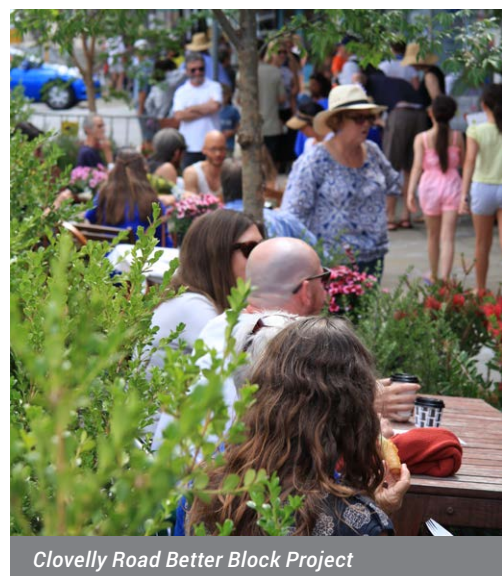
Investment that improves the amenity of local centres will attract development and business, making vibrant local centres where people will enjoy spending time. The Government's investment in social infrastructure such as schools, open space, civic spaces and boulevards, health care, child care and other community facilities will assist this process.

The Government will:

- direct its investment in social infrastructure to centres in areas experiencing growth or capable of experiencing growth.



Central Park, Chippendale



Clovelly Road Better Block Project

BUILDING SAFE COMMUNITIES

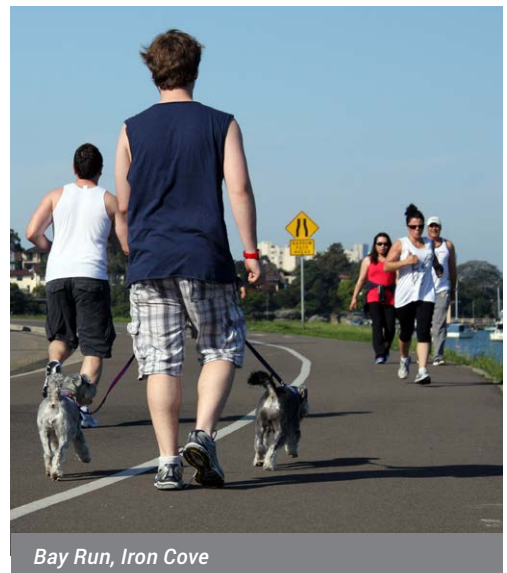
It is important that Sydney's communities are safe. The *Crime Prevention Through Environmental Design Guidelines* establish principles that can be applied to the design of centres, streets and other public places. These guidelines incorporate four principles to minimise the opportunity for crime:

- **Surveillance** – provide clear sightlines between public and private places, and effective lighting of public places and landscaping that makes places attractive, but does not give offenders a place to hide or entrap victims;
- **Access control** – channel and group pedestrians into target areas, and restrict access to internal areas or high-risk areas such as car parks or other rarely visited areas;
- **Territorial reinforcement** – use designs that encourage people to gather in public spaces and to feel some responsibility for the use and condition of these spaces; and
- **Space management** – provide activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out pedestrian and car park lighting, and the removal or refurbishment of ageing areas.

Source: Department of Urban Affairs and Planning 2001, *Crime Prevention and the Assessment of Development Applications Guidelines Under Section 79C of the Environmental Planning and Assessment Act 1979*, NSW Government, Sydney



Sydney Park, Alexandria



Bay Run, Iron Cove

Direction 3.2: Create a network of interlinked, multipurpose open and green spaces across Sydney

Sydney's much loved open spaces, bushland tracks and trails support recreation, sporting activity, walking and cycling, and improve the environmental quality and liveability of our urban communities.

More than 90 per cent of the city's residents live within a five to 10 minute walk of green space and less than a 30 minute drive from a large regional open space.⁶

The *Metropolitan Greenspace Program* was established to invest in links between Sydney's bushland, parks, centres and waterways, and promote public use and enjoyment of these spaces. The *Regional Tracks and Trails Framework* was developed to further direct investment into connections across the city.

A more strategic approach to identifying and connecting open spaces will support the development of a city-wide 'Green Grid'.

A city-wide grid of green and open spaces will promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction,

support active transport connections to centres and public transport, and improve the city's environmental resilience.

The *Sharing Sydney Harbour Access Program* was established to improve the recreational opportunities of Sydney Harbour. The Program is being reactivated as the *Sharing Sydney Harbour Program* to provide joint capital works by State and local governments such as walking tracks, cycle paths, new public waterfront parks, jetties, pontoons and boat launching facilities.

The *Metropolitan Greenspace Program* and *Sharing Sydney Harbour Program* are improving the health and wellbeing of Sydneysiders and liveability of the city.

A Plan for Growing Sydney aims to improve the quality of green spaces and create an interconnected network of open spaces and parks, tree-lined streets, bushland reserves, riparian walking tracks and National Parks. It will also encourage innovative uses of these spaces – from bushland renewal to outdoor theatres and stimulating children's playgrounds.



Blaxland Riverside Park bike hire



Walking trails, The Hills Shire

ACTION 3.2.1: DELIVER THE SYDNEY GREEN GRID PROJECT

The Sydney Green Grid will include open spaces, parks, bushland, natural areas, waterway corridors and tree-lined streetscapes in a network that connects our homes to centres, public transport, jobs and recreation. It will build upon the open space network already established through the *Metropolitan Greenspace Program* and the *Regional Tracks and Trails Framework*.

Providing open space guidelines will resource local councils to develop recreational and open space policies to meet local community needs and inform the preparation of local level plans and policies that are consistent with the Sydney Green Grid.

The Government will deliver the Sydney Green Grid by:

- continuing to implement the *Metropolitan Greenspace Program*;
- continuing to implement the *Sharing Sydney Harbour Program*;

- working with councils to develop open space guidelines to encourage appropriate local planning for the open space needs of communities;
- working with local councils and communities to connect walking trails identified in the *Regional Tracks and Trails Framework* and locate new recreation and sporting facilities within the Sydney Green Grid;
- delivering new open space in greenfield locations to support the Sydney Green Grid; and
- implementing the *Western Sydney Parklands Plan of Management*.

The *Western Sydney Parklands Plan of Management* identifies places for people of all backgrounds to meet, celebrate, learn, play and appreciate the environment. Fifteen precincts are defined each with their own character, land uses, infrastructure, issues and opportunities. Future parklands have been identified and communities will be able to create and manage these lands. The parklands are part of building a sustainable future on the Cumberland Plain⁷ and these will form part of the Sydney Green Grid.

ACTION 3.2.2: INVESTIGATE OPTIONS FOR A BUSHLAND RENEWAL PROGRAM

Urban bushland is important to the city's network of green spaces, biodiversity and the development of the Sydney Green Grid. A bushland renewal program will be developed to preserve and improve the environmental quality of the bushland within the city.

The Government will:

- explore options to enhance current programs and investment to support habitat and bushland renewal; and
- investigate the application of Environmental Trust funds to habitat and bushland renewal projects.



Millenium Parklands and Parramatta River

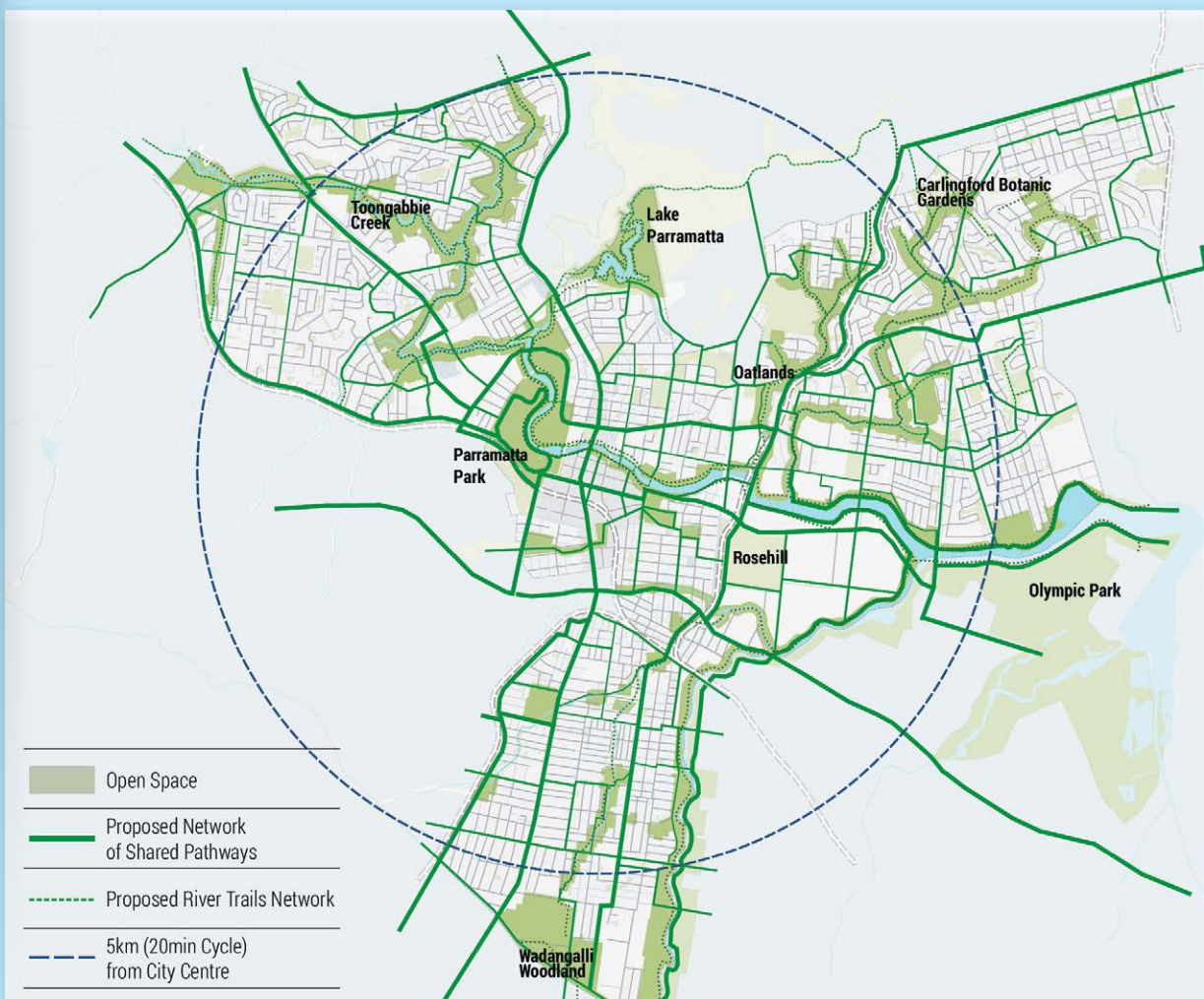
THE SYDNEY GREEN GRID – PARRAMATTA PILOT

The Green Grid for Parramatta proposes planning and development of an interconnected system of natural landscapes, local open spaces and strategic parks within major commercial, employment and residential precincts.

It will provide environmental benefits such as better water and air quality, social benefits such as improved

physical and mental health, and economic benefits such as higher property values and business retention. It will also promote more walking and cycling for healthy lifestyles.

Planned and potential projects are in Parramatta, Rydalmere, Camellia and North Parramatta.



Source: Government Architect's Office 2013, Green Grid: A Plan for Parramatta's Future, NSW Department of Finance and Services, Sydney.

Direction 3.3: Create healthy built environments

The design of our city and suburbs plays an important role in supporting physical activity, social interaction and equitable access to healthy food. The built environment can also facilitate social cohesion and community connectivity.

The built environment can encourage healthy communities by:

- creating mixed-use centres that provide a convenient focus for daily activities;
- providing separated footpaths and cycleways to safely connect people to destinations;
- providing facilities such as bike lockers at rail stations and workplaces to make it easier to walk or cycle to public transport and local centres;
- creating attractive public spaces and improving the quality of the public domain through better design, including landscaping, lighting and traffic calming measures in high pedestrian areas; and
- linking open spaces to encourage recreational walking and cycling, and support cross-regional trips to centres and other destinations.

ACTION 3.3.1: DELIVER GUIDELINES FOR A HEALTHY BUILT ENVIRONMENT

As Sydney grows, there will be potential for new development to revitalise communities and support healthy lifestyles.

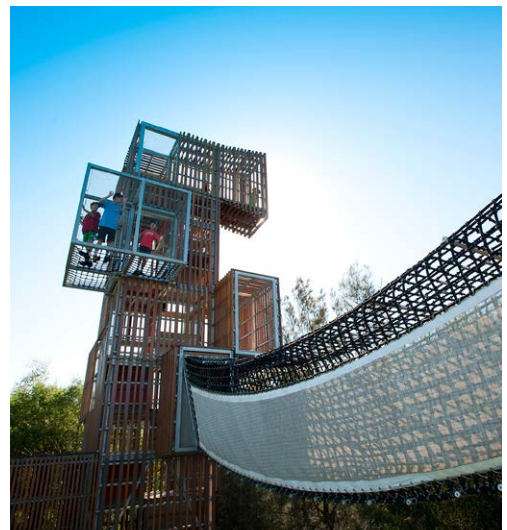
Providing guidelines for a healthy built environment will encourage development decisions that support healthy communities. The guidelines will show how planning and development can promote healthy activities such as walking to the shops or school, cycling to the train station as part of a daily commute, meeting friends at a local park or café, and visiting a farmers' market or local community event.

The Government will:

- work with the NSW Healthy Planning Expert Working Group to develop guidelines for planning, designing and developing a healthy built environment.



Pirrama Park, Pyrmont



Adventure Playground, Blaxland Riverside Park



Central Park, Chippendale

CREATING A HEALTHY BUILT ENVIRONMENT

The built environment, including our buildings, streets, infrastructure and open spaces, has an important bearing on our health and wellbeing. Research has identified three key built environment 'domains' that support human health:

1. THE BUILT ENVIRONMENT CAN SUPPORT PHYSICAL ACTIVITY

For example: integrating land use and transport to encourage active modes of travel such as walking and cycling; preserving a variety of open spaces for recreation; and designing street networks that include infrastructure for walking and cycling for both recreation and transport.

2. THE BUILT ENVIRONMENT CAN CONNECT AND STRENGTHEN COMMUNITIES

For example: providing streets and public spaces that are safe, clean and attractive; encouraging social interaction; encouraging residential development that is integrated, yet private; and enabling community involvement in planning decision making.

3. THE BUILT ENVIRONMENT CAN PROVIDE EQUITABLE ACCESS TO HEALTHY FOOD

For example: retaining peri-urban agricultural lands as a source of easily accessed healthy food; and providing space for farmers' markets and community gardens.

Source: Healthy Built Environments Program (HBEP) 2013, *Healthy Built Environments: A Review of the Literature – Fact Sheets*. Healthy Built Environments Program, City Futures Research Centre, University of NSW, Sydney

Direction 3.4: Promote Sydney's heritage, arts and culture



The Rocks, Sydney

World-class cities are distinguished by their vibrant local cultural life. This is particularly true of Sydney, which is home to around one-third of Australia's community of artists.⁸

Our world-class arts venues in the Sydney CBD and regional facilities in Parramatta CBD have great symbolic value to the city and contribute to Sydney's global reputation. For the past five years Sydney has been named the world's best festival and event city.⁹

Investment in the Cultural Ribbon that extends from the Domain through Sydney Opera House and Darling Harbour to the Australian Technology Park will support these venues and add to the vibrancy of Sydney. The Art Gallery of NSW Sydney Modern project will deliver a major expansion to the Gallery and a renewed focus for a global audience.

Local efforts to build our arts and cultural scene also deliver benefits to communities through increased social participation. Attendance at Sydney's metropolitan performing arts events and visual arts events has increased by 20 per cent and 37 per cent respectively.¹⁰ The use of local cultural infrastructure, such as libraries and community halls, is also growing.¹¹ Further growth in local arts and culture can be fostered through partnerships and shared resources such as local co-working spaces.

Local arts and culture can also be a driving force behind urban renewal.¹² Local arts and cultural activity are important for the creation of vibrant and connected communities. Surry Hills, Glebe, Annandale, Marrickville, Alexandria and Pyrmont, once industrial suburbs, are evidence of a cultural-led vibrancy, where new music spaces, restaurants, galleries and cafes have brought community life to renewed suburbs.

Community life is often centred around significant places such as heritage buildings. These buildings provide a connection to our past and collectively tell our city's story. Heritage buildings and sites contribute to

our sense of place and identity and help us to understand and learn about our past, including our proud Aboriginal heritage.¹³

ACTION 3.4.1: CONTINUE TO GROW GLOBAL SYDNEY'S CBD AS AN INTERNATIONAL ARTS AND CULTURAL DESTINATION

A number of investments in venues in the Cultural Ribbon are planned or under construction including:

- a new Australian Centre for Indigenous Culture, a new Australian Design Centre and a landmark public art commission at Barangaroo;
- Darling Harbour Live including redevelopment of the Sydney International Convention, Exhibition and Entertainment precinct; and
- planning for the Walsh Bay Arts Precinct, with redevelopment of the historic Pier 2/3 and Wharf 4/5 to create an internationally significant working arts precinct for Australia's leading major performing arts organisations.

The redevelopment of Walsh Bay Arts Precinct will more than double the arts offering at Walsh Bay with new and upgraded production, rehearsal, studio and performance venues. Home to Australia's pre-eminent performing arts organisations, the Walsh Bay Arts Precinct will offer a rich and varied range of performances, events and experiences complemented with new restaurants, cafes and commercial opportunities. These include Sydney Theatre Company, Sydney Dance Company, Bangarra Dance Theatre, Australian Chamber Orchestra, Bell Shakespeare Company and Australian Theatre for Young People. Choir groups and key festivals will also be part of the precinct. A major new public square and opportunities for community engagement and participation will be central to the proposed development.

The Government will:

- support Sydney's world-class cultural institutions and venues by developing links between venues, adding vibrancy to arts and cultural life in Sydney's CBD;
- coordinate activities along the inner Harbour foreshore through a committee which will work with the community and stakeholders to deliver a strategic vision for the foreshore; and
- integrate arts and cultural policies and investment with broader development and urban renewal efforts across the city to work towards better access to the arts for all communities in Sydney.

ACTION 3.4.2: GROW THE ARTS AND CULTURAL OPPORTUNITIES IN PARRAMATTA TO INCLUDE STATE-LEVEL FACILITIES

Providing a hub for arts, culture and entertainment in Parramatta will boost the profile of Western Sydney and provide a significant focus for growth in these activities.

In the longer term, the Government envisages a Parramatta Cultural Precinct which could have:

- a major new exhibition facility such as a new museum or art gallery as an anchor facility and a destination in its own right – Western Sydney's own Guggenheim, MONA or Qwestacon;
- restored buildings for use as arts administration, performing arts rehearsal space, dance studios or an art gallery;
- enhanced outdoor events space suitable for use by the Sydney Festival;
- a Western Sydney artists studio; and
- space for local arts companies such as ICE (digital media), FORM (dance), UTP (theatre), Accessible Arts and Ausdance NSW.

The hub would be a major drawcard for the local community and tourism and would

create significant momentum for people and business to relocate to the west.

A first stage in the development of this hub is a consideration of options for a revamped Riverside Precinct - part of an entertainment and leisure precinct around the Parramatta River. This precinct will make Western Sydney more attractive to international music acts, international productions and conferences for the fast growing and diverse population of Western Sydney.

Options to be explored in the short-term include Vivid events, such as the annual light festival run by Destination NSW, drawing on the large number of heritage buildings in Parramatta. Installations for such events could be positioned along the river and around the Riverside Theatre area. The potential to relocate the Powerhouse Museum (the Museum of Applied Arts and Sciences) to Parramatta will also be investigated.

The Precinct will complement planning work by Parramatta City Council to expand the Riverside Theatre to include two new theatres, new rehearsal rooms, dressing rooms, expanded backstage areas and an expanded two-level foyer with restaurants and shops.

The Government will:

- continue to invest in arts and culture in Parramatta through a dedicated grants program and the Arts and Cultural Development Program;
- work with Parramatta City Council to explore options for a new arts and culture precinct for Western Sydney, including the site of the Old King's School at Parramatta;¹⁴
- work with Parramatta City Council to plan an entertainment precinct at Parramatta to serve the wider Western Sydney community;¹⁵ and
- work with Parramatta City Council on its plans for a new Riverside Retail and Public Space, which could be similar in style to Darling Harbour.



Vivid Festival, Sydney

ARTS AND CULTURE IN PARRAMATTA

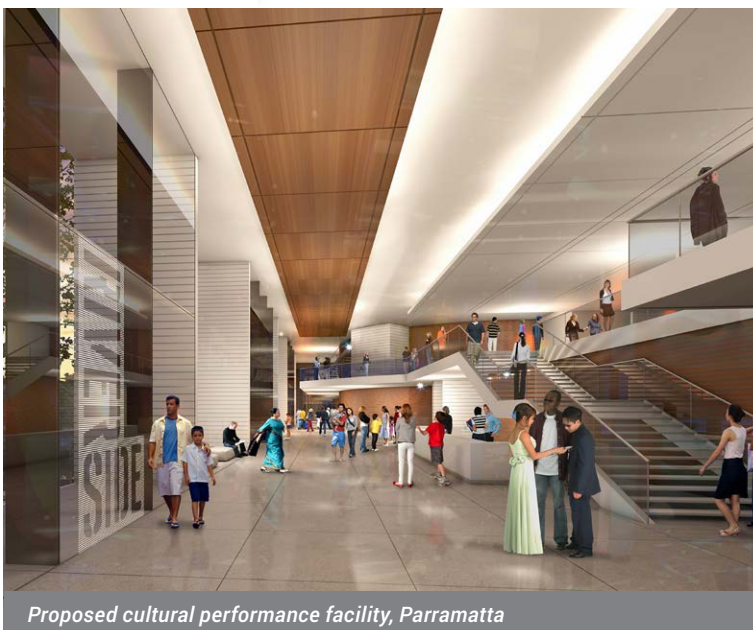
Parramatta City Council has been working to create an environment that allows arts and cultural activity to prosper and interact with all aspects of city life.

Parramatta's growing reputation as a dynamic and creative regional city builds on the strengths of performance venues such as the Riverside Theatre, creative production spaces in the Parramatta Artists Studios, Connect Studios and the city's highly visible and vibrant Public Art and Major Events Program.

The Parramatta Riverside Theatres is the busiest theatre venue in NSW outside the Sydney CBD. In 2013/14, 174,000 patrons attended 1,835 events at Riverside, reflecting the importance of its role in providing performing arts to the people of Western Sydney.¹⁶

Attendance at Parramatta's major events is growing significantly. In 2013, a record crowd of 35,000 people welcomed in New Year's Eve on Parramatta's river foreshore.¹⁷ The Sydney Festival has also extended its reach into Western Sydney with over 33,000 people attending 10 days of events in Parramatta in January 2013.¹⁸

Contemporary arts are flourishing in Parramatta through an annual program of exhibitions, international residencies, performances, festivals, public events and activities.



Proposed cultural performance facility, Parramatta

ACTION 3.4.3: TARGET INVESTMENT IN LOCAL ARTS AND CULTURE IN PRIORITY PRECINCTS

The arts, culture and heritage are essential to the character and vibrancy of centres and precincts. Investment in the arts and culture will support urban renewal and create places where people want to live.

The Government will:

- invest in arts and culture in Priority Precincts;
- work with local councils to improve public places to create opportunities for the arts and cultural life;
- examine the role of facilities and public spaces in delivering local arts and culture; and

- require plans for strategic centres to include provision of local arts and culture and where appropriate, adaptive re-use of heritage sites.

ACTION 3.4.4: IDENTIFY AND RE-USE HERITAGE SITES, INCLUDING PRIVATE SECTOR RE-USE THROUGH THE PRIORITY PRECINCTS PROGRAM

The Government is committed to identifying, protecting and managing areas with heritage significance. Planning for Priority Precincts has identified new areas for heritage conservation, areas where heritage protection could be streamlined and heritage buildings for adaptive re-use in a commercial centre.

The Heritage Council of New South Wales will continue to provide guidance to local government on local heritage studies. Heritage studies identify buildings and places to be listed as heritage items or heritage conservation areas in a Local Environmental Plan to enable their ongoing protection and management.

The Government will:

- assess the heritage significance of urban renewal sites and incorporate appropriate heritage protection into the precinct's planning controls and encourage re-use of heritage;
- assess the potential for additional housing to be located in heritage conservation areas in Sydney, without compromising the protection of heritage significance; and
- apply the best practice guidelines in the ICOMOS Burra Charter and the NSW Heritage Manual, which require detailed research of the history and development of an area to establish heritage significance, balanced against an assessment of where growth should go and how this should impact on heritage significant buildings.

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GOAL 4

Sydney's sustainable and resilient environment

Our plan to safeguard our environment by adopting a balanced approach to the use of land and resources

Sydney's spectacular natural environment defines the city and contributes to our quality of life, health and wellbeing.

Protecting the city's environment and ensuring economic and social uses are sustainable will protect the attributes that make Sydney famous around the world – and safeguard the city as a great place to live for future generations.

A Plan for Growing Sydney seeks to build a more sustainable, resilient city that responds to the potential threat of natural hazards such as flooding and bushfires.

As the city grows, good urban design and planning will be more critical than ever to make the city's built environment sustainable and energy efficient while also protecting the environment.



Blaxland Riverside Park, Silverwater

Direction 4.1: Protect our natural environment and biodiversity

As Sydney grows we need to protect and improve the natural environment and its biodiversity while managing the significant economic assets of Sydney's Metropolitan Rural Area.

Sydney is part of a bioregion¹ that includes over 1.2 million hectares² of national parks and nature reserves, including the Blue Mountains National Park, The Royal National Park and Ku-ring-gai Chase National Park.

Metropolitan Sydney is home to up to 115 endangered animal species, 10 endangered populations of plants, 37 threatened ecological communities (critically endangered, endangered and vulnerable), and 152 vulnerable or endangered plant species.³ Protecting and connecting areas with high conservation value is a strategic way to prevent development from compromising the survival and movement of threatened species and communities, providing a buffer to protect vital natural habitats.

Sydney's Metropolitan Rural Area – the area immediately beyond the urban footprint of Sydney – contains most of Sydney's conservation reserves and significant agriculture and extractive industries. In

2010–11, the gross value of agricultural commodities produced in the Sydney Metropolitan Area was \$591.8 million,⁴ contributing around five per cent of NSW's total agricultural production by value.⁵

More than one-third of the total value of the State's vegetables is produced in the Sydney Metropolitan Area in market gardens. Sydney's agricultural sector provides local jobs and reduces the transport costs of moving produce to markets.

The Sydney Basin contains valuable natural resources, including minerals, gas and construction materials. The Basin's mining industry contributes \$1.6 billion to Sydney's Gross Regional Product⁶ and it is considered prospective for oil, gas, coal, coal seam methane and oil shale.⁷ The mining and resource sector also contributes significantly to investment in NSW, boosts State finances through the payment of royalties, and provides local jobs in the Metropolitan Rural Area.

The Metropolitan Rural Area is also home to many rural towns, villages and communities from Richmond in the north, Picton in the south and the Blue Mountains in the west. The biodiversity, agricultural, mineral and natural environment assets of these communities



Australian Botanic Gardens, Mount Annan



Green and Golden Bell Frog

add to the diversity, uniqueness and prosperity of Sydney. This Plan recognises the value of the diverse mix of activities which define the Metropolitan Rural Area.

As Sydney grows, we need to protect high conservation value areas, create a biodiversity network to protect our environment and habitats and manage developments in the Metropolitan Rural Area. A strategic framework will provide certainty about future land use and will help these activities remain viable, while enhancing the unique characteristics of the natural environment.

ACTION 4.1.1: PROTECT AND DELIVER A NETWORK OF HIGH CONSERVATION VALUE LAND BY INVESTING IN GREEN CORRIDORS AND PROTECTING NATIVE VEGETATION AND BIODIVERSITY

A strategic approach to managing long-term biodiversity and promoting environmental resilience as housing and economic development occurs will have greater benefits than site-by-site decision making.

Applying mitigation measures can prevent or reduce the impacts of development on areas of high conservation value, native vegetation and diversity from development. Offsets can be used to address the remaining impacts and protect other areas of land with high conservation value.

The Government will invest in areas of high conservation value and protect our biodiversity through:

- biodiversity certification, which provides planning authorities with an efficient biodiversity assessment process for areas marked for development, along with a range of options for offsetting the impacts of development on biodiversity;



Hawkesbury River

BIODIVERSITY CERTIFICATION

Biodiversity certification is a way of balancing the need to protect and manage areas that have conservation value while still providing essential housing. Biodiversity issues are dealt with upfront in the planning process. Good strategic planning identifies and protects areas of high conservation value at a landscape scale and identifies areas suitable for development. Once a good conservation outcome can be agreed, biodiversity certification can be applied to the land.

Once this occurs, development can proceed in areas designated for development without the landowners, councils and developers needing to undertake threatened species assessments on a site-by-site basis. In areas designated for conservation, the requirement for threatened species assessments still applies.

Biodiversity certification cuts red tape, delivers certainty and enables better conservation outcomes. It makes sure that we protect our highest quality and most sensitive environmental assets.



Agricultural land use

- the Biodiversity Banking and Offsets Scheme addresses the loss of biodiversity including threatened species by enabling biodiversity credits for landowners who commit to improve and protect biodiversity values on their land in perpetuity. These credits are sold on the open market, generating funds for the management of the site. The credits can be bought and retired by developers looking to offset biodiversity impacts on a development site. Governments, corporations and philanthropists may also purchase credits to secure conservation outcomes;
- working with private industry to manage bushland on private lands in areas of high conservation value, including biodiversity corridors. Private landholders can voluntarily enter into a joint agreement with the Minister for the Environment to permanently protect special features on their land. Such an agreement permanently conserves the land even if the land changes hands; and
- continuing to use state planning policies and local planning controls to protect high conservation value areas, native vegetation and biodiversity. Many of these areas are identified during the planning and development process. The management of these areas (and of activities taking place outside their boundaries) contributes directly to the protection of animals and plants.

Chapter 3 includes a related action (3.2.1) on creating the Sydney Green Grid of interlinked, multipurpose open and green spaces.

ACTION 4.1.2: PREPARE A STRATEGIC FRAMEWORK FOR THE METROPOLITAN RURAL AREA TO ENHANCE AND PROTECT ITS BROAD RANGE OF ENVIRONMENTAL, ECONOMIC AND SOCIAL ASSETS

A strategic framework will balance the Metropolitan Rural Area's significant conservation, economic and social values.

The framework will assist decision making by establishing criteria to:

- minimise the adverse economic impacts on existing primary industry and productive agriculture (Figure 25 shows some of the current agricultural uses throughout the Metropolitan Rural Area and on the border areas of the Metropolitan Urban Area);
- consider critical natural resource constraints;
- provide adequate public open space and recreational activities and avoid creating unsustainable pressure on existing Crown Land areas and State forests;
- consider natural hazards, such as the need to evacuate people from flood/bushfire prone areas; how flood-prone areas will be avoided and not increasing flood risks in new housing areas (through early planning for stormwater management); and
- consider and plan to protect significant natural resources including water quality, riparian and aquatic habitats and marine estates.

In the longer term, the development of demand and supply data sets for agriculture and resource extraction industries will be explored.

The Government will work with councils to develop a detailed planning framework for the area that:

- protects the Greater Blue Mountains World Heritage Area and other natural areas across the Metropolitan Rural Area, while fostering opportunities for international tourism, including a review of management and monitoring of impacts and cumulative effects of surrounding land uses on the World Heritage environmental values;
- identifies and protects the productive mineral, energy and construction material needs and provides appropriate buffers;

FIGURE 25: The Metropolitan Rural Area and Sydney's water catchment area



- protects productive agricultural land to keep fresh food available locally by planning for the infrastructure and land use needs of agricultural activity and providing appropriate buffers between different land uses to minimise conflicts;
- protects the Sydney drinking water catchment by requiring new development in the catchment to have a neutral or beneficial effect on water quality (consistent with Government policy);⁸
- manages the risk from natural hazards, particularly flooding in the Hawkesbury-Nepean Valley and bushfires, by mapping where geophysical factors impose constraints on economic activity and urban development; and
- considers how all these activities can be best accommodated, including the sequencing of various activities, such as mining and urban development.

ACTION 4.1.3: INVESTIGATE OPPORTUNITIES TO INTEGRATE THE MARINE ESTATE AND ADJACENT COASTAL LAND USES

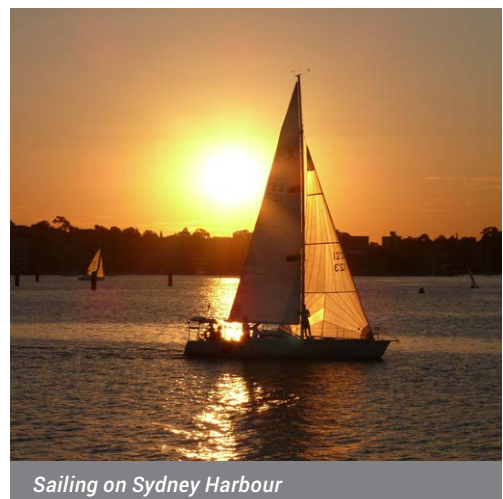
Activities on land have the potential to influence natural systems along the coast. To better manage these potential impacts the Government will improve coordination of marine and coastal (land based) activities.

The Government will do this by:

- preparing a Marine Estate Management Strategy in partnership with key stakeholders to respond to the outcomes of a threat and risk assessment. This will consider the marine estate, including its social, economic and ecological values, and will determine the management priorities for the marine estate;⁹
- preparing a Local Environmental Planning Practice Note to guide councils about how to apply natural, recreational and working waterway zones during the preparation of local environmental plans, while considering things like foreshore access and foreshore building lines; and
- developing regional boating plans to improve boating safety, boat storage and waterway access on Sydney's major waterways.



Congwong Bay, Kamay Botany Bay National Park



Sailing on Sydney Harbour

Direction 4.2: Build Sydney's resilience to natural hazards

Sydney's unique environmental setting allows us to live close to bushland and waterways. Many of us highly value these features of our city. However, the threat of natural hazards such as bushfires and floods to community safety, our homes and livelihoods, must be considered when planning our city.

Some of the natural hazards we currently experience are predicted to occur more frequently and, in some cases, with greater intensity in the future¹⁰. Planning work must take these changes into account. The risk of flood, drought and water shortage can impact on our urban, agricultural, industrial and natural environments.

The economic consequences of natural hazards can be significant. From late 1999 to 2012 Sydney experienced eight major weather-related events at a cost of just over \$900 million in insured losses.¹¹ While floods are the most costly natural hazards in NSW, followed by storms, bushfires pose the most severe risk to community safety.¹²

Sydney is one of the more bushfire prone areas in Australia.¹³ Major fires can affect a significant proportion of the Sydney Metropolitan Area.

The Hawkesbury-Nepean Valley is home to major towns; supports agriculture, tourism and recreation; is important for Sydney's water supply; and is an important environmental asset in its own right. However, it is subject to ongoing flood risk. Large flood events could lead to the evacuation of up to 73,000 people and cause major disruption to transport routes and utilities.¹⁴

The first stage of the Hawkesbury-Nepean Valley Flood Management Review completed in 2013 identified that risk will increase with population growth in the Valley. Planning needs to address the safety of communities, infrastructure and businesses in this area.

To make sure that people, homes and businesses are not at risk from natural hazards, planning decisions must be based on the best available evidence and a rigorous assessment of risks. Eplanning will improve access to this information, making it easily available to everyone through online, real-time mapping.

ACTION 4.2.1: PROVIDE LOCAL COUNCILS AND COMMUNITIES WITH TOOLS AND INFORMATION TO SHAPE LOCAL RESPONSES TO NATURAL HAZARDS

Urban planning can manage some risks from natural hazards through design, landscaping, emergency management, infrastructure and, in some cases, halting development in high risk areas. Through urban planning, infrastructure investment and a risk-based approach to strategic planning, the actions taken under *A Plan for Growing Sydney* will build a more resilient city in response to coastal conditions and natural hazards.

The Government is responding to community concerns about coastal hazard risks through a coastal reform process. This process involves establishing a simpler and more integrated legal and policy framework for coastal management, providing improved guidance and technical advice to councils, while enabling and supporting local decision



Agricultural land use in the Metropolitan Rural Area

making and identifying potential funding and financing options, particularly to implement coastal management strategies.

These changes will deliver longer term improvements in the way that councils and landowners manage coastal erosion risks.

The Government will:

- work with councils to assess how vulnerable their community is to changing coastal conditions to improve the resilience of communities and urban infrastructure;
- publish local-scale vulnerability information and assist communities to minimise the impacts of natural hazards;
- work with communities and organisations to understand and respond to the impacts of natural hazards and changing coastal conditions through the provision of guidance material and decision support tools. These tools should enable a fuller assessment of economic, environmental and social impacts of adaptation options; and

- use the recommendations of the *Towards a Resilient Sydney* project to contribute to strategic land use planning.

ACTION 4.2.2: COMPLETE AND IMPLEMENT THE HAWKESBURY-NEPEAN VALLEY FLOODPLAIN MANAGEMENT REVIEW

The Hawkesbury-Nepean Flood Management Taskforce is developing an integrated and well-coordinated approach to improving the local community's resilience to flood risk. This will give councils, NSW Government agencies and other stakeholders an improved understanding of flood risk and flood risk management requirements and will guide where development can take place to minimise these risks in the Hawkesbury–Nepean Valley.

Currently, local models guide the zoning of land within each Local Government Area in the Hawkesbury–Nepean Valley. This can produce fragmented and inconsistent information about risk and variable planning outcomes between areas. A regional flood model should comprise a valley-wide model



Bushfire damage to electricity Infrastructure

for the river, supported by a framework for future flood modelling of the river and its tributaries upstream and downstream of Warragamba Dam.

Experience in the Hawkesbury–Nepean Valley has demonstrated that evacuation and emergency management issues need to be addressed upfront in the planning process.

The Government will:

- develop a single flood model for the entire Hawkesbury–Nepean floodplain to support land use planning, flood mitigation, emergency response, evacuation and recovery in the Hawkesbury–Nepean Valley;
- require local planning authorities to undertake an evacuation capacity assessment that considers regional and cumulative issues, as necessary, prior to rezoning land in the Hawkesbury–Nepean Valley; and
- use cost-benefit analyses to guide decisions about investing in flood mitigation infrastructure to identify

critical and cost-effective flood mitigation infrastructure proposals.

ACTION 4.2.3: MAP NATURAL HAZARD RISKS TO INFORM LAND USE PLANNING DECISIONS

Hazard mapping will guide planning decisions so that new land for housing and jobs is not created in areas with unacceptable risk. By integrating this information into strategic planning, new developments will not be placed in harm's way and will not increase risks.

Land that is constrained due to risk from fire and flood hazards is regularly reviewed and this information will be provided to councils and industry to guide strategic planning and development decisions. Better subdivision design, building and site design, construction and maintenance, as well as early and ongoing consideration of effective emergency procedures at the regional and household scale will also improve the management of the risks of hazards.



Hawkesbury River



Nepean River, Penrith

New developments in areas identified as bushfire prone are already subject to specific planning controls. In such areas, developments must be designed to improve the survival of occupants. In addition, in designated areas, residents can protect their homes by applying new rules on clearing vegetation that could act as fuel for bushfires.

The Government will:

- use hazard mapping when working with local councils and other stakeholders to guide local land use zoning and development decisions;
- require risk mitigation and management measures to be included in early planning in areas where land is being considered for new housing and jobs; and
- restrict development to areas that can be safely evacuated by requiring planning authorities to undertake an evacuation capacity assessment that considers regional and cumulative issues as necessary, prior to rezoning land in areas threatened by natural hazards.



Cumberland Plain Woodland



Waste transported by rail to Woodlawn Bioreactor facility at Goulburn

Direction 4.3: Manage the impacts of development on the environment

Good planning and urban design at the precinct and site level can manage the impacts of development on our natural environment as Sydney grows.

Since 2004, BASIX has been implemented in 250,000 homes across NSW. This has saved an estimated 70 billion litres of drinking water and two million tonnes of greenhouse gas emissions. This is equivalent to the offset of carbon dioxide that would be created by planting six million trees.¹⁵

Urban development has implications for air quality, with exposure to air pollution associated with the incidence of respiratory problems, heart and lung disease and risks to children and the elderly. Through urban layout, we can improve air quality in residential areas to improve our health and wellbeing.

A strategic approach to managing the city's waste will achieve a more sustainable city. In 2010–11, over 1.2 million tonnes of food went to landfill across NSW.¹⁶ Nearly 1.6 million tonnes of paper, cardboard, timber and plastics also went to landfill in the same period, much of it in mixed loads, making it difficult to recycle.¹⁷ We will identify and protect land for new waste management facilities.

These actions will encourage best practice urban design to manage or mitigate the impacts of increased urban temperatures and will reduce the impact of Sydney's growth and increasing density on the quality of our natural environment and on our neighbourhoods and communities. They will work alongside the Government's *Renewable Energy Action Plan* and *Energy Efficiency Action Plan* to assist Sydney to work towards a clean energy future.

ACTION 4.3.1: APPLY URBAN GREEN COVER TECHNICAL GUIDELINES

The Green Cover Demonstration Design Project¹⁸ has shown that particular actions reduce the impacts of urban warming. These measures can also help to make places more attractive and more resilient.

The Government will:

- deliver *Green Cover Design Principles* to inform how to incorporate vegetated, permeable and reflective surfaces into urban settings, to address thermal loading in the built environment and provide co-benefits such as reduced energy costs for cooling, stormwater management, cleaner air and biodiversity habitat; and
- apply the Green Cover Technical Guidelines in Priority Precincts.

ACTION 4.3.2: IDENTIFY AND PROTECT LAND FOR NEW WASTE MANAGEMENT FACILITIES

Sydney will require additional waste management and recycling infrastructure, including landfill and liquid waste processing capacity, with the city needing:

- additional recycling infrastructure capacity of 165,000 tonnes per year for municipal (local council) waste;
- additional recycling infrastructure capacity of 380,000 tonnes per year for commercial and industrial waste; and
- an additional 25 community recycling centres for recycling of household hazardous waste.¹⁹

The Government will respond to this shortage by identifying and protecting appropriate locations for waste management infrastructure in Sydney.

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SYDNEY'S SUBREGIONS

Successful partnerships are needed to deliver 664,000 additional homes¹ and accommodate 689,000 new jobs² by 2031.

The Government will work with local councils for each subregion in Sydney to implement *A Plan for Growing Sydney*.

Subregional planning will link growth in population and housing to the infrastructure that supports communities, such as schools, health services, transport, electricity and water projects.

Subregional planning will promote good planning principles and the efficient use of land and infrastructure. It will improve liveability by identifying the locations for future housing and employment growth and by balancing growth with improvements to environmental and open space assets. It will facilitate the planning, design and development of healthy built environments.

Subregional planning is the link between the big picture planning directions set out in this Plan and detailed planning controls for local areas. It will also deliver planning outcomes across local council boundaries, where coordination between State agencies and/or local government is required. Better planning outcomes around major infrastructure projects will significantly benefit from improved coordination between local councils and State agencies.

Subregional plans will build on the actions set out in *A Plan for Growing Sydney*. Councils, the community, the Greater Sydney Commission and the NSW Government will work together to finalise and implement these plans.

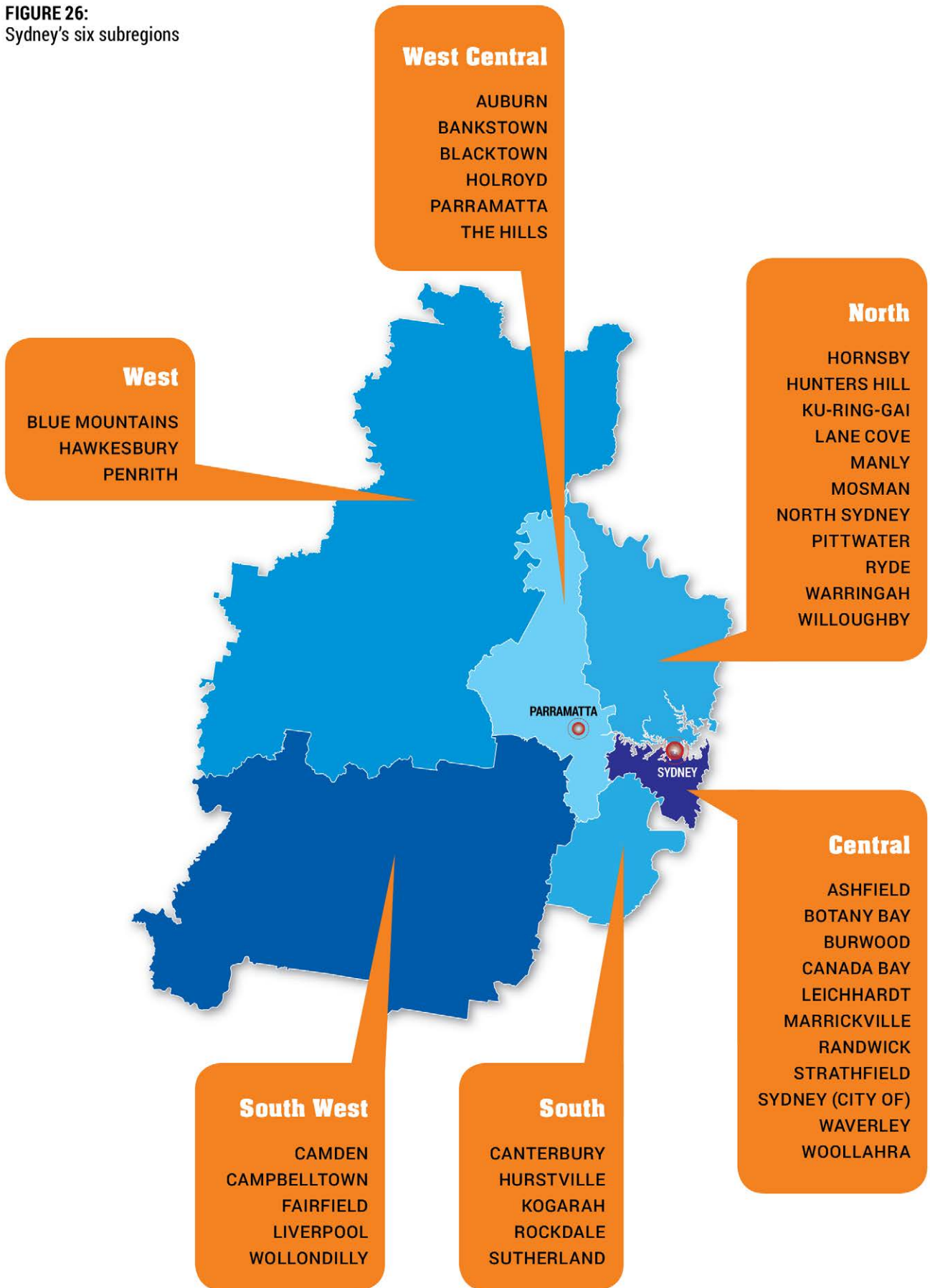
Sydney's six subregions are:

- Central;
- West Central;
- West;
- North;
- South West; and
- South.

Subregional boundaries were developed in consultation with stakeholders and local government. Designed to streamline the implementation of *A Plan for Growing Sydney*, the subregions reflect the economic and community relationships between Local Government Areas, allowing more cohesive and integrated planning.

Priorities for each subregion in Sydney are set out in the following sections, along with further investigations that are needed to shape subregional plans. Further actions will be identified through the subregional planning process.

FIGURE 26:
Sydney's six subregions



Central Subregion

ASHFIELD
BOTANY BAY
BURWOOD
CANADA BAY
LEICHHARDT
MARRICKVILLE
RANDWICK
STRATHFIELD
SYDNEY (CITY OF)
WAVERLEY
WOOLLAHRA

The Central subregion spans central Sydney, the eastern suburbs and the inner west of Sydney. The subregion will continue to play a dominant role in the economic, social and cultural life of Sydney. The Global Economic Corridor, with Global Sydney at its heart, will continue to provide an agglomeration of high-value industries and employment, strengthening Sydney's global influence. The variety and density of activities in centres within liveable communities will make the subregion a desirable place to live, work and visit. Cultural institutions, public open spaces and iconic places of national importance will add to the subregion's character and identity.

PRIORITIES FOR CENTRAL SUBREGION

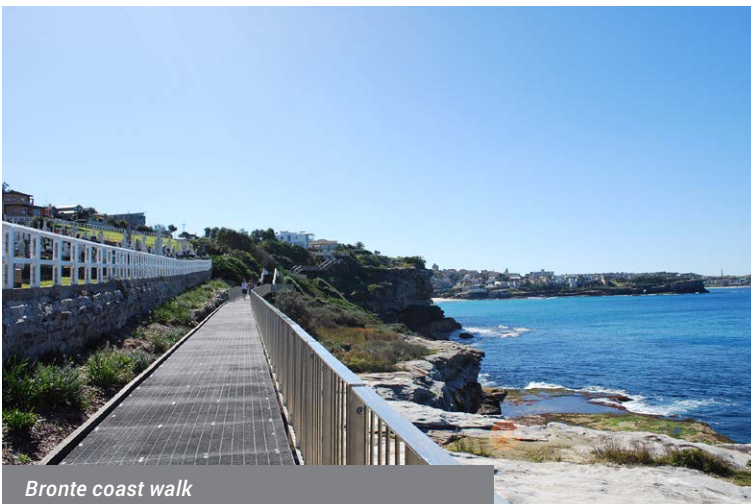
To implement the directions in *A Plan for Growing Sydney*, the following priorities will be considered and addressed in subregional planning for the Central subregion.

A competitive economy

- Protect Sydney Harbour's function as a working harbour and location for strategic naval facilities.
- Preserve a corridor for Sydney Rapid Transit.
- Enable delivery of key transport projects to facilitate better connections to Global Sydney, including Sydney Rapid Transit, CBD and South East Light Rail, and WestConnex.
- Prepare and deliver a Structure Plan for the Sydney Airport and Port Botany precincts to support their growth.
- Plan for adjoining land uses and freight connections at Enfield Intermodal Logistics Centre, based on continued long-term operation.
- Identify and protect strategically important industrial-zoned land.

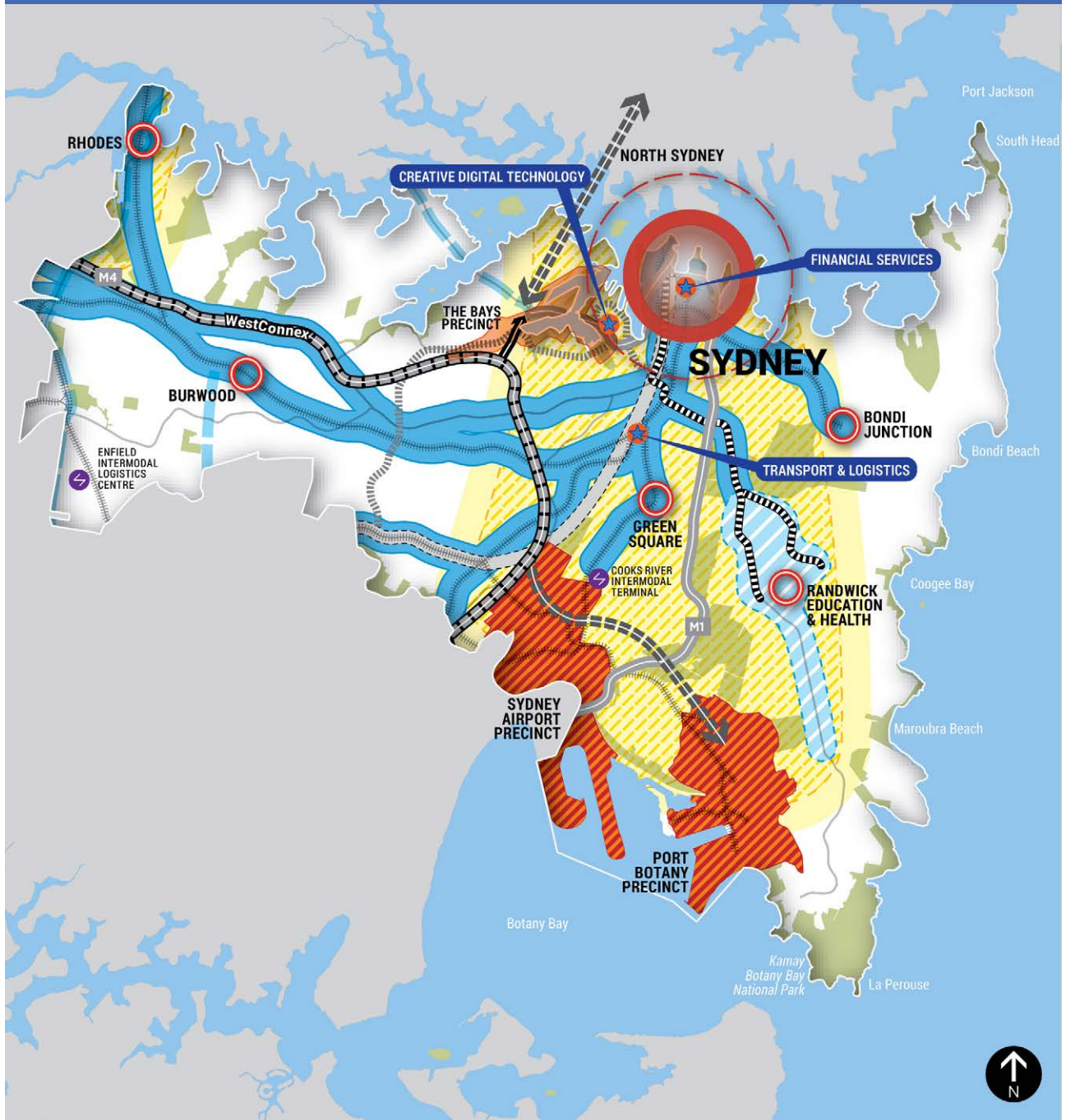
Accelerate housing supply, choice and affordability and build great places to live

- Work with Councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around Priority Precincts, established and new centres, and along key public transport corridors including the Airport; Inner West and South Line; the Eastern Suburbs and Illawarra Line; the Bankstown Line; Inner West Light Rail; CBD and South East Light Rail; and Sydney Rapid Transit.
- Work with the City of Sydney to enhance pedestrian connections between venues in Sydney's Cultural Ribbon.



Bronte coast walk

FIGURE 27: Central Subregion



	CBD		Global Economic Corridor		Parks & Reserves		Rail Network
	Strategic Centre		Priority Precinct		Waterway		Transport Investigation
	Intermodal Terminal		Urban Renewal Corridor		Sydney Rapid Transit		Motorway
	Knowledge Hub		Local renewal opportunities yet to be identified		Inner West Light Rail		Motorway Expansion
	Transport Gateway		Urban Renewal Investigation		CBD & South East Light Rail		Proposed Motorway Extension
	The Bays Precinct		Metropolitan Urban Area		Parramatta Light Rail Investigations		Road/Motorway Investigation

- Improve the accessibility of cultural and recreational facilities outside the Sydney CBD, such as the Moore Park sporting and entertainment precinct.

Protect the natural environment and promote its sustainability and resilience

- Work with councils to :
 - implement the Greater Sydney Local Land Service's *State Strategic Plan* to guide natural resource management;
 - protect the natural attributes and visual amenity of the coastline and enhance opportunities for public access; and
 - protect the health of the subregion's waterways and aquatic habitats.

PRIORITIES FOR STRATEGIC CENTRES

Global Sydney

Global Sydney includes Sydney CBD, North Sydney CBD, Barangaroo, Darling Harbour, the Bays Precinct, Pyrmont-Ultimo, Broadway and Camperdown Education and Health Precinct, Central to Eveleigh, Surry Hills and City East.

OVERARCHING PRIORITIES

- Work with the City of Sydney and North Sydney Council to:
 - recognise and plan Global Sydney as a transformational place;
 - plan Sydney CBD as Australia's premier location for employment, supported by a vibrant mixture of land uses and cultural activity, and iconic places and buildings including Sydney Harbour, the Opera House and the Sydney Harbour Bridge;
 - provide capacity for long-term office growth in Sydney CBD;
 - provide capacity for additional mixed-use development in the precincts that make up Global Sydney for offices, retail, tourism, arts, culture, services and housing;
 - improve access to the CBD including through Sydney Rapid Transit and the CBD and South East Light Rail;
 - investigate a potential light rail corridor from Parramatta to Sydney CBD via Parramatta Road; and
 - improve walking and cycling connections between Global Sydney precincts and to the surrounding area.

SYDNEY CBD

- Investigate a potential commercial core in Sydney CBD for long-term employment growth.
- Investigate opportunities to expand the CBD in the Central to Eveleigh corridor.
- Support the land use requirements of the financial services knowledge hub in the CBD.
- Revitalise and expand the State's existing cluster of world-class cultural institutions and attractions through investment in the Cultural Ribbon.

NORTH SYDNEY CBD (IN NORTH SUBREGION)

- Retain a commercial core in North Sydney CBD for long-term employment growth.



Sydney CBD

- Investigate potential future employment and housing opportunities associated with a Sydney Rapid Transit train station at Victoria Cross (North Sydney).

BARANGAROO

- Facilitate delivery of Barangaroo to increase capacity for mixed-uses including employment and housing, a major new area of open space and a new ferry hub.
- Improve public transport connections to Barangaroo.

DARLING HARBOUR

- Build Darling Harbour Live to deliver the Sydney International Convention, Exhibition and Entertainment Precinct and increase capacity for mixed-uses including additional housing and public domain improvements.

THE BAYS PRECINCT

- Implement the UrbanGrowth NSW urban renewal program for the Bays Precinct to provide capacity for housing and employment, improve public access to foreshore areas, revitalise the White Bay Power Station heritage asset, maintain working port functions and provide opportunities for maritime activities.

- Improve public transport connections to the Bays Precinct.

PYRMONT-ULTIMO

- Work with the City of Sydney to:
 - retain a commercial core in Pyrmont for long-term employment growth; and
 - support the land use requirements of the creative digital technology knowledge hub in Pyrmont-Ultimo.

BROADWAY AND CAMPERDOWN EDUCATION AND HEALTH PRECINCT

- Support education-related land uses and infrastructure around Sydney University, University of Technology Sydney, and Notre Dame University.
- Support health-related land uses and infrastructure around Royal Prince Alfred Hospital.

CENTRAL TO EVELEIGH

- Implement the UrbanGrowth NSW urban renewal and transport program for Central to Eveleigh.
- Support the land use requirements of the transport and logistics knowledge hub at Redfern (Australian Technology Park).

SURRY HILLS

- Work with City of Sydney to integrate South East Light Rail with land use development in Surry Hills.

CITY EAST

- Support health-related land uses and infrastructure around St Vincent's Hospital.

Bondi Junction

- Work with council to retain a commercial core in Bondi Junction, as required, for long-term employment growth.
- Work with council to provide capacity for additional mixed-use development in Bondi Junction including offices, retail, services and housing.



Burwood

- Work with council to provide capacity for additional mixed-use development in Burwood including offices, retail, services and housing.
- Investigate a potential light rail corridor from Parramatta to Strathfield/Burwood via Sydney Olympic Park.

Green Square

- Facilitate delivery of the UrbanGrowth NSW project for Green Square Town Centre comprising around 4,000 dwellings and 90,000m² of commercial and retail area.³
- Work with the City of Sydney to provide capacity for additional mixed-use development in Green Square including offices, retail, services and housing.

Randwick Education and Health

- Support health-related land uses and infrastructure around Prince of Wales Hospital and Sydney Children's Hospital.
- Support education-related land uses and infrastructure around the University of New South Wales.

- Work with council to identify if opportunities exist for urban renewal around Randwick's education and health facilities, including offices, retail, services, housing and local community improvements.

Rhodes

- Work with council to protect capacity for long-term employment growth in Rhodes.
- Work with council to provide capacity for additional mixed-use development in Rhodes including offices, retail, services and housing.
- Support health-related land uses and infrastructure around Concord Hospital.
- Work with council to improve walking and cycling connections between Rhodes train station and Concord Hospital.
- Facilitate construction of a public transport, walking and cycling bridge over Homebush Bay to connect Rhodes to Wentworth Point.



Urban renewal, Green Square



Construction in Rhodes

PRIORITIES FOR TRANSPORT GATEWAYS

Sydney Airport Precinct

- Identify and protect strategically important industrial-zoned land in and near Sydney Airport Precinct.
- Protect Sydney Airport's function as an international gateway for passengers and freight, and support airport-related land uses and infrastructure in the area around the Airport.
- Facilitate road planning to connect Sydney Airport to WestConnex.

Port Botany Precinct

- Identify and protect strategically important industrial zoned land in and near Port Botany Precinct.
- Protect Port Botany's function as an international gateway for freight and support port-related land uses and infrastructure in the area around the port.
- Support the land use needs of freight movement to increase the proportion of container freight transported by rail.
- Investigate a corridor for an enhanced road link from Port Botany to WestConnex.



Port Botany

West Central Subregion

AUBURN
BANKSTOWN
BLACKTOWN
HOLROYD
PARRAMATTA
THE HILLS

The West Central subregion will be a significant focus for infrastructure investment and intensive growth over the next 20 years. Greater Parramatta will continue to be Sydney's second CBD and a focus for jobs growth and services delivery in Sydney's west. A growing and prosperous Greater Parramatta will be supported by a network of centres providing jobs and services closer to home for many of the subregion's residents. This will improve liveability and contribute to strong, resilient communities throughout the subregion.

PRIORITIES FOR WEST CENTRAL SUBREGION

To implement the directions in *A Plan for Growing Sydney*, the following priorities will be considered and addressed in subregional planning for the West Central subregion.

A competitive economy

- Leverage investment and economic development opportunities for the whole subregion generated by the growth of Greater Parramatta and the Global Economic Corridor extension.
- Investigate transit corridors focused on Marsden Park.
- Plan for a corridor for a potential extension of the North West Rail Link from Cudgegong Road towards Marsden Park.
- Protect infrastructure of metropolitan significance including freight corridors, intermodal terminals, Prospect Reservoir and the Warragamba Pipelines.
- Recognise and strengthen the subregion's role in Sydney's manufacturing industries, particularly in Bankstown.
- Work with councils to identify and protect strategically important industrial zoned land and develop strategies to support the ongoing development of the Western Sydney Employment Area.

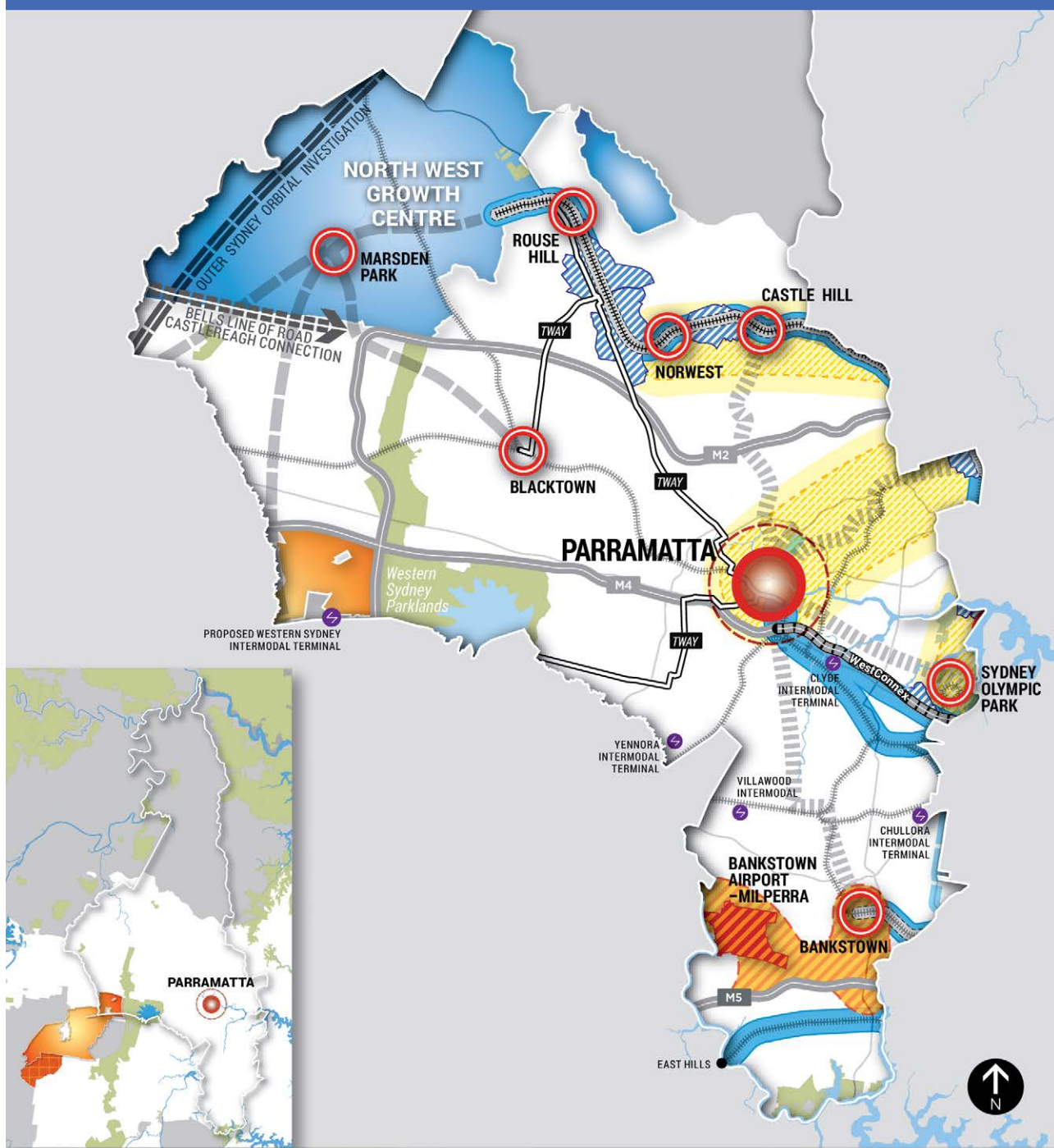
Accelerate housing supply, choice and affordability and build great places to live

- Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line, Sydney Rapid Transit and bus T-Ways.



St John's Cathedral, Parramatta

FIGURE 28: West Central Subregion

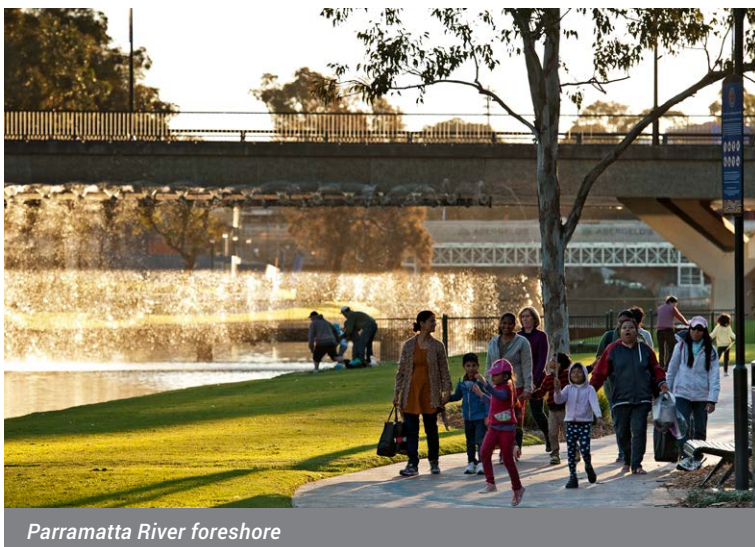


	CBD		Priority Precinct		Waterway		Motorway
	Strategic Centre		Urban Renewal Corridor		Transit Investigations		Transport Investigation
	Transport Gateway		Urban Renewal Investigation		Sydney Rapid Transit		Road/Motorway Investigation
	Western Sydney Employment Area		Metropolitan Urban Area		Parramatta Light Rail Investigations		Bus Transit Way
	Global Economic Corridor		Metropolitan Rural Area		Rail Network		Intermodal Terminal
	Growth Centre		Parks & Reserves		Rail Network Expansion		

- Plan for continued delivery of housing in the North West Growth Centre with planning focused on infrastructure delivery when needed, housing choice, affordability and sustainability.
- Implement the Western Sydney Parklands Plan of Management.
- Work with councils to provide for improved access to the Parramatta River foreshore including the walkway from Ryde to the head of the River.
- Work with councils to identify opportunities to revitalise suburbs and reduce concentrations of disadvantage.
- Undertake detailed investigations and commence planning of the Priority Growth Area – Parramatta to the Olympic Peninsula including identifying priority precincts.

Protect the natural environment and promote its sustainability and resilience

- Work with councils to protect and improve the health of waterways and aquatic habitats including Parramatta River, Georges River and the South Creek sub-catchment of the Hawkesbury-Nepean Catchment.



Parramatta River foreshore

- Work with councils to implement the Greater Sydney Local Land Services *State Strategic Plan* to guide natural resource management.
- Work with councils to implement the Cumberland Plain Recovery Plan to protect the threatened biodiversity of the Cumberland Plain as the area develops.
- Work with councils to address flood and emergency management issues when planning for growth in the Hawkesbury-Nepean Valley.
- Protect internationally significant wetlands and migratory birds at Homebush Bay.

PRIORITIES FOR STRATEGIC CENTRES

Greater Parramatta

Greater Parramatta includes the Parramatta CBD and the precincts of Westmead Health, Parramatta North, Rydalmere Education and Camellia.

OVERARCHING PRIORITIES

- Work with Parramatta Council to:
 - recognise and plan Greater Parramatta as a transformational place;
 - plan Greater Parramatta as Sydney's second CBD and Western Sydney's number one location for employment and health and education services, supported by a vibrant mixture of land uses and cultural activity, with the Parramatta River foreshore as a focus for recreational activities;
 - provide capacity for long-term employment growth in Greater Parramatta, particularly in its CBD;
 - provide capacity for additional mixed-use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, health services in Westmead, an education hub around the new University of Western Sydney Campus, a technology and

education precinct in Rydalmere, arts and culture in Parramatta, a sports precinct around Parramatta Stadium and housing in all precincts;

- improve transport connections between Greater Parramatta and other Western Sydney centres and precincts, commencing with Macquarie Park via Carlingford, Castle Hill via Old Northern Road, Bankstown and Sydney Olympic Park;
- enhance the role of the Parramatta Transport Interchange as the major bus/rail and future light rail interchange of Western Sydney; and
- improve walking and cycling connections between the Parramatta CBD, the Greater Parramatta precincts, Parramatta River and their surrounding area.

PARRAMATTA CBD

- Work with council to retain a commercial core in Parramatta CBD for long-term employment growth.
- Prioritise the delivery of light rail services to Parramatta to improve connections between jobs and housing.

WESTMEAD HEALTH PRECINCT

- Work with council to:
 - plan Westmead Health Precinct as a large health precinct by international standards comprising hospital, clinics, specialist practices, and medical research; support health-related land uses and infrastructure around Westmead Hospital and the Children's Hospital at Westmead; and
 - improve the interface between Westmead Hospital and Westmead train station and centre to enhance connections for pedestrians.

PARRAMATTA NORTH

- Deliver the UrbanGrowth NSW Parramatta North project to facilitate a new mixed-use precinct north of the Parramatta River.
- Investigate housing opportunities.
- Work with council to improve connectivity with Westmead Health.

RYDALMERE EDUCATION PRECINCT

- Work with council to:
 - plan Rydalmere Education Precinct as Western Sydney's premier higher education precinct;
 - investigate the potential for a business park around the University of Western Sydney at Rydalmere linked to the specialisations of the University;
 - support education-related land uses and infrastructure around the University of Western Sydney; and
 - improve transport connections between the University of Western Sydney and Rydalmere train station to enhance connections for pedestrians.

CAMELLIA

- Investigate urban renewal options in Camellia and develop a structure plan to guide future development.



Parramatta CBD

Bankstown

- Work with council to provide capacity for additional mixed-use development in Bankstown including offices, retail, services and housing.
- Investigate potential future employment and housing opportunities associated with Sydney Rapid Transit connecting Bankstown to Sydney CBD.

Blacktown

- Work with council to retain a commercial core in Blacktown as required, for long-term employment growth.
- Work with council to provide capacity for additional mixed-use development in Blacktown including offices, retail, services and housing.
- Support hospital-related land uses and infrastructure around Blacktown Hospital.

Castle Hill

- Work with council to implement the *Castle Hill Structure Plan* in the North West Rail Link Corridor Strategy to provide additional capacity around the future Castle Hill train station for mixed-uses including offices (including through the introduction of a commercial core for long-term employment growth), retail, services and housing.
- Work with council to improve walking connections to the future Castle Hill train station.
- Investigate a potential light rail corridor from Parramatta CBD to Castle Hill via Old Northern Road.

Marsden Park

- Work with council to plan for a concentration of high value economic activity in Marsden Park in the area zoned for business and industrial activities.
- Work with council to plan for integration of Marsden Park employment precinct with Marsden Park town centre, including walking and cycling connections.
- Plan for transport connections from Marsden Park to the North West Rail Link.

Norwest

- Work with council to implement the Norwest and Bella Vista Structure Plans in the North West Rail Link Corridor Strategy to provide additional capacity around the future Norwest and Bella Vista train stations for offices, retail, services and housing.
- Support health-related land uses and infrastructure around Norwest Private Hospital.
- Work with council to improve walking and cycling connections to the future Norwest and Bella Vista train stations.



Rouse Hill commercial precinct

Rouse Hill

- Work with council to implement the *Rouse Hill Structure Plan* in the North West Rail Link Corridor Strategy to provide additional capacity around the future Rouse Hill train station for mixed-uses including offices, retail, services and housing, and to plan for outward expansion of the centre.
- Work with council to improve walking and cycling connections to the future Rouse Hill train station.

Sydney Olympic Park

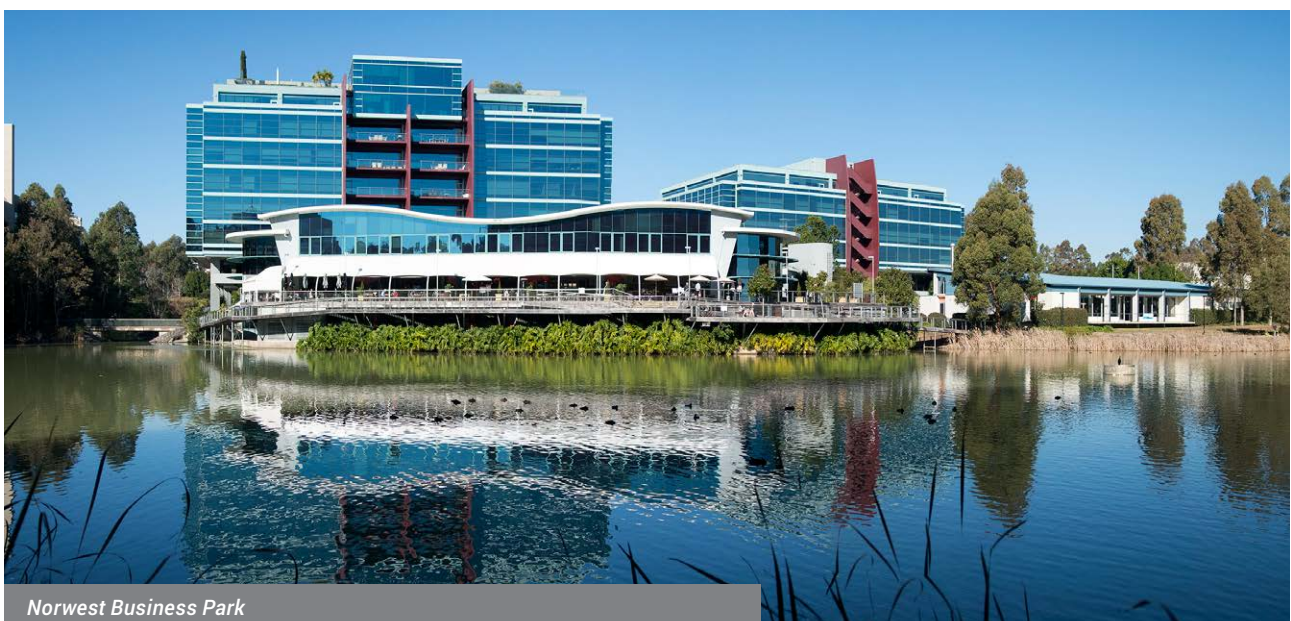
- Work with council to provide capacity for additional mixed-use development in Sydney Olympic Park including offices, retail, services and housing.
- Facilitate delivery of Carter Street Priority Precinct, Lidcombe Priority Precinct and Wentworth Point Priority Precinct.

- Work with council to improve walking and cycling connections from Sydney Olympic Park train station: west towards Newington, north towards Wentworth Point, east towards Concord West train station and south towards Lidcombe train station.
- Investigate a potential light rail corridor from Parramatta CBD to Sydney Olympic Park.

PRIORITIES FOR TRANSPORT GATEWAYS

Bankstown Airport-Milperra

- Work with council to identify and protect strategically important industrial-zoned land in and near Bankstown Airport-Milperra for future employment purposes.
- Protect Bankstown Airport functions and support airport-related land uses and infrastructure in the area around the airport.



Norwest Business Park

West Subregion

BLUE MOUNTAINS HAWKESBURY PENRITH

The West subregion will continue to provide distinctive rural landscapes, extensive agricultural and resource lands, and large areas of native bushland, national parks and reserves. The subregion also includes major parts of the urban area of Sydney.

The Greater Blue Mountains World Heritage Area brings international visitors to the subregion, and also contributes to Sydney's drinking water catchment and related infrastructure. Hazards associated with bushfires and with flooding in the Hawkesbury-Nepean Valley need to be at the forefront of planning for future growth in the subregion.

Badgerys Creek Airport will be a catalyst for significant new investment in infrastructure and jobs in the subregion. Along with new supporting transport infrastructure, the airport will greatly enhance national and international connections. Penrith will be a focus for housing and jobs growth, particularly in professional services, health and education.



Local business , Penrith

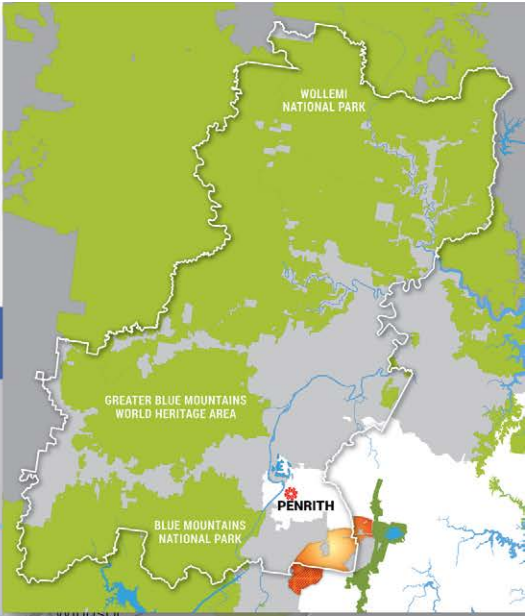
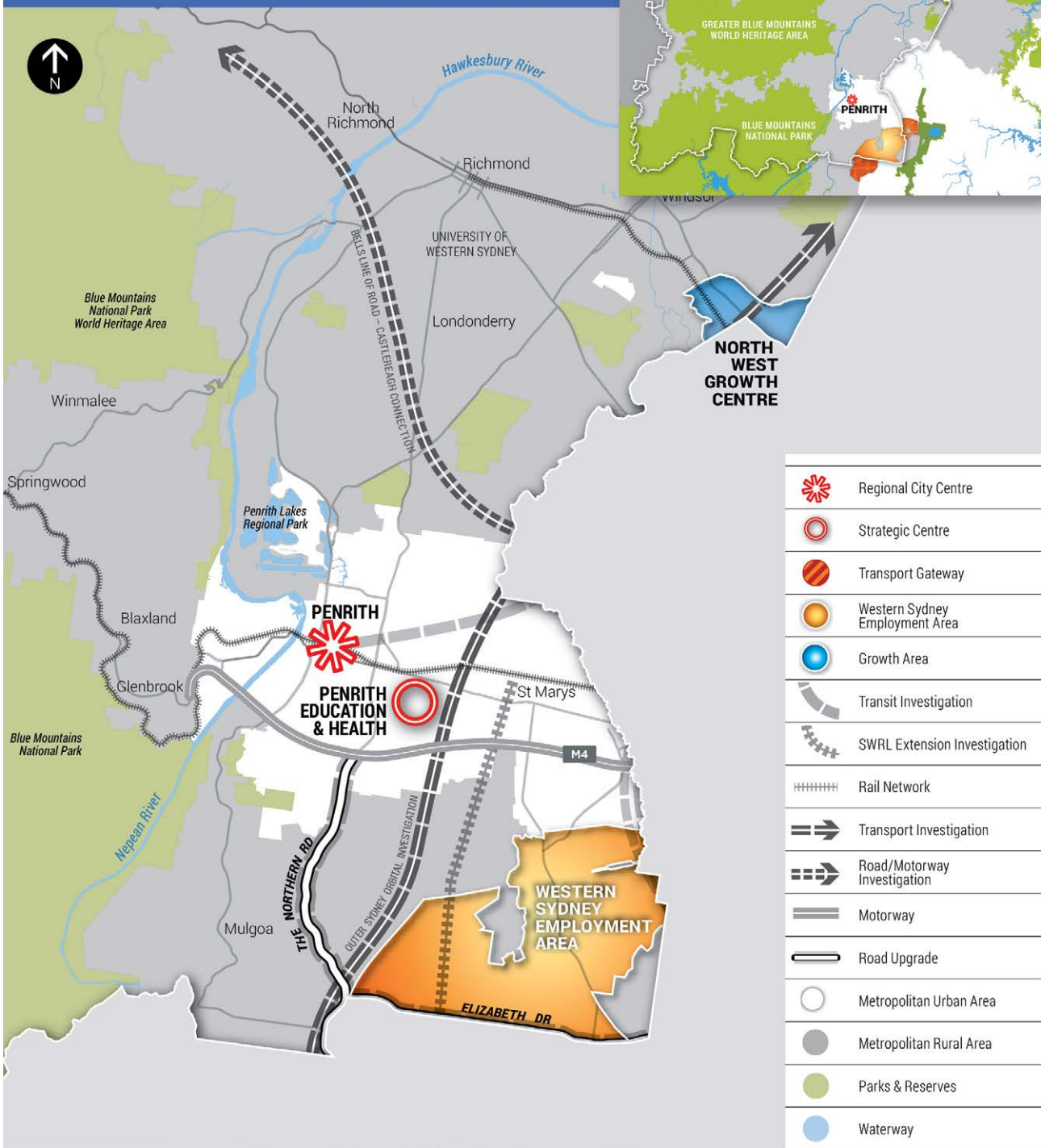
PRIORITIES FOR WEST SUBREGION

To implement the directions in *A Plan for Growing Sydney*, the following priorities will be considered and addressed in subregional planning for the West subregion.

A competitive economy

- Leverage investment and economic development opportunities arising from the development of Badgerys Creek Airport.
- Improve transport connections to eastern Sydney to capitalise on the subregion's increasing role in Sydney's manufacturing, construction and wholesale/logistics industries in the Western Sydney Employment Area.
- Support and develop the visitor economy to maintain the role of the Greater Blue Mountains World Heritage Area as a nationally significant tourism destination, and the subregion's role as a visitor gateway to regional NSW.
- Protect infrastructure of metropolitan significance including freight corridors, Sydney's drinking water supply catchment and the Warragamba Pipelines.
- Improve transport connections to provide better access between centres in the subregion and centres in other subregions, particularly in the North West Growth Centre, and with regional NSW (including freight connections).
- Provide planning support in the investigation and potential delivery of the Outer Sydney Orbital transport corridor and the Bells Line of Road – Castlereagh Connection transport corridor.
- Work with council to identify and protect strategically important industrial zoned land.
- Identify further opportunities to strengthen investment for employment growth in Western Sydney, including targeting overseas investors and incentives for businesses.

FIGURE 29: West Subregion



Accelerate housing supply, choice and affordability and build great places to live

- Work with councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations – particularly around established and new centres and along key public transport corridors including the Western Line and the Blue Mountains Line.
- Enable the transition of land uses at Penrith Lakes through long-term strategic planning.

Protect the natural environment and promote its sustainability and resilience

- Protect and maintain the high social, economic and environmental value of the Hawkesbury-Nepean River and its aquatic habitats, and the World Heritage-listed Blue Mountains National Park, and continue to protect and implement the plans for the Cumberland Conservation Corridor.
- Work with councils to improve the health of the South Creek sub-catchment of the Hawkesbury-Nepean Catchment.
- Work with councils to implement the Greater Sydney Local Land Services *State Strategic Plan* to guide natural resource management.

- Work with councils to implement the Cumberland Plain Recovery Plan.
- Promote early strategic consideration of bushfires, flooding and heatwaves in relation to future development in the subregion.
- Work with councils to address flood and emergency management issues when planning for growth in the Hawkesbury-Nepean Valley.

PRIORITIES FOR STRATEGIC CENTRES

Penrith

- Work with council to:
 - retain a commercial core in Penrith as required for long-term employment growth;
 - provide capacity for additional mixed-use development in Penrith including offices, retail, services and housing;
 - improve walking and cycling connections between Penrith and the Nepean River; and
 - use best available information about flood risk in the Hawkesbury- Nepean Valley when planning for future growth in Penrith.

Penrith Education and Health

- Support health-related land uses and infrastructure around Nepean Hospital.
- Support education-related land uses and infrastructure around the University of Western Sydney.
- Investigate the potential to integrate Penrith Education and Health with a future northerly extension of the South West Rail Link.



Windsor



Wentworth Falls, Blue Mountains National Park



Farmers' market, Penrith



Riley Street, Penrith

- Work with council to provide capacity for additional mixed-use development in Penrith Education and Health Precinct including offices, retail, services and housing.
- Work with council to investigate opportunities for a greater concentration of retail, services and housing around Kingswood train station, and for connecting Kingswood train station and centre to Nepean Hospital.
- Work with council to improve walking and cycling connections between Penrith, Nepean Hospital, Kingswood train station and higher education facilities.

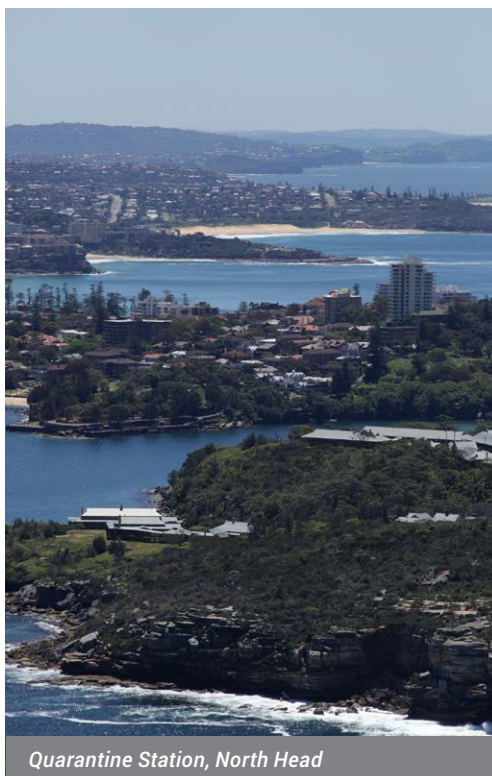


Nepean Hospital

North Subregion

HORNSBY
HUNTERS HILL
KU-RING-GAI
LANE COVE
MANLY
MOSMAN
NORTH SYDNEY
PITTWATER
RYDE
WARRINGAH
WILLOUGHBY

The North subregion will continue to be an attractive place to live, work and visit with a thriving economy. The subregion's Gross Regional Product is second only to the Central subregion's, with North Sydney, the second-largest office market in Sydney. Increases in the supply of housing and jobs will be focused on centres with good public transport. The subregion will offer a growing diversity of high amenity living and working environments.



Quarantine Station, North Head

PRIORITIES FOR NORTH SUBREGION

To implement the directions in *A Plan for Growing Sydney*, the following priorities will be considered and addressed in subregional planning for the North subregion.

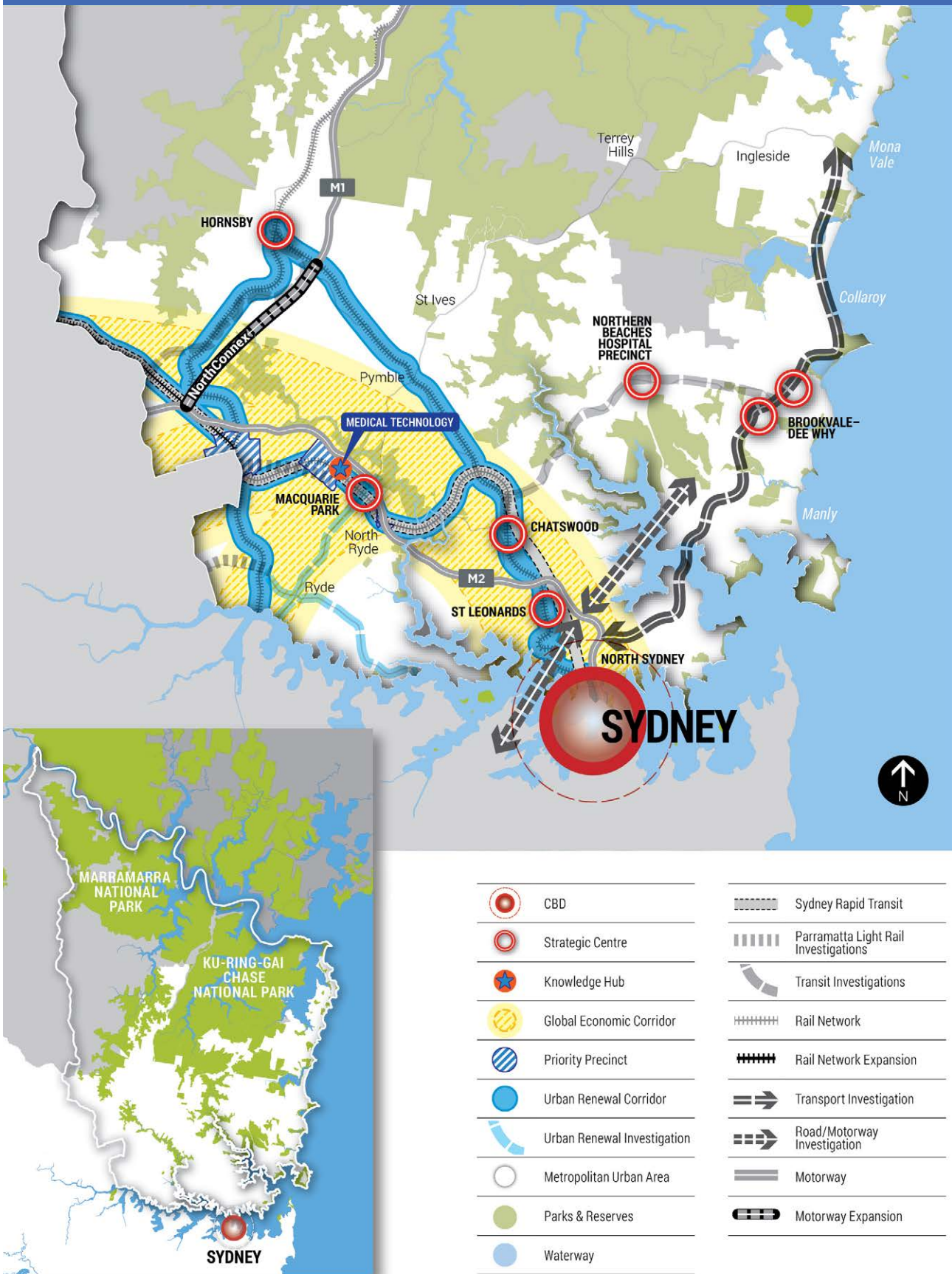
A competitive economy

- Protect Sydney Harbour's function as a working harbour.
- Improve transit connections throughout the Global Economic Corridor to better link centres and transport gateways.
- Investigate cross-regional transit links between Macquarie Park and Parramatta.
- Improve subregional connections, particularly from the Northern Beaches to Global Sydney and to the Global Economic Corridor.
- Preserve the corridor for Sydney Rapid Transit including a second harbour rail crossing.
- Facilitate the movement of people and freight through the North subregion to the Central Coast, Newcastle, the Hunter, Northern NSW and Brisbane, including through delivery of the NorthConnex project (a twin tunnel motorway linking the M2 and M1 under Pennant Hills Road).
- Identify and protect strategically important industrial-zoned land.
- Investigate pinch-points on the Pacific Highway at Pymble Bridge/Pymble Station, Eastern Road/Rohini Street in Turramurra, Fullers Road intersection in Chatswood and Boundary Road intersection in Roseville.

Accelerate housing supply, choice and affordability and build great places to live

- Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal) and train services,

FIGURE 30: North Subregion



including around Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line and Sydney Rapid Transit.

Protect the natural environment and promote its sustainability and resilience

- Improve the health and resilience of the marine estate including the foreshore, tributaries and aquatic habitats of Sydney Harbour, Middle Harbour, Pittwater and the Hawkesbury River, the coast and beaches and Hawkesbury Shelf Bioregion.
- Protect and enhance national and regional parks including strategic additions to enhance bushland connectivity.
- Promote early strategic consideration of bushfire, flooding and coastal erosion in relation to any future development in the subregion, particularly around areas prone to coastal erosion at Collaroy/Narrabeen, Mona Vale and Bilgola.
- Work with councils to implement the Greater Sydney Local Land Services *State Strategic Plan* to guide natural resource management.
- Work with councils to protect the natural attributes and visual amenity of the coastline and enhance opportunities for public access.

PRIORITIES FOR STRATEGIC CENTRES

Global Sydney (North Sydney CBD)

The Global Sydney strategic centre includes North Sydney CBD. For North Sydney CBD priorities, see priorities for strategic centres in the Central subregion section.

Brookvale-Dee Why

- Work with council to retain a commercial core in Brookvale-Dee Why, as required, for long-term employment growth.

- Work with council to provide capacity for additional mixed-use development in Brookvale-Dee Why including offices, retail, services and housing.
- Work with council to improve walking and cycling connections between Warringah Mall, Brookvale and Dee Why.
- Progress planning for a Northern Beaches bus rapid transit corridor to service Brookvale-Dee Why.

Chatswood

- Work with council to provide capacity for additional mixed-use development in Chatswood including offices, retail, services and housing.

Northern Beaches Hospital Precinct

- Deliver a new Northern Beaches Hospital.
- Support health-related land uses and infrastructure around the Northern Beaches Hospital site.
- Work with council to protect capacity for employment growth beyond the Northern Beaches Hospital site.
- Work with council to provide capacity for additional mixed-use development in Northern Beaches Hospital Precinct including offices, health, retail, services and housing.
- Support the preparation of a precinct structure plan in partnership with council to guide future development of the area.
- Progress planning for road improvements supporting Northern Beaches Hospital Precinct, including underpasses on Warringah Road at Forest Way and Wakehurst Parkway.
- Progress planning for a new public transport interchange servicing Northern Beaches Hospital Precinct.
- Improve walking and cycling connections between the different parts of Northern Beaches Hospital Precinct and to its surrounding area.

Hornsby

- Work with council to retain a commercial core in Hornsby, as required, for long-term employment growth.
- Work with council to provide capacity for additional mixed-use development in Hornsby including offices, retail, services and housing.
- Support health-related land uses and infrastructure around Hornsby Ku-ring-gai Hospital.
- Work with council to improve walking and cycling connections between Hornsby train station and Hornsby Ku-ring-gai Hospital.

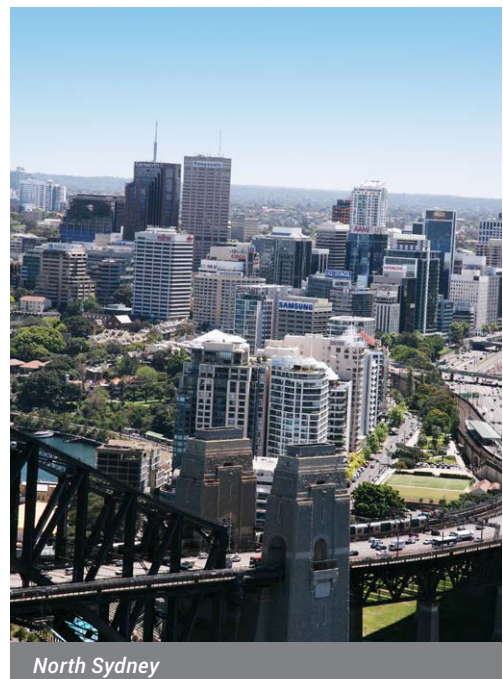
Macquarie Park

- Work with council to retain a commercial core in Macquarie Park for long-term employment growth.
- Work with council to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing.
- Facilitate delivery of Herring Road, Macquarie Park Priority Precinct, and North Ryde Station Priority Precinct.
- Investigate potential future opportunities for housing in areas within walking distance of train stations.
- Support education and health-related land uses and infrastructure around Macquarie University and Macquarie University Private Hospital.
- Support the land use requirements of the Medical Technology knowledge hub.
- Investigate a potential light rail corridor from Parramatta to Macquarie Park via Carlingford.
- Investigate opportunities to deliver a finer-grain road network in Macquarie Park.
- Investigate opportunities to improve bus interchange arrangements at train stations.

- Work with council to improve walking and cycling connections to North Ryde train station.

St Leonards

- Work with council to retain a commercial core in St Leonards for long-term employment growth.
- Work with council to provide capacity for additional mixed-use development in St Leonards including offices, health, retail, services and housing.
- Support health-related land uses and infrastructure around Royal North Shore Hospital.
- Work with council to investigate potential future employment and housing opportunities associated with a Sydney Rapid Transit train station at St Leonards/ Crows Nest.



North Sydney

South West Subregion

CAMDEN
CAMPBELLTOWN
FAIRFIELD
LIVERPOOL
WOLLONDILLY

The South West subregion is the fastest growing subregion in Sydney. The Badgerys Creek Airport will be a catalyst for investment in infrastructure and jobs in the subregion, enhancing connections to other cities across Australia and around the world. Liverpool, Campbelltown-Macarthur, Leppington and the Western Sydney Employment Area will also contribute to the growth and diversification of the subregion's economy. The South West Growth Centre will continue to play a key role in providing housing and jobs for future residents. The subregion will benefit from improved access including a potential extension of the South West Rail Link.



Local business, Cabramatta

PRIORITIES FOR SOUTH WEST SUBREGION

To implement the directions in *A Plan for Growing Sydney*, the following priorities will be considered and addressed in subregional planning for the South West subregion.

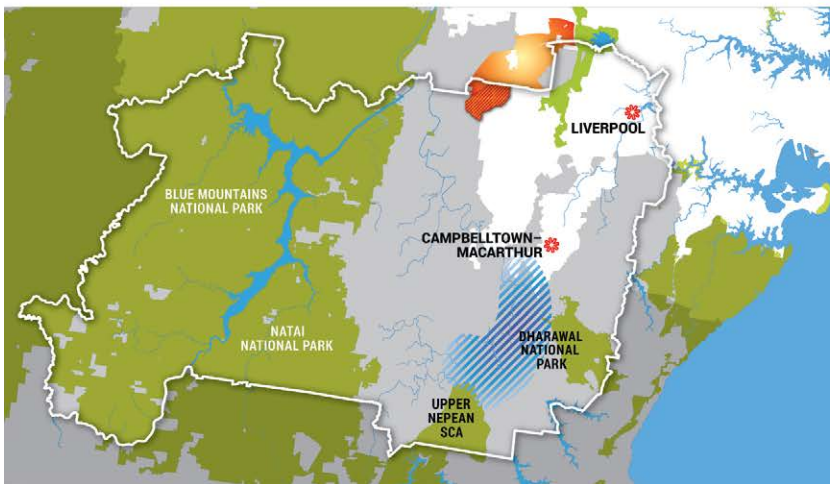
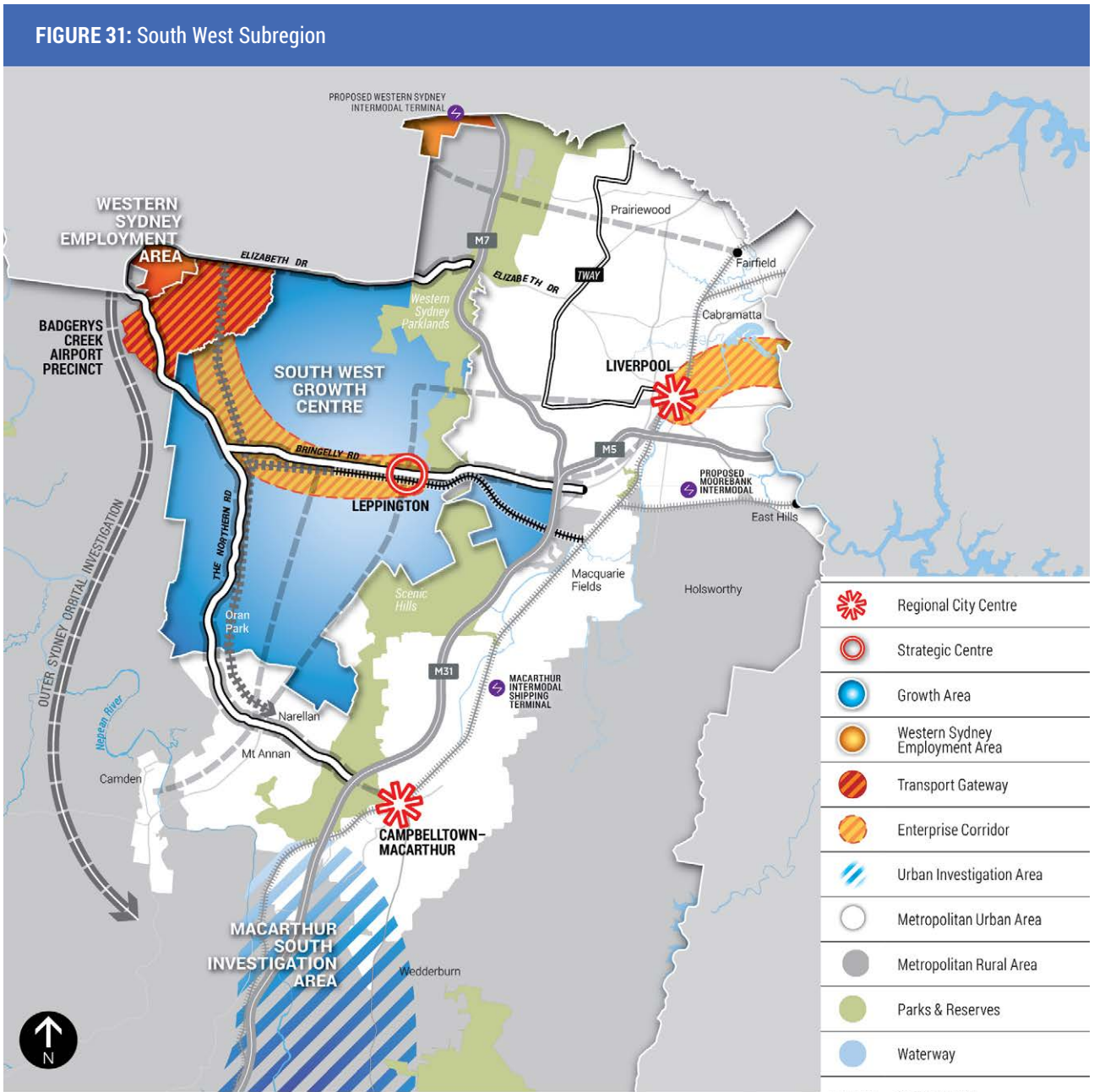
A competitive economy

- Investigate the long-term potential to locate a major enterprise corridor between Leppington and Bringelly, linked to the extension of the South West Rail Link.
- Protect infrastructure of metropolitan significance including freight corridors, intermodal terminals, and Sydney's drinking water supply catchment, key water storage facilities and the Upper Canal.
- Further develop the subregion's productive agricultural and mineral resources.
- Protect land to serve Sydney's future transport needs, including intermodal sites and associated corridors.
- Recognise and strengthen the subregion's role in Sydney's manufacturing, construction and wholesale/logistics industries by maximising existing employment lands particularly in Fairfield and Liverpool.
- Investigate pinch-point connections between north-south and east-west road links.
- Identify and protect strategically important industrial-zoned land.
- Strengthen the diverse benefits to the economy proposed by Badgerys Creek Airport.

Accelerate housing supply, choice and affordability and build great places to live

- Identify suitable locations for housing, employment and urban renewal – particularly around established and new centres and along key public transport corridors including the Cumberland Line,

FIGURE 31: South West Subregion



- Regional City Centre
- Strategic Centre
- Growth Area
- Western Sydney Employment Area
- Transport Gateway
- Enterprise Corridor
- Urban Investigation Area
- Metropolitan Urban Area
- Metropolitan Rural Area
- Parks & Reserves
- Waterway
- Rail Network
- Rail Network Expansion
- Parramatta Light Rail Investigations
- SWRL Extension Investigation
- Transit Investigation
- Motorway
- Bus Transit Way
- Road Upgrade
- Transport Investigation
- Intermodal Terminal

the South Line, the Bankstown Line, the South West Rail Link and the Liverpool-Parramatta T-Way.

- Continue delivery of the South West Growth Centre through greenfield housing development and the expansion of local employment.
- Capitalise on the subregion's vibrant cultural diversity and global connections.
- Implement the Western Sydney Parklands Plan of Management.

Protect the natural environment and promote its sustainability and resilience

- Provide environmental, recreation and tourism opportunities in the Nattai National Park, Dharawal National Park as well as the Georges River and Western Sydney Parklands.
- Work with councils to improve the health of the South Creek sub-catchment of the Hawkesbury-Nepean Catchment.
- Work with councils to protect and maintain the social, economic and environmental values of the Hawkesbury-Nepean River and Georges River, and their aquatic habitats.



Australian native flora

- Work with councils to implement the Greater Sydney Local Land Services *State Strategic Plan* to guide natural resource management.

PRIORITIES FOR STRATEGIC CENTRES

Campbelltown-Macarthur

- Work with council to retain a commercial core in Campbelltown-Macarthur, as required for long-term employment growth.
- Work with council to provide capacity for additional mixed-use development in Campbelltown-Macarthur including offices, retail, services and housing.
- Support health-related land uses and infrastructure around Campbelltown Hospital.
- Support education-related land uses and infrastructure around the University of Western Sydney.
- Work with council to investigate potential business park opportunities on the western side of the train line.
- Work with council to improve walking and cycling connections to Campbelltown and Macarthur train stations from the western side of the train line.
- Work with council to improve walking and cycling connections between Campbelltown Hospital and Queen Street.

Leppington

- Work with council to:
 - plan for Leppington as a mixed-use strategic centre focused on the new Leppington train station with capacity for long-term employment growth including offices, retail, services and housing; and
 - improve walking and cycling connections to the new Leppington train station.

Liverpool

- Work with council to retain a commercial core in Liverpool, as required, for long-term employment growth.
- Work with council to provide capacity for additional mixed-use development in Liverpool including offices, retail, services and housing.
- Work with council to investigate potential future uses of land located east of Georges River and north of Newbridge Road.
- Support health-related land uses, infrastructure and conference facilities around Liverpool Hospital and Bigge Park.
- Work with council to improve walking and cycling connections to Liverpool train station from east of the train line.
- Work with council to improve walking and cycling connections between Liverpool and the Georges River.

PRIORITIES FOR TRANSPORT GATEWAYS

Badgerys Creek Airport Precinct

- Plan as a transport gateway focused on the Badgerys Creek Airport site as part of the Western Sydney Employment Area/Badgerys Creek Airport Precinct transformational place.

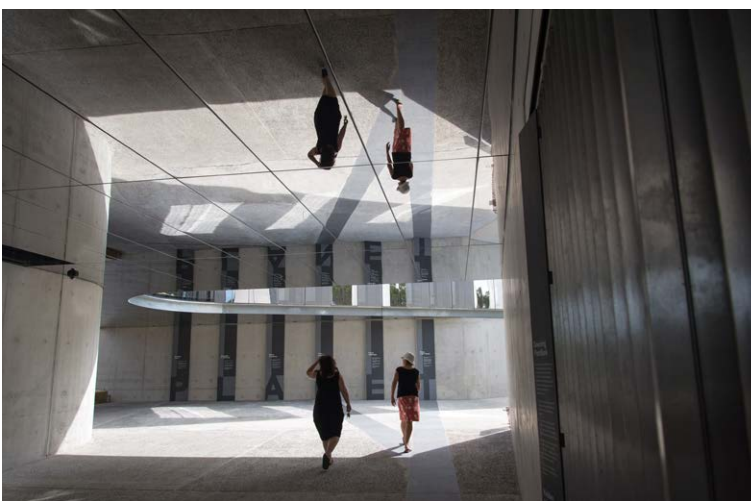
PRIORITIES FOR OTHER LOCATIONS

Camden

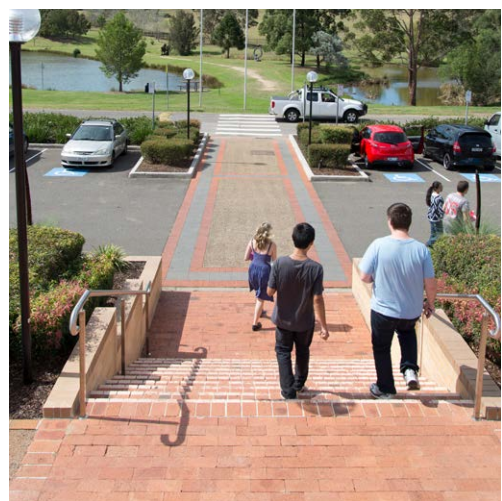
- Support planning of Oran Park as a focus for facilities, services and community life to support population growth.
- Investigate the potential to leverage off improved access to services and jobs following improvements to Camden Valley Way.

Wollondilly

- Investigate the suitability of the Macarthur South Investigation Area for a future Growth Centre.



The Australian Plant Bank, Australian Botanic Gardens, Mount Annan



University of Western Sydney, Campbelltown

South Subregion

CANTERBURY
HURSTVILLE
KOGARAH
ROCKDALE
SUTHERLAND

The South subregion offers diverse, vibrant urban areas and coastal settlements located around some of the city's most beautiful coastline, waterways and bushland. The Global Economic Corridor, Sydney Airport, Port Botany and the Illawarra region will be economic drivers for the subregion. Opportunities for strong local employment growth exist in the Taren Point employment area, the Lucas Heights research and technology area, the Sutherland/Kirrawee/Loftus education area, and the Sutherland Hospital/Caringbah medical area. The Metropolitan Rural Area encompassing national parks, Georges River, Port Hacking and Botany Bay will be protected from growth. The WestConnex Motorway and improvements to the Illawarra Line will reduce

the impact of freight traffic in the subregion. The potential F6 motorway provides an opportunity to transform the western shores of Botany Bay into a waterfront cultural and residential precinct.

PRIORITIES FOR SOUTH SUBREGION

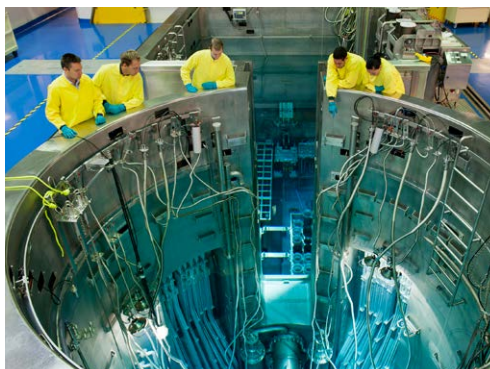
To implement the directions in *A Plan for Growing Sydney*, the following priorities will be considered and addressed in subregional planning for the South subregion.

A competitive economy

- Strengthen regional connections to the Illawarra by delivering WestConnex, improving capacity on the Illawarra Rail Line and investigating the potential F6 corridor.
- Support the significant visitor economy at locations such as Cronulla Beach, Kyeemagh to Dolls Point, and Kamay Botany Bay National Park (including Captain Cooks Landing).
- Support manufacturing and logistics employment areas, such as Taren Point.
- Protect infrastructure of metropolitan significance, including Sydney's drinking water catchment, and energy and water facilities on the Kurnell Peninsula.
- Facilitate good employment and transport connections and an efficient freight network to Sydney Airport and Port Botany.
- Investigate pinch-points associated with growth in the vicinity of Sydney Airport and Port Botany.
- Protect corridors for future long-term transport needs including the potential F6 corridor and cross-regional transit links from Hurstville to Bankstown and Parramatta, and from Hurstville to Macquarie Park via Burwood and Sydney Olympic Park.



Construction apprentice at TAFE, Gymea campus



OPAL research reactor pool, ANSTO

FIGURE 32: South Subregion



	Strategic Centre		Metropolitan Urban Area		Sydney Rapid Transit		Proposed Motorway Extension
	Transport Gateway		Metropolitan Rural Area		Rail Network		Road/Motorway Investigation
	Urban Renewal Corridor		Parks & Reserves		Motorway		Ferry Wharf
	Urban Renewal Investigation		Waterway		Motorway Expansion		

- Identify and protect strategically important industrial-zoned land.

Accelerate housing supply, choice and affordability and build great places to live

- Work with councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around Priority Precincts, established and new centres, and along key public transport corridors including the Illawarra Line, the South Line and Sydney Rapid Transit (along the Bankstown Line).

Protect the natural environment and promote its sustainability and resilience

- Protect the health and resilience of the Royal, Heathcote, Georges River and Kamay Botany Bay National Parks to promote the ongoing viability of the visitor economy.
- Protect and maintain the social, economic and environmental values and aquatic habitats of the Georges River, Hacking River and Port Hacking.

- Protect internationally significant wetlands and migratory birds in the Towra Point Nature Reserve Ramsar Wetlands.
- Conserve the natural environment of the Kurnell Peninsula and encourage development that respects the environmental, cultural and economic significance of the area.
- Work with council to implement the Greater Sydney Local Land Services *State Strategic Plan* to guide natural resource management.
- Protect the natural attributes and visual amenity of the coastline and enhance opportunities for public access including upgrades to Hungry Point Reserve.

PRIORITIES FOR STRATEGIC CENTRES

Hurstville

- Work with council to:
 - retain a commercial core in Hurstville, as required, for long-term employment growth; and
 - provide capacity for additional mixed-use development in Hurstville including offices, retail, services and housing.

Kogarah

- Work with council to provide capacity for additional mixed-use development in Kogarah including offices, health, education, retail, services and housing.
- Support health-related land uses and infrastructure around St George Hospital.



St George Hospital



Sydney Airport



West Menai



Local business, Cronulla



Port Hacking

GLOSSARY OF TERMS

Active transport

Forms of transport that involve physical activity, such as walking and cycling.

Affordable housing

Housing for very low, low and moderate income households where:

- rent or mortgage payments are below 30 per cent of gross household income;
- or
- the household is eligible to occupy rental accommodation under the National Rental Affordability Scheme.

Agglomeration

Co-location of businesses that benefit from economies of scale, strong supply sources and access to a quality pool of skilled labour. An example of agglomeration is Norwest Business Park.

Building Sustainability Index (BASIX targets)

BASIX targets for energy and water efficiency in houses and units help to ensure that homes are designed to use less potable water and greenhouse gas emissions.

Bureau of Transport Statistics Small Area Employment Forecasting Model, 2014 (BTS SAEFM)

Minimum Job Targets are from the Bureau of Transport Statistics (Small Area Employment Forecasting Model) 2014. These are Government forecasts and the previous version of the model was used as the basis for the *Long Term Transport Master Plan* as well as the Draft Metropolitan Strategy Minimum Job Targets (2011-2031).

Building height

The height of a building above ground level. Building heights are described in three general categories: low rise – three storeys or less; medium rise – four to five storeys; and high rise – six storeys or more.

Built environment

The urban environment consisting of buildings, infrastructure, roads, fixtures, parks and other features that constitute the physical character of a city.

Commercial premises

Office, business and retail premises.

Community Strategic Plan

A Community Strategic Plan is a plan prepared by local councils as part of the Integrated Planning and Reporting Framework developed for the Local Government Reform Program. The Community Strategic Plan includes a community vision statement, strategic objectives for the community, strategies for achieving each objective and assessment methods for determining whether the objectives are being achieved. The Community Strategic Plan must be reviewed every four years by each new council following ordinary local government elections.

Development assessment

The process of assessing development proposals lodged with a consent authority, usually the local council.

Employment Lands Development Program (ELDP)

The ELDP is a comprehensive analysis of the supply of industrial land and business parks across the Sydney Region, including zoned developed and undeveloped land, servicing status and areas of rezoned and proposed stocks.

Enterprise corridor

An area designed to attract investment and stimulate employment-generating development that is aligned with specific sections of rail or road transport infrastructure.

Global Economic Corridor

A corridor of concentrated jobs and activities in strategic centres, transport gateways and industrial lands extending from Port Botany and Sydney Airport,

through Global Sydney, Chatswood to Parramatta and Norwest. The corridor includes high-value road, rail, health, arts, cultural, educational and other public investments; high-amenity areas; and high land values. It will remain the powerhouse of Australia's economy.

Global Sydney

Global Sydney is made up of Sydney CBD and adjacent precincts, including North Sydney.

Greater Sydney Commission

The Greater Sydney Commission is the lead delivery agency for *A Plan for Growing Sydney*. It will coordinate across agencies to deliver the NSW Government's infrastructure and urban planning priorities.

Greenfield development

Development that occurs in areas previously used for non-urban purposes. Greenfield development is mainly concentrated in the North West and South West Growth Centres where new suburbs and centres are being built.

Gross Domestic Product (GDP)

A measure of the size of a country's economy and productivity. GDP is defined as the market value of all final goods and services produced in a country within a given period of time. (Regional Development Australia, *Sydney Metropolitan Region Economic Baseline Assessment Update, Final*, July, 2013).

Gross Regional Product (GRP)

A measure of the size of a region's economy and productivity. Similar to GDP, GRP is defined as the market value of all final goods and services produced in a region within a given period of time.

Gross State Product (GSP)

A measure of the size of a State's economy and productivity. GSP is a counterpart of GDP and is defined as the market value of all final goods and services produced in a State within a given period of time.

Gross value of agricultural commodities produced

The value placed on recorded production at the wholesale prices realised in the market place as at June 2011. The source is Australian Bureau of Statistics 7503.0 - Value of Agricultural Commodities Produced, Australia, 2010-11.

Growth Centres

Growth Centres are the North West Growth Centre and the South West Growth Centre. They are areas established by the NSW Government as a location for greenfield urban growth including housing, employment, shops, health and education facilities, parks, bushland, and new or upgraded infrastructure.

Household

One or more persons who usually reside in the same private dwelling.

Household projections

Household and dwelling projections by the Centre for Demography, Economics and Research (Department of Planning & Environment NSW) which are derived from Census, migration and other data. Projections are not forecasts of building activity. They represent current understanding of underlying demand for housing based on the number of households that are projected would like to form in Sydney as a whole, a subregion or Local Government Area.

Industry Cluster

A geographical concentration of interconnected businesses operating in similar or related industries with strong active links between them, their specialised and general business service providers and supporting institutions (such as educational organisations, research institutes, and industry and professional bodies and associations). The businesses within the cluster share common inputs and their co-location provides them with competitive advantages that are not easily replicated by businesses in other locations. A cluster example in Sydney is the creative digital technology precinct in Pyrmont-Ultimo and its surrounding areas.

Infill development

Development in areas already used for urban purposes. Infill development can range from granny flats and dual occupancy developments to large scale, major mixed-use developments in former industrial areas.

Jobs forecasts

Forecasts of jobs in an area based on the employment forecasts of the Bureau of Transport Statistics Small Area Employment Forecasting Model (SAEFM). The forecasts are prepared by applying the following processes:

- estimation of total Greater Metropolitan Region (GMA) employment for each historical and forecast year;
- trend analysis of employment by industry, geographic subregion and specific job node;
- distribution of GMA total employment forecasts using forecast shares derived from trend analysis; and
- adjustment for major new developments.

Knowledge hub

A knowledge hub is a place or area identified by the NSW Government which contains:

- an existing agglomeration of activity in a particular industry and is a focus for efforts to improve local knowledge production and/or adoption;
- creates an environment whereby the transfer of both local and global knowledge between different sectors operates efficiently; and
- supports the development of world-leading local industry capability.

Local centres

Local centres are all centres in Sydney other than the strategic centres. They are smaller than strategic centres and range from centres with a small number of shops, to centres with large amounts of retail space and employment.

Local Plan (or Local Environmental Plan)

A statutory, spatial plan, typically prepared for a Local Government Area by a local council, and endorsed by the Minister for Planning. Through the use of land zoning and other development controls, a Local Plan (or Local Environmental Plan) is typically the main mechanism for determining the type and amount of development which can occur on each parcel of land in NSW.

Low rise

See building height.

Marine estate

The marine estate includes the ocean, estuaries, islands, coastal wetlands (saltmarsh, mangroves and seagrass), coastline including beaches, dunes and headlands, and the coastal lakes and lagoons connected to the ocean.

Metropolitan Rural Area

The non-urban area within the Sydney Region that is located beyond the Metropolitan Urban Area. It includes rural towns and villages, farmland, floodplains, national parks and areas of wilderness. Rural towns and villages are distinct from urban areas in the Metropolitan Urban Area in that they provide mainly for local growth needs, as distinct from the needs of the broader Sydney Metropolitan Area. The Metropolitan Rural Area creates a rural and bushland backdrop to Sydney and will be managed to balance local growth needs with environmental protection, resource management, agriculture, tourism and culture, research activity, military uses and community safety.

Metropolitan Urban Area

The Metropolitan Urban Area is made up of the established urban area, greenfield release areas and the precincts in Growth Centres which have been identified for future urban development but have not yet been released for planning.

Outer Sydney Orbital

Identified in the NSW Government's *Rebuilding NSW - State Infrastructure Strategy 2014* and *Long Term Transport Master Plan* as a future transport corridor for preservation. An outer north-south corridor potentially connecting the existing road and rail networks, including the F3 north of Sydney with the Hume Highway south of Campbelltown.

Planning controls

The combination of land use zones and development standards that apply to land. Land use zones control land use and development standards control the built form of future development and may include controls for height, density, set back from the road or property boundary, lot size for development or subdivision.

Population projections

Data showing the growth and change in population that would occur if certain assumptions about future levels of fertility, mortality, internal migration and overseas migration were to prevail over the projection period.

Priority Precinct

Priority Precincts are important areas that the Minister for Planning considers have a wider social, economic or environmental significance for the community or have redevelopment potential on a scale that is important in implementing the State's planning objectives.

Precincts are envisaged as larger areas, usually made up of multiple land holdings. They will be capable of delivering significant additional growth and require coordination from State and local government to realise their potential.

Productivity

The quantity of output in relation to the inputs needed to produce it. Labour productivity is defined as the ratio of output to hours worked. Capital productivity is defined as the ratio of output to capital services. Multifactor productivity (MFP) is defined as the ratio of output to combined inputs of labour and capital.

Public domain

Spaces accessible to and used by the public, including external and internal public space such as public squares, the space between buildings, streets, parks and transport interchanges.

Strategic centres

The largest centres in the Sydney Metropolitan Area, when developed. They contain mixed-use activity of an amount, density and diversity that is of metropolitan significance, including commercial (office, business and retail), civic and cultural uses; government services; and higher density housing. They are typically on the passenger rail network or serviced by other high frequency public transport. Strategic centres typically contain at least 10,000 jobs, with the potential to accommodate ongoing jobs growth over the long-term. They are priority locations for employment and retail activity.

Structure plan

A plan that outlines a broad pattern for future development for a large area, often including details on the location of housing, employment land, centres, roads and transport corridors, as well as details on the timing of development.

Subregions

Subregions are the groupings of the councils in Sydney that tend to share similar characteristics (economic, transport, infrastructure linkages etc.).

State Environmental Planning Policy

A State Environmental Planning Policy is a statutory plan, typically prepared by the Department of Planning and Environment, and endorsed by the Minister for Planning. It can be a spatial plan for particular land in NSW, and it can set policy which applies to particular or all land in NSW.

Sustainability

Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Sydney Central Business District (CBD)

Sydney CBD is the main commercial district in Metropolitan Sydney.

Sydney Metropolitan Area

The 41 Local Government Areas of Ashfield, Auburn, Bankstown, Blacktown, Blue Mountains, Botany, Burwood, Canada Bay, Camden, Campbelltown, Canterbury, Fairfield, Hawkesbury, Holroyd, Hornsby, Hunters Hill, Hurstville, Kogarah, Ku–Ring–Gai, Lane Cove, Leichhardt, Liverpool, Manly, Marrickville, Mosman, North Sydney, Parramatta, Penrith, Pittwater, Randwick, Rockdale, Ryde, Strathfield, Sutherland, Sydney, The Hills, Warringah, Waverley, Willoughby, Wollondilly and Woollahra.

The Sydney Metropolitan Area does not include the Local Government Areas of Gosford and Wyong on the Central Coast.

Transport gateways

Locations with major ports or airports, and their surrounding precincts. They perform an essential and ongoing role to connect Sydney with locations across Australia and the world. Transport gateways are vital to Sydney's prosperity and often support large concentrations of complementary business activity and employment.

Urban renewal

The revitalisation of established urban areas to provide for a greater range of housing and improve liveability through better access to employment, improved services and social infrastructure.

Western Sydney

The Local Government Areas of Auburn, Bankstown, Blacktown, Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Holroyd, Liverpool, Parramatta, Penrith, The Hills and Wollondilly.

ACRONYMS

BASIX	Building Sustainability Index
BTS	Bureau of Transport Statistics
CBD	Central Business District
ELDP	Employment Lands Development Program
GDP	Gross Domestic Product
GRP	Gross Regional Product
GSP	Gross State Product
LGA	Local Government Area
SAEFM	Small Area Employment Forecasting Model
WSEA	Western Sydney Employment Area

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