

METROPOLITAN PLAN FOR SYDNEY

Thursday 16 December, 2010

Premier Kristina Keneally today released the *Metropolitan Plan for Sydney 2036*, which will shape the future growth of Australia's only global city.

The *Metropolitan Plan* incorporates the fully funded \$50.2 billion *Metropolitan Transport Plan* and will ensure the sustainable growth of Sydney.

The plan will make Sydney a more connected, sustainable city as the population grows over the next 25 years. In line with figures released in October 2008, it projects:

- **Sydney's population will increase from 4.28 million in the year 2006 to 5.98 million by the year 2036** – an increase of 1.7 million, or 40 per cent; and
- **The number of Sydney homes will increase from 1.68 million in the year 2006 to 2.45 million by the year 2036** - an increase of 770,000 or 46 per cent.

Seventy per cent of the projected population growth will be driven by natural increase (births minus deaths) and 30 per cent by interstate and international migration.

This is the first major update of the 2005 Metro Strategy, and builds on Sydney's social, environmental and economic advantages to keep our city globally competitive. It supports:

- **Building at least 80 per cent of all new homes within walking distance of employment and retail centres** with good public transport links;
- **Planning and infrastructure capacity for 760,000 more jobs** in the greater Sydney metropolitan area by 2036;
- **Locating 50 per cent of jobs in western Sydney**, including a proposed doubling of projected employment in south-west Sydney;
- **Strengthening the role of Parramatta as Sydney's second CBD** as part of a network of 34 strategic centres;
- **Protecting Sydney's biodiversity and agricultural land** by focusing most greenfield development in Sydney's established growth centres; and
- **Outlining Sydney's transport future, placing jobs and homes near existing and planned transport capacity** and outlining long-term urban renewal and freight corridors that will be further investigated.

Measures built within the plan to ensure it is implemented include a public annual update report, expanded performance indicators and a new Metropolitan Plan Delivery Group.

Ms Keneally made the announcement in Zetland – one of the largest urban renewal areas in NSW, with Planning Minister, Tony Kelly, and Transport Minister, John Robertson.

“What we have here today is a demonstration of the Government's focus on delivering new homes close to public transport infrastructure,” Ms Keneally said.

“On average, Sydney's population will increase by 57,000 people a year over the next two decades and this plan will focus new homes near jobs and public transport.

“The Metropolitan Plan incorporates the Government's *Metropolitan Transport Plan*, which includes \$50.2 billion in projects to increase Sydney's transport capacity.

“Combined with the *Metropolitan Transport Plan* that I released earlier this year, now for the first time we have a single land use and transport plan.

“Considering land use and transport planning as two halves of a whole will ensure we get maximum value from existing and planned transport, and reduce the need for car travel.

“The plan also addresses the key challenge of climate change, containing urban sprawl which, left unchecked, would consume all of Sydney’s agricultural land within a generation.

“This is about building homes and suburbs that will encourage people to get out of their cars, and use public transport to get to nearby employment centres.

“This plan will ensure that as our population grows, Sydneysiders will continue to enjoy a lifestyle that is the envy of the world.”

Mr Kelly said proper management of Sydney’s increasing housing will be welcome news.

“The fact is that 70 per cent of the projected population increase between now and the year 2036 will be generated from higher birth rates and longer life expectancy,” Mr Kelly said.

“This plan sets the housing and employment targets to sustainably manage our growth, and the Government will work with councils to meet these targets.

“It will also increase the vibrancy of dozens of centres across Sydney through urban renewal, including through strengthening Parramatta’s role as Sydney’s second CBD.”

Mr Robertson said the NSW Government now has a plan to provide new transport corridors that connect existing and projected population and employment growth areas, including:

- Rail links to growth areas;
- Express rail for western Sydney;
- Light rail for the inner city and inner west;
- More buses on busy corridors;
- Key motorway improvements; and
- Improving the movement of freight by rail, including links from the port and airport.

“These transport corridors will connect centres to each other, creating new travel patterns to job growth areas outside of the CBD,” Mr Robertson said.

“The plan continues our focus to create cross-city connections – moving away from a radial transport system running in and out of the Sydney CBD.

“This will help us create a true ‘City of Cities’, allowing people to travel to centres close to their home for work, reducing commuting times.”

The Metropolitan Plan for Sydney 2036 is available at www.metroplansydney.nsw.gov.au

BACKGROUND NOTES

Examples of how the plan integrates land-use and transport planning:

- Concentrating urban renewal around transport nodes based on network capacity, with Transport and Planning Ministers to jointly identify centres for urban renewal;
- Supporting Parramatta’s role as the second CBD and growth in western Sydney through the Western Express and the Parramatta to Epping Rail Line;
- Supporting the expansion in the North West and South West Growth centres by building the North West and South West Rail Links.

The challenges addressed in the *Metropolitan Plan for Sydney 2036*:

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

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

More suitable and affordable housing: While Sydney's population is growing, the average household size is falling, creating demand for more—but smaller, more affordable—homes. As a result, Sydney will need 770,000 additional homes by 2036— a 46 per cent increase on the city's current 1.68 million homes. The location, size and type of new housing must reflect the population's changing needs.

More jobs, closer to home: Sydney's growth will require 760,000 more jobs, with half planned for western Sydney with a focus on cities and centres where the greatest population growth will occur. By 2036, half the city's population will live in western Sydney (up from 43 per cent in 2006). A broader mix of jobs is also needed to reflect western Sydney's growing level of job skills and education levels.

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

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

A more sustainable Sydney: Sydney's central challenge is to grow sustainably—improve economic and social outcomes while protecting our natural environment and containing its urban footprint.

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

Maintaining our global competitiveness: As Australia's leading global city, Sydney carries a major responsibility to remain strong, efficient and internationally competitive. While highly ranked in most global comparisons, Sydney must adapt to changing international circumstances while protecting and building on its environmental, social and economic advantages.

Strategic directions in the *Metropolitan plan for Sydney 2036*:

Strengthening a city of cities

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

Growing and renewing centres

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

Growing Sydney's economy

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

Tackling climate change and protecting Sydney's natural environment

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

Transport for a connected city

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

Housing Sydney's population

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

Balancing land uses on the city fringe

- Contain Sydney's urban footprint by focusing greenfield development in the North West and South West Growth Centres
- Maintain and protect Sydney's rural and resource lands

Achieving equity, liveability and social inclusion

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

Delivering the Plan

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