

The Sydney Plan





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the Eora, Dharawal, Dharug and Darkinjung lands on which we live and work in the Sydney region. We pay our respect to Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

The Department recognises that Aboriginal peoples are part of the world's oldest living culture, through their on-going custodianship as Traditional Owners and knowledge holders for the lands and waters of which we live and work. We pay respects to their leaders, past and present, and their responsibilities and on-going rights to Country forged through ceremony, protocol and self-determination since time immemorial.

Using comprehensive and respectful approaches, planning can build capacity and pathways for knowledge sharing between the Aboriginal and broader communities of Sydney.

Artwork by Kyara Fernando (Dunghutti woman)

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The Sydney Plan

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Minister's foreword

Planning by its very nature, is about the long game. It is meant to think in decades – to envision what the future may hold and to put in place the mechanisms to support that.

Our global city is set to grow to 6.6 million people by 2046 and the choices made now will determine what parks kids will play in, if workers can find jobs close to public transport, and whether people will be able to afford a home in the communities that they love.

The Sydney Plan sets a clear direction for where Sydneysiders of today and tomorrow will live, work, and raise a family. It sets a direction that is ambitious, that is innovative, and that is both hopeful and realistic for what we can achieve.

For too long, housing supply and choice has not kept pace with population demand. The cost has been felt in rising prices and lack of housing diversity that should give young people, families and key workers a real choice – to live in the type of home that they want, closer to their jobs, and in a community that they choose.

This Sydney Plan shows how we build a global city that works for the people in it. A region that is defined by focusing short- and medium-term housing supply around the major public transport that exists now, and that is adaptable to plan for growth alongside future infrastructure. A region that is defined by jobs in places where employment growth is forecast to occur alongside major investments, with a growing base of modern, advanced and resilient industries.

For too long, decisions about population growth, housing supply and the provision of infrastructure occurred in silos, leaving too many communities without the schools, health services and transport they need. The Sydney Plan brings these decisions together to align growth and infrastructure while also protecting the employment and industrial lands that support our local jobs and manufacturing.

The NSW Government has already implemented planning reforms to deliver more new homes in well-located areas supporting by existing infrastructure and services, and close to jobs, rebalancing housing growth so it better matches infrastructure provisions.

These have been delivered through the Low and Mid-Rise Housing Policy, the Transport Oriented Development Program, state-led rezonings across the Sydney region and a once-in-a-generation overhaul of the *Environmental Planning and Assessment Act*.

But to make sure that the planning system in NSW does not simply react to decreases in housing supply in start-stop jolts, this work must continue. The principles of these reforms, to generate an abundance of housing supply and avoid another future crisis, must continue to drive decision making.

In a rapidly changing global city, the 'set and forget' approach to planning decisions is no longer practical or acceptable. Part of this Plan is to require councils to maintain at least 30 years of feasible housing capacity at all times; to be making sure that planning controls that exist today are fit for purpose for the future, so that supply keeps pace with population growth over the decades to come.

Sydney deserves a Plan that is as agile and ambitious as the city it depicts, and this Plan has been designed to be flexible for the future, to allow for individual components to be updated as infrastructure investments are made, as population trends change, and as new industries occur.

Sydney's natural environment – its beautiful beaches and harbour, waterways, green spaces and national parks, and its connection to country – define its uniqueness. These natural wonders also define Sydney's bounds and mean that addressing the challenges of climate change, mitigating for natural hazards and protecting our environment, remain key focuses of our planning framework.

This Sydney Plan will require everyone working together to go from a plan to an outcome. It is a continuation of the work the NSW Government has already done to modernise all aspects of the planning system – to make sure that we are building to meet the future, rather than waiting to see what it brings.

The Hon. Paul Scully

Minister for Planning and Public Spaces



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Introduction

The area known as Sydney has been inhabited and cared for by Aboriginal peoples for at least 65,000 years.

Today, Sydney is home to one of the largest growing populations in Australia. The population will increase by 23% over the next 20 years.

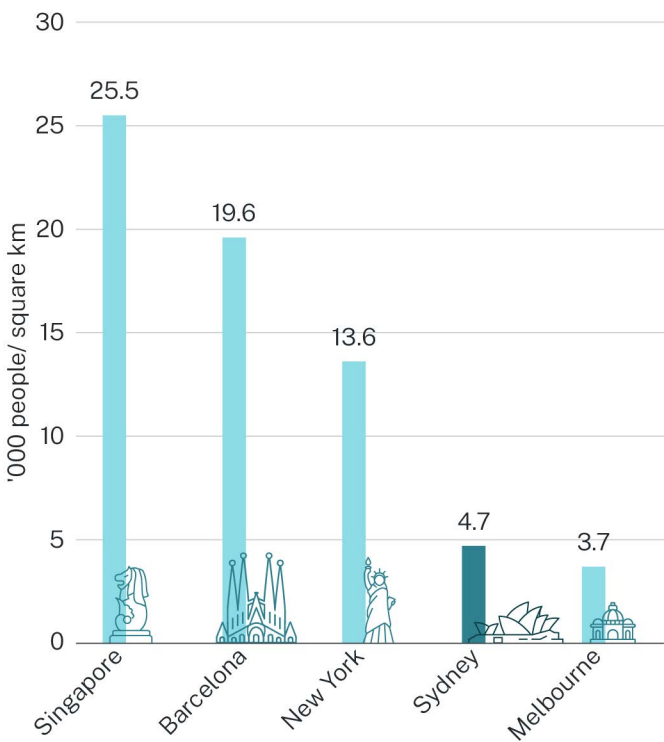
The Sydney Plan (Plan) sets out how the NSW Government will address growth in Sydney over the next 20 years. It sets out a clear future for the region as it grows and develops.

It outlines how state and local governments can use land use planning to respond to challenges, realise opportunities and outcomes for the region over the short, medium and long term.

The Plan applies to the 33 local government areas (LGAs) as shown in Figure 2.

The Plan uses the terms ‘Sydney’ and ‘Sydney region’. The plan accords with the *Environmental Planning and Assessment Act 1979* (EP&A Act) and applies to the Sydney region within the meaning of the *Environmental Planning and Assessment (Regions) Order 2020*.

The Greater Sydney Region Plan – A Metropolis of Three Cities is revoked.



The opportunity

Sydney is globally connected, with a diverse economy, significant natural resources, and unparalleled opportunities to live, work and learn, attracting a growing population and reinforcing its role as Australia’s leading global city.

The city is well positioned to respond to this growth by building on its existing strengths.

Record investment in public transport has significantly improved connectivity. The delivery of a second international airport in western Sydney will further strengthen global connections and drive economic potential. These investments provide a unique opportunity to build on Sydney’s success over the next 20 years and beyond with western Sydney a focal point of economic activity and jobs growth.

Over recent decades, strategic planning has focused on diversifying employment beyond the Sydney CBD by establishing a network of centres across the broader region, with central and western Sydney experiencing a growing economic role. This polycentric structure enables a more equitable distribution of jobs, improving access to employment across the urban area. There is now a strong foundation to refocus housing growth towards the east, supporting increased density and renewal within established areas.

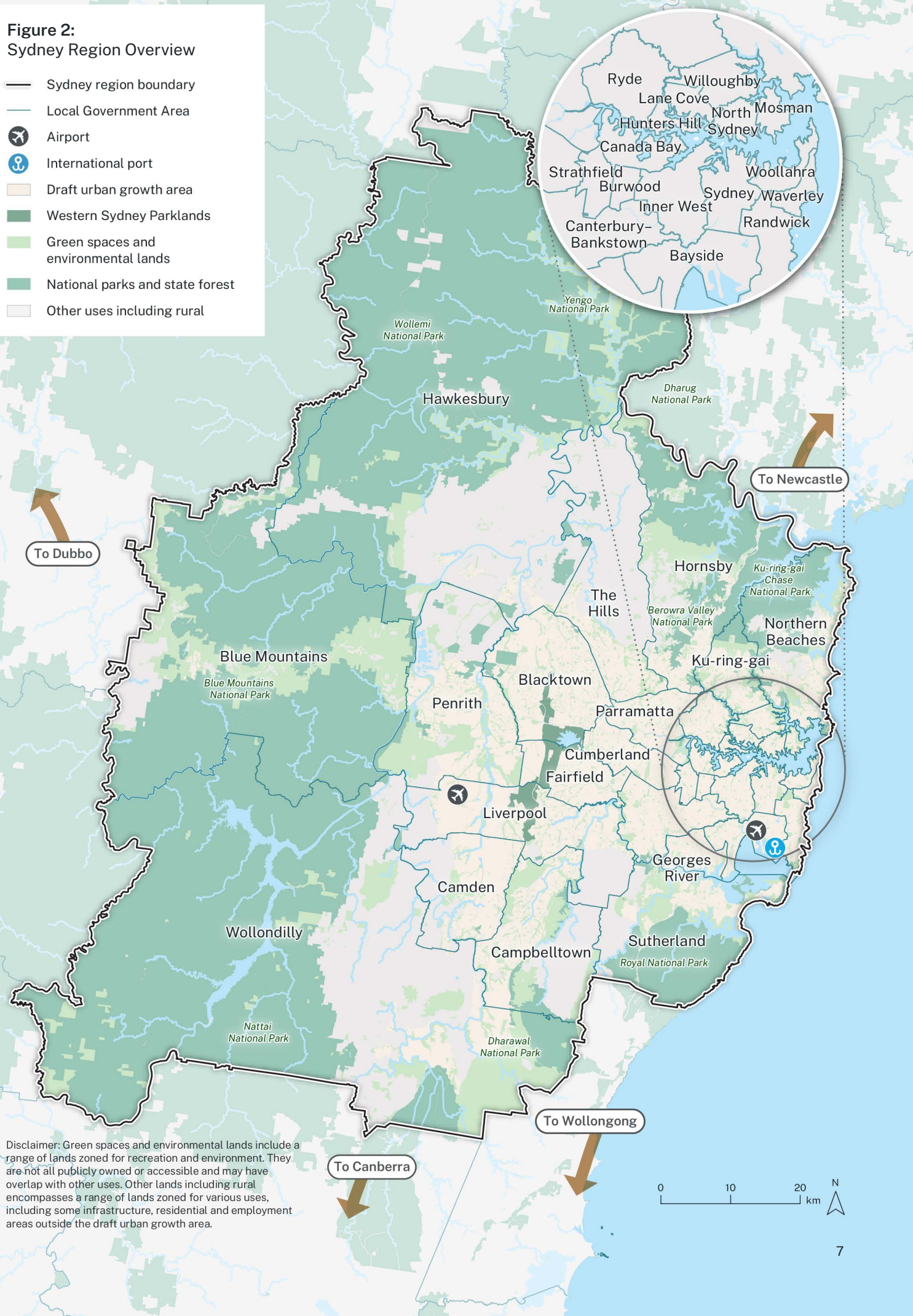
Compared to other major international cities, Sydney has relatively low urban density (Figure 1). Sydney’s established network of well-connected centres and major infrastructure investment creates opportunities to deliver more homes in well-located existing low-rise urban areas, helping to respond to housing demand. Housing targets and planning reforms will support increased density, urban renewal and greater housing choice close to jobs, services and transport.

This Sydney Plan resets the spatial focus on one, connected city –on land use opportunities across the whole Sydney region within the context of housing, employment, infrastructure and service needs.

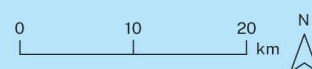
Figure 1: (left) Population-weighted densities global cities comparison. Source: Adapted from World Population Density Interactive (Luminocity), using data from EC JRC and CIESIN, Columbia University.

Figure 2:
Sydney Region Overview

-  Sydney region boundary
-  Local Government Area
-  Airport
-  International port
-  Draft urban growth area
-  Western Sydney Parklands
-  Green spaces and environmental lands
-  National parks and state forest
-  Other uses including rural



Disclaimer: Green spaces and environmental lands include a range of lands zoned for recreation and environment. They are not all publicly owned or accessible and may have overlap with other uses. Other lands including rural encompasses a range of lands zoned for various uses, including some infrastructure, residential and employment areas outside the draft urban growth area.



About the Plan

The Sydney Plan is a blueprint for the Sydney region over the next 20 years, focusing on how the NSW Government, councils and the private sector can leverage land use planning to address challenges and make the most of opportunities. This Plan identifies what must be done today to secure desired land use outcomes in the long term. An overview of the Plan's structure is included at Figure 4. A glossary of terms used in the Plan can be found within the NSW State Land Use Plan.

The Plan should be read with the NSW State Land Use Plan. While the Sydney Plan is focused on land use, it aligns with and works alongside other NSW Government policies and plans such as the State Infrastructure Strategy, State Disaster Mitigation Plan, and Connecting NSW Strategy. It has been prepared in accordance with section 3.3 of the *EP&A Act*.

How to use the Plan

This Plan introduces the NSW Government's land use priorities in a Sydney context, and provides responses, actions and technical appendices to guide implementation. Technical appendices are also provided to support:

- local strategic planning and assessment processes
- infrastructure planning and sequencing
- public and private investment decisions.

Key elements of the Plan are outlined in Figure 3 below.

The Plan will be regularly updated and reviewed at a minimum of every 5 years in accordance with Division 3.1 of the *EP&A Act*. Updates and amendments to this Plan will be recorded on the website and in Appendix A for technical appendices.

The Urban Development Program (UDP) monitors land supply and development, assisting in coordinated delivery of infrastructure to support new housing.

Where relevant, the Plan makes reference to the areas that are used to coordinate the UDP. This includes Eastern Sydney (North), Eastern Sydney (South), Central Sydney, and Western Sydney (see Figure 46 for a list of LGAs in each UDP area).

Figure 3: How to use the plan



Figure 4: The Sydney Plan structure overview



Note: For the purposes of the EP&A Act, the Plan's priorities are 'objectives' and the responses are 'strategies'.

Sydney's future

By 2046, Sydney will continue to be recognised as a thriving, connected, globally competitive region that offers a high quality of life and opportunities for all. The region is defined by its diversity of people, places and economies, its strong connection to Country and culture, and its ability to grow sustainably while enhancing liveability, productivity and environmental resilience.

Sydney provides a wide range of lifestyle, housing and employment choices to meet the needs of a growing population. Residents have access to quality jobs, affordable and well-located housing, and a comprehensive range of services, including health, education and community facilities. Infrastructure and service investment support equitable access to opportunity across the region and underpin a high standard of living for current and future generations.

The economy of the region is globally competitive and innovation driven. As Australia's leading gateway to international markets, Sydney harnesses advanced technologies, research capability and a highly skilled workforce to grow high value industries. A diverse mix of employment across business services, telecommunications, health, education, manufacturing and the knowledge economy drive productivity, resilience and long term prosperity.

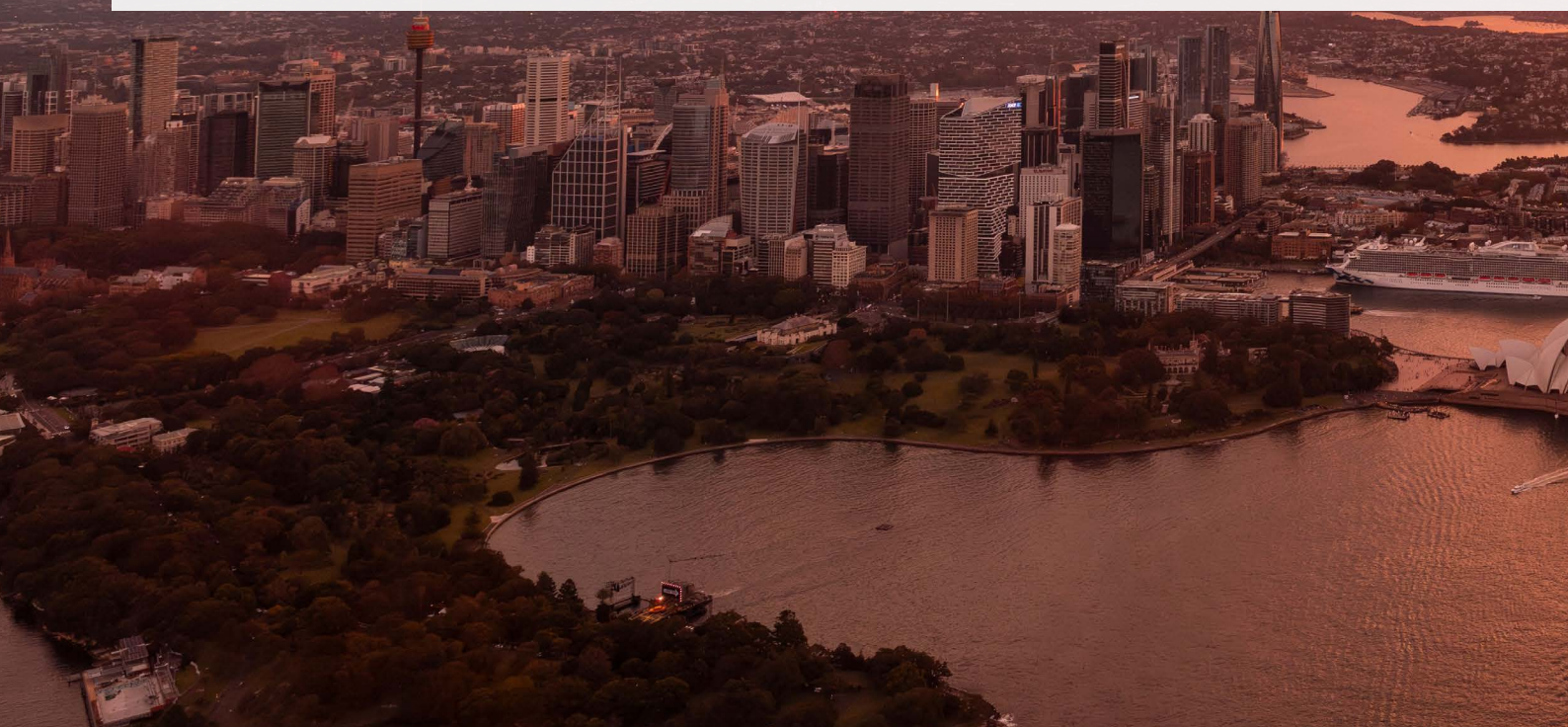
Strategic industrial lands provide significant employment locations and their key freight

corridors, intermodal facilities, international ports and airports connect industries to global markets, supporting export growth, investment and economic diversification. Western Sydney will drive the state's freight, logistics and industrial expansion over the next two decades, supported by key assets including Western Sydney International Airport, major intermodal terminals and extensive industrial land, cementing its role as a nationally significant economic powerhouse.

A network of 30 interconnected centres distribute jobs, services and economic activity across the region, anchored by three CBDs: Sydney, Parramatta and Bradfield. These centres, along with a range of local centres, are vibrant, mixed-use places that support more homes, jobs, services and activities, and active day and night economies.

As Sydney's population increases, growth is focused in existing urban areas, with moderated growth in western greenfield areas supported by infrastructure and services. The region transitions from a predominantly low density, detached housing pattern towards a more compact urban form, with a greater mix of medium and high density development and low rise intensification in established areas.

The transport network connects communities with reasonable travel times and good access to jobs, services and education. Public and active transport options support sustainable travel choices and recreation by connecting to open spaces,



Over the next 20 years in Sydney:

1.3 m
more people



800,000
more homes



950,000
more jobs

natural assets and cultural destinations across the metropolitan area.

Connections to Country and Aboriginal culture will grow stronger and partnerships with Aboriginal communities also strengthened. Sydney celebrates the diversity and contributions of Aboriginal and other communities that make up the region, fostering inclusion, belonging and shared prosperity.

Sydney is a world class destination for visitors from around the globe, with western Sydney emerging as a destination in its own right. Sydney's iconic beaches, rivers, national parks and abundant open spaces are a drawcard for both residents and visitors. A network of tree canopy, bushland, rivers, creeks and parklands in urban and non-urban areas provide natural cooling and broader environmental benefits. The region's resilience will be further strengthened by preserving and managing these assets and proactively planning for natural hazards and climate-related events.



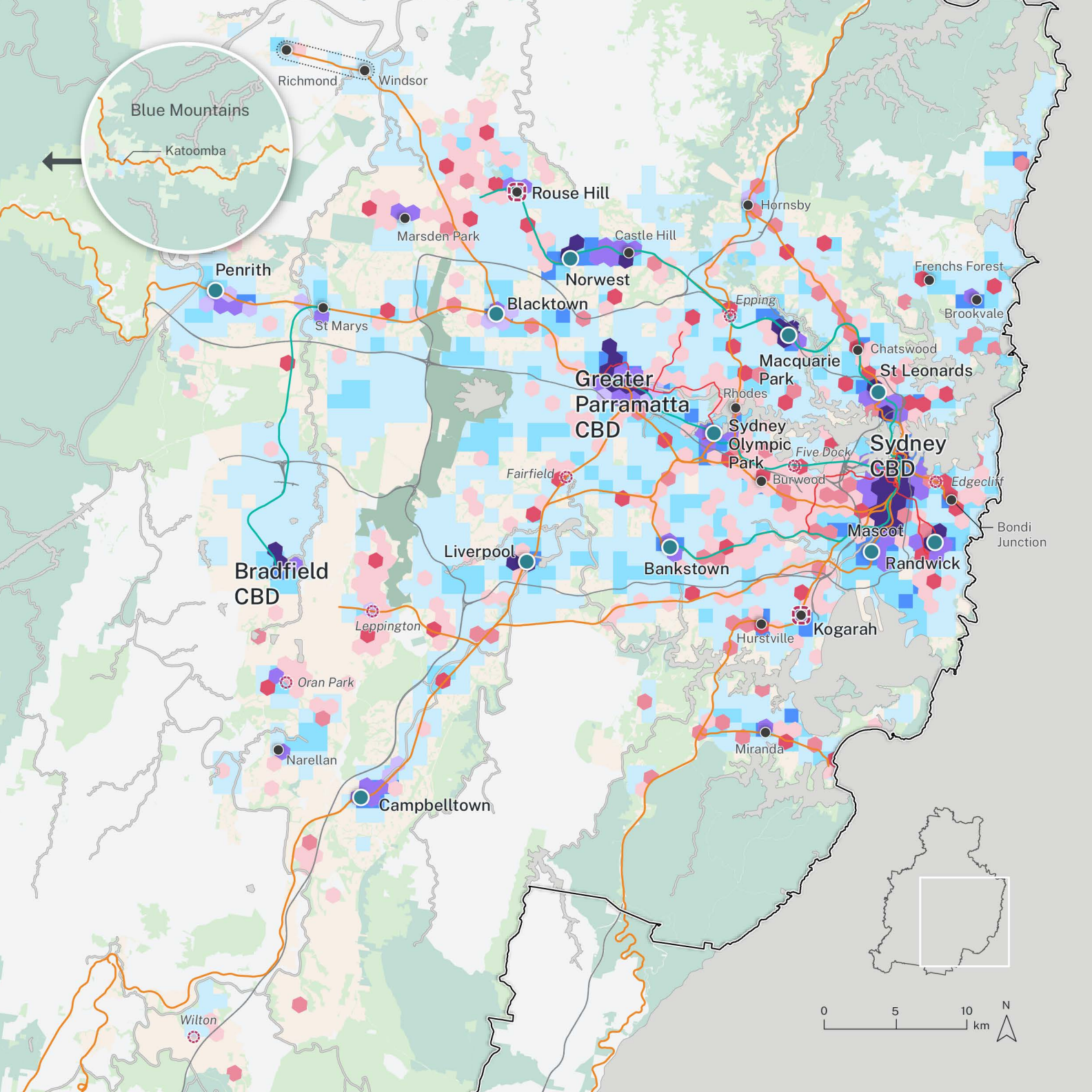


Figure 5: High housing and jobs growth 2046



The map is conceptual only and represents planned density of total jobs and dwellings using conceptual grids and hexagons for representation purposes only. Growth is planned to occur in all locations, with intensity of jobs and dwellings in shades of blue and pink respectively. This map does not apply in development assessment. Detailed planning will provide more refined planning for the matters shown in this figure.

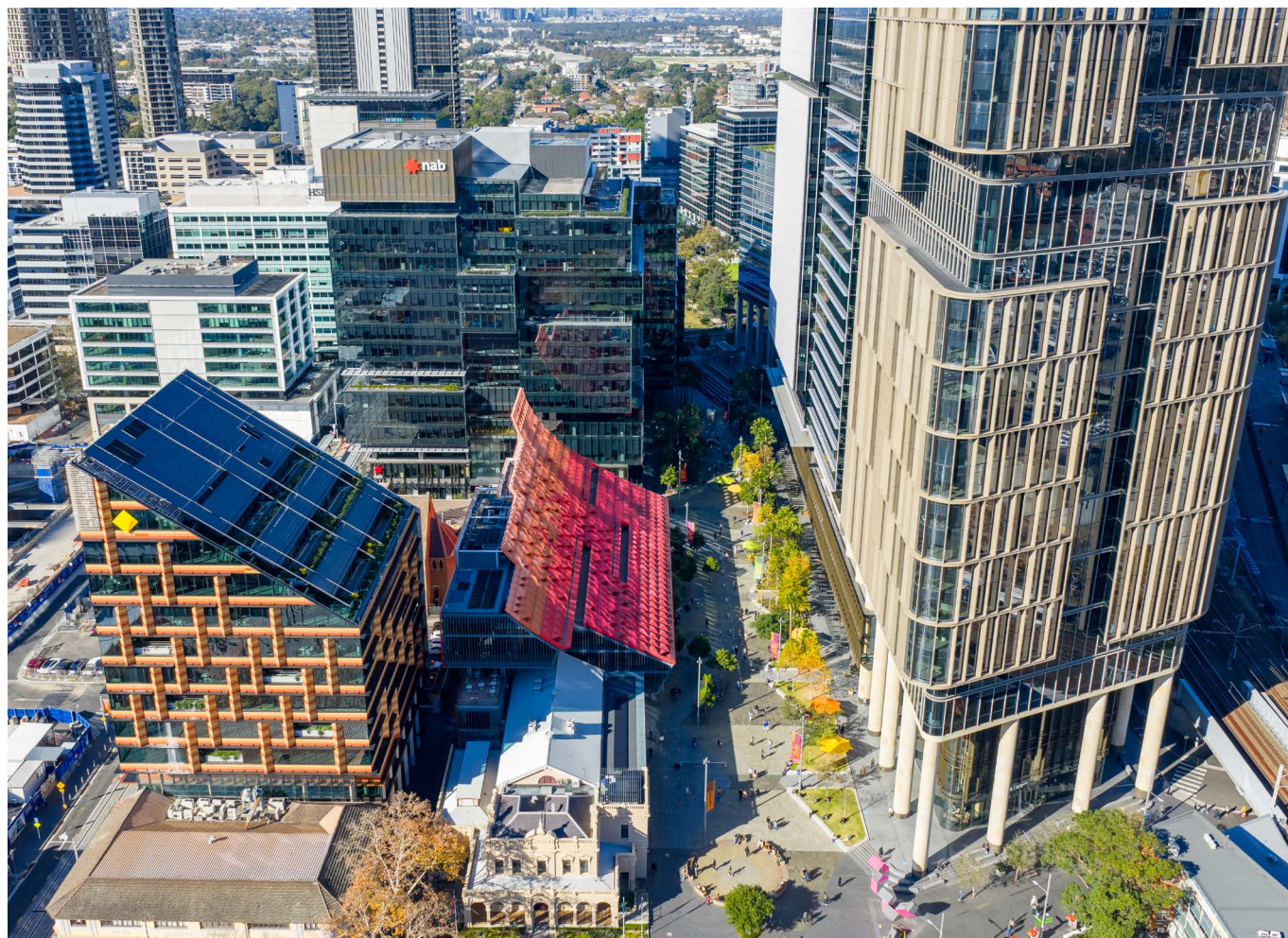
Housing growth in the east; economic growth in the west: a 20 year spatial strategy for Sydney

The Sydney Plan rebalances housing delivery across the region by focusing new homes in well-located areas close to jobs, transport and infrastructure. This includes increasing housing opportunities in established areas, particularly in eastern Sydney, where existing investment can support more people living close to services and employment. Under the National Housing Accord 5 year housing targets, just under half of Sydney's new homes are planned for eastern Sydney LGAs, compared with less than a quarter in western Sydney LGAs.

While the east will take on the majority of housing growth both in the short and long-term, western Sydney will continue to grow as an economic force (Figure 5). Western Sydney will continue to be one of the fastest growing employment regions across Sydney and the state. It will see the largest growth in jobs across all of Sydney at 59%, increasing from 475,000 jobs in 2026 to 755,000 jobs in 2046. Western Sydney will be the focus for planned jobs in advanced and emerging sectors alongside

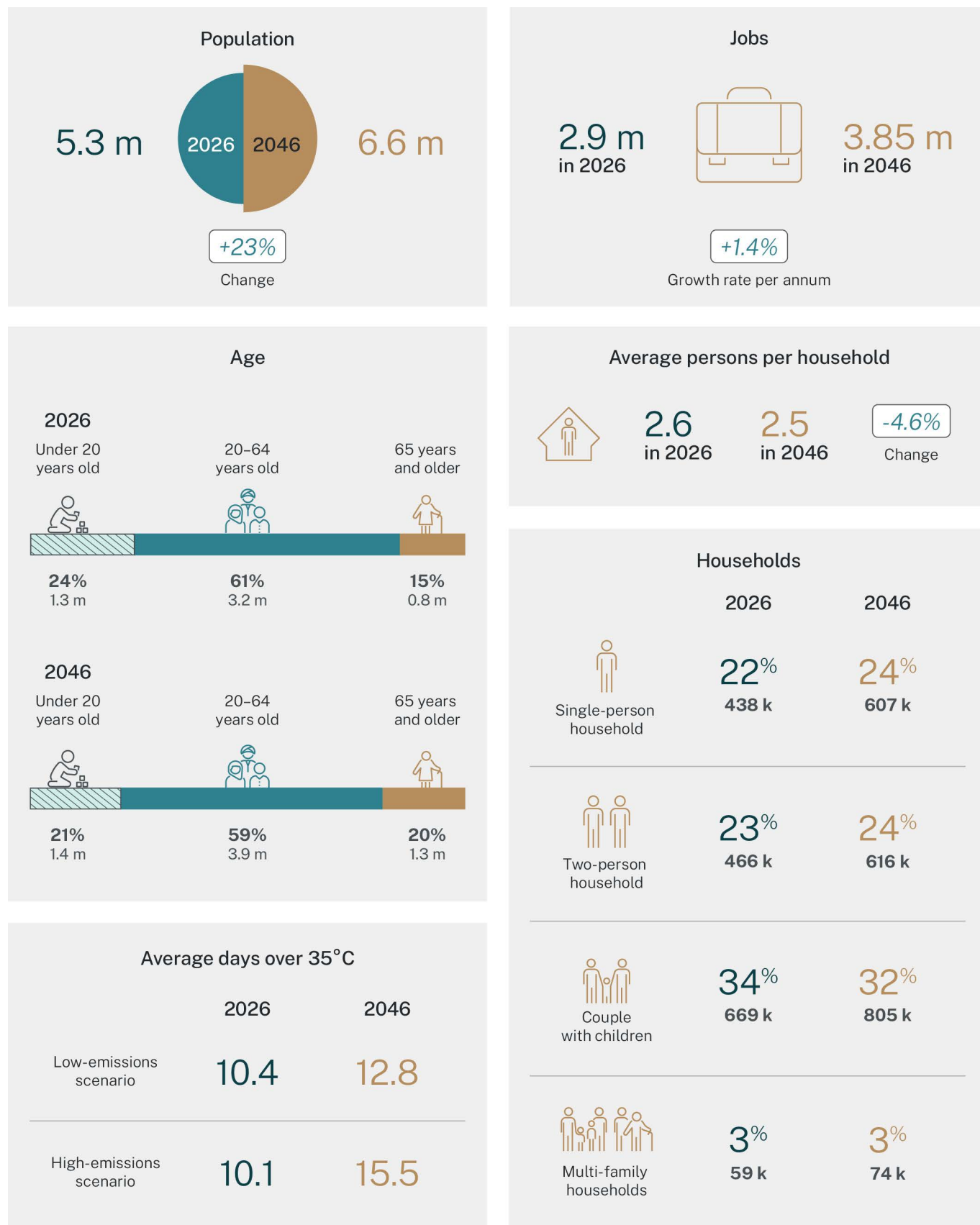
traditional industrial bases. This growth in local jobs will not only build on the economic strengths of western Sydney but will bring more jobs closer to where people live. Complementary to jobs growth will be better sequencing of housing delivery alongside infrastructure to make sure communities have access to the services they need.

Figure 5 shows how jobs will be the focal point of western Sydney growth over the next 20 years, supported by its current and emerging centres alongside the strong pull of jobs from the Western Sydney International Airport, the future Mamre Road Intermodal Terminal and other industrial opportunities. It will be the major source of industrial lands with over 50% of the city's industrial lands and 80% of Sydney's undeveloped industrial lands which will support future jobs growth. Western Sydney is key to the region and states economic growth with jobs and industry diversification over the next 20 years and it will maintain and grow its status.



Parramatta CBD

Figure 6: Sydney Snapshot 2026 and 2046 Source: DPHI 2026; NARcliM2.0 2026



A growing and changing region

The Sydney Plan responds to the key drivers shaping land use planning across the region, including population growth, housing demand, economic and environmental change (Figure 6).

Population

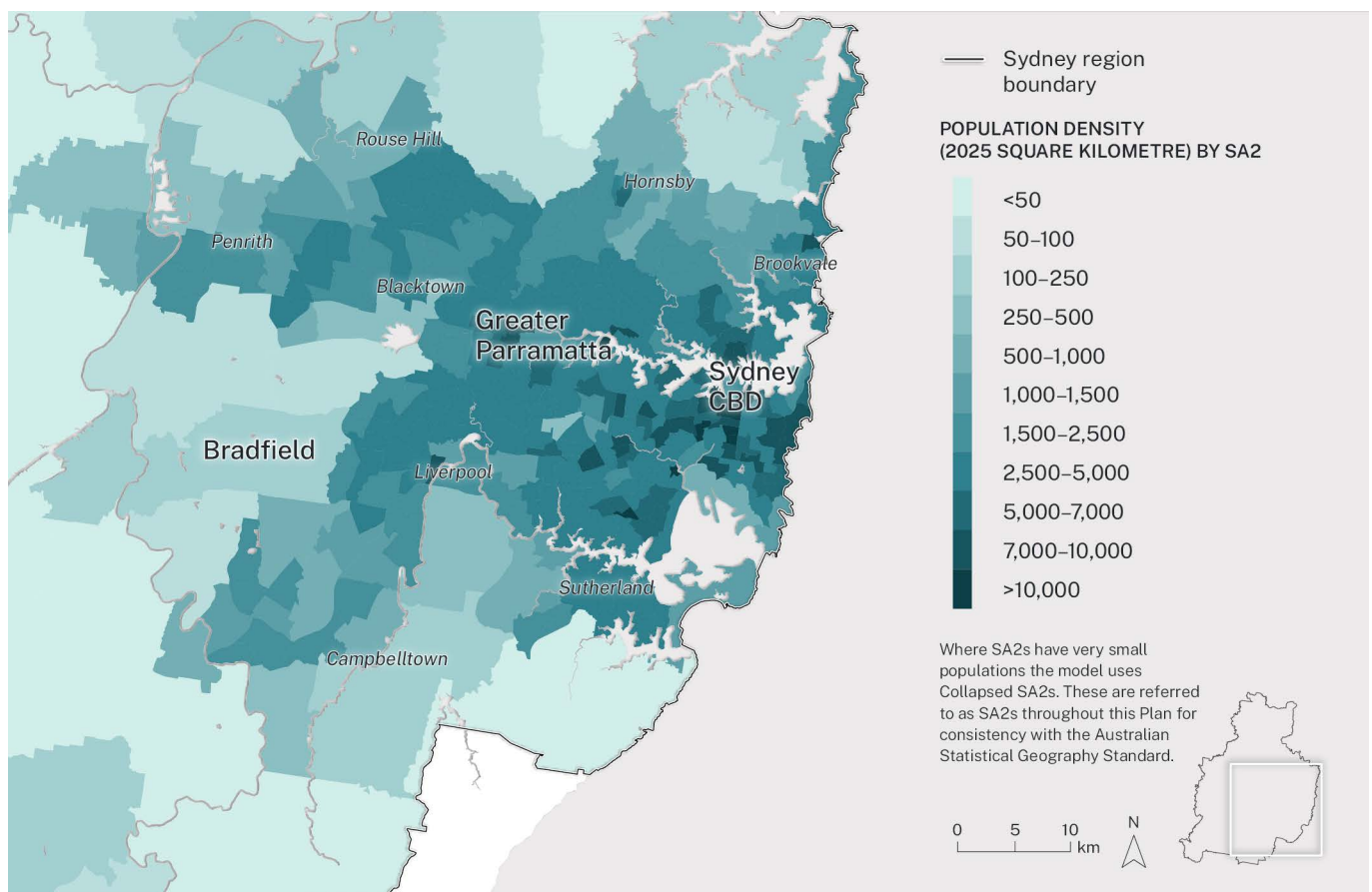
In 2026, the Sydney region is home to 5.3 million people. By 2046, the population will increase by 23% reaching 6.6 million.

The drivers of population growth have evolved, with overseas migration now the largest contributor. Almost half the region's residents were born overseas with most new arrivals in NSW settling in Sydney. This offsets the impact of residents moving to regional areas and interstate, as well as declining birth rates, and sustains productivity through a large labour force.

Sydney's population is ageing. Nearly half a million more people will be 65 or older by 2046 and people aged 85 or older will double. By contrast, people under 20 will represent a smaller share of the population in line with national demographic changes. While the number of older people will increase faster than working age people, Sydney's working age population is expected to grow by almost 19% over the next 20 years.

Population growth will continue across Sydney (Figure 7). Population will continue to be highest in the east of the city due to access to existing infrastructure, while western Sydney will accommodate growth in the long-term as new areas are supported by infrastructure and become more connected.

Figure 7: Population density in 2025 Source: DPHI 2025



Housing and lifestyle

People value Sydney’s natural beauty and outdoor spaces, its arts, culture and entertainment, and its diverse and inclusive communities, all supported by strong economic opportunities and world-class infrastructure.

Land use planning plays an important role in maintaining this quality of life as the population grows and changes.

Currently, a significant housing affordability gap is affecting the choices available to Sydney’s households. For example, households are getting smaller, more families are choosing apartment living and people’s preferences are changing as they age (Figures 8 and 9).

Access to a choice of affordable housing, jobs and services shape opportunities available to people. While commute times vary across the region, imbalances between the locations of housing and jobs extend these commutes for many people, particularly for communities in the west.

The cost of living and housing play an important role in shaping quality of life. Housing prices across the region have increased over the past decade, rising by around 57% over the 10 years to 2026. While this reflects strong demand and the desirability of Sydney as a place to live, it has also contributed to ongoing affordability challenges relative to other parts of Australia. Increasing pressure on housing supply is influencing both home ownership and rental markets (Figure 10).

Under the National Housing Accord, the NSW Government has committed to a statewide target of delivering 377,000 new homes across NSW between 2024 and 2029, including 263,400 homes in Sydney.

Figure 8: Average persons per household change in Sydney Source: ABS 1981 and 2021; DPHI 2026

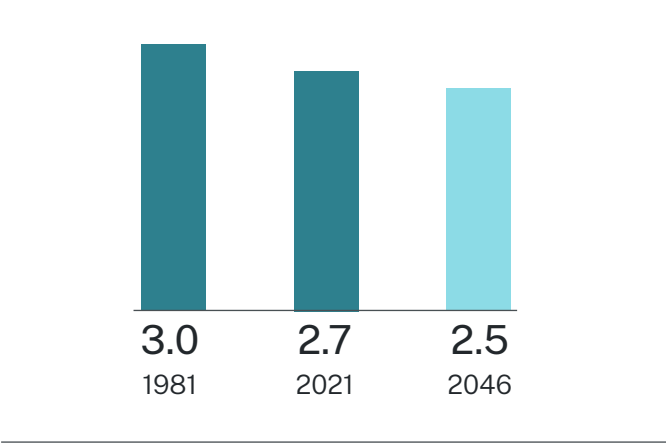


Figure 9: Household population change in Sydney Source: ABS 1981 and 2021; DPHI 2026

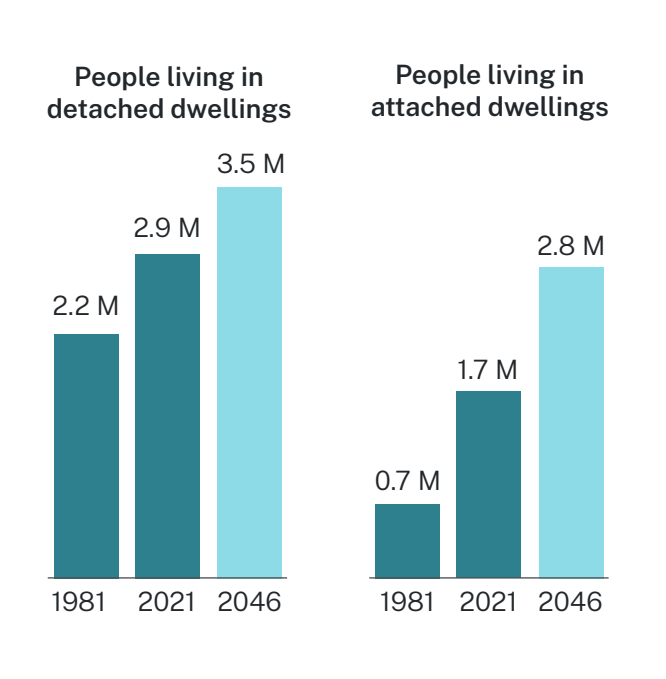
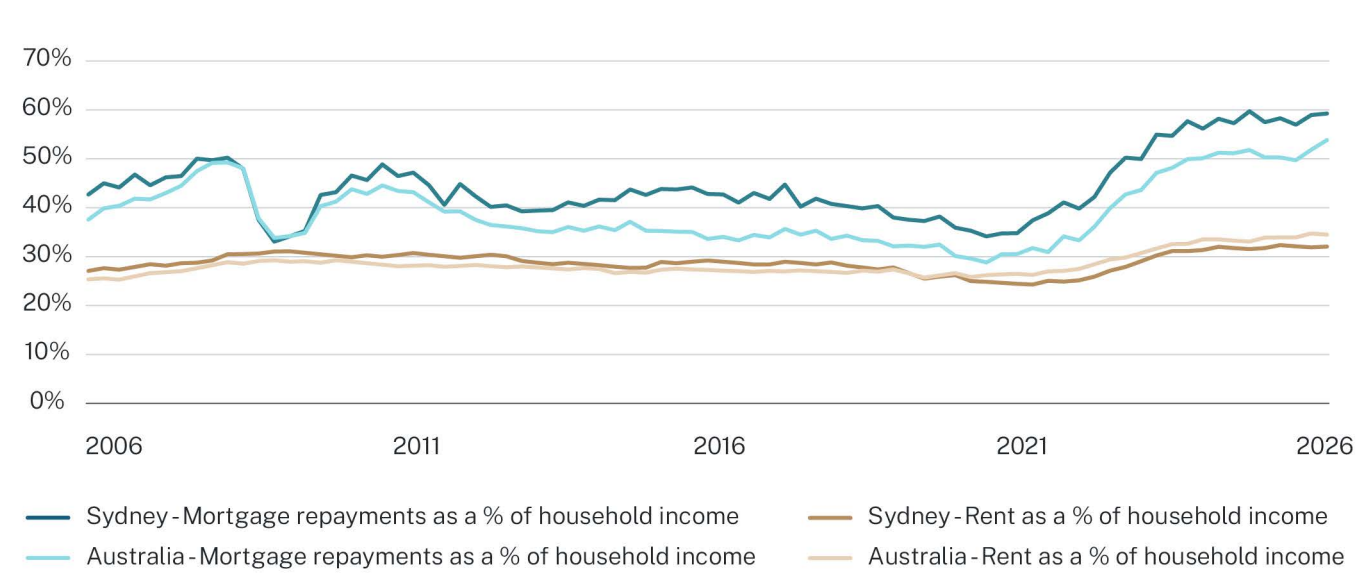


Figure 10: Housing affordability Source: DPHI 2026



Employment and the economy

Sydney is Australia's largest regional economy (Figure 11), accounting for around 19% of national economic activity in 2025. Its connections at state, national and international levels drive trade, investment and economic activity beyond its geographic boundaries, reinforcing its role as a major international hub on the eastern seaboard.

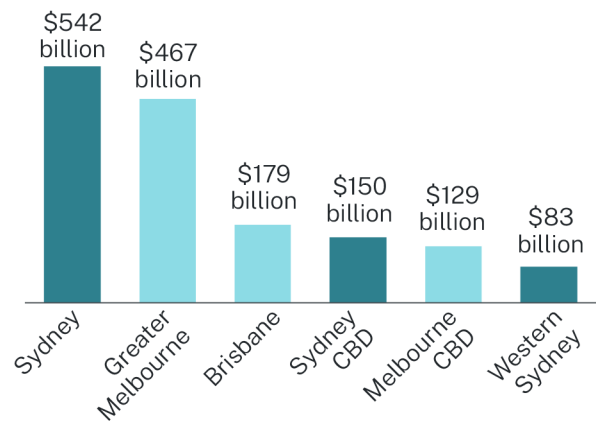
Across the Sydney region, industry strengths reflect the clustering of businesses, infrastructure and specialised activities (Figure 12). Sydney CBD and Parramatta CBD have strong concentrations of business services, and technology and communication industries. Historical growth patterns mean that 71% of Sydney's business services jobs remain in the region's east. Additionally, technology and communications, health and education, and other innovation industries are located across key centres throughout the region.

Western Sydney has significant strengths in the industrial, manufacturing and logistics sectors, supported by nationally significant infrastructure including Western Sydney International Airport, new Metro services and an emerging CBD.

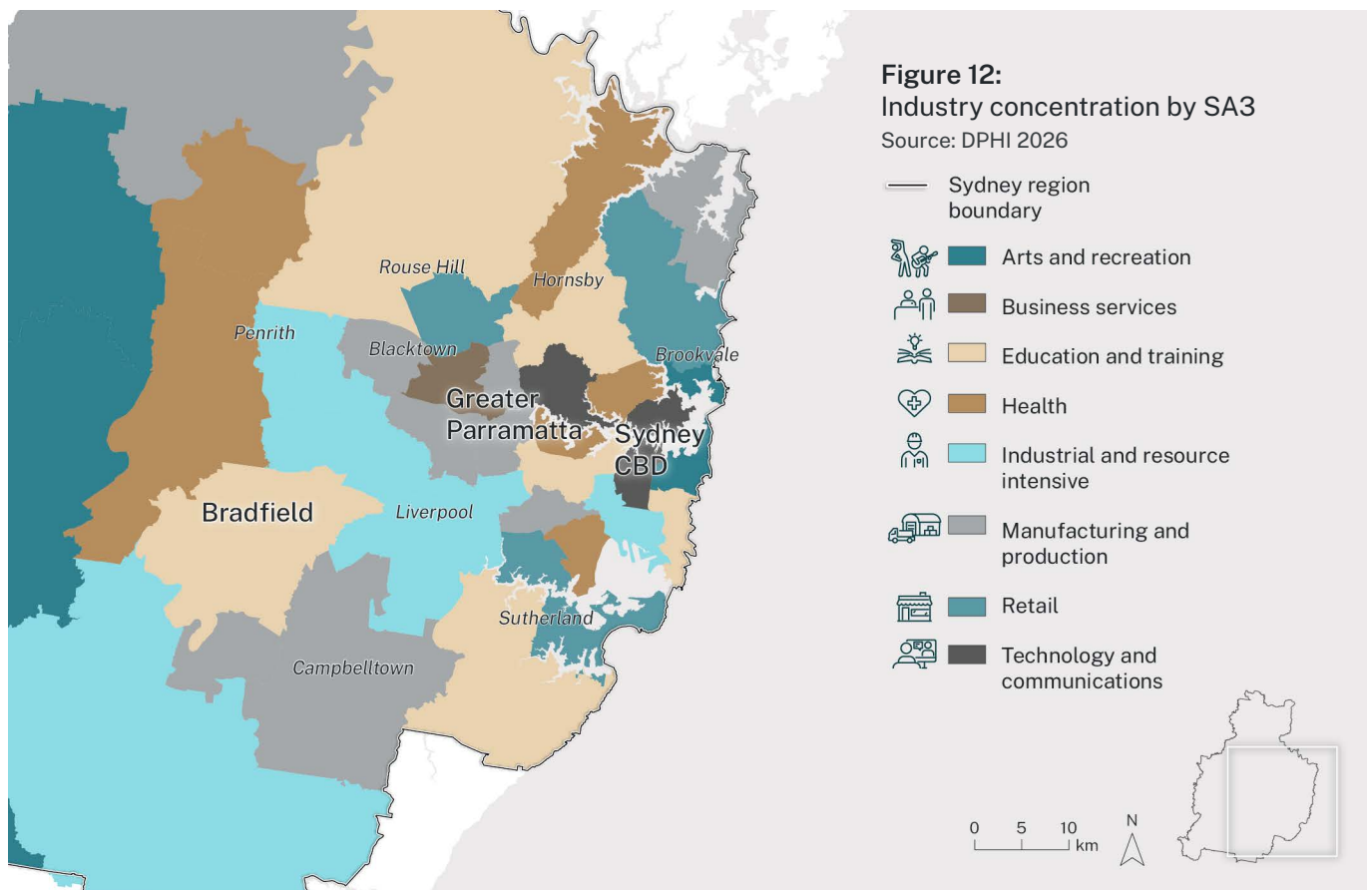
Sydney has the largest workforce in Australia with highly skilled workers employed in a range of sectors. Attracting and retaining talent will maintain competitiveness and drive innovation.

Figure 11: Gross regional product in 2025

Source: REMPLAN 2025



Employment is expected to increase by around 950,000 jobs over the next 20 years supported by connections to global markets, investment in transport, freight, health and education infrastructure, and growth in innovation and emerging industries. Western Sydney's historic nominal economic growth rate is higher than the rest of the city (4.6% compared with 4%) and will experience 59% jobs growth over the next 20 years. This jobs growth will support a 33% population growth and draw from a workforce across Sydney and beyond with its increasing and improving connectivity.



Natural environment and climate

Sydney's natural resources and ecosystems include coasts and waterways, rural areas, native vegetation and drinking water catchments. Parks, beaches and public spaces connect people with nature in urban areas.

Protecting and enhancing these assets through land use planning is important as the region grows and changes.

Population and economic growth coupled with a changing climate will place increasing pressure on the natural and built environment. Sydney is expected to experience more frequent extreme heat, intense rainfall events and drought, with heat impacts more acute in the west.

Planning for growth must consider these risks and support more resilient communities, places and environments.

Urban form and growth

Sydney's urban growth has been shaped by its natural boundaries: the Hawkesbury River to the north, Woronora Plateau and national parks to the south, Sydney Harbour and the Pacific Ocean to the east, and the Blue Mountains to the west.

Urban expansion has occurred due to population increases and the growth pattern over the past decades that was heavily influenced by the use of private cars (Figure 13). Dispersed settlement patterns have created challenges for infrastructure provision, access, equity and the environment.

This Plan prioritises providing homes and jobs for Sydney's growing population by making better use of infrastructure and focusing growth in well-located areas, reducing pressure on continued outward expansion. Sydney's future urban pattern focuses on increasing housing in established areas in the east while supporting new communities in the west as infrastructure and services are delivered over time.



Ku-ring-gai Chase National Park. Image credit: Destination NSW

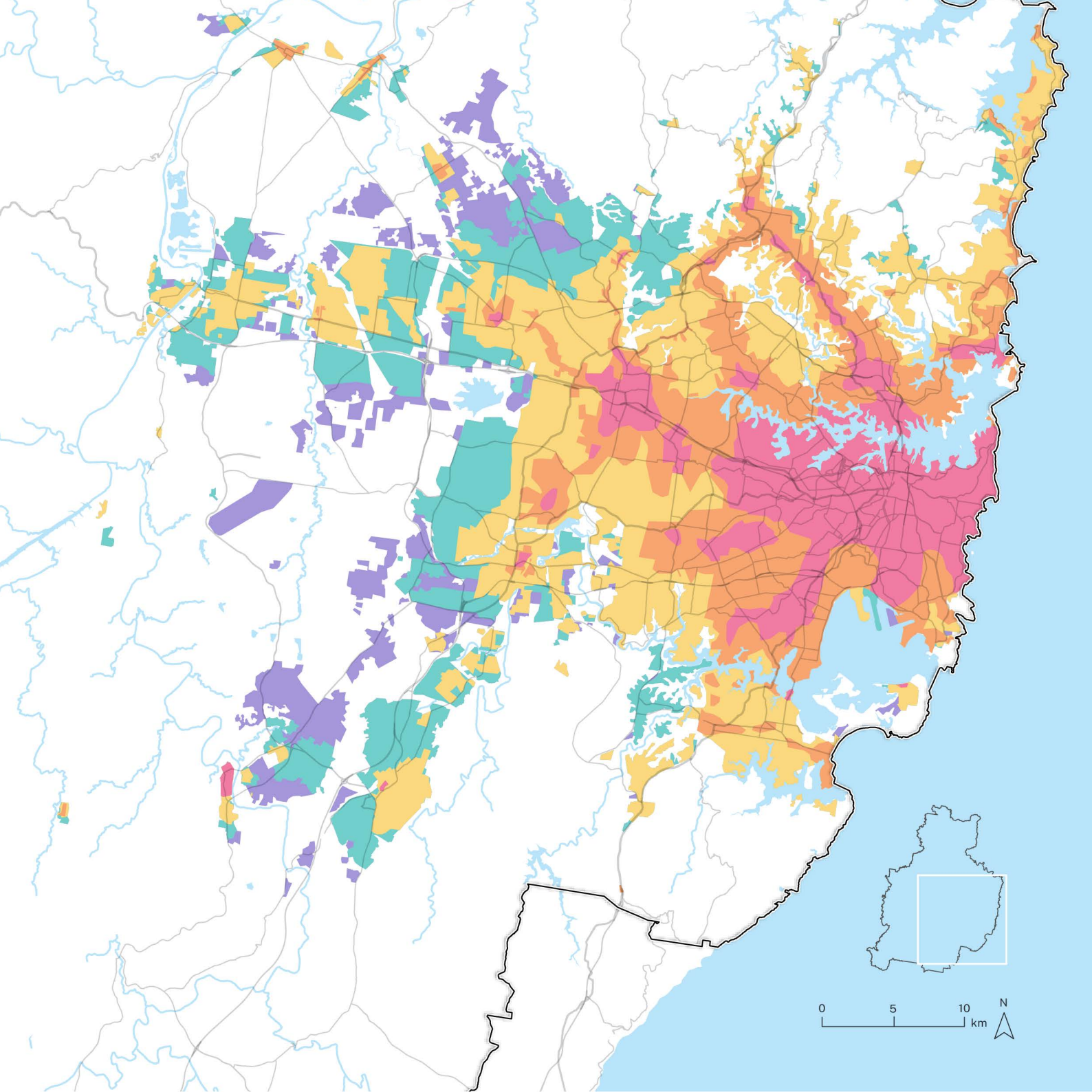


Figure 13: Historical urban growth

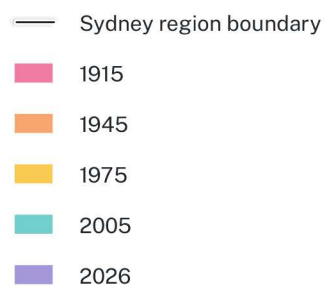
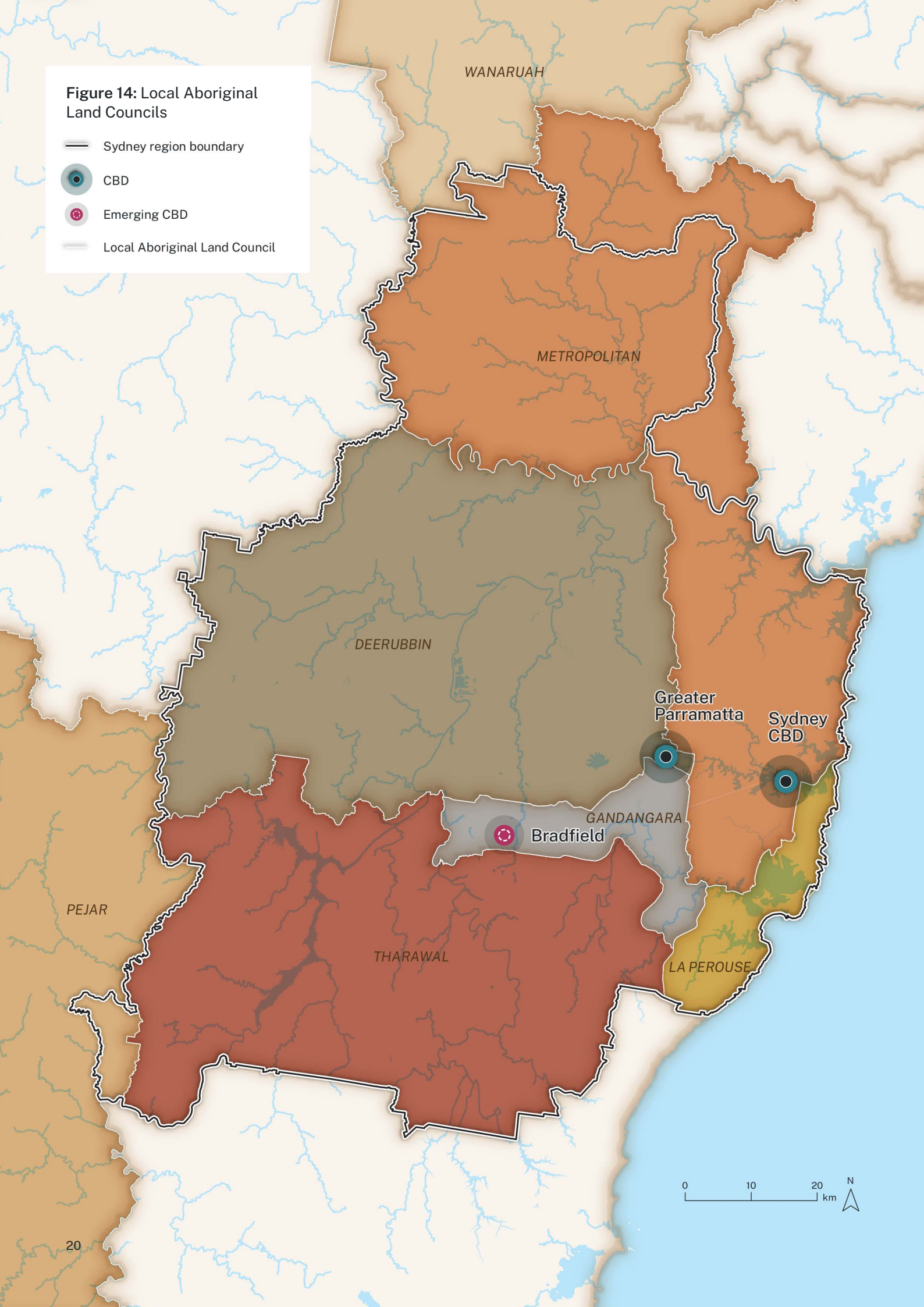


Figure 14: Local Aboriginal Land Councils

- Sydney region boundary
-  CBD
-  Emerging CBD
- Local Aboriginal Land Council



0 10 20 km N

Priorities

Priority: Aboriginal Outcomes



Aboriginal peoples have lived on and cared for this region for tens of thousands of years. Embedding Aboriginal outcomes at the heart of strategic planning can unlock Aboriginal-led land use opportunities, strengthening Country and culture across Sydney.

With their diverse community needs, Sydney's growth requires consideration of environmental, economic, social and cultural outcomes. These outcomes must be informed by historic and contemporary issues faced by Aboriginal peoples, their culture, and relationship with Country – including land, skies, seas and waterways.

In 2026, 26% of Aboriginal peoples who reside in NSW live in the Sydney region, with western Sydney holding a high total Aboriginal population. In these areas, addressing infrastructure gaps on and around Aboriginal-owned land is a priority, alongside precinct-scale planning that incorporates this land.

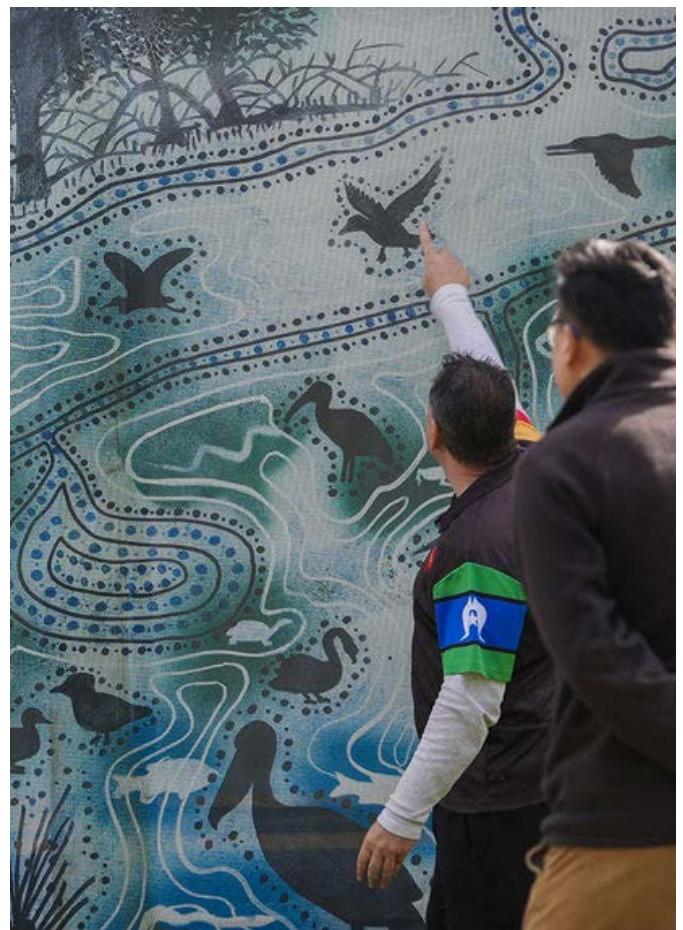
Across eastern Sydney, priorities include embedding Aboriginal-led urban renewal in strategic planning and protecting existing cultural and community hubs, and land rights. For example, La Perouse has a high proportion of Aboriginal peoples and holds significant community and cultural assets requiring protection amid growth pressures. Housing affordability remains a significant and ongoing challenge across the region: securing and increasing Aboriginal housing supply is key.

The Aboriginal population across the Sydney region is highly urban, spanning the Countries of several Aboriginal nations. The range of language groups represented across Sydney reflects this diversity, encompassing Dharug in the west, Dharawal in the south, Gundungurra in the Blue Mountains, and Darkinjung to the north of the Hawkesbury River. Consistent with broader population movement patterns, many Aboriginal people living in the region reside on Country other than their own. These factors reinforce the need for inclusive, localised governance approaches.

Engagement at a local level must be comprehensive and inclusive, recognising that Aboriginal

communities are represented through a range of entities. These include Local Aboriginal Land Councils (LALCs) (Figure 14) and regional alliances, such as the La Perouse Aboriginal Community Alliance and Western Sydney Aboriginal Regional Alliance, as well as Traditional Custodians of Country. Engagement should also recognise that Aboriginal peoples may have connections to Country and communities beyond formal representative structures and may maintain membership of entities in ancestral lands beyond Sydney.

Aboriginal-owned land commonly faces unique land development challenges, from planning system limitations such as zoning through to balancing existing uses and local Aboriginal community expectations for Country. Effective land use planning can balance these tensions and, importantly, support local Aboriginal people's ongoing connection with Country in a region where Aboriginal land and native title rights are limited.





Self-determination through planning certainty

Aboriginal land interests extend beyond cultural or environmental outcomes. Using development to achieve broader social and economic benefits for communities and the region is also central.

Key factors that affect Aboriginal landowners' ability to achieve development outcomes in Sydney include:

- **Sydney's historic development patterns:** claimable land is often located on constrained sites with limited developable land and public spaces or degraded natural habitat, alongside existing environmental and built form constraints including heritage.
- **Managing different expectations for Aboriginal-owned land:** including competing land use expectations of spaces with historic public access, fragmented ownership patterns, and landholdings often located on the outer edges of Sydney beyond the urban footprint.
- **Disproportionate response to development by Aboriginal proponents:** historically, LALCs have experienced high levels of community scrutiny of planning applications, increasing the time, cost and resources required.

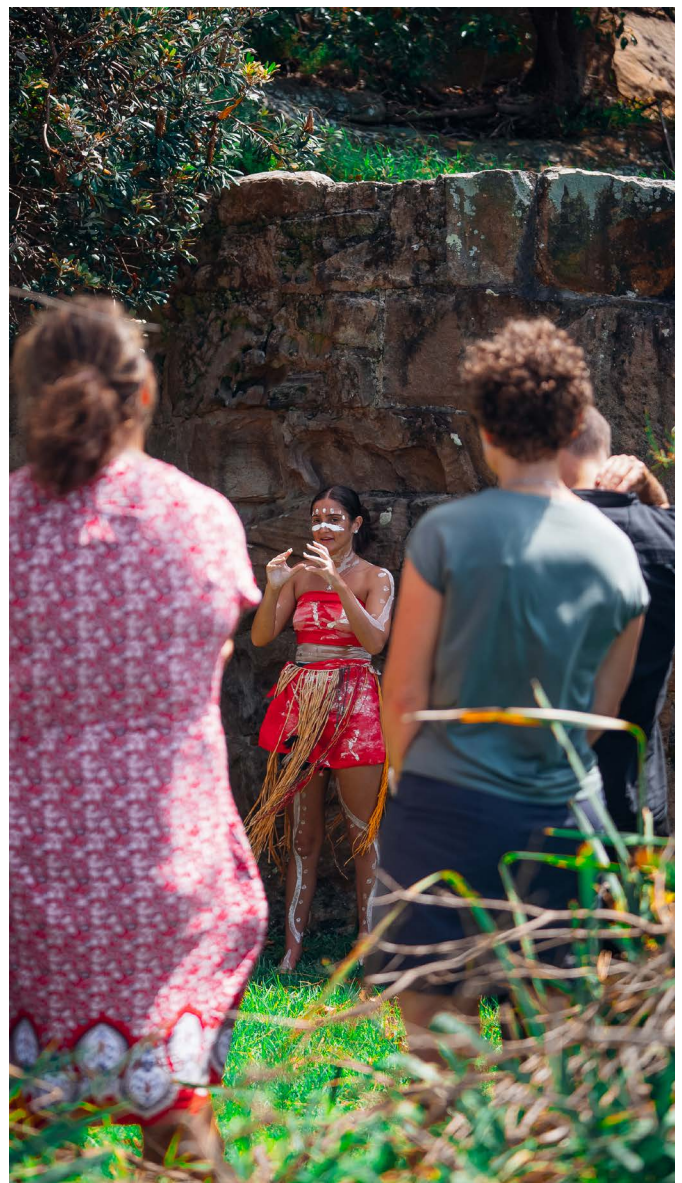
The Department and local councils must play active roles in overcoming these barriers through strategic land use planning and working in partnership with Aboriginal peoples, communities and entities. Councils need to consider native title and relevant LALC land planning strategies, such as Community Land and Business Plans, when undertaking local strategic planning. This supports opportunities for Aboriginal-led outcomes in housing, jobs and cultural expression.

Early consideration of land activation aspirations in strategic planning and streamlined development pathways will enable outcomes consistent with other development proposals. Planning should demonstrate a proportionate response to the site location and context, facilitating appropriate development that realises aspirations for community, informed by community.

Case study: End-to-End Land Activation Pilot Program

Funded as part of the 2025–28 NSW Closing the Gap Implementation Plan, this program facilitates development planning for selected Aboriginal-owned sites across NSW. The Department is delivering the program in partnership with the NSW Aboriginal Land Council.

This approach aims to strengthen Aboriginal self-determination and the delivery of land activation projects that achieve economic, social, environmental and cultural outcomes in line with community aspirations. Support for the projects includes due diligence and feasibility studies, technical investigations, planning approvals and project management so that they are development ready.





Strengthening Country and culture through co-design

Country is central to Aboriginal culture, identity and sense of belonging. Sydney's growth has created tension between the health of Country and development needs, requiring planning approaches that recognise cultural values while supporting a growing region.

Partnering with the Traditional Custodians and other Aboriginal communities and entities across the Sydney region is critical to creating healthy Country and strengthening culture. Effective partnerships support self-determination by recognising Aboriginal knowledge, enabling greater participation in decision-making and creating economic opportunities. Examples of effective partnerships include:

- In eastern Sydney, La Perouse LALC plays an active role in caring for Country through its Commonwealth-funded Gamay Ranger Program, providing both active management and partnering with agencies, institutions and businesses.
- Barangaroo urban renewal explicitly recognises the Gadigal people as the Traditional Custodians, with Barangaroo Reserve shaped by historical Aboriginal use of the site for fishing and gathering and 75,000 native trees planted.
- In western Sydney, the co-design of Bradfield City's principal green open space, Central Park, integrates public art features co-designed with Dharug artists alongside extensive native planting.
- Parramatta Square reflects the integration of cultural knowledge into the public domain design through the Dharug Cultural Specialist Panel, elevating Country and redresses the balance between Aboriginal and colonial history in an urban context.

These approaches can be replicated across other growth areas at an appropriate scale. Planning and rezoning informed by co-design also facilitate more responsive local planning. They can support how councils incorporate Aboriginal cultural heritage in local environmental plans. This includes embedding a planning requirement to consider Country and cultural values in assessing building, site and place design.

Case study: Caring for Country Aboriginal Outcomes Strategy – Embedding Aboriginal Knowledge in Strategic Planning

A critical part of the Cumberland Plain Conservation Plan, the Strategy is a long-term NSW Government initiative that balances growth in western Sydney with the protection and restoration of biodiversity, cultural landscapes and ecological systems. The Department developed the Strategy in response to Aboriginal community aspirations.

Aligned to the Connecting with Country Framework, the Strategy recognises Country as a living system that integrates land, water, culture, knowledge and communities in a place-based setting. This reframes planning as a process grounded in relationships, reciprocity and long-term care.

A defining strength of the Strategy is its partnership and governance model, built on sustained relationships with Traditional Custodians and Aboriginal communities. Through extensive engagement and co-design, Aboriginal people are at the forefront of implementing the Cumberland Plain Conservation Plan.



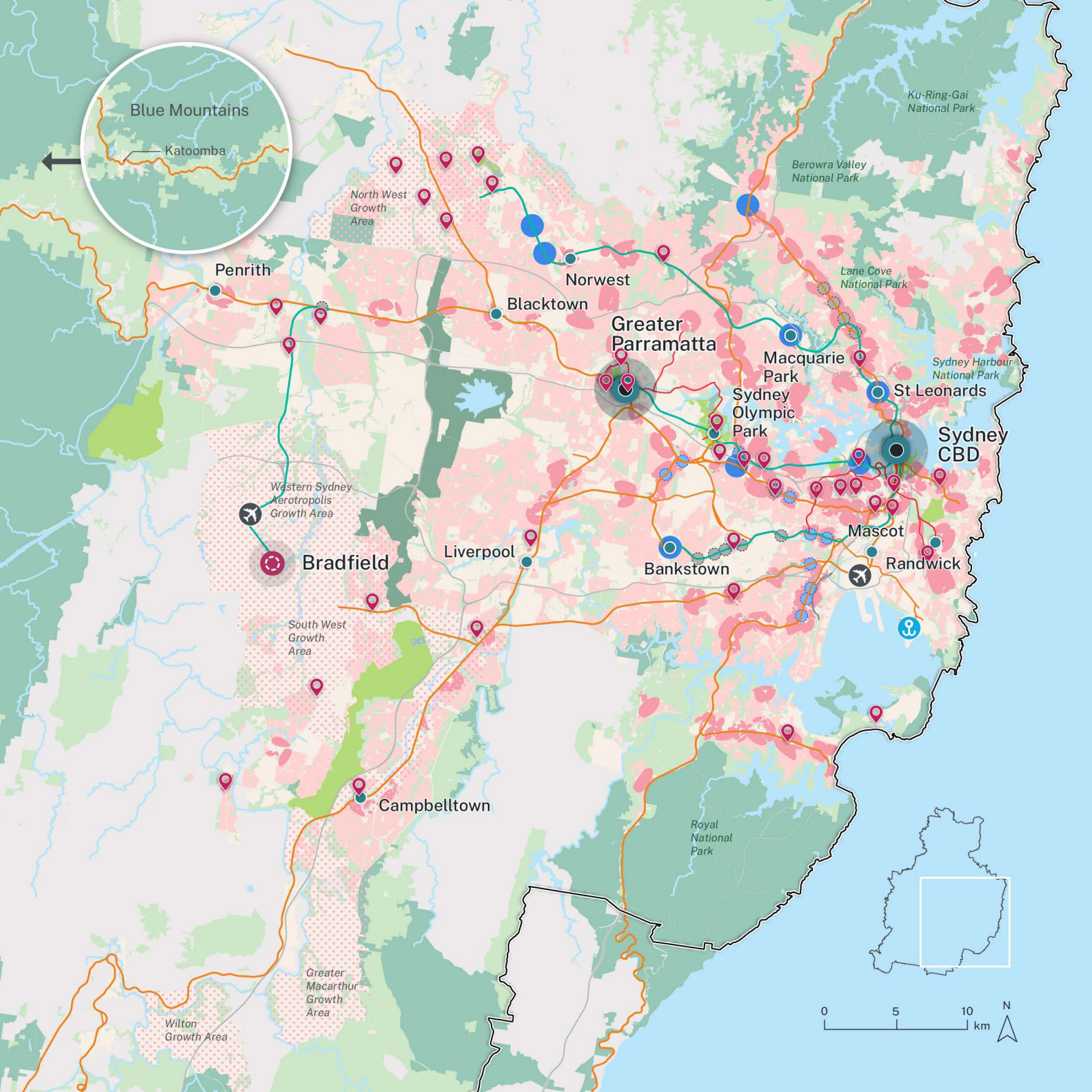
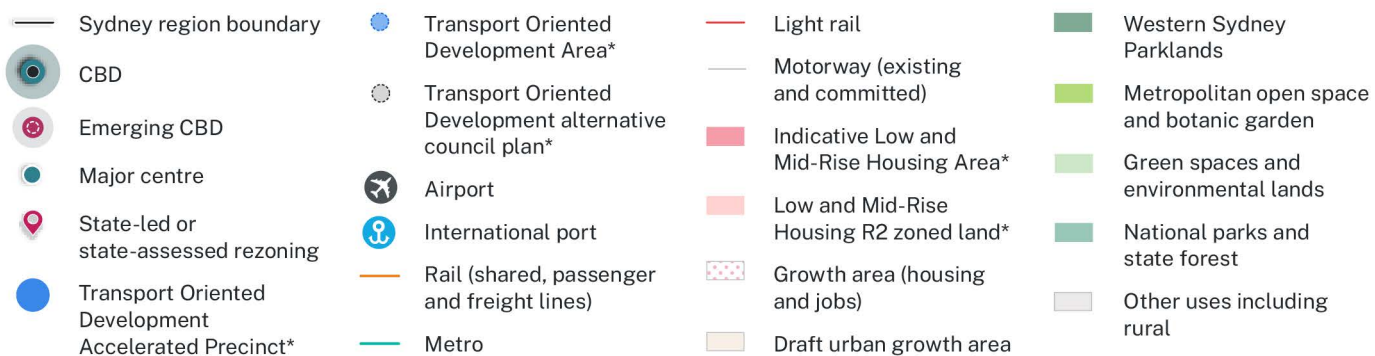


Figure 15: Housing areas



*Refer to the Transport Oriented Development Program and Low and Mid-Rise Housing Policy



Priority: Housed

More homes need to be built across Sydney to address a lack of supply and affordability. Providing the capacity for more homes in the right locations is essential to support a more balanced housing market.

Sydney will grow to a population of around 6.6 million by 2046. There are currently around 2 million homes in Sydney for its population of 5.3 million people. Historically, housing supply (Figure 17) has not kept pace with population growth and demand. Additionally, developing more housing across parts of the region has not always been feasible due to constrained planning controls and macroeconomic conditions including interest rate increases, high construction costs and labour shortages.

As a result, house prices have increased and rental vacancies are low. The limited availability of low-rise attached and medium-density housing across the region has also been a longstanding issue in the delivery of greater housing choice. This housing type, called 'the missing middle', has experienced little to no growth over the past decade while detached housing has decreased and medium to high-rise housing has increased (Figure 16). Housing costs are continuing to rise, with the lack of diversity impacting prices across the area.

The cost of housing is a barrier for many people to enter the housing market. Addressing this is a complex economic and social challenge that needs cooperation from all governments and the private sector. Some aspects can be addressed through land use policy and planning while other aspects require broader interventions such as construction costs, labour skills shortages and barriers affecting the feasibility of development.

The NSW Government has introduced significant housing reforms to address Sydney's housing challenges focused on increasing housing supply, particularly in well-located areas, liberalising planning controls and streamlining the planning process (Figure 15). Key initiatives include releasing local government area 5 year housing targets, the Low and Mid-Rise Housing Policy (LMR), Infill Affordable Housing Reforms and the Transport Oriented Development Program (TOD). These policies and programs have significantly expanded housing capacity across Sydney, particularly in the east of the city. Notwithstanding these significant reforms, continued action is required so that housing supply not only catches up and responds to current demand, but remains sufficient to meet long-term growth and affordability objectives.

Figure 16: Change in housing types in Sydney

Source: ABS 2011, 2016 and 2021

Other housing category type not included in graphs

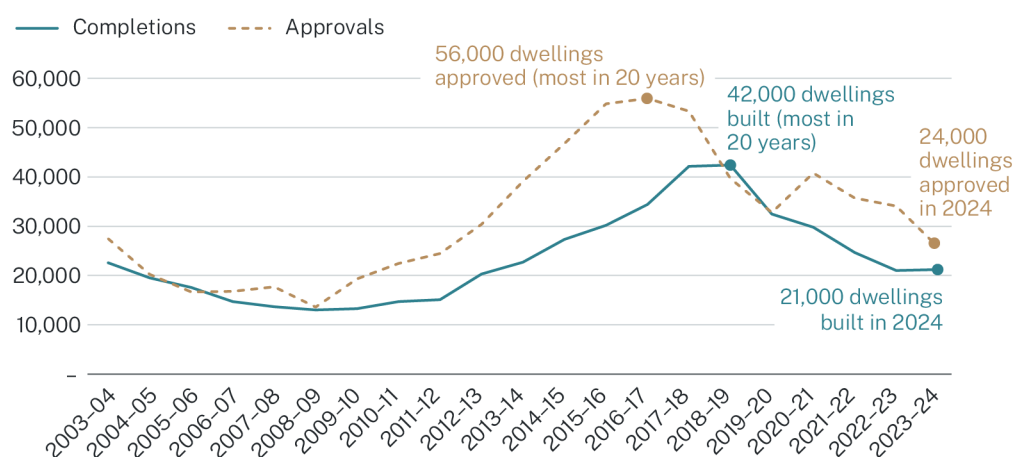
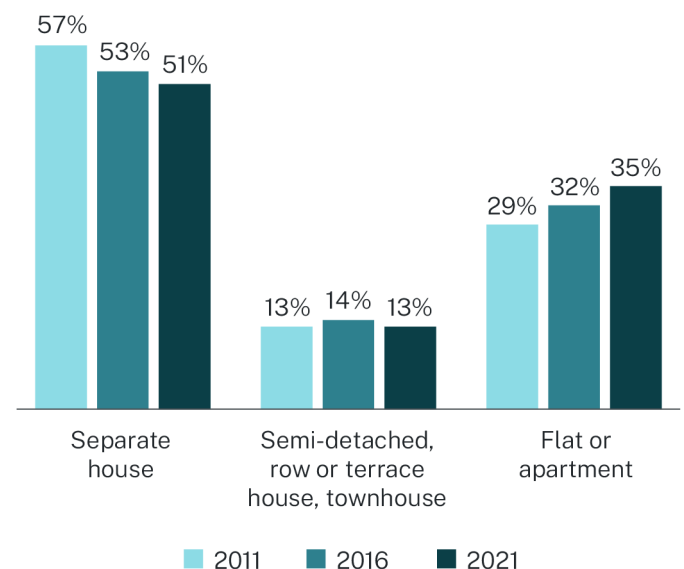


Figure 17: Historical net completions and building approvals 2004–24

Source: Sydney Water, ABS 2025



More housing supply to bring down cost and wait times

Housing supply has not kept pace with demand over many decades, contributing to Sydney having some of the highest housing prices and rents in the nation. Previous plans have forecast population and associated housing targets lower than actual increases in demand, leaving a chronic undersupply of homes and increasing housing prices. Increasing housing supply in well-located areas with capacity for greater density will improve access to jobs, transport, goods and services.

Figure 18 shows the gap between annual household income and median house prices. In 2006, the median price for a detached house was more than 7.6 times annual household income; by 2026, it is almost 13 times. There is less volatility for apartments, units and townhouses, with the purchase price being 6 times annual income in 2006 and around 7 times in 2026. This type of housing remains a less costly entry point.

Planning and prioritising well-located housing is required to address the area's dispersed settlement pattern (Figure 20), promoting private investment and unlocking supply by locating housing where infrastructure and services exist.

More housing is needed in areas that offer capacity for greater density, these are mostly located in the east of city. Focusing new housing in areas near jobs and existing public transport makes it easier for people to access work, transport, goods and services. The Eastern and Central Sydney Urban Development Program areas of Sydney will take on the majority of new dwellings over the next 20 years to provide more than three quarters of the required supply. These areas are already well-serviced for transport, jobs and services.

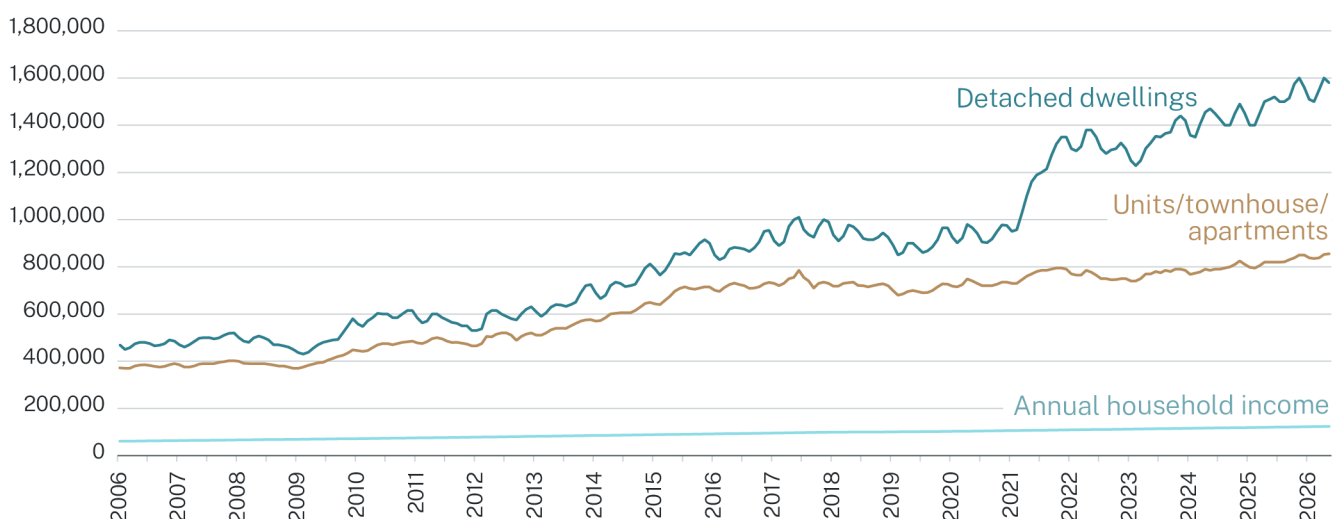
Facilitate feasible housing opportunities

Since 2020, there has been a confluence of factors that have contributed to affordability and supply issues in Sydney, including sharply rising construction costs and interest rates. These factors, alongside demand dynamics, influence the feasibility of development across different parts of the city. One of these factors is the operation of the planning system and limited housing supply through restrictive zoning and planning controls. International examples of providing an abundance of housing supply through liberalising planning controls and permissibility has shown a greater delivery of homes in the medium and long term, helping to moderate and drive down housing price growth. While planning can identify housing capacity, not all zoned land is feasible or likely to be delivered. The distinction between theoretical capacity and feasible supply is critical to ensuring the system can respond effectively to demand. The focus of the system needs to shift from providing just enough theoretical housing capacity to establishing a high-volume of feasible housing capacity (Figure 19).

The NSW Government has already begun to rebalance Sydney's housing growth towards the east, where feasibility for density is high. The NSW Government has enabled greater housing capacity in these areas –and across the rest of the region. New homes in these areas are in strong demand due to existing amenity and accessibility to jobs and services, supporting higher feasibility outcomes and reducing the need for significant new infrastructure investment. Many infill areas of Sydney still have high growth capacity and are highly feasible for providing more housing, density and services.

While development in many parts in the west of Sydney (including greenfield areas) is not infeasible in certain areas, feasibility has traditionally been

Figure 18: Median house prices and annual income in Sydney Source: Cotality 2026; ABS 2026; DPHI 2026





underpinned by low-density, detached housing that requires substantial servicing by governments and developers — costs that are ultimately passed on to residents. The feasibility of these areas has been changing as detached housing consumes more land and necessitates extensive and often expensive infrastructure and service provision. Over the longer term this places pressure on transport networks, increasing congestion, and limiting the effective use of Sydney's finite land and infrastructure capacity.

Utilising planning levers like smaller lot sizes and permitting a broader mix of medium-density and low-rise housing forms can improve feasibility and encourage housing diversity in areas with a high proportion of detached housing. This can improve yield and affordability while reducing per-dwelling

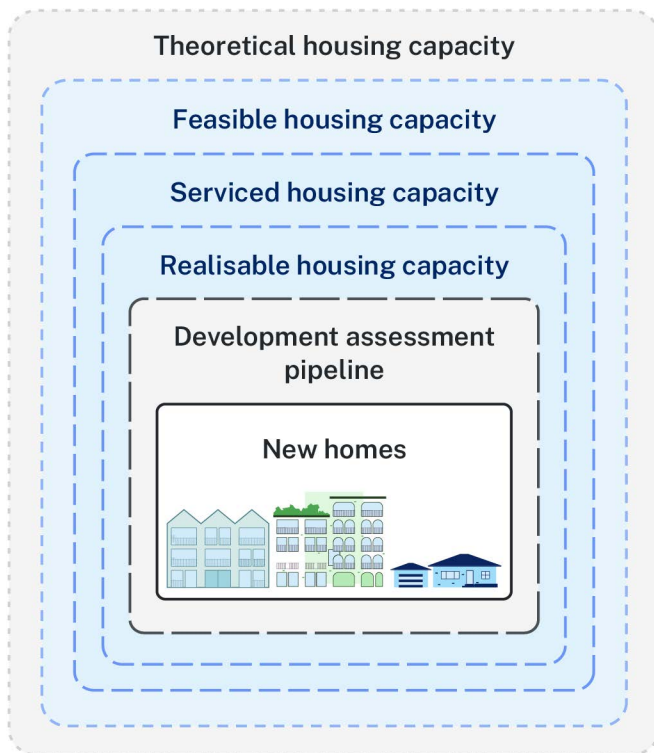
infrastructure costs. At the same time, efforts to accommodate more housing and density will be prioritised in well-located, serviced areas — particularly those with existing or committed access to public transport, jobs, and services — where infrastructure capacity can be leveraged most efficiently.

Greater housing diversity and more choice

Increased housing diversity will offer more housing choices at different price points, helping to address changing needs in terms of housing tenure, size and preferences. Offering a range of housing options will help to promote social inclusivity, allow people to live in their local areas as they get older and address housing affordability.

Providing greater housing choice requires a mix of housing types and dwelling sizes that respond to different household needs. As household preferences change (Figure 9) and more families with children choose apartment living, larger scale developments need to offer more choice and a higher proportion of apartments with 3 or more bedrooms. Many councils have introduced planning provisions which specify the preferred mix of dwelling types in larger residential projects — including the proportion of 1, 2 and 3 bedrooms and minimum floor space requirements — which is an exemplar for all councils.

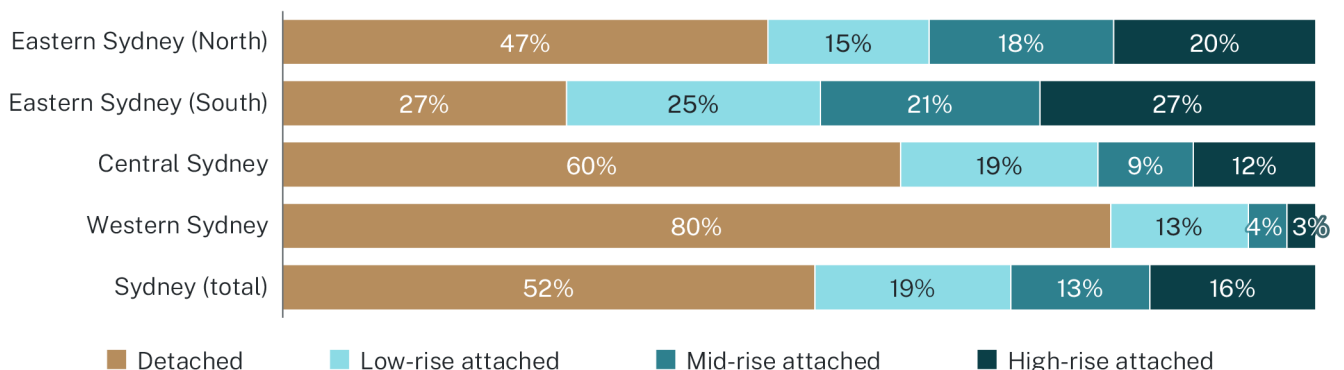
Figure 19: Feasibility within the housing supply pipeline



Housing diversity spectrum

Housing diversity covers a broad range of housing types designed to meet varying lifestyles, household sizes, incomes and community needs. In addition to traditional low, medium and high-rise options, housing diversity includes specialised housing for seniors and people with disabilities, students and co-living housing communities. A mix of affordable, social, and market-based housing also means that all households, regardless of income, can find suitable options.

Figure 20: Composition of housing types in Sydney in 2026 by UDP area Source: DPHI 2026





People living near jobs, services and amenities

Urban renewal and infill development make the best use of the existing and planned transport network and other infrastructure for high-rise housing development and density. This is already occurring around Metro and heavy rail stations, through the NSW Government's Transport Oriented Development Program, and around other transport hubs and centres with the Low and Mid-Rise Housing Policy.

A continued and sustained focus on growth aligned with public transport infrastructure will support a shift away from Sydney's traditional development pattern – where density gradually transitions from high-rise CBD to low-density suburbs. Instead, this Plan aims to deliver a more nodal urban structure, with taller and more intensive development concentrated in key centres and precincts. These areas will be complemented by surrounding neighbourhoods that accommodate medium-rise and attached housing, rather than extensive low-density and detached urban sprawl.

Where there are lower density areas, greater housing diversity will be promoted through a wider range of dwelling types, including dual occupancies, terraces, manor houses and townhouses. Together, this approach supports a more efficient and connected urban form that responds to changing needs over time.

Figure 21 illustrates how these built form outcomes will evolve over time.

More affordable and secure housing

Access to secure and affordable housing is essential to supporting Sydney's communities, workforce and economy. Increasing housing costs and changing household needs are placing pressure on many residents, particularly low to moderate-income households.

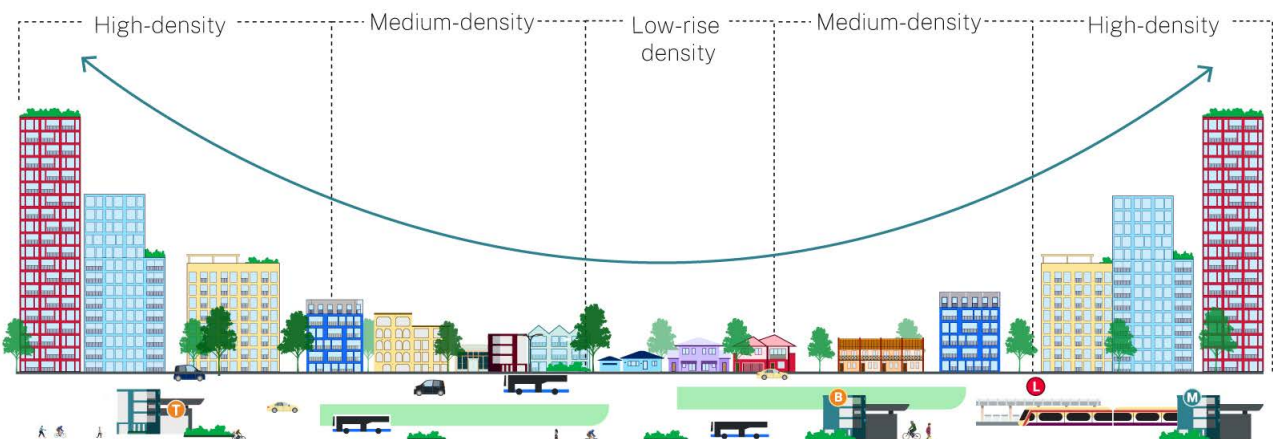
Rental stress, where lower income households spend more than 30 per cent of income on housing costs, exists across all Sydney local government

Figure 21: Sydney's evolving urban housing structure

Traditional built form profile of Sydney – High density in the east to low densities in the west



Emerging built form profile of Sydney – High and medium density around centres





areas. It is highest in parts of western Sydney where access to jobs, services and transport is more limited, with Fairfield, Blue Mountains and Canterbury-Bankstown recording the most significant share of households in rental stress according to the 2021 census.

Demand for social and affordable housing continues to exceed available supply. In 2025, more than 35,700 households were on the social housing register in the Sydney region, while social housing as a proportion of the overall housing market has declined. Although affordable housing supply is increasing, there are currently 6,604 dwellings across Sydney that meet the criteria for affordable housing. It is important that the sector continues to grow to support families and key workers on very-low to moderate incomes to access suitable housing and avoid housing stress.

Affordable housing provides homes for eligible very low, low and moderate income households, generally below market rent. Increasing affordable housing supply provides more options for these households and helps reduce pressure on the social housing system over time.

Rental stress is also impacting essential workers, who may need to live further away from their jobs due to housing costs. Increasing the supply of affordable housing and key worker housing supports people to live closer to where they work, reducing commute times and supporting productivity, service delivery and Sydney's economy.

The NSW Government planning reforms support more efficient delivery of affordable housing, complemented by the \$6.6 billion Building Homes for NSW package, which will deliver 8,400 new social homes across NSW and more than 400 build-to-rent homes for essential workers in Sydney.

A mix of social, affordable and private housing in large precincts can support more affordable communities in well-located areas. The Arncliffe Central project — about 15 km south of the Sydney CBD and sitting adjacent to Arncliffe Station on the T4 rail line — demonstrates this approach. It transforms a 1940s social housing estate with 142 dwellings into a modern mixed-tenure precinct with more than 800 homes. Delivered through a partnership between government, community housing providers and the private sector, Arncliffe Central embeds social and affordable housing within a broader mixed-use precinct that includes shops, community facilities, open space and services. This model moves beyond earlier public housing renewal approaches by focusing on tenure integration, long-term housing outcomes and access to opportunity — demonstrating how well-located precincts can deliver both increased supply and more inclusive, connected communities.

Affordable housing and housing affordability

Affordable housing is housing priced so that households on very low, low, or moderate incomes pay an income-based or discount to market rent. This means they have enough money left over for other basic living essentials like food, transport, and medical care.

Housing affordability is a broader term used as an economic measure of the relationship between household income and housing costs — the ability of individuals to pay for rent or mortgage payments. It is a measure to determine if households can afford adequate housing while meeting other basic living expenses.



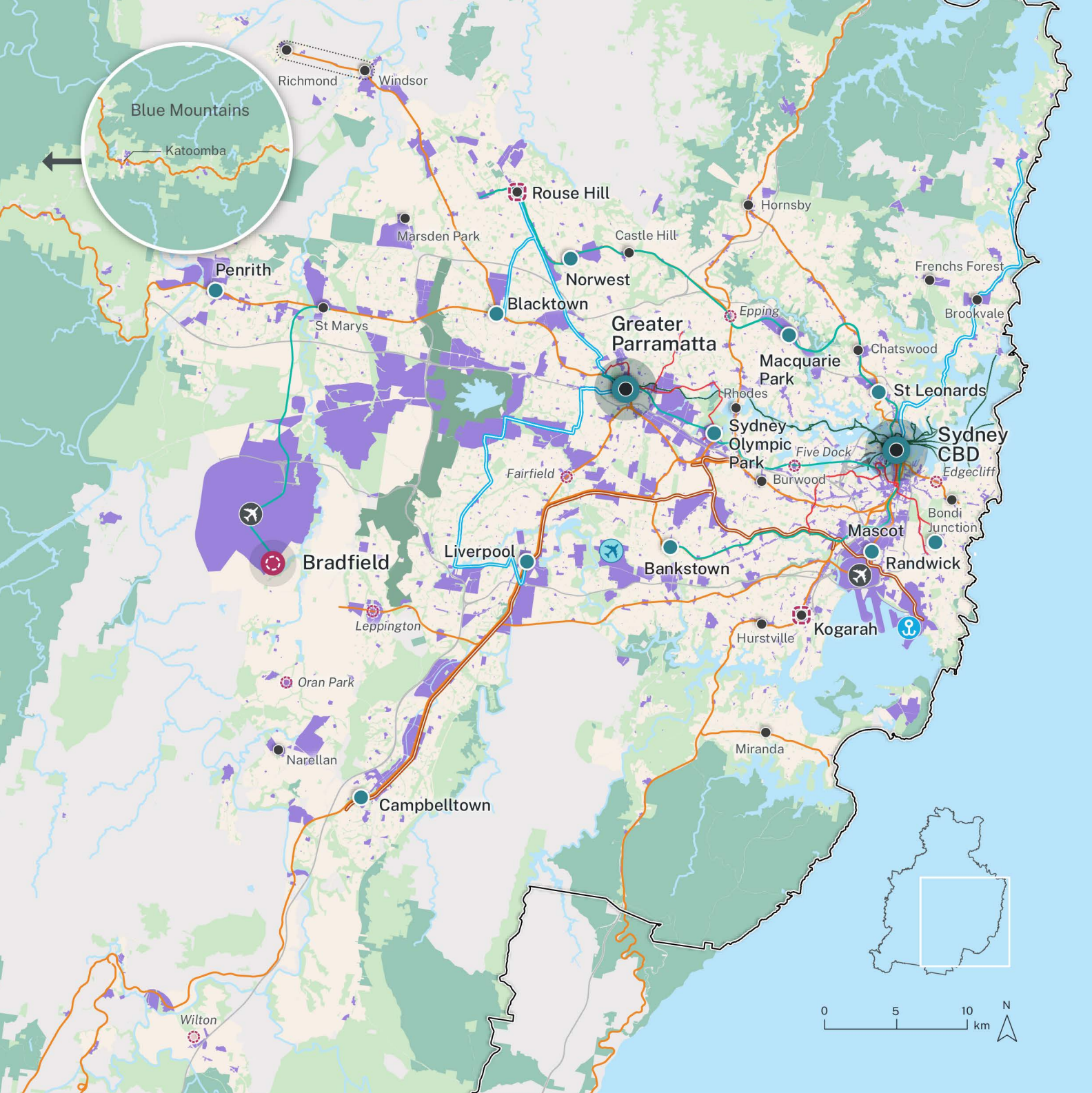


Figure 22: Sydney's employment network



Priority: Prosperous

Sydney's economic prosperity is driven by its global competitiveness, diverse industries and ability to deliver opportunity and shared benefits across the whole region.

Land use planning plays a central role in supporting jobs growth and enabling more productive and well-connected economic activity across the region. Well-located employment lands are critical to economic success, underpinning productivity, supply chain efficiency and equitable access to opportunities across Sydney.

The Sydney region is the largest regional economy in Australia, with an average nominal annual growth rate of 4% over the 10 years to 2021. This rate is 4.6% in western Sydney reflecting the growth of the significant freight and logistic sectors and substantial public and private investment, including the Western Sydney Aerotropolis. Over the next 20 years, the Sydney region's role as a global city will continue to grow, supporting jobs growth and economic investment.

Sydney hosts key state and national infrastructure such as Port Botany, Sydney International Airport and Western Sydney International Airport. These assets are connected through freight corridors that service state and global economies and support regional and local supply chains that attract investment, grow businesses and provide goods and services (Figure 22).

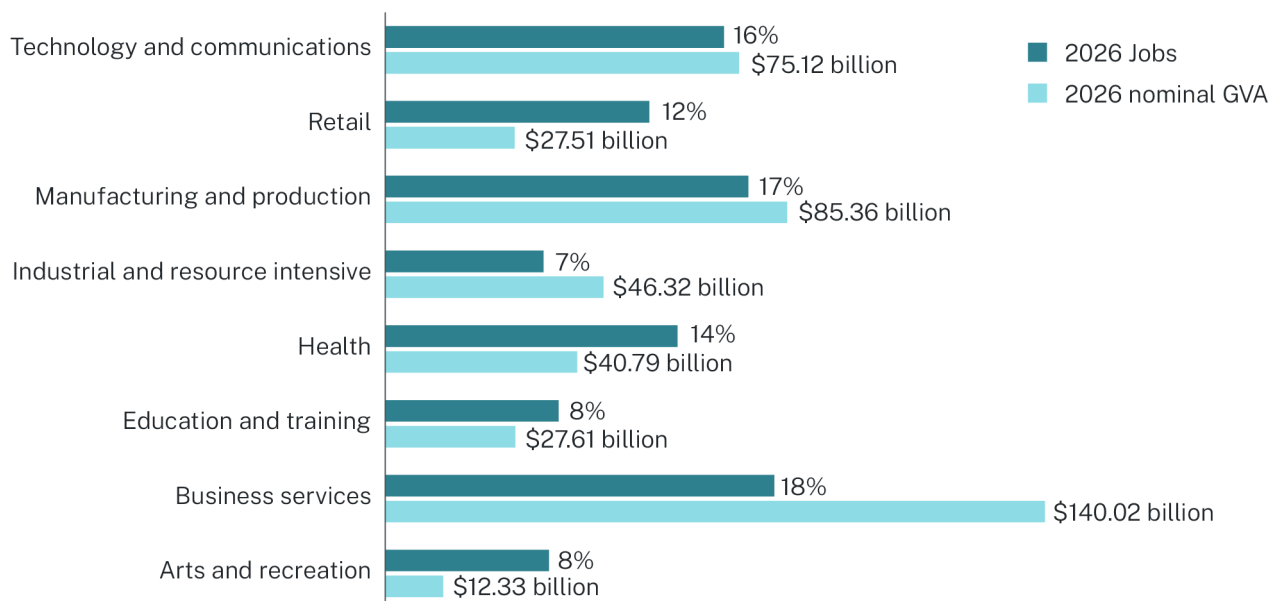
Sydney is also home to world class health and education, including campuses from 18 universities and over 130 public and private hospitals. Not only are these significant employers, with over 630,000 health and education jobs in 2026, they also support research and innovation, a key driver of Sydney and Australia's economy.

Since 2016, the number of jobs in the Sydney region has increased by around 17% (more than 430,000), with the largest increase being employment in health, particularly in central Sydney, followed by business services and technology and communication jobs.

In 2026, Sydney supports 2.9 million jobs, mainly in business services, manufacturing and production, and technology and communications (Figure 23). Most jobs in the city's east are knowledge intensive in business services and technology and communications jobs, whereas central and western Sydney is home to more than 385,000 workers in the industrial and manufacturing industries.

A 33% increase in jobs numbers is projected over the next 20 years in a range of different employment categories. Supporting Sydney's highly skilled workforce will drive economic growth and increase living standards. Land use planning supports jobs growth by recognising the different location, investment and infrastructure needs of industry.

Figure 23: Sydney's industries gross value add and jobs distribution Source: REMPLAN 2025; DPHI 2026





Case study: Western Sydney Aerotropolis

Western Sydney Aerotropolis is an emerging key driver for economic growth and change in western Sydney. At around 11,200 hectares, it is a generational opportunity creating a thriving economic hub set to provide thousands of new jobs closer to home, support innovation and leverage major infrastructure for economic growth.

With the cornerstone Western Sydney International Airport, the Aerotropolis will deliver world class jobs in future focused industries such as advanced manufacturing, freight and logistics, technology, research, training and education. The Aerotropolis is also a significant contributor to Sydney's industrial land supply over the next 20 years.

In 2026, private investment in the precinct has almost overtaken government investment and is expected to build and support a range of developments in the Aerotropolis.

Bradfield City is at the heart of the Aerotropolis, a vibrant hub for innovation, sustainability and economic growth. It will ultimately accommodate 10,000 homes and 20,000 jobs. Bradfield City is set to attract both local and global partners to western Sydney, with the Advanced Manufacturing Readiness Facility housed in First Building which opened in early 2025, followed by the upcoming Second Building, Central Park and the First Land Release.

Western Sydney International Airport will service domestic, international and freight flights 24 hours a day, increasing Sydney's air cargo by around 33% from 2026. The Western Sydney International Cargo Precinct is expected to support more than 19,000 direct and indirect jobs across the precinct and connected supply chain, upon opening, each year.



Image credits:
(left) First Building;
(below) Bradfield City





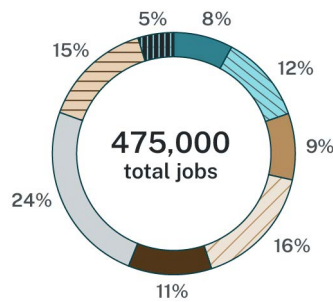
Figure 24: Job breakdown and containment

Source: REMPLAN 2021, DPHI 2026

Western Sydney

39%

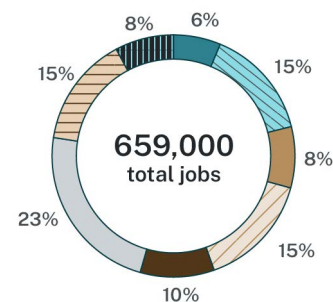
of the workforce work and live in the region



Central Sydney

32%

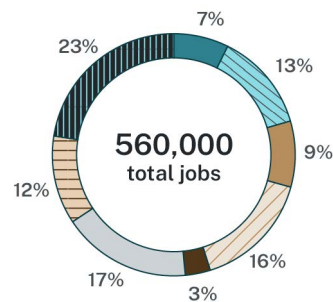
of the workforce work and live in the region



Eastern Sydney (North)

38%

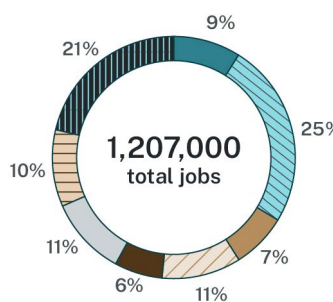
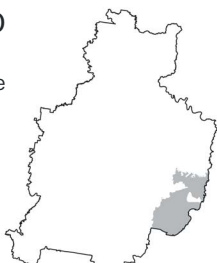
of the workforce work and live in the region



Eastern Sydney (South)

36%

of the workforce work and live in the region



More jobs in the right places

Bringing jobs and homes closer together is fundamental to productivity, supporting workforce participation, reducing cost of living and improving quality of life. By focusing jobs growth close to existing transport infrastructure, more people will have access to a diversity of employment opportunities (Figure 24). As new public transport options open, jobs and housing will be planned and delivered to maximise this infrastructure investment.

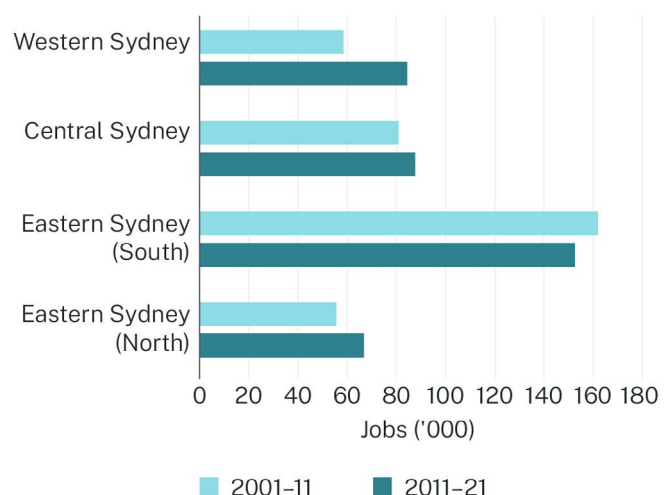
Historically, jobs were concentrated in the east, reinforced by a transport network that directed workers toward Sydney CBD (Figure 25). Over time, Sydney has developed a stronger network of centres beyond the Sydney CBD, supporting a more distributed pattern of jobs across the region. This includes 2 established CBDs, an emerging third, and several major centres supporting job growth.

Central Sydney's jobs make-up has been changing, with a key driver of this being the move of many NSW Government public service agencies to Parramatta over the past 2 decades leading to growth in business services, and technology and communication jobs. However, jobs in western Sydney and parts of central Sydney remain predominantly in industrial and manufacturing, health and retail.

An imbalance remains in the number, types and accessibility in jobs across the region. This creates inequity for workers, including longer commute times for residents in different areas of Sydney. For example, the share of people living in western and central Sydney who drive to work is 13% higher than those in the city's east. Additionally, around 10% of western Sydney residents travel more than 50 km to work, which is approximately 5 times higher than other parts of Sydney.

Figure 25: Historical jobs growth by area

Source: DPHI 2026





Employment concentration is also different throughout the region. Around 48% of Sydney's jobs are in centres in 2026 and these nominally contribute 64% to the region's total gross value added. However, employment in centres is more heavily concentrated in the city's east, while jobs in other areas are more dispersed. This highlights a significant opportunity for jobs growth in centres across western Sydney, where only 28% of jobs are currently located in centres.

While many jobs are located within centres, industrial lands are also critical employment locations. In particular, western Sydney accommodates over 50% of the region's industrial

land, with significant employment capacity. Central and western Sydney support over 55% of industrial and resource intensive jobs while eastern Sydney accommodates 45% of manufacturing and production jobs.

To provide all workers with equal opportunities in the types of jobs within closer proximity to their homes, employment growth needs to leverage infrastructure and opportunities throughout the region. As Sydney's population continues to grow, jobs must grow in a range of industries in key locations, including centres and other high activity employment areas (Figure 26).

Figure 26: Sydney's industry categories and percentage of total jobs in 2026

Source: DPHI 2026

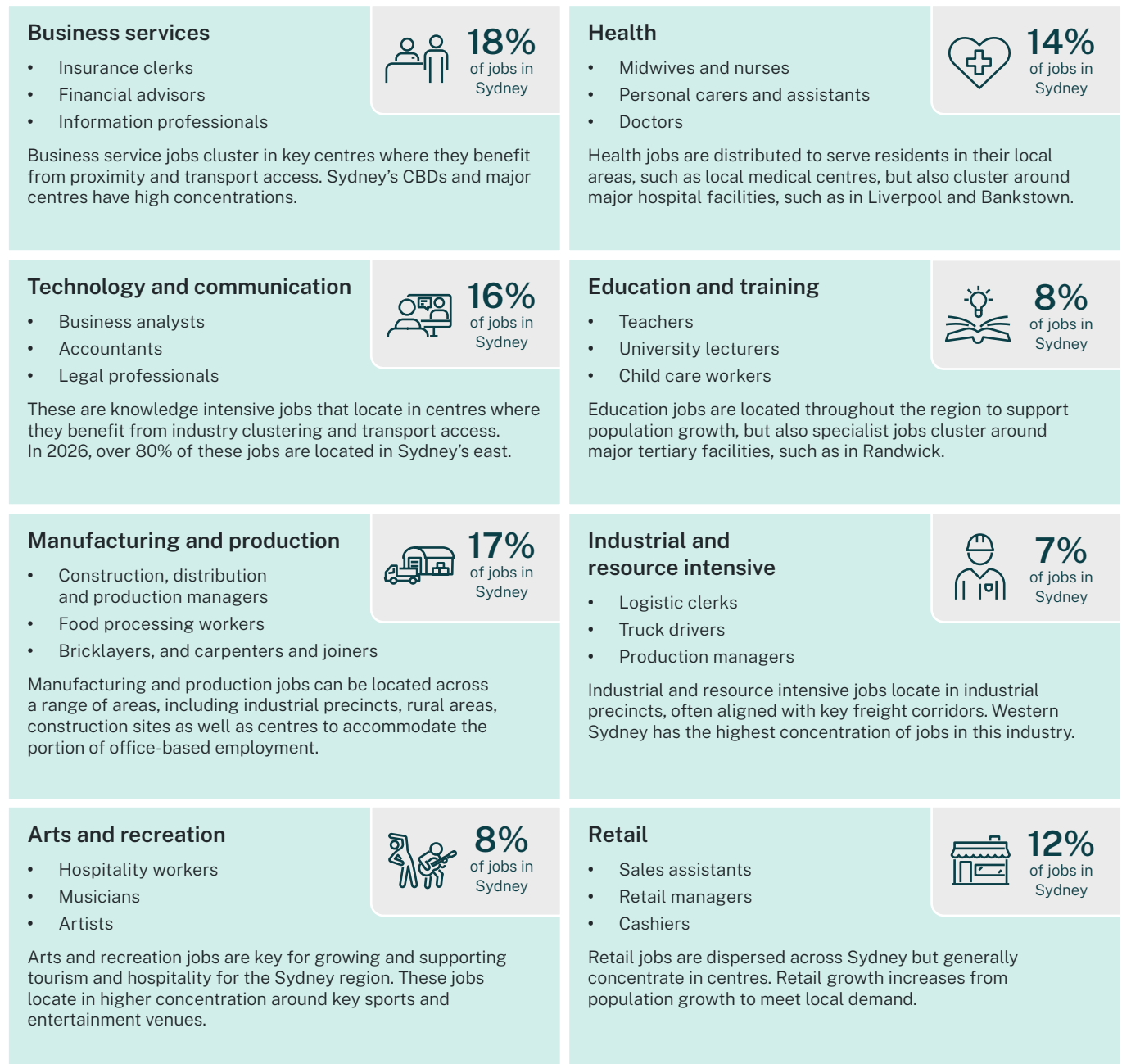
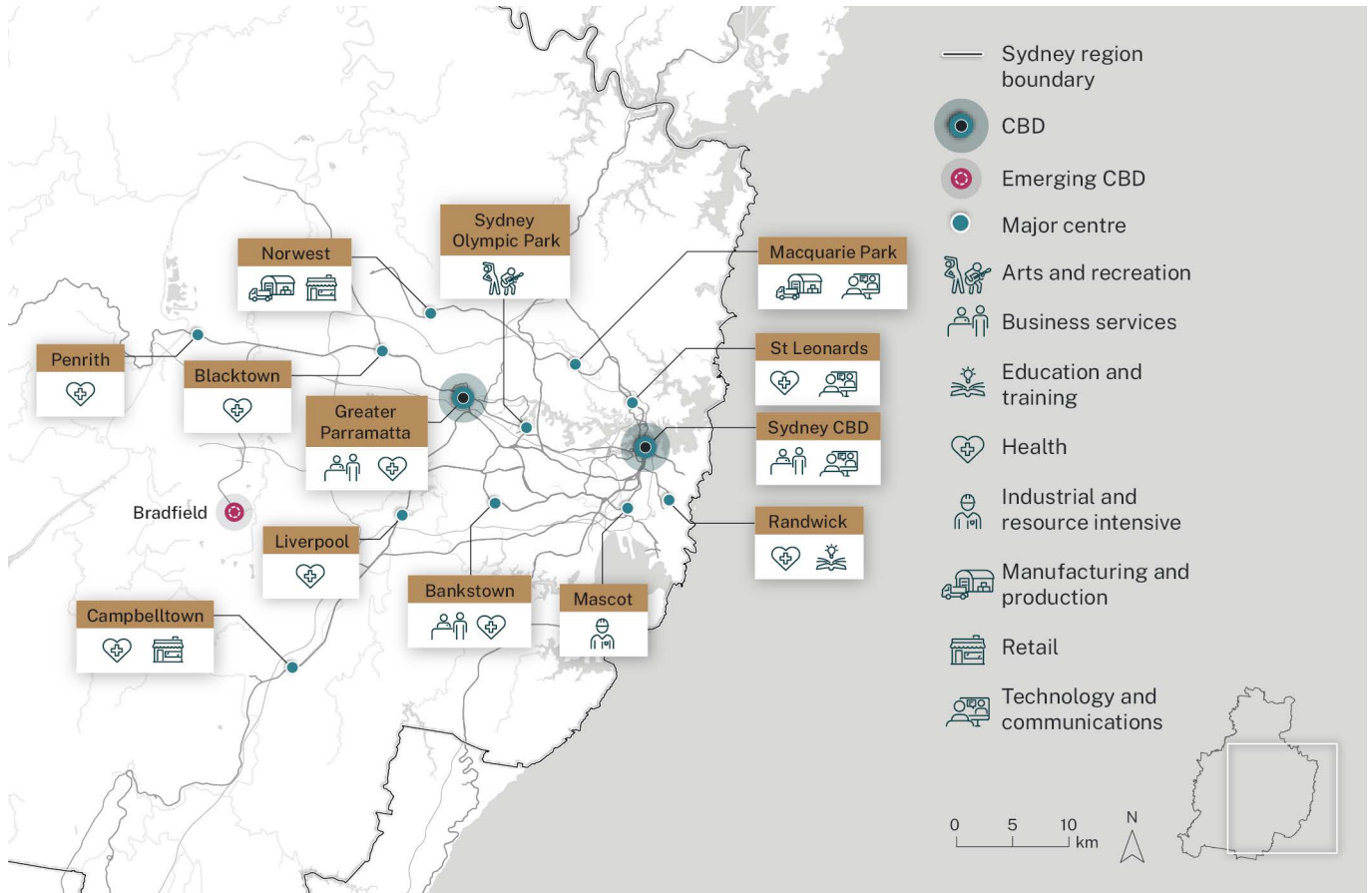




Figure 27: Industry specialisation of Sydney's centres Source: DPHI 2026; REMPLAN 2026



Strengthen a network of centres

Sydney's urban structure has developed from a region focused around one CBD to a network of centres supporting local communities and the broader regional economy served by strong public transport infrastructure. These centres play different but complementary roles, balancing housing, jobs, services, education and cultural activities (Figure 28).

Major transport investment has strengthened connections between centres, including Metro West, Metro Western Sydney Airport, Metro Northwest links and beyond. These connections improve access to jobs and services across the region, with future corridors continuing to strengthen east-west and north-south connectivity. Centres support economic growth by bringing businesses, workers and services together. Clustering of related industries supports specialisation, collaboration and innovation, while improving access to a broader range of employment opportunities. Figure 27 identifies the specialisation of centres throughout the region.

Flexible and hybrid working arrangements, changing demand for commercial space, growth in shared workspaces and mixed-use development supporting a range of land uses are influencing how centres function as places of employment. At the same time, centres are increasingly accommodating a broader mix of housing, with higher-density and diverse

housing types supporting more people to live close to jobs, services and transport. This integration of housing and employment is strengthening centres as vibrant, mixed-use precincts.

Additionally, the profile of retail demand has changed, with implications for future land use. Online retail has outpaced traditional channels, increasing from 6% of total sales in 2015 to 14.5% in 2025. This has reduced demand for shopfront floor space while increasing demand on freight and logistics in industrial lands. While the average retail supply per capita across NSW was 1.1 sqm between 2015 and 2024, this is expected to decline to around 0.8 sqm per person over the next 5 years. This shift underscores a broader transition in how centres function, while still acknowledging that new retail floor space is required to align with population growth.

Many centres are transitioning from primarily retail destinations to mixed-use precincts that support a broader range of employment, residential, dining, entertainment, cultural and community uses. This evolution is also enabling more housing within and around centres, allowing more people – including key workers – to live close to jobs and services. Together, this supports more active, accessible centres and contributes to Sydney's 24-hour economy, with places such as Chatswood and Burwood demonstrating this shift.

Figure 28: Centres typologies

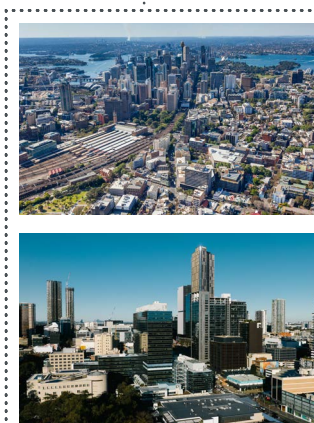
CBD

Major
centre

Activity
centre

Local
centre

Employment / residential land use balance



CBDs play a national and global role as the primary locations for high-value commercial and knowledge-based activity, with Sydney, Parramatta and Bradfield (emerging) forming Sydney's CBDs. They also support high-density residential and mixed-use development.

Services and infrastructure

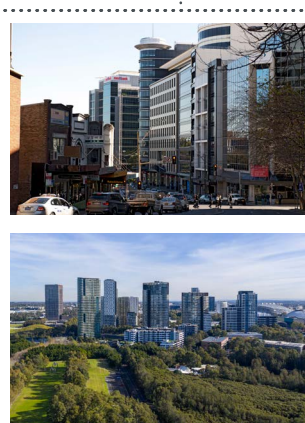
- Highest concentration of social, cultural and civic infrastructure
- Major primary referral hospitals
- Nationally significant education facilities (e.g. universities)
- Multimodal, high-capacity public transport networks

Employment

- 100,000+ jobs
- High concentration of commercial and specialised employment

Population catchment

- Highly accessible to residents across Sydney via public transport



Major centres play a significant economic role, supporting high volumes of commercial and specialised activity and serving broad metropolitan catchments. They often have distinct specialisations, such as health, industrial or education, while also supporting high-density residential and mixed-use development.

Services and infrastructure

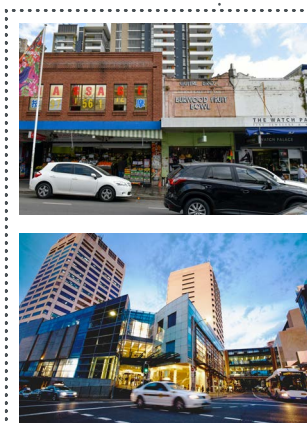
- High concentration of social, cultural and civic infrastructure
- Concentration of major transport infrastructure
- Well-developed public transport networks
- Primary referral hospitals and health facilities
- Education facilities serving broad catchments

Employment

- On average accommodate over 35,000+ jobs
- High concentration of commercial and other specialised employment

Population catchment

- Serve wide metropolitan or regional catchments



Activity centres are major service-oriented centres that support large population catchments, providing a broad mix of employment and services while also supporting high-density residential and mixed-use.

Services and infrastructure

- Strong public transport connections
- Range of social, cultural and civic services serving local catchments
- Key hubs for government, justice and community services
- Health and education services serving local and district needs
- May include specialised facilities (e.g. health services)

Employment

- On average 10,000+ jobs
- Mix of retail, commercial and service-based employment

Population catchment

- Support large local and sub-regional catchments



Local centres support local communities by providing service-based employment alongside higher density housing, with a strong focus on accessibility to nearby jobs and transport. The LMR Housing Policy will see more local centres as places for housing close to transport and jobs.

Services and infrastructure

- Frequent bus and or train services
- Walkable access to shops and daily services
- Limited social and civic infrastructure

Employment

- Provide sufficient employment to serve the local community
- Focus on local, service-oriented jobs

Housing

- Higher density close to transport and jobs

Population catchment

- Serve local catchments



Productive industrial lands

Sydney's industrial lands are critical to the economic success of not just the city, but the entire state and nation. Industrial lands are core to the functioning of the city — accommodating jobs, supporting supply chains, and providing the services and infrastructure needed to sustain a growing population. Industrial precincts connect across Sydney via import and export nodes, land, facilities and infrastructure (Figure 31). They represent just 2% of the Sydney region but contribute around \$90 billion to the Sydney economy.

Sydney's industrial land supply is one of the most constrained in Australia with only a small current supply of development ready industrial land available (Figure 29).

In 2024, 194 hectares of undeveloped industrial land was developed (Figure 30). This was 15% lower than the take-up rate in 2023 but 20% higher than the long-term average. Most newly developed land (86%) was located across four LGAs: Penrith, Blacktown, Fairfield and Liverpool.

As Sydney's population grows, the demand for industrial land will continue to increase placing ongoing pressure on land supply. Port Botany's freight movements are expected to double by 2045, and the new Western Sydney International Airport will increase Sydney's air freight capacity by one third.

The types of industrial projects being delivered in Sydney are diversifying as consumer behaviours change and new industries emerge. Planning for employment land must be flexible and consider the needs of emerging industries and specialisations.

Online retail and last-mile delivery is driving demand for warehouse space in locations close to consumers. Warehouse designs are also changing, with more automation driving demand for larger facilities. The average industrial project size in Sydney has increased by approximately 41% since 2010.

Productive industrial lands also underpin Sydney's capacity to grow local manufacturing, providing local jobs and improving economic resilience. This increases demand on industrial land. Retaining well located, serviced industrial land supports investment certainty, supply chain resilience and local jobs.

Figure 29: Industrial land supply Source: DPHI 2025

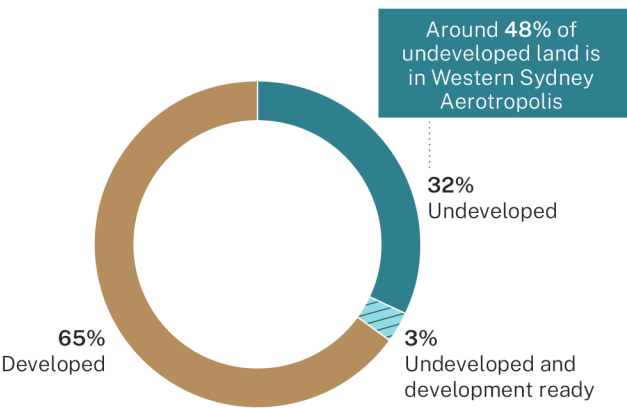
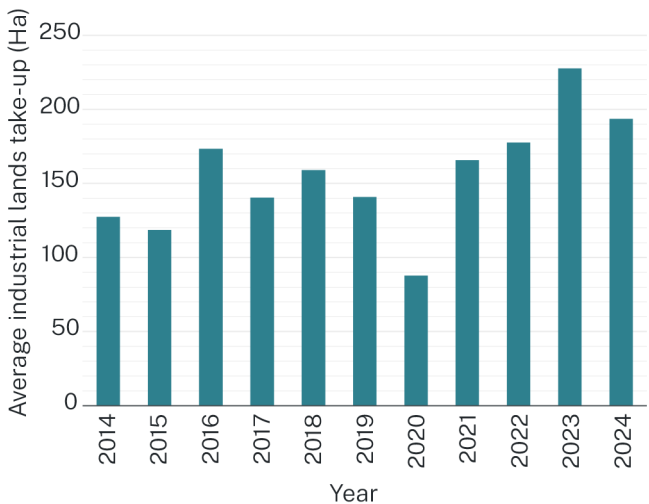
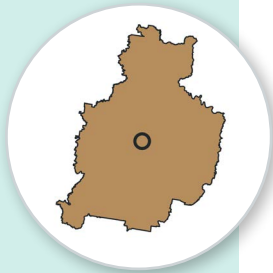


Figure 30: Historical industrial land take-up Source: DPHI 2025



Case study: Manufacturing



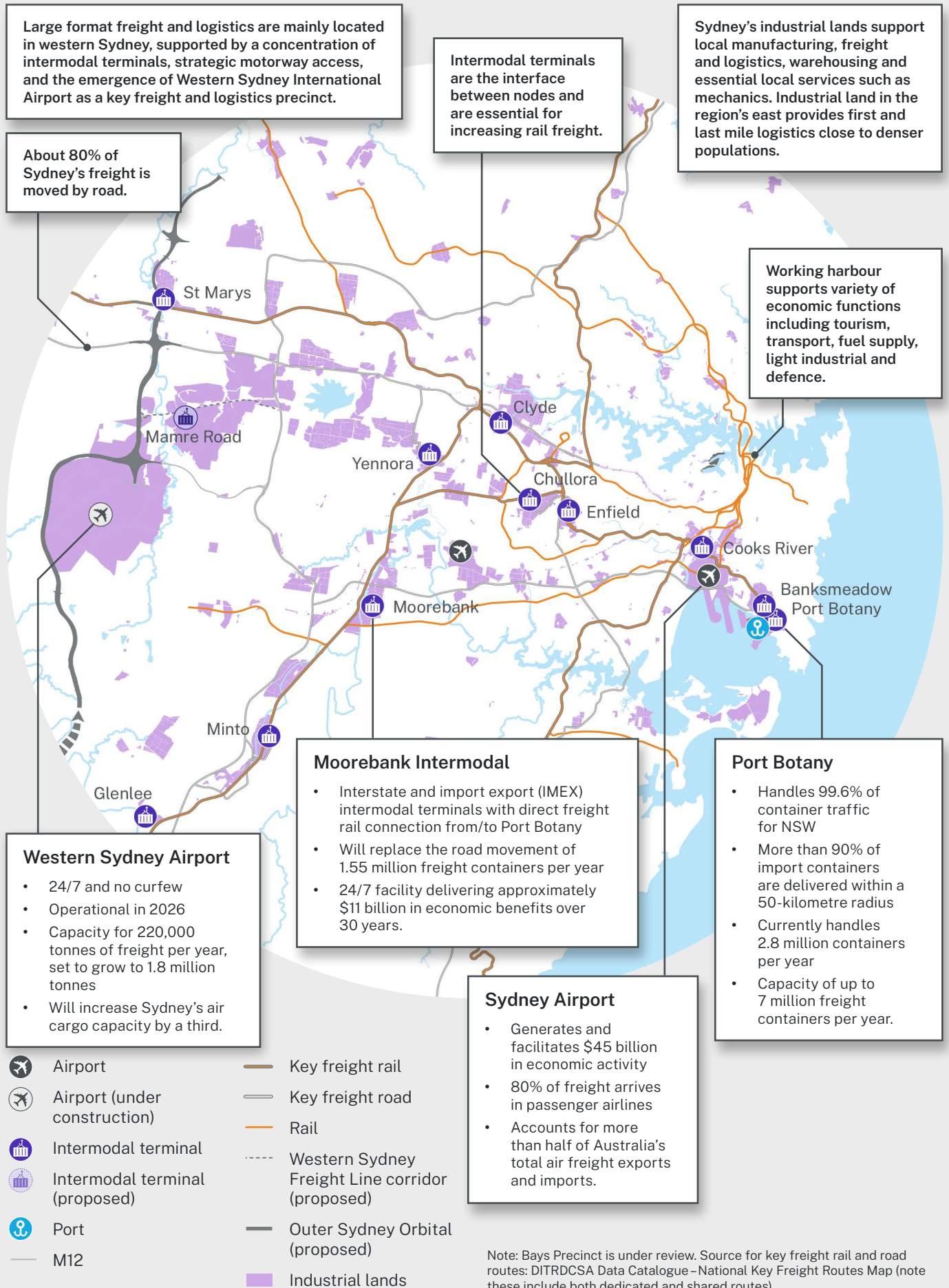
Industrial lands in Penrith are home to NSW's only glass manufacturing facility producing more than 800 million glass bottles and jars each year for the food and beverage industry.

The facility plays an important role in the circular economy by using glass collected through NSW's Return and Earn scheme as a key input into production. Recovered glass is processed and reused on site, with the plant targeting around 70 per cent recycled content in its products. Goods manufactured at the facility are distributed across Australia, forming part of national supply chains — with glass jars transported interstate — supported by a logistics facility on site for food and beverage production, including products such as Vegemite.

This case study highlights the critical role of industrial land in supporting advanced manufacturing and circular economy activity, where proximity to recycled materials, logistics networks, and end markets is essential. It also reinforces the importance of safeguarding industrial precincts that are difficult to relocate, support local economies and form a key part of the state's manufacturing capability.



Figure 31: Network of current industrial lands





The National Vegetable Protected Cropping Centre, WSU Hawkesbury Campus. Image credit: Western Sydney University

Role of other productive lands

Sydney sources much of its food and raw materials from outside the region and the contribution of rural lands varies across Sydney, reflecting differences in location, land capability and access to infrastructure.

The term 'rural' in the Sydney context is often used as a broad term capturing many different non-urban functions that take place outside of the urban growth area. They often occur on lands zoned for rural, or other purposes, including conservation, special purpose zones and unzoned lands. These lands encompass a vast and ecologically varied peri-urban fringe stretching from the Hawkesbury-Nepean valley in the north and west to Wollondilly and the Southern Highlands in the south.

Productive industries on rural lands include agriculture, extractive industries and tourism, along with waste and resource recovery activities. They also support a range of additional functions from ongoing production, supply chains to supporting environmental, landscape, tourism, recreation and servicing roles. Investment in the Western Sydney International Airport and the adjoining Agribusiness Precinct provides opportunities to support emerging agribusiness, value-adding and innovation, strengthening the productivity of Sydney's rural industries.

Sydney's north-west primarily comprises extensive agriculture, peri-urban transition areas, and emerging rural-residential development. It contains Sydney's largest and most contiguous

provision of rural land. Extensive areas of Primary Production and Rural Landscape lands dominate the Hawkesbury lowlands and adjoining plateaus, forming the core of Sydney's agricultural economy across the Hawkesbury-Nepean floodplain, Cumberland Plain and adjoining plateaus. Environmental lands also play a strong structuring role in the area.

Sydney's south-west contains a mix of productive agriculture, extractive industries and major infrastructure corridors. Across Wollondilly and Camden, there is a transition from extensive farming to more fragmented, constrained rural lands closer to the urban core. This reflects a shift toward environmental and infrastructure functions while retaining some production roles.

Sydney's north-east is dominated by environmental lands and biodiversity corridors, with fragmented rural uses such as equine activities, beekeeping and small-scale agriculture. Across the broader eastern areas, rural lands support a mix of niche agribusiness, grazing and horticulture, alongside significant conservation and environmental management functions.

Sydney's rural (and other lands including conservation) play a critical role in protecting the region's drinking water supply, help mitigate flood risk and provide a critical buffer between protected areas and the urban area. These lands also act as ecological corridors and store significant amounts of carbon demonstrating their vital environmental contribution to the region.

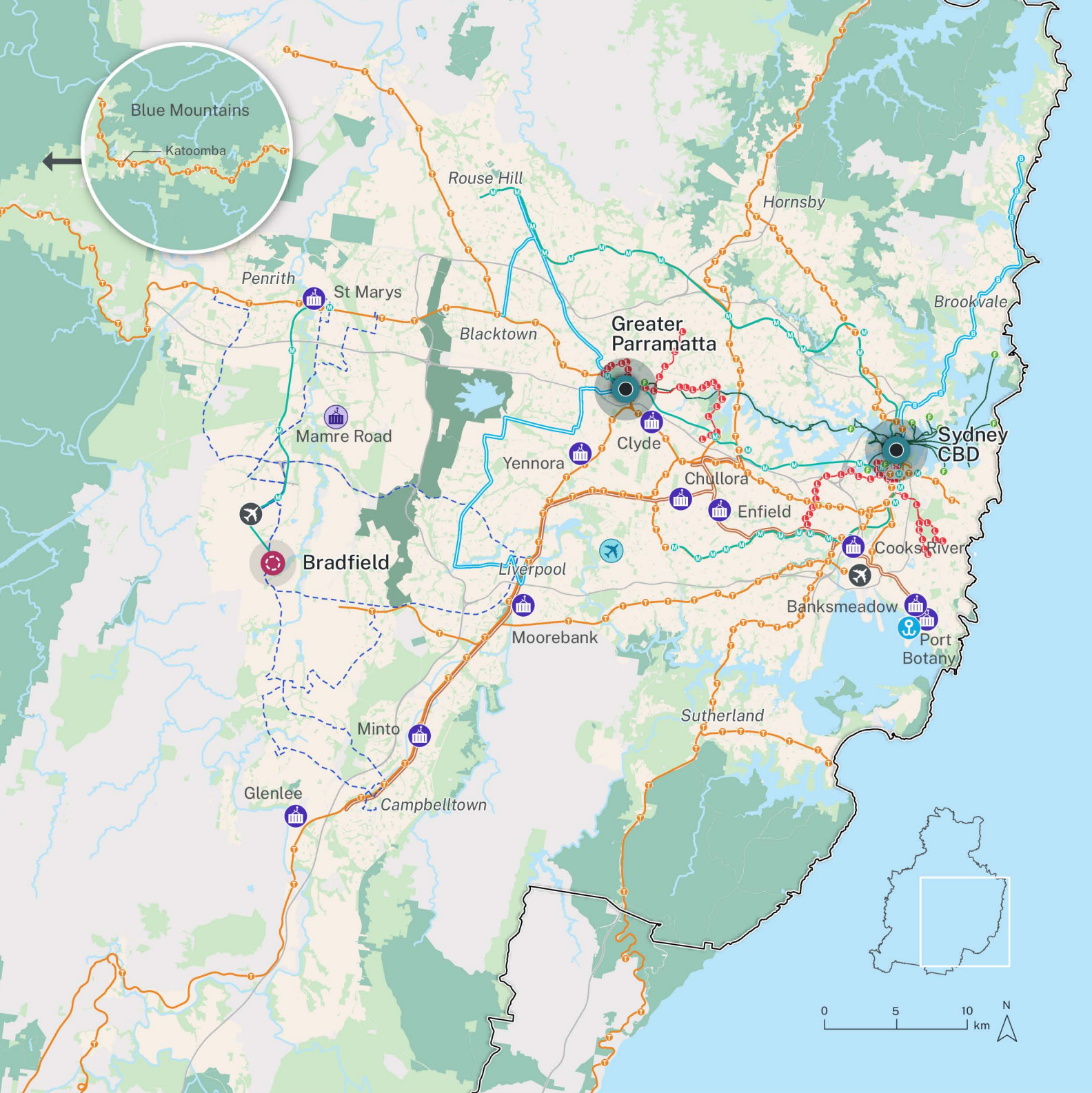
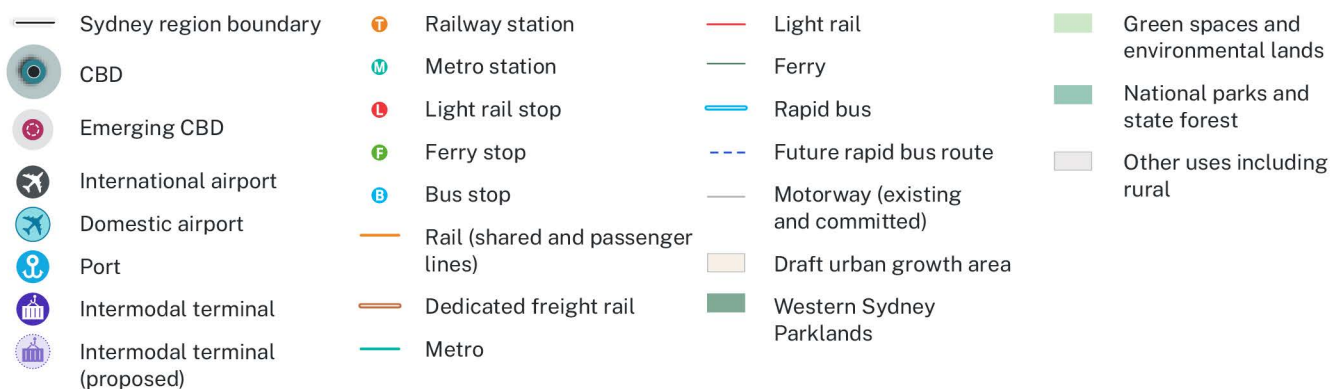


Figure 32: Connected Sydney





Priority: Connected

Land use planning can create a compact, transport-oriented city where new housing and jobs are delivered alongside existing and planned public transport, linked with local walking and cycling connections.

Sydney's transport story began with Aboriginal songlines and pathways that connected people, Country and waterways across the region for thousands of years. From these enduring networks, movement evolved through horse-drawn carriages and ferries to extensive tram and rail systems, and later the widespread use of private cars, with each transition reshaping how people move around the city and influencing Sydney's growth and development.

Jobs and housing close to public transport

Sydney has benefited from sustained, record investment in public transport infrastructure and is the most connected city in Australia (Figure 32). Continued investment is strengthening the transport network, presenting an opportunity to maximise value by aligning housing and employment growth with areas of high accessibility.

Despite this, key structural issues persist in many parts of Sydney with low-density urban form and legacy car dependence. Focusing growth in locations that are well-connected by public transport improves access to jobs, supports productivity, and enhances social mobility, while reducing congestion. In contrast, unmanaged expansion at the urban fringe increases travel times, transport costs and reduces access to services and opportunities.

Strategic planning will focus housing growth toward Sydney's east by prioritising new homes in well serviced inner city locations close to jobs, transport and existing infrastructure. There is remaining capacity across much of the existing public transport network, with further uplift achievable through targeted, incremental upgrades (Figure 33). This capacity provides a critical basis for identifying locations suitable for increased density, particularly in areas that are well located and feasible for development.

While infrastructure capacity is currently strongest in the east, many residents in western Sydney experience longer travel times and reduced access to opportunities. The Aerotropolis and Western Sydney International Airport will bring new roads,

rapid bus and metro links with associated walking and cycling infrastructure to support communities in western Sydney. These connections will support the North West Growth Area, South West Growth Area and Bradfield.

As Sydney continues to grow, building centre to centre connectivity and strong cross regional connections will be essential to ensure the city functions as an integrated network. Enhanced east-west and north-south links will support this structure and improve connectivity between major centres. In the short and medium-term, targeted improvements to transport corridors will enhance capacity. Over the longer term, high capacity mass transit will play a critical role in shaping Sydney's urban form, enabling more housing supply, supporting economic growth and delivering a more sustainable and connected city.

Transport for NSW is responsible for developing the future transport network. Together with broader land use planning, this will establish the importance of locating housing close to jobs and public transport, enabling a 30 minute city where most residents can access employment and services within a short trip.

Compact, walkable urban form promotes active travel and mode shift

Land use planning must create urban environments that are attractive, convenient, and safe for active travel. Fine-grained street networks, active frontages and direct pedestrian links enable people to move easily between homes, jobs, services and public transport, reducing reliance on private vehicles and supporting healthier, more vibrant neighbourhoods.

A permeable and walkable urban form is fundamental to creating connected, liveable communities that support both housing growth and sustainable transport outcomes. Prioritising walkability in urban design ensures that development is supported by accessible, human-scale environments, where daily needs can be met within short distances. Walking and cycling links should be supported by tree canopy and co-located within existing green infrastructure corridors, where possible.

Development within walking distance of high-frequency transport will enable medium- and high-density housing and support more efficient, connected communities. A key component to the



Transport Oriented Development program relies on walking and cycling opportunities to connect residents to high-capacity public transport. This approach underpins polycentric city growth, strengthening links between centres and improving access to jobs, housing and services.

Additional measures in urban environments such as parking controls or travel demand management strategies can also promote walking and cycling.

NSW has already introduced the lowest broad-based car parking rates in Australia under the Low and Mid-Rise Housing Policy. This policy introduced a flat rate of 0.5 spaces per apartment and terrace (regardless of how many bedrooms) in R1 and R2 zones applying across 171 well-located areas across the state, mainly located in Sydney.

Figure 33: Maximising transport infrastructure to support housing and jobs growth

Existing infrastructure

Maximising the use of existing infrastructure by coordinating growth with current transport networks and services ensures that existing investments support additional housing and jobs and optimise the capacity of established assets. This can be achieved by identifying areas with existing capacity, or where capacity can be created by service or infrastructure upgrades.



Woollahra station was identified to be built alongside a state-led rezoning delivering up to 10,000 new homes around Woollahra and Edgecliff. This is important to the principle of delivering new homes where there is high accessibility to jobs and services in the Sydney CBD and other nearby centres. Woollahra station sits on the existing T4 Eastern Suburbs line, integrating with current rail infrastructure rather than requiring a new corridor.



A key principle of housing programs and policies such as the Transport Oriented Development Program and Low and Mid-Rise Policy used transport capacity and accessibility when identifying sites.

Hornsby was identified as a Transport Oriented Development Program Accelerated Precinct –providing capacity for up to 6,000 dwellings –due to its mass transport connections and key public transport interchanges, promoting walking and cycling opportunities.

New infrastructure

Integrating land use and infrastructure planning by aligning housing supply and job creation with new transport investment – particularly by locating new homes near public transport and strengthening job centres – so that population growth is supported by connected communities, economic opportunity and access to jobs and services.



The creation of a new inner-city precinct at **Bays West** as part of the delivery of the Bays West Metro station will deliver around 8,500 homes built directly above and around the station. This will support a transport-oriented approach to housing growth in well-located areas.



Parramatta Light Rail Stage 2 will deliver a corridor of new stations through the growing Greater Parramatta and Sydney Olympic Park areas. This will deliver more well-located housing and higher-density development around these key precincts.



The freight network connecting industrial lands

Land use planning integrates efficient road and rail networks with state and regionally significant industrial lands to support productivity across metropolitan, regional and national economies. In Sydney, freight moves along strategic corridors linking ports, intermodal terminals and industrial precincts with metropolitan and regional markets, enabling goods to move efficiently across the city and beyond. However, Sydney remains a highly constrained market for development ready industrial land, with strong demand-driven growth in the freight and logistics sector.

Planning for intensive freight and logistics uses — particularly around key gateways such as ports and airports — requires a long term, coordinated approach to identify and secure suitable land. This is increasingly critical as freight demand continues to grow, with container movements at Port Botany alone forecast to double over the next 2 decades, placing additional pressure on industrial land supply and supporting infrastructure.

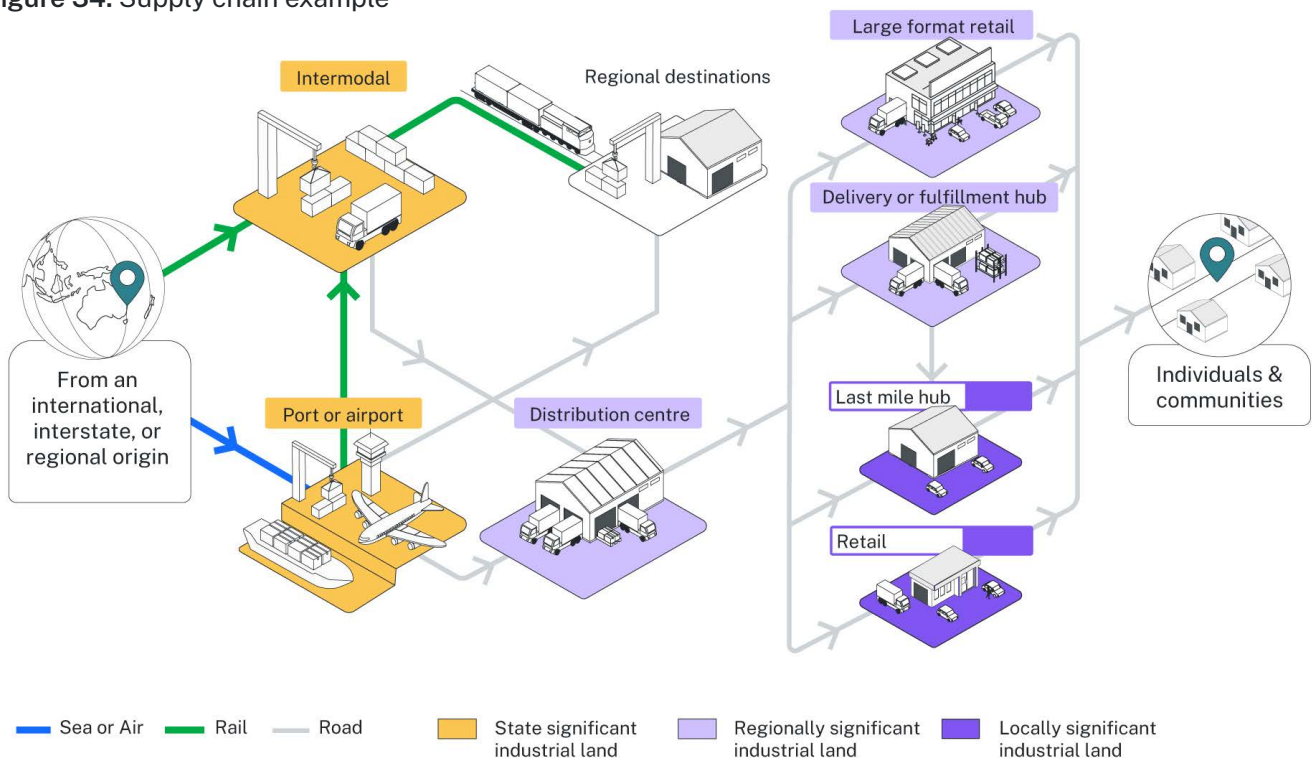
Efficient freight and logistics networks are critical to supporting a productive and resilient economy, ensuring the reliable movement of goods between global gateways, industrial precincts and local markets (Figure 34). Freight movement in Sydney is anchored in western Sydney, where major logistics and industrial hubs distribute goods via road and rail networks to businesses and consumers,

linking ports and intermodal terminals with the city's primary demand centres. Well-located and protected industrial lands near major transport corridors enable these functions by providing space for warehousing, distribution, advanced manufacturing and last mile logistics, all of which are essential to supporting population growth and economic activity.

In Sydney's constrained infill industrial land environment, markets are increasingly driving the intensification of existing sites to meet growing freight and logistics demand. Limited land availability in the east, high property values and strong demand for last mile distribution — driven by the rise in e commerce — are accelerating the development of multi storey warehouse formats in inner and middle ring locations. With much of eastern Sydney already developed at moderate to high intensity and only limited serviced land remaining, complex redevelopments are emerging, including vertical logistics solutions to maximise land use efficiency and support expanding local urban freight needs.

Councils also need to plan for localised, urban freight functions such as retail and service deliveries, construction logistics and waste management when considering access and managing locally significant industrial lands. Councils should collaborate across boundaries where the local population accesses services or locally significant industrial lands are shared or scarce.

Figure 34: Supply chain example





Inter-regional connections create high-productivity corridors

Sydney's role as Australia's primary global city depends on efficient movement of goods and people within and beyond the metropolitan area. Strong inter-regional connections support labour mobility, tourism, freight and economic integration. International goods move across the city, state and nation from Port Botany and 2 international airports (Figure 35).

International Gateways

- Sydney Airport is Australia's primary international passenger and air freight gateway. 2025 forecasts estimate freight volumes to reach 1.4 million tonnes per year by 2045, alongside continued growth in passenger traffic to 72.6 million annual passengers.
- Western Sydney International Airport: Will enhance global connectivity through 24/7 operations, a dedicated air cargo precinct with capacity to handle at least 220,000 tonnes of freight annually, and expanding passenger capacity to support tourism, trade and economic growth capacity to support tourism and trade.
- Port Botany: Handles around one third of Australia's container freight, supported by a deep water channel, 24/7 operations, and integrated rail, road and bulk liquid infrastructure.

Illawarra Shoalhaven

Connections from Sydney to the Illawarra Shoalhaven and the Wollongong CBD via the South Coast Rail Line, Princes Highway, Appin Road and Picton Road are critical economic and social links. Strong and growing travel demand between Sydney and the Illawarra Shoalhaven are underpinned by commuting, freight, tourism and port-related movements along the corridors. Strengthening these connections supports:

- Workforce, tourism and business to business linkages between south west Sydney and the Illawarra Shoalhaven region
- Freight movements associated with Port Kembla and the Western Sydney International Airport and Central West NSW. Grain, flour and minerals movements from Central West to Port Kembla form a key goods corridor for NSW
- Access to jobs, education and services.

A growing emphasis on the Illawarra Shoalhaven-south west Sydney connections will further support cross-regional integration in these 2 regions.

Central Coast and Lower Hunter

The Central Coast and Lower Hunter form part of a highly connected inter regional system with Sydney, characterised by strong daily commuting, freight movements and business travel. These movements are concentrated on the M1 Pacific Motorway and Main North rail line, which are critical north-south links supporting housing growth, labour market access and the strong economic roles of both regions. The northern Sydney freight corridor also connects important freight movements from Central West to the Central Coast and Port of Newcastle via Sydney. Future high speed rail planning presents further opportunities to support jobs growth across regions and unlock land use opportunities around future stations.

West and Central West

Sustained east-west travel between Sydney and Central West NSW, reflects the movement of freight, agricultural goods, regional visitation and employment across the Blue Mountains corridor. The emergence of the Western Sydney International Airport and Aerotropolis will reshape travel patterns, strengthen ties with regional NSW, and increase demand for resilient east-west connections. The network is a significant freight route for containerised exports from Central West NSW to Port Botany.

Southern Highlands and Australian Capital Territory

Travel between Sydney, the Southern Highlands and Canberra is driven by a mix of commuting, business, freight and leisure trips along the Hume Corridor. This demand is projected to grow as population and economic links strengthen, reinforcing the corridor's role as a critical intercity connection requiring ongoing capacity and reliability improvements.

Rail infrastructure upgrades between Sydney and Canberra will increase passenger capacity and support future population and economic growth. The Southern Sydney Freight Line transports construction materials from Southern Highlands quarries into Sydney and supports freight movement between Port Botany, western Sydney intermodal terminals and regional NSW. It forms part of the freight and logistics network supporting increased rail freight capacity and supply chain resilience.

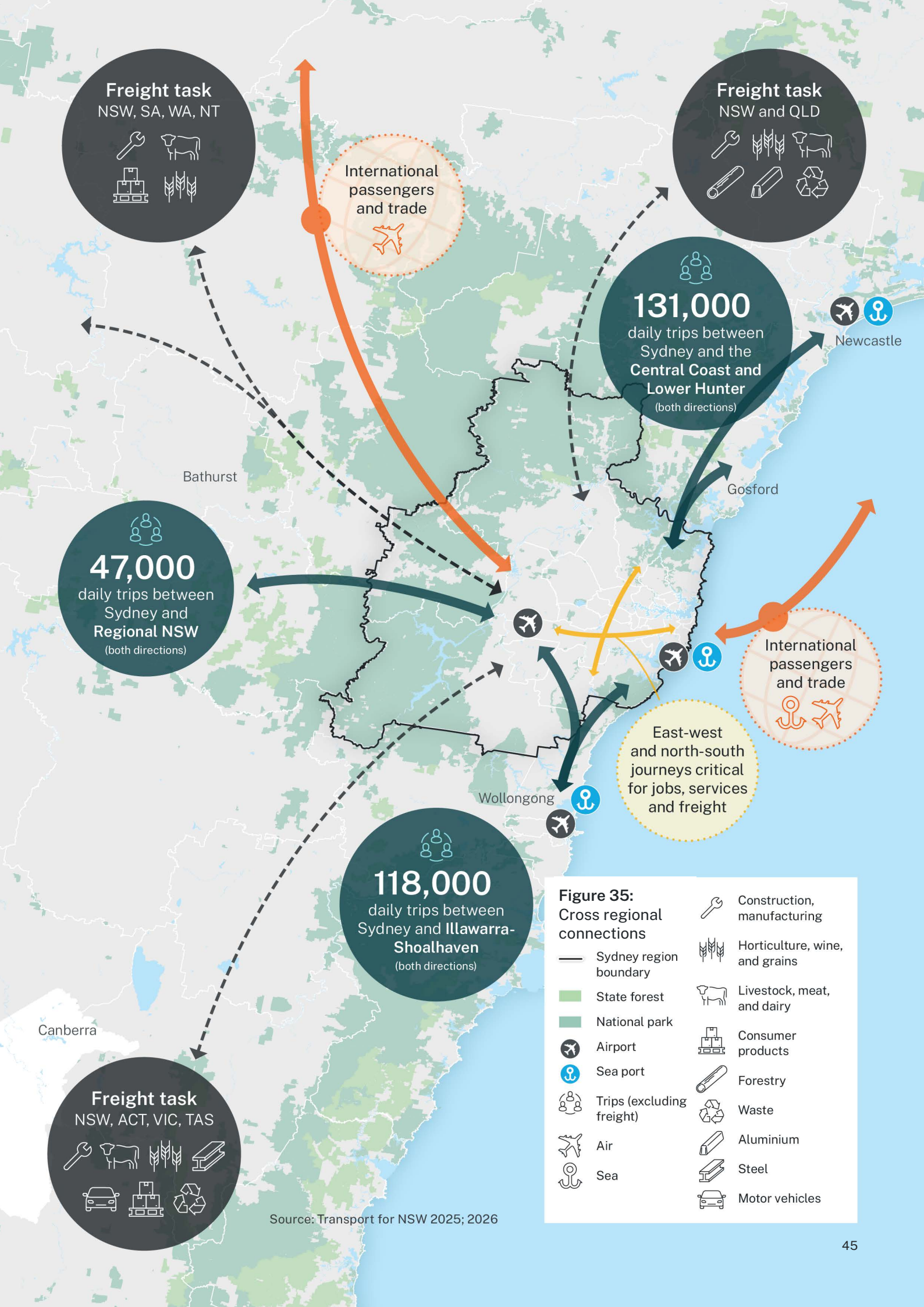
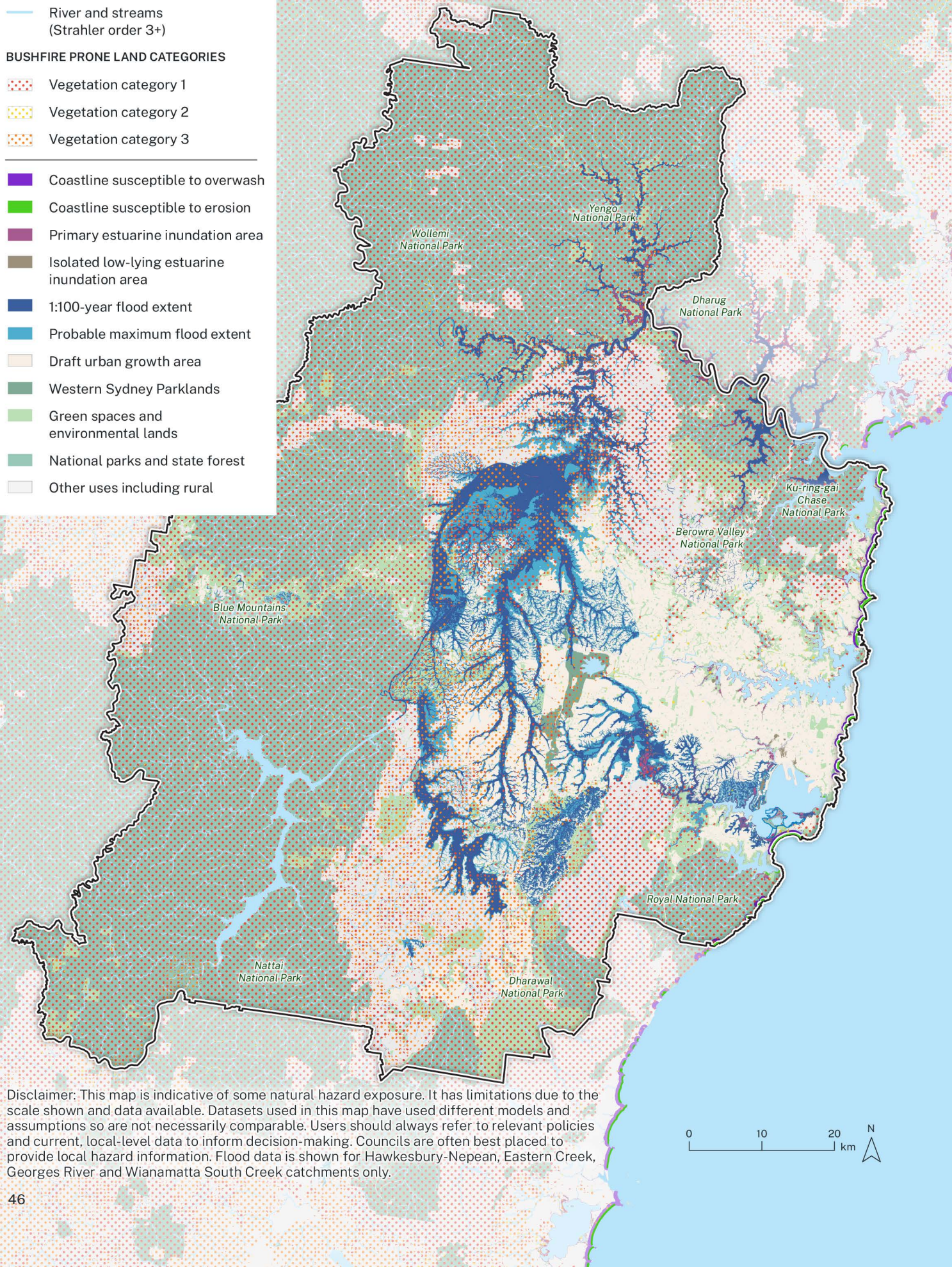
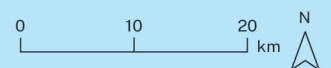


Figure 36:
Natural hazards exposure



Disclaimer: This map is indicative of some natural hazard exposure. It has limitations due to the scale shown and data available. Datasets used in this map have used different models and assumptions so are not necessarily comparable. Users should always refer to relevant policies and current, local-level data to inform decision-making. Councils are often best placed to provide local hazard information. Flood data is shown for Hawkesbury-Nepean, Eastern Creek, Georges River and Wianamatta South Creek catchments only.



Priority: Resilient



Sydney is known for its unique natural setting. Natural areas and assets throughout the region play important roles for resilience, liveability and wellbeing. Adapting to a changing climate and improving environmental outcomes while supporting needed development for growth will be central to a resilient Sydney into the future.

While Sydney grows, the region's sensitive ecosystems, coasts and waterways, rural lands and drinking water catchments must be carefully managed. As the impacts of climate change increase, Sydney is increasingly subject to natural hazards including bushfires, flooding, storms, droughts, extreme heat and heatwaves, and coastal inundation and erosion.

Healthy natural environments can better withstand and mitigate the impacts of natural hazard events and stressors and provide significant health and wellbeing benefits. Land use planning will continue to:

- strengthen the capacity to plan for, recover from and adapt to hazard events and chronic stressors
- protect, enhance and restore the region's precious natural assets
- support continued connection to Country.

The NSW Government develops and implements a vast suite of strategies and policies related to resilience and sustainability. This Plan articulates the land use directions for the Sydney region and aligns with key policies including the Net Zero Plan; State Disaster Mitigation Plan and the Greater Sydney Water Strategy.



Mona Vale. Image credit: Destination NSW



Megalong Valley in the Blue Mountains National Park

Sydney's natural assets, biodiversity and water

Sydney's urban form is shaped by its distinctive natural landscape – from Sydney Harbour and the coastline to bushland and river systems. National parks and reserves, beaches and green corridors underpin the Sydney region's identity, while supporting biodiversity and community lifestyles.

These areas of ecological and cultural significance also play important roles in tourism, education and recreation for local communities and visitors. One prominent example in the Sydney region is the UNESCO world heritage-listed Greater Blue Mountains Area with 2.6 million visitors in the year to December 2025, totalling 2.9 million overnight stays and spending \$1.1 billion.

Sydney's natural assets are under increasing pressure from development. While the largest areas of vegetation and ecosystems are mostly located on the urban fringe, sensitive environments are not limited to those areas. Important habitats exist across Sydney in varying scales, including small patches of remnant bushland and urban riparian corridors.

Protecting vulnerable species and habitats is a priority for the NSW Government as demonstrated through the Cumberland Plain Conservation Plan and the recent creation of the Warranmadhaa National Park to protect koala habitat in Sydney.

These initiatives will deliver long-lasting conservation benefits for the region.

Waterway naturalisation projects can transform stormwater channels and demonstrate the opportunity for ongoing investments to improve ecological and community outcomes while improving the resilience and asset life of infrastructure. Examples include the Cooks River, Johnstons Creek and Powells Creek where deteriorated concrete channels have been replaced with vegetated banks that provide habitat for bird and aquatic species.

Waterway quality and coastal health in Sydney are vulnerable to urban impacts. Urban stormwater discharge is the highest priority threat to estuarine water quality in NSW and heavily impacts Sydney's waterways.

With drought conditions occurring in almost half of the last 20 years, water resources must be planned and managed carefully. Investments in supply infrastructure like recycled water and desalination plants are opportunities to increase the region's resilience to drought and growing demand. Integrated water cycle management and water sensitive urban design can also support the sustainable management of urban water resources and improve the health of waterways. The NSW Government, councils and other organisations are playing an active role in improving these outcomes through integrated water cycle approaches.



Increase resilience to natural hazards

Climate change is already impacting Sydney's diverse ecosystems and communities. It is projected the region will face increased average temperatures, more hot days, fewer cold nights, greater fire danger, and higher rainfall variability, as shown in Table 1.

The changing climate will mean greater extremes, which have more pronounced impacts than trends in average temperatures and result in more frequent natural hazard events with different impacts felt at the local level. For example, rainfall events are expected to be more extreme leading to more localised flood events.

Areas across the Sydney region are exposed to natural hazards, as shown in Figure 36.

Sydney includes 2 high-risk flood catchments: the Hawkesbury-Nepean and Georges River catchments. The Hawkesbury-Nepean Valley is recognised as one of the highest risk catchments in NSW due to its large population and the geography of the area, which can result in rapid, deep and widespread flooding. Additionally, overland and riverine flooding affects significant parts of the existing urban area.

With 115 kilometres of coastline, Sydney has 20 LGAs in a coastal environment area. The impacts of coastal erosion and inundation are projected to increase substantially from 2040 onwards.

Seventy-eight per cent of the region is considered

bushfire prone land. Local Government Areas with large areas of national park such as the Blue Mountains, Wollondilly, and Hornsby, present some the highest bushfire risk in Sydney.

Urban heat causes significant health and wellbeing risks, especially for vulnerable members of the community. Heat vulnerable communities can be found across Sydney. Figure 37 notes the highest concentrations of heat vulnerable populations.

Western Sydney is especially exposed to extreme heat hazards with projections showing the area will experience greater increases in the number of days over 35°C and severe fire weather days compared to the rest of Sydney. For example, Penrith is projected to experience 25.9 additional hot days per year under a high-emissions scenario, compared to an additional 9.1 hot days in Cronulla in the south-east.

Risk-based approaches to land use planning are needed to increase communities' resilience to climate change and natural hazards, and to reduce the future costs of disaster recovery and rebuilding. Development should be located and designed to minimise risks to people, property and the environment and improve resilience to a changing climate. In existing urban areas, planning should consider appropriate measures to reduce and manage risk.

Councils play a key role in climate change adaptation and responding to shocks and stressors. Since 2018, 28 Sydney councils have prepared local resilience or sustainability plans.

Table 1: Projected annual mean climate variations in Sydney Source: NARClIM2.0 2026

Variables	Projections (absolute values)				
	Baseline	Low-emissions scenario (SSP1-2.6)		High-emissions scenario (SSP3-7.0)	
	1990–2009	2016–2035 (2026)	2036–2055 (2046)	2016–2035 (2026)	2036–2055 (2046)
Average temperature (°C)	16	16.6	17	16.6	17.5
Maximum temperature (°C)	21.9	22.6	23	22.5	23.6
Number of hot days (day)	7.6	10.4	12.8	10.1	15.5
Severe fire weather days (day)	1.6	1.9	2.1	1.9	2.7
Heatwave duration (days)	5	5.7	6.8	5.7	7.6
Heatwave frequency (events/yr)	7.3	11.6	15.8	11.8	21.7
Number of cold nights (day)	20.5	15.7	13.3	15.9	10
Average rainfall (mm)	918.8	841.2	850.4	878.9	791.6
Extreme rainfall (mm/yr)	97.1	75.9	84	90.4	78.3

Figure 37: Heat vulnerability index
Source: DPHI 2022

— Sydney region boundary

 CBD

 Emerging CBD

HEAT VULNERABILITY INDEX 2022

 0 (no population)

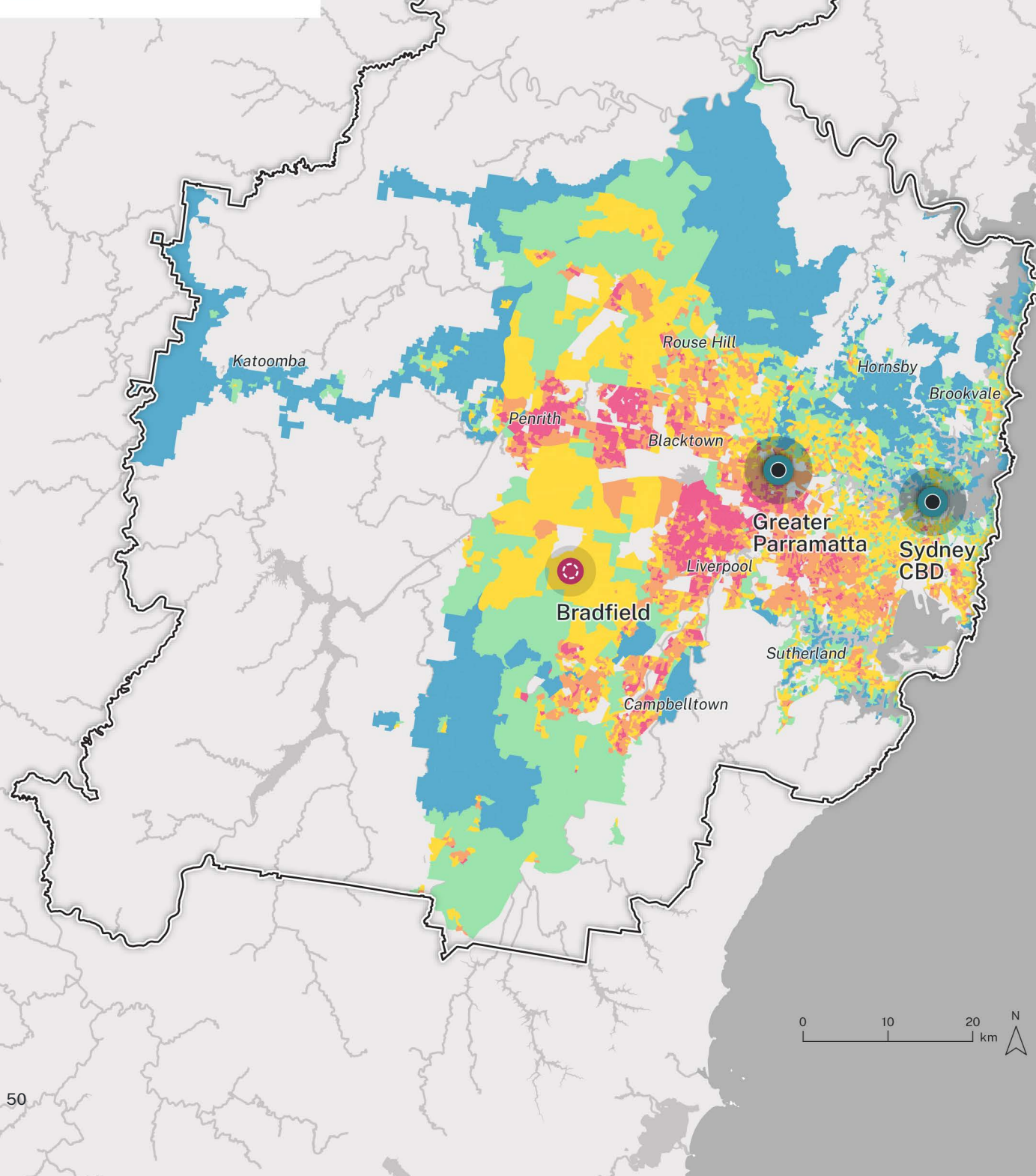
 1 (least vulnerable)

 2

 3

 4

 5 (most vulnerable)





Embed sustainability in the built environment

Well-designed precincts, infrastructure and buildings can improve resilience to climate change and accelerate the transition to net zero. Land use planning can support the built environment alongside policy, legislation and council-level sustainability controls.

Achieving a net zero emissions future requires transforming how cities are planned and built. This requires planning and design of precincts, infrastructure and buildings to:

- support the transition to sustainable transport modes
- facilitate circular economy practices
- use sustainable building design principles and materials as standard
- generate and store renewable energy, and
- sustainably use and manage water.

The NSW Government promotes the design of cooler places — including through urban structure, water, greening and cool materials — to reduce heat absorption and create cooler urban environments, while supporting climate resilience across Sydney, particularly in heat vulnerable areas such as western Sydney. The areas outside Sydney's urban growth area further contribute to cooling urban areas.

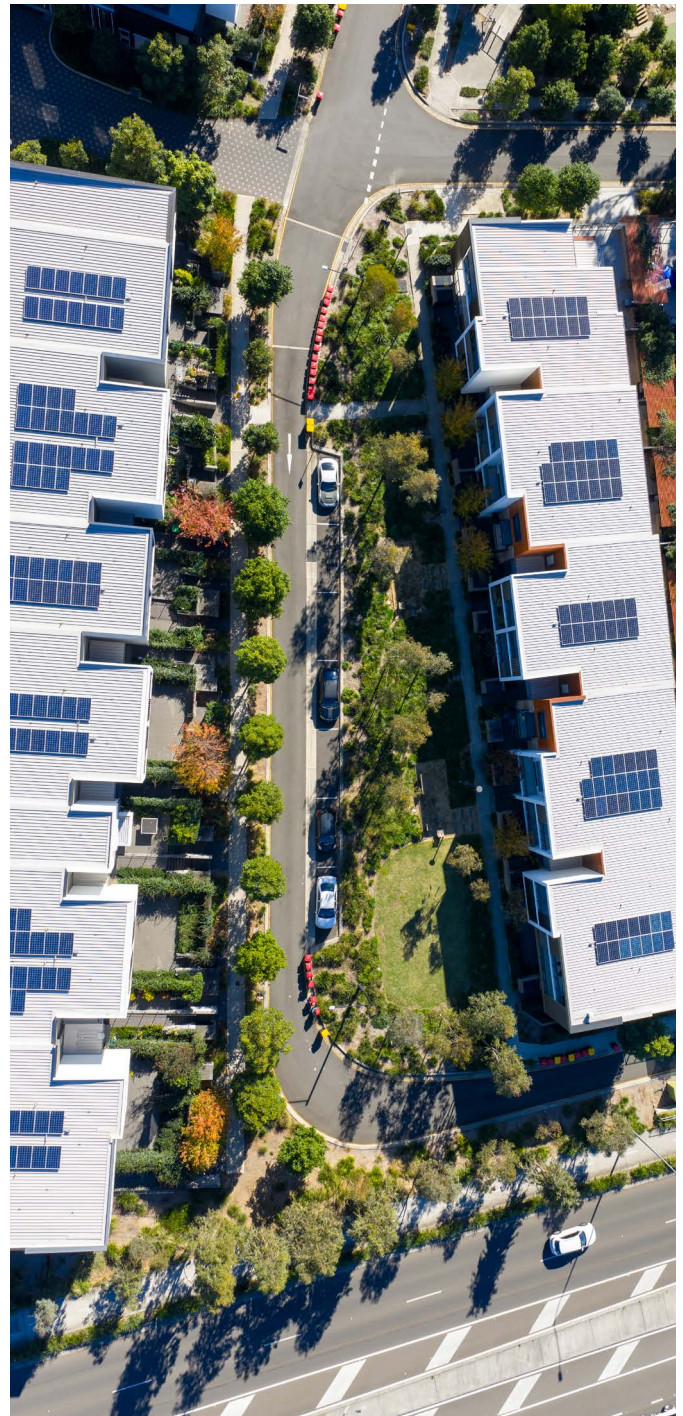
Focusing development in areas with existing access to public transport, jobs and services encourages sustainable transport modes, reduces reliance on private vehicles and reduces emissions.

Sydney accounts for 40–45% of NSW's electricity demand and is responsible for 36% of NSW's total emissions. Locating renewable energy generation and storage within Sydney aligns supply with areas of highest demand, reducing pressure on regional NSW and limiting the need for new transmission infrastructure.

The take-up of home and community batteries to complement solar, mean urban areas and housing can transition from being net users to net generators of energy. Many homes and businesses are already taking advantage of the cost savings that solar and batteries provide. Industrial precincts can also support the transition to low emissions industry by enabling decarbonisation, supporting manufacturing, innovation and assembly, and incorporating circular economy principles.

The Climate Change (Net Zero Future) Act 2023 sets the NSW Government emissions targets as:

- a 50% reduction on 2005 emissions by 2030
- a 70% reduction on 2005 emissions by 2035
- net zero emissions by 2050



Edmondson Park



Figure 38: Sydney's key liveability assets





Priority: Liveable

Sydney is globally renowned for its harbour, natural landscapes, temperate climate and vibrant cultural life, offering a unique lifestyle shaped by access to world-class public spaces, outdoor living. As Sydney grows, integrated land use planning will continue to strengthen the liveability by delivering high-quality public spaces and accessible social infrastructure that support healthy, inclusive and thriving communities.

People experience Sydney in many ways, particularly through its public life and cultural events. With warm summers and mild winters, the region is well-suited to outdoor dining, festivals, walking and cycling, swimming and year-round sports. Sydney also benefits from vast coastlines and parklands, multicultural urban communities, supporting a healthy and thriving urban environment.

Creating well-connected communities with access to a mix of housing, public transport, employment, and social and cultural infrastructure enables people to enjoy vibrant, inclusive neighbourhoods that support their daily needs. Land use planning also plays a critical role in enhancing community health and wellbeing by providing access to public open spaces and recreational facilities, linked by safe and convenient active transport networks.

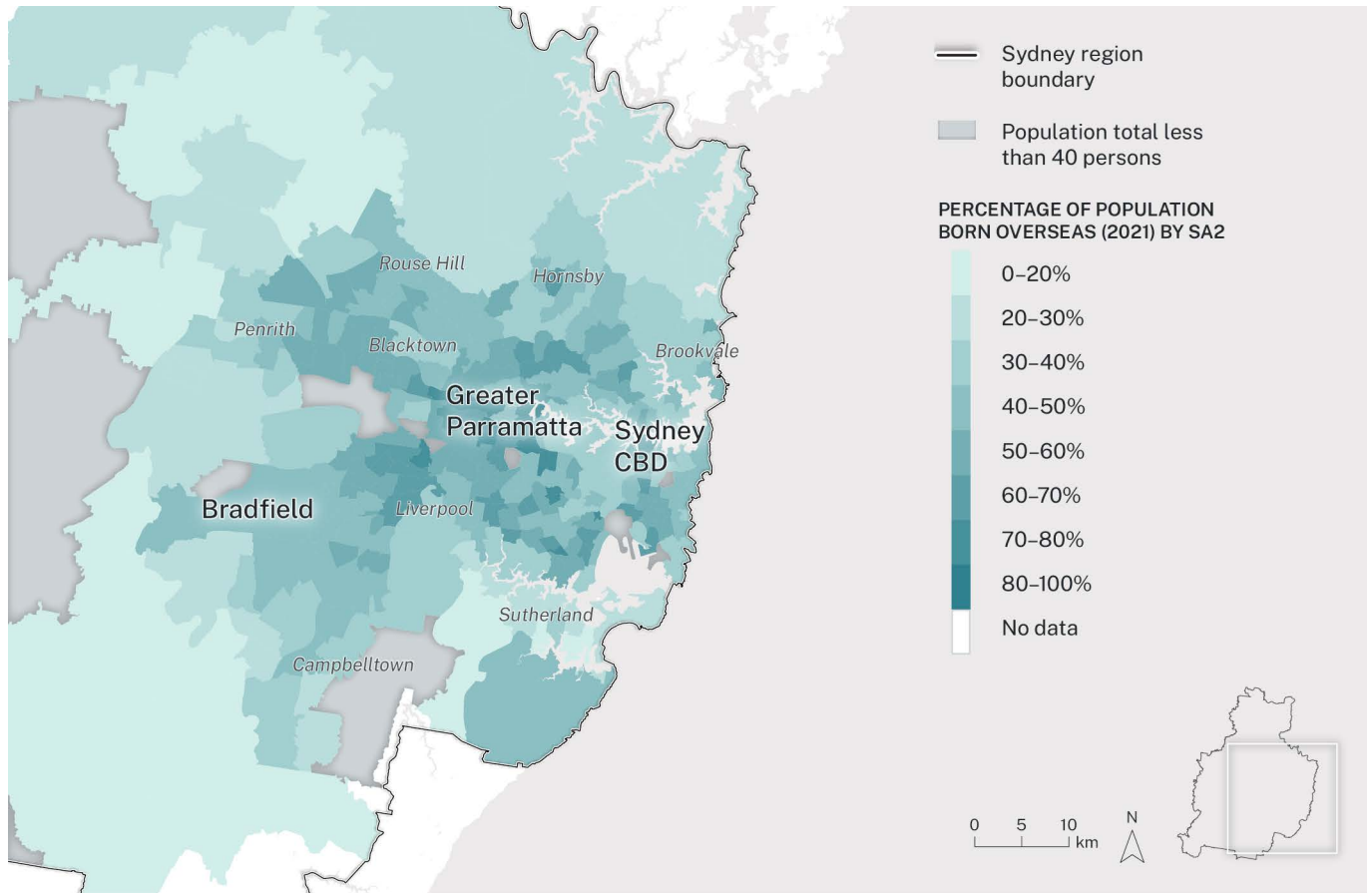
In greenfield areas, planning for the timely delivery of social and cultural infrastructure alongside housing growth is essential. This integrated approach helps create vibrant places with high-quality public spaces, better urban design, stronger social cohesion, and improved health and wellbeing outcomes.

As Sydney continues to grow, good design must go hand-in-hand to support increased housing supply, diversity, and affordability. Higher-density and more diverse development should deliver quality amenity and make a positive contribution to people's wellbeing, while responding to the local environment and evolving community needs.



Infill development of the former Flour Mill industrial site in Summer Hill illustrates how adaptive reuse, coupled with well-designed public spaces, can foster vibrant and connected communities.

Figure 39: Percentage of people born overseas in Sydney Source: ABS 2021



Diverse and changing communities

In 2021, nearly 45% of Sydney’s residents were born overseas (Figure 39), with particularly high concentrations in the geographical centre, including Parramatta, Cumberland and Fairfield. This diversity makes Sydney one of the world’s most culturally rich and dynamic cities, reflected in its neighbourhoods, languages, food and cultural events.

Sydney’s communities are also changing, with shifts in age profiles and household structures. Around 16% of the population is aged 65 and over, while multi-family households account for approximately 3% of all households. Recognising that people have different needs at different life stages, social infrastructure planning must respond to both current and future demographic trends.

Public spaces play a key role in supporting all communities, as different groups use them in

different ways. Places such as Darling Harbour demonstrate how well-designed public spaces can accommodate a wide range of activities, with the Chinese Garden of Friendship, Tumbalong Park and Darling Quarter supporting recreation, social connection and events. In western Sydney, new spaces such as Central Park at Bradfield City will provide important civic destinations for communities to gather, celebrate and connect.

As the ways people use and experience places evolves over time, land use planning must adapt to respond to changing needs. It should prioritise the location of social and cultural infrastructure in areas that are easily accessible or within close proximity to where people live. Public spaces should be designed to be inclusive and welcoming, fostering social connection and a strong sense of belonging across diverse communities.

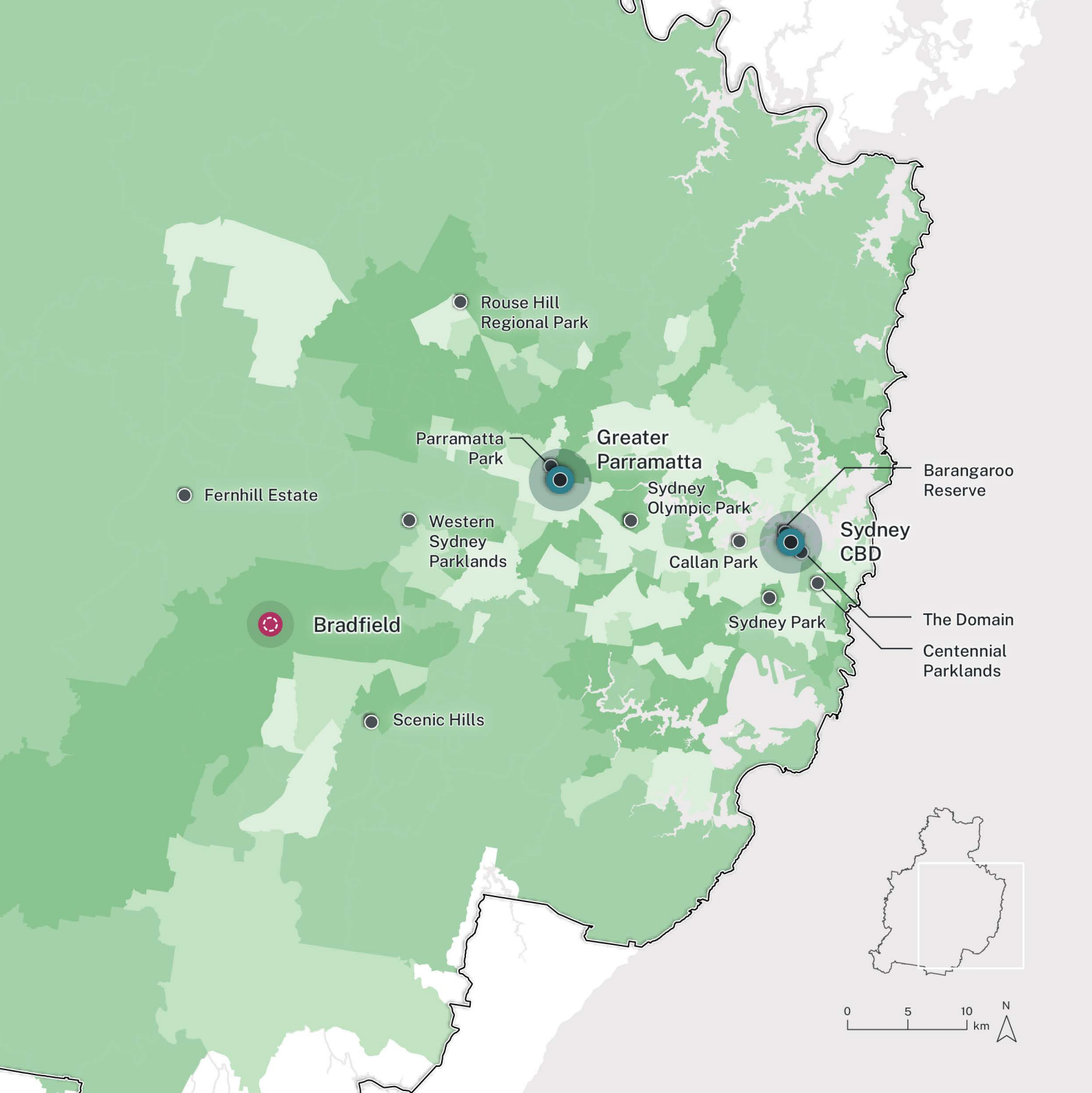
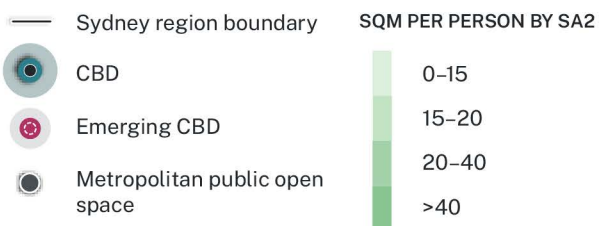


Figure 40: Public open space provision in Sydney 2026 Source: DPHI 2026



Where SA2s have very small populations the model uses Collapsed SA2s. These are referred to as SA2s throughout this Plan for consistency with the ASGS.



Access to open space, social infrastructure and services

Despite Sydney's overall liveability, access to social infrastructure — including schools, hospitals, community facilities, and open space — is not evenly distributed. An integrated approach to planning will mean education, health and community infrastructure keeps pace with changing population needs. Long-term planning for social infrastructure supports liveable communities by aligning service delivery with where people live and when growth occurs.

Sydney's major open spaces — from expansive metropolitan parks to the iconic harbour foreshore — are central to the city's identity and liveability (Figure 38). These parklands support recreation, connection with nature, and community life, while delivering lasting environmental, cultural, and wellbeing benefits for current and future generations. They reflect our shared identities and provide space for social connection and cultural expression.

Public open space underpins healthy, connected communities, encompassing parks, natural areas, waterways, foreshores, and active transport links. It enables a wide range of recreational, social, and

cultural activities, strengthening resilience and fostering more inclusive neighbourhoods.

Public open space varies across Sydney (Figure 40). Central Sydney has a relatively low amount of open space. Eastern Sydney is generally well serviced for metropolitan public open space but it has not grown in the west aligned with population growth. As the city accommodates a broader mix of housing types — from detached homes to terraces, townhouses, and apartments within more compact neighbourhoods — ensuring access to high-quality public open space close to where people live becomes increasingly important.

Sydney's Blue-Green Grid provides an interconnected network of open spaces and waterways supporting Sydney's growth by improving access to existing and strategic open spaces, local destinations and active and public transport networks. More importantly, it plays a key role in waterway health, flood mitigation, urban cooling and biodiversity.

In eastern Sydney, Blue-Green Grid corridors strengthens connections between neighbourhoods, parks and waterways, enhancing access to nature while supporting biodiversity and cooling in a highly urbanised environment. Blue-Green Grid projects such as the GreenWay – in the Inner West

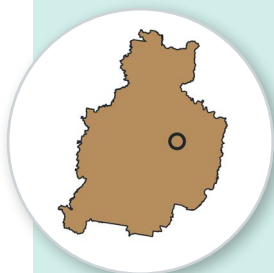
Case study: New parks supporting density – Kellyville and Bella Vista Transport-Oriented Development precincts

Kellyville Station Park and Bella Vista District Park demonstrate how high quality open space can be delivered early to support 4,600 new homes in the accelerated precinct. Identified through the Government surplus land audit, Kellyville park intensifies the under-utilised public open space land (with a modest southern extension), while Bella Vista park provides the opportunity for a new district open space surrounded by residential zoned land.

Northwest secondary Blue-Green Grid corridor, strengthening connection to a broader network of the open space.

The parks prioritise inclusive, active and flexible design, supported by Transport Oriented Development open space design guidance. Kellyville Station Park features a youth focused recreation hub with courts, cycling links, and adaptable spaces for sport and community events, while Bella Vista District Park offers a larger, naturalised setting with play areas, walking trails and connections to surrounding neighbourhoods.

These outcomes are the result of collaboration across multiple NSW Government agencies including Transport for NSW, Sydney Metro, Property and Development NSW, Landcom, Sydney Water and local councils. The coordinated approach has improved design, increased open space footprint and accelerated delivery. This partnership approach also unlocks early activation opportunities, delivering high quality open space sooner while setting a benchmark for integrated precinct planning.



The parks are designed to accompany new housing with accessible, well-connected green spaces within a 10 minute walk, improving liveability across the precinct. The parks are also situated along the Sydney Metro



and Canterbury-Bankstown LGAs – support both recreational and active transport needs in dense urban infill areas, while enhancing ecological values by restoring habitat, improving biodiversity and strengthening environmental connections between the Cooks and Parramatta River catchments.

In western Sydney, corridors such as Sydney Metro Northwest and Wianamatta South Creek protect ecologically valuable land, improve water quality, and enhance recreational, active transport and resilient outcomes.

Sydney is moving towards a more consistent and contemporary approach to open space planning that reflects its changing urban form. New benchmarks will better align with a growing city characterised by a diverse mix of medium- and high-density development. Establishing clear, coordinated open space policy and guidance will provide greater certainty for agencies, councils, and developers, enabling more integrated planning and better outcomes for growing neighbourhoods.

Vibrant communities

Land use planning can influence the type of attractive, busy urban areas where people want to live, stay, gather and play. Local urban design and planning supports cultural and community participation to form vibrant and inclusive neighbourhoods.

In 2025, 1.27 million people regularly worked at night across NSW accounting for 28.8% (867,000 people) of all workers, local areas should be designed, built and managed to support safe access for people of all ages and abilities, with opportunities for leisure, transport, exercise and other activities during the day and night.

While cultural and creative industries have traditionally been located in close proximity to the Sydney CBD and inner city, projected jobs growth of 64% in western Sydney's arts and recreation sector by 2046 demonstrates the significant growth in western Sydney jobs and huge potential for these sectors in the region. Thoughtful land use planning can create opportunities for affordable and flexible floor space in suitable locations to activate local areas and boost surrounding businesses.

Case study: Powerhouse Parramatta

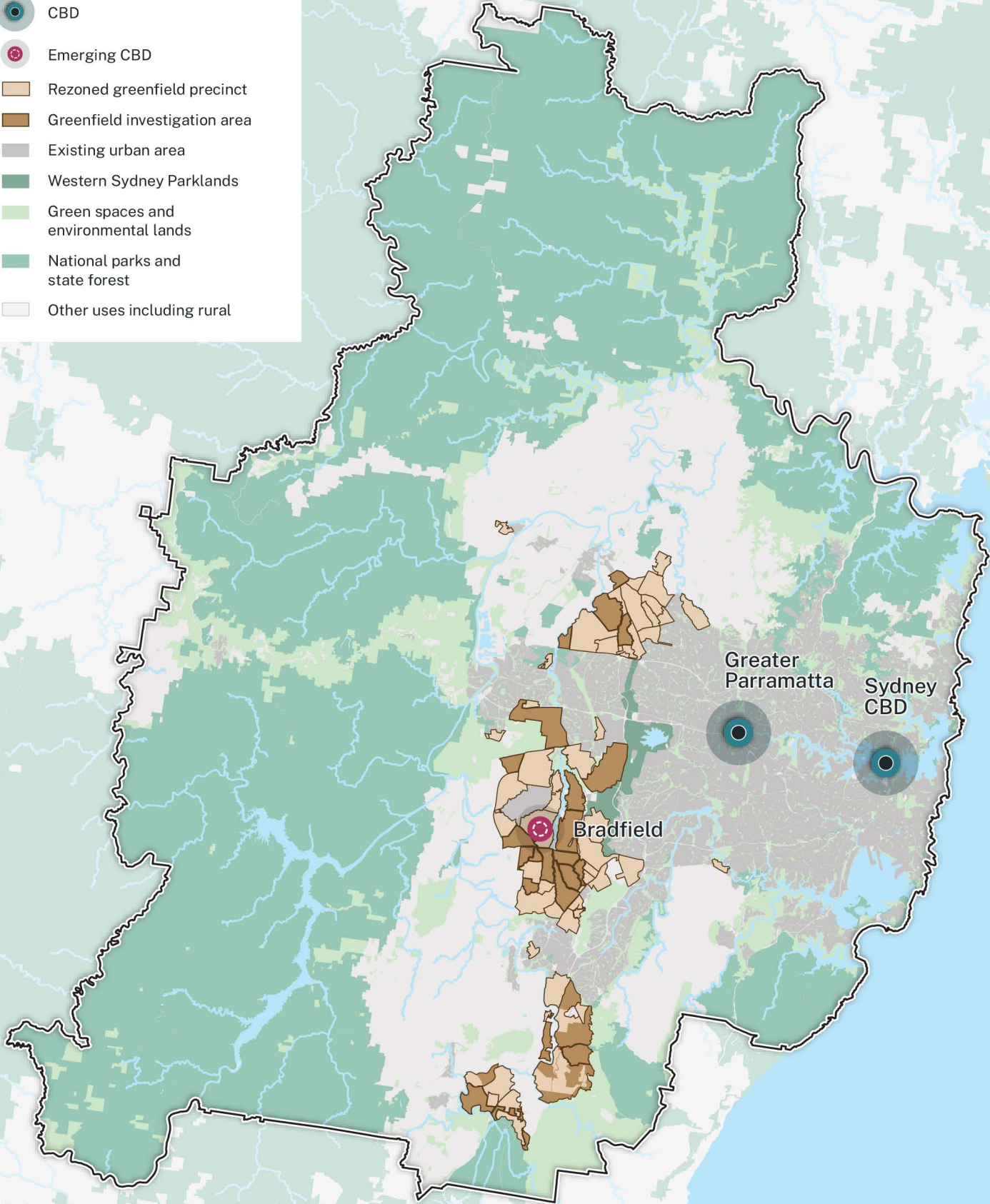
Cultural infrastructure investment in central Sydney facilitated the relocation of the Powerhouse Museum to Parramatta, establishing a transformational cultural precinct for the region. Powerhouse Parramatta is the largest cultural infrastructure project in NSW since the Sydney Opera House and is designed as a world class centre for art, culture, applied science, and design. It will deliver major cultural, educational, and economic benefits to central and western Sydney and is expected to attract up to 2 million visitors annually.



Powerhouse Parramatta Drone Image. Image credit: Powerhouse studio

Figure 41: Sydney's draft urban growth area

-  Sydney region boundary
-  CBD
-  Emerging CBD
-  Rezoned greenfield precinct
-  Greenfield investigation area
-  Existing urban area
-  Western Sydney Parklands
-  Green spaces and environmental lands
-  National parks and state forest
-  Other uses including rural



Disclaimer: Green spaces and environmental lands include a range of lands zoned for recreation and environment. They are not all publicly owned or accessible and may have overlap with other uses. Other lands including rural encompasses a range of lands zoned for various uses, including some infrastructure, residential and employment areas outside the draft urban growth area.



Priority: Coordinated

Coordinated land use and infrastructure planning, aligned with sustainable settlement patterns, underpins Sydney's ability to support liveable and cost-effective growth.

Sydney has evolved into a region supported by a network of centres, with growth and infrastructure investment occurring across a wide geographic area. At times, development in some areas has outpaced infrastructure delivery. This has resulted in service gaps, higher infrastructure costs and reduced certainty for communities and infrastructure investment.

Meeting Sydney's housing and employment needs requires coordinated action across all levels of government. This includes prioritising where growth should occur, aligning development with infrastructure capacity and investment so infrastructure is delivered when and where it is needed.

Prioritising growth in areas supported by infrastructure

Directing growth to locations already supported by infrastructure improves delivery certainty and strengthens the value of public investment. Where enabling and supporting infrastructure is already in place, or can be efficiently expanded, housing and employment can be delivered with shorter lead times and lower cost.

Sydney already benefits from significant investment across its established urban areas, including major transport networks like Sydney Metro. Aligning growth with this investment allows infrastructure to support additional development over time, rather than dispersing funding across multiple development fronts.

The type and location of development have significant infrastructure cost implications. Greenfield development typically requires extensive new infrastructure, with long lead times and substantial upfront investment in transport connections, wastewater capacity, schools and open space.

In 2023, the NSW Productivity and Equality Commission found that providing infrastructure and services for greenfield development can cost up to \$75,000 more per home than infill development, driven primarily by transport, wastewater provision, schools and open space.

Prioritising growth in locations already supported by infrastructure drives multiple benefits including:

- reducing infrastructure costs per-dwelling
- avoiding premature expansion into higher-cost areas
- improving communities' access to jobs and services
- providing greater certainty about where growth will occur, and
- driving sustainable settlement patterns.

This Plan focuses on providing homes and jobs for Sydney's growing population by making better use of infrastructure and focusing growth in well-located areas, reducing pressure for continued outward expansion. Sydney's future urban pattern focuses on increasing housing in established areas in the east while supporting new communities in the west as infrastructure and services are delivered over time.

This Plan introduces an Urban Growth Area (UGA) Policy to guide future land use and infrastructure planning, promote sustainable settlement patterns and make more efficient use of finite lands.

Sydney's UGA builds on land that has been strategically identified through local planning. It identifies the supply of land suitable for urban development. The draft UGA includes the existing urban area, rezoned greenfield precincts and investigation areas, as shown in Figures 41 and 42.

Figure 42: Components of the urban growth area



Existing urban area: Areas with existing urban development including a mix of housing, commercial / employment lands and a range of infrastructure types such as schools and open space.



Rezoned greenfield precincts: Areas already zoned and identified for future urban development but may be at different stages of delivery.



Investigation areas: Areas identified for further investigation as to their suitability for future urban development to meet the region's projected need for housing and employment. Investigation areas may be identified for greenfield or infill development.



Infrastructure for a growing and changing region

With the rebalancing of housing growth to the east and towards infill and urban renewal areas, the infrastructure task for Sydney is changing. While this shift makes better use of existing infrastructure, more people living in existing areas still requires investment in infrastructure.

Infill development generally requires targeted augmentation and retrofitting, rather than delivery of entirely new networks. This includes upgrades to wastewater systems, increases in public transport frequency and capacity and the expansion of schools and local services to maintain service levels as communities grow. Without early coordination, service pressure can emerge incrementally, with infrastructure reaching capacity before funding triggers, delivery responsibilities or upgrade pathways are clear.

Greater housing diversity and density also changes local and regional infrastructure needs. For people living in apartments, parks and community facilities often function as shared living, recreation and study spaces. As density supports more opportunities closer to home, public transport and walking and cycling infrastructure should be prioritised to enable healthy and sustainable transport choices and manage traffic congestion. Designing infrastructure and places that accommodate a range of activities and community members will support ongoing improvements to Sydneysider's quality of life.

The Urban Development Program (UDP) for Sydney provides an evidence-based approach to monitoring and coordinating the delivery of development, land supply and infrastructure. The UDP brings together council, agencies, utilities and industry to guide the future use and development of land and identify, sequence and prioritise infrastructure to support planned housing growth.

The UDP supports government decision-making through preparing Infrastructure Opportunities Plans (IOP) (Appendix C) for Sydney and prioritising infrastructure under the governance arrangements for the Housing and Productivity Contribution (HPC). It also supports the delivery of the National Housing Accord 5 year LGA housing completion targets.

As the UDP evolves, including its committees, Infrastructure Opportunities Plans and supporting evidence base, its role in coordinating infrastructure delivery and aligning key stakeholders across Sydney is expected to expand to support more proactive, integrated and timely infrastructure outcomes.

Balancing growth, competition for resources and infrastructure, and the net zero transition

Future infrastructure planning must respond to an increasingly complex set of demands. Alongside housing and employment growth, other activities are increasing demand for land and infrastructure. These uses are often driven by technological change and can compete for finite land and shared infrastructure networks in similar locations. Demand is significant –for example, data centre activity is projected to consume around 11% of the state's electricity by 2030. Given their concentration in Sydney, this growth has implications for energy generation, network capacity and system resilience. Planning must balance these needs with the infrastructure required to support housing and employment growth.

Pressure on water and waste systems is also intensifying. Sydney's household landfill capacity is expected to be exhausted by 2030, requiring an additional 1.1 million tonnes of capacity each year, rising to 1.4 million tonnes from 2040. Growth in data intensive and emerging industries and uses will also increase pressure on water infrastructure, reinforcing the importance of long-term planning for resilient and secure water systems.

The net zero transition provides a framework to manage these competing demands more strategically. Precinct-scale energy solutions, grid optimisation, alternative water sources and integrated servicing approaches can improve the efficiency, coordination and resilience of infrastructure systems. Integrating nature-based solutions and water cycle management into planning supports stormwater and urban heat management, and design reduces long-term pressure on traditional infrastructure systems.



Responses

RESPONSE 1:

Increase housing supply, diversity and choice



Strategic outcomes

- Deliver a significant uplift in housing supply close to jobs, transport and services and maintain a feasible and deliverable pipeline of 30 years housing capacity.
- Increase availability and readiness of land for housing development.
- Higher density housing is prioritised along mass public transport corridors with high population and jobs catchments.
- Diverse housing forms are available across infill and greenfield areas to promote equitable and affordable housing access.
- Expand the mix of housing types to cater to different household needs, incomes and life stages.

Increased housing supply and greater housing diversity is needed across the Sydney region to respond to affordability challenges, changing household sizes, an ageing population, and the different needs of renters, home buyers and key workers. More choice in the range of dwelling types, sizes and tenures across urban areas can improve affordability, support ageing in place and create more inclusive communities.

An abundant supply of feasible homes

Councils must move beyond simply identifying theoretical future dwelling capacity at a rezoning stage and critically assess whether their planning controls make that capacity realistically achievable. Without aligning planning controls with economic and market realities, projected housing capacity risks remaining largely notional rather than translating into built outcomes.

Councils are required to undertake local planning and amend local environmental plans to activate feasible housing supply. The aim is to maintain at least 30 years of feasible housing capacity in the pipeline to support growth and building in an

abundance of potential housing to the system at any given time. Updated local planning should address:

- current and projected housing need, including diverse housing types and tenures
- existing and planned housing capacity and feasibility analysis to address supply challenges, including acceleration of medium-term supply
- planning incentives to increase the feasibility and supply of housing within these areas
- locations that could be suitable for a diversity of housing, identified through a land use opportunities and constraints analysis
- infrastructure planning needed to support housing growth.

This must then translate into updates to councils' local environmental plans and development control plans that build this feasible housing capacity into their zoning, permissibility and planning controls.

A new approach to setting housing targets

With councils planning for 30 years of feasible housing supply in their local environmental plans at any given time, site specific or precinct rezonings that increase housing capacity will contribute an approach to 'topping up' feasible housing capacity rather than building from 'the bottom up'. This resets the traditional approach for providing housing supply.

Previous plans have miscalculated population forecasts and associated housing targets, when in reality population growth has outstripped expectations. Housing targets have not been revisited in a timely fashion when population increases differ from those forecast meaning delivery of expected housing does not meet actual demand.

The current 5 year housing targets (Figure 46) respond to the National Housing Accord and set expectations for where across the region growth will happen in the short-term. They guide councils and the NSW Government in planning for new housing and supporting infrastructure and send a signal to the market where development is likely to occur. With an abundance of 30 years feasible

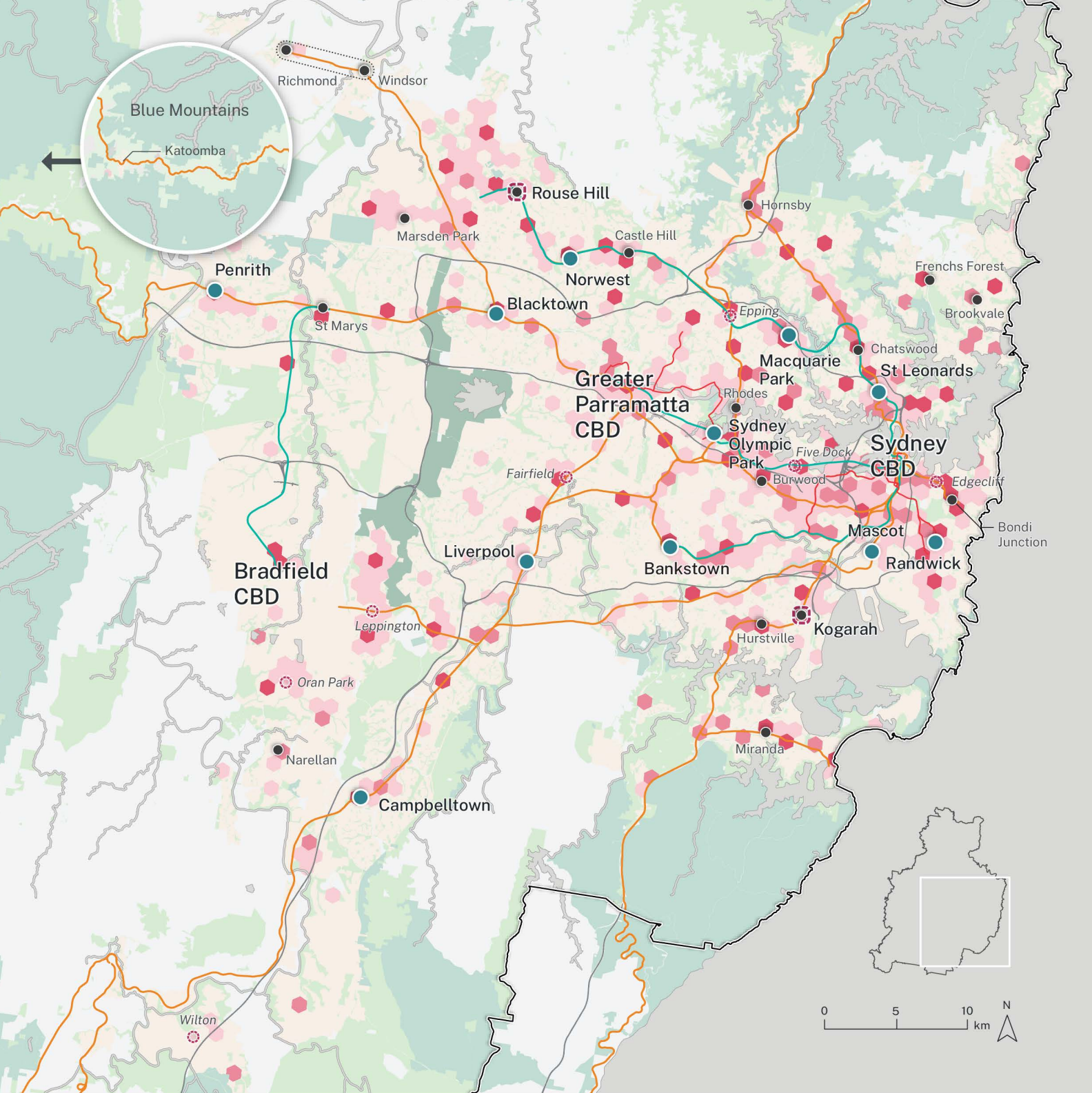
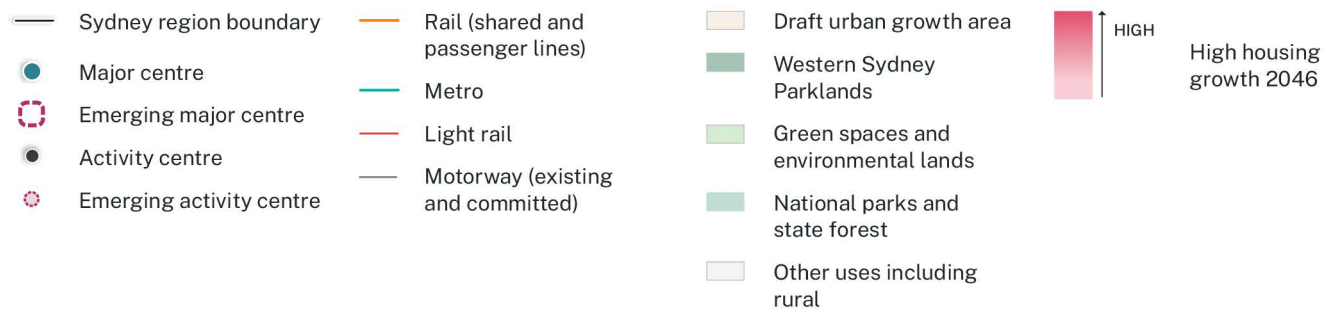


Figure 43: High housing growth 2046



housing capacity in a council's local environmental plan, this means councils should have enough capacity in their controls at any given time to support industry to deliver on these housing targets.

To avoid the miscalculated failures of the past in setting housing targets that match actual demand, further targets will be developed with councils beyond the Housing Accord period to 2029 to support planning for ongoing growth through local strategic planning. Together with councils, this housing target setting approach allows the NSW Government to assess factors like where targets have been met, exceeded or not met, drivers like feasibility, and where the Department should take a more active role in providing housing opportunities. It also provides councils regular guidance on how much additional capacity they need to add to their controls.

Higher density residential development around centres and transport hubs

The plan for Sydney's housing over the next 20 years is to rebalance population around existing and planned infrastructure. This includes higher density around centres and transport hubs, particularly in central and eastern Sydney. Infill and urban renewal remain the most cost-efficient way to deliver varied, accessible housing that meets the needs of the changing population. Western Sydney will continue to develop housing areas in established precincts and in sequenced greenfield precincts as they become zoned, serviced and development ready.

The Housing and Employment Guidance (Appendix D) includes more information on understanding local housing profiles, where opportunities could be explored to further diversify housing typologies and housing need to unlock additional pipelines of supply. Alongside local planning, the NSW Government will continue to develop statewide policies and undertake state-led rezonings where a broader precinct approach is required.

The Department is driving accelerated planning pathways and reforms, including a whole-of-government focus on streamlining state significant development through the Housing Delivery Authority and reducing concurrence timeframes through the Development Coordination Authority.

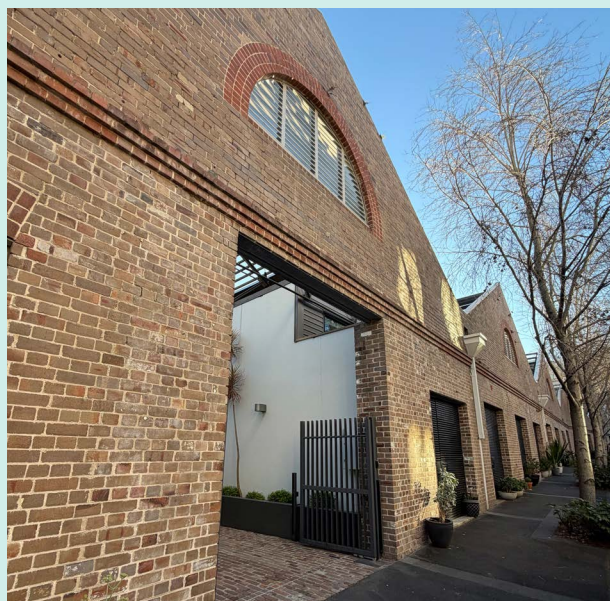
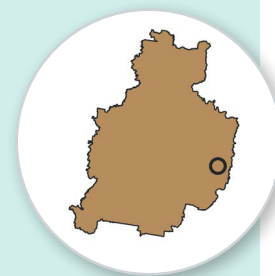
The NSW Government will also enhance monitoring frameworks to track housing development and make sure councils complete reviews within a reasonable timeframe. If councils do not provide for housing capacity in local plans, the NSW Government will undertake this work through a state-led process.

Good design is critical to delivering high-quality housing outcomes. It means high levels of amenity and creates places that are functional, adaptable and enduring. This includes opportunities for adaptive reuse, where existing buildings and sites are repurposed to accommodate new housing while retaining context and reducing environmental impacts. A strong focus on design quality contributes to better liveability outcomes, supporting comfortable homes, attractive streetscapes, and well-integrated communities.

Case study: Good design and adaptive reuse

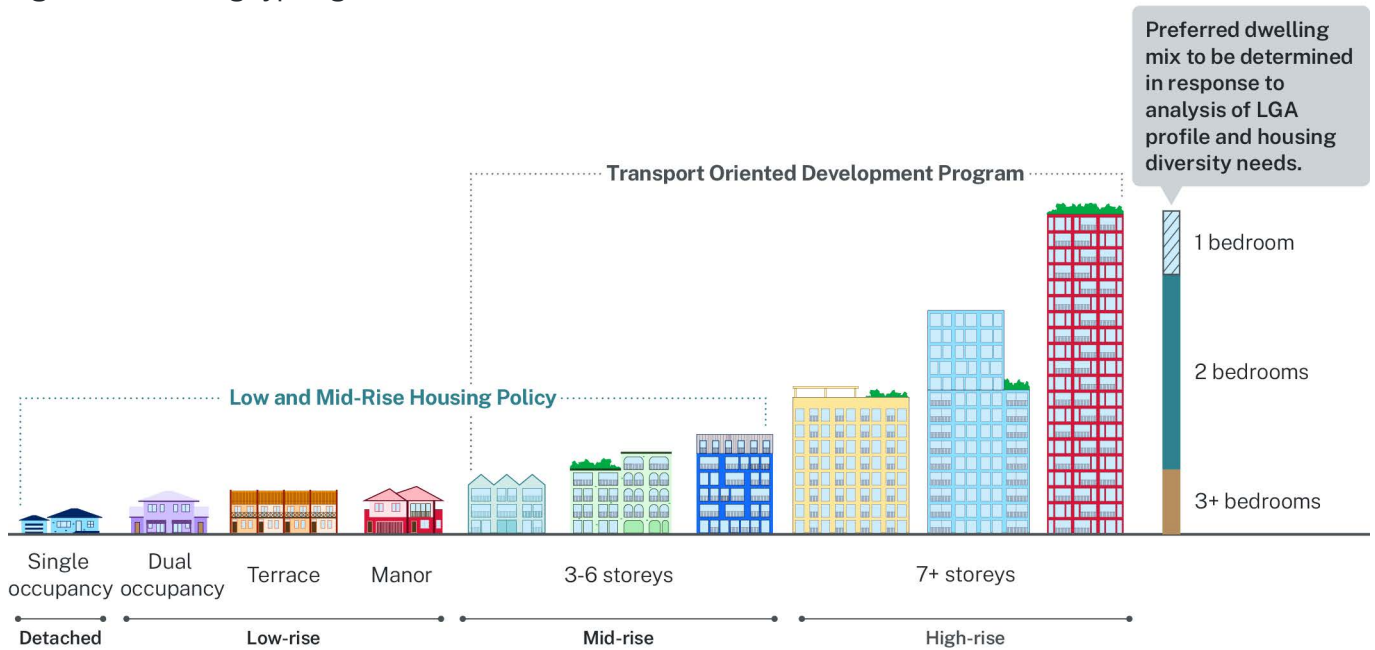
Camperdown is an early inner west suburb dating from the 1800s, with many buildings and streets reflecting this period and later phases of development. The Gantry site in Camperdown originated as industrial land, with surviving buildings from the 1920s, and earlier development that included pottery works established in the early 1800s.

The Gantry project demonstrates the successful integration of a varied collection of medium-rise buildings in an area with significant environmental constraints. It includes adaptive reuse of former industrial buildings and new residential apartments which respond to the local environment in terms of scale, built form and housing mix. The diverse range of housing types complements the existing mixed-use character of the locality.



The Gantry, Camperdown

Figure 44: Housing typologies



Greater diversity of housing all over Sydney

The Low and Mid-Rise Housing Policy and Transport Oriented Development Program support increased housing diversity and choice. Many areas across Sydney can also accommodate additional housing outside these areas, making better use of existing infrastructure. Figure 44 shows housing typologies accommodated under the Low and Mid-Rise Housing Policy and Transport Oriented Development Program.

While demographic profiles vary across the region, a common theme is the need for wide-ranging apartment types. More families are living in apartments across Sydney, with over 25% of apartment households comprising families with children under the age of 15. Councils should review their current planning policies and consider introducing best practice guidelines for multi-residential development, which specifically meets the needs of families with children.

The Plan identifies high growth areas of Sydney where major housing development is either well underway or should be planned for growth (Figure 43). Changes in infrastructure delivery may result in additional areas being investigated by the NSW Government or other precincts brought forward as a higher priority. Councils should continue to plan around train stations and major bus interchanges and investigate other high-density options to address both housing targets and housing choice needs.

A series of state-led and assessed rezonings has been identified to unlock significant new housing in infill areas (Appendix F). The state-led rezoning program may also be expanded in the future if required. Location decisions will be based on many factors, including feasibility and whether council planning can help to meet current and future targets.



Green Square

Housing diversity across the whole region

All councils should be aiming to provide a broader mix of housing that responds to changing population needs, affordability challenges, and smaller household sizes. Four LGA typologies have been developed to assist councils with planning for transitions to more diverse housing (refer to Figure 45). The diversity profiles acknowledge that councils are starting from different positions — ranging from greenfield areas dominated by detached dwellings to inner urban areas characterised by higher-density development — but all share a need to continue to diversify their housing mix. In some cases, an LGA may exhibit different typologies in different parts of the LGA, particularly around centres and along transport corridors. Further detail can be found at Appendix D.

The 4 broad LGA profiles include:

- **Type A** – councils transitioning from greenfield areas to more urban contexts, characterised by high levels of detached housing and increasing delivery of attached dwellings. Growth focuses on low-rise diversity, with some medium and high-rise development around centres and transport nodes.
- **Type B** – established infill areas, typically in outer suburbs, with a continuing detached housing component and strong growth in medium and high-rise typologies to support greater diversity.
- **Type C** – inner suburban areas undergoing urban renewal, with a relatively balanced housing mix and continued growth across all attached housing types.
- **Type D** – inner urban, higher-density areas, with low levels of detached housing and significant concentrations of medium and high-rise development around centres and along transport corridors. Diversity will continue in medium and high-rise development.

Figure 45: LGA typologies – Housing Diversity Mix Source: DPHI 2026

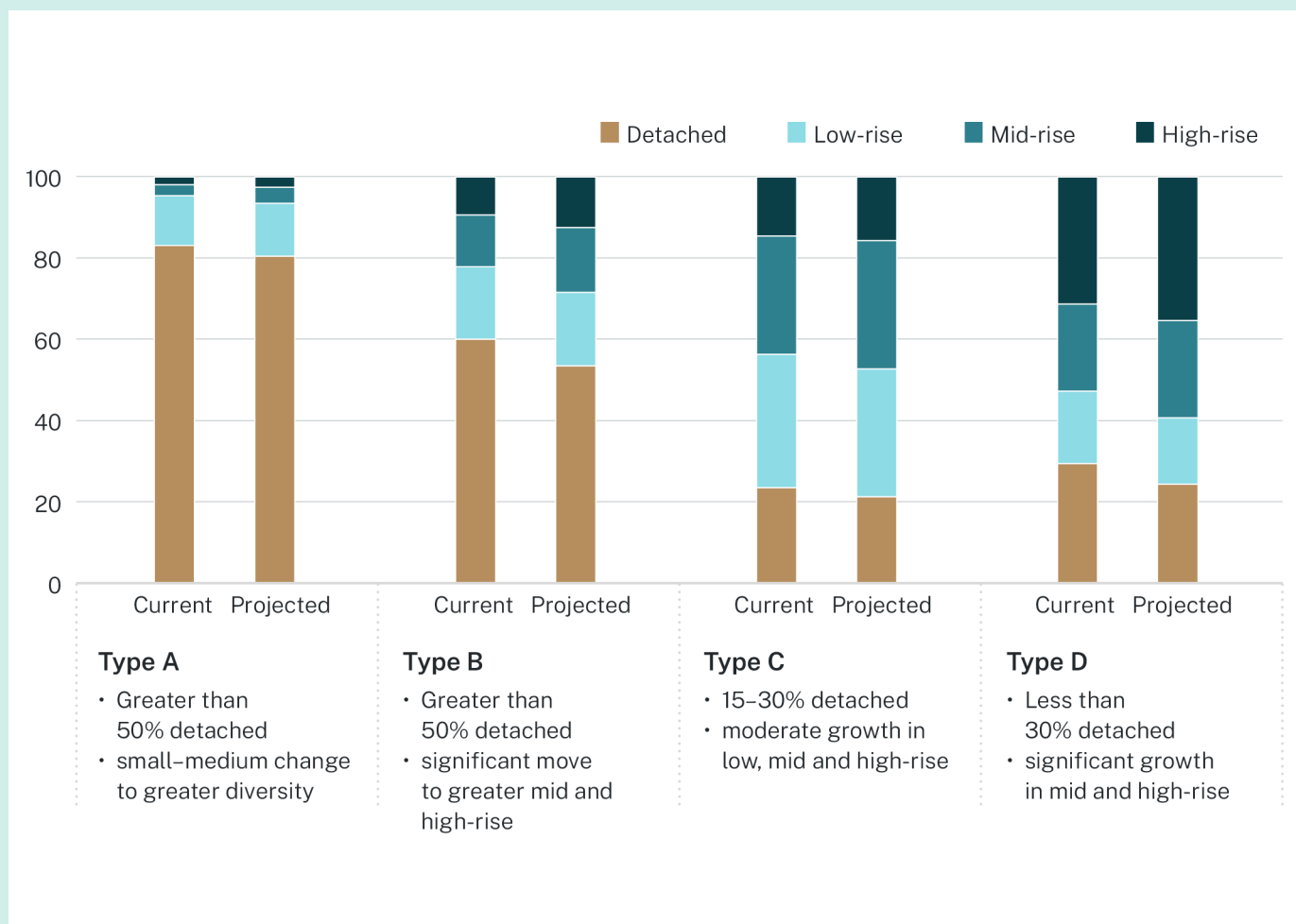
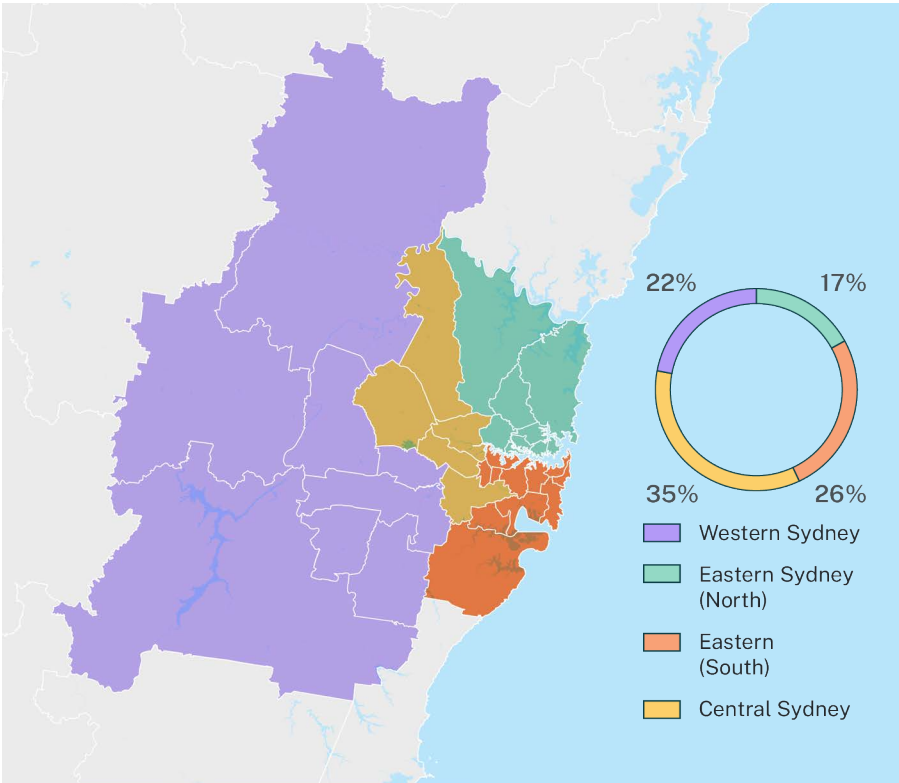
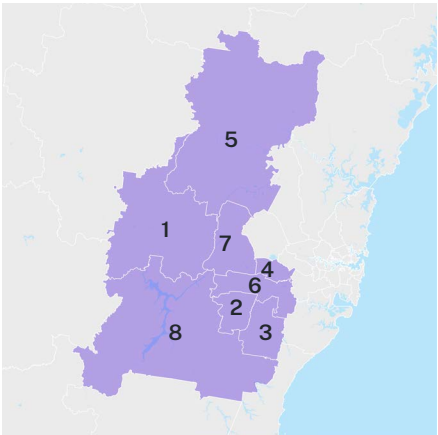


Figure 46: Five-year housing targets



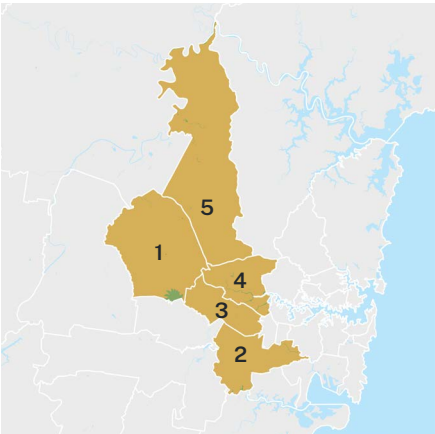
Sydney region

2024–29 target
263,400



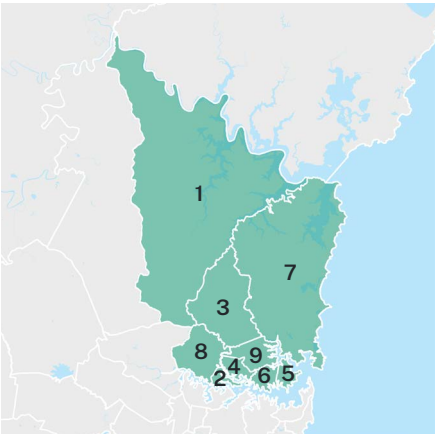
Western Sydney

	LGA	2024–29 target
1	Blue Mountains	600
2	Camden	10,200
3	Campbelltown	10,500
4	Fairfield	5,900
5	Hawkesbury	1,300
6	Liverpool	16,700
7	Penrith	8,400
8	Wollondilly	5,500



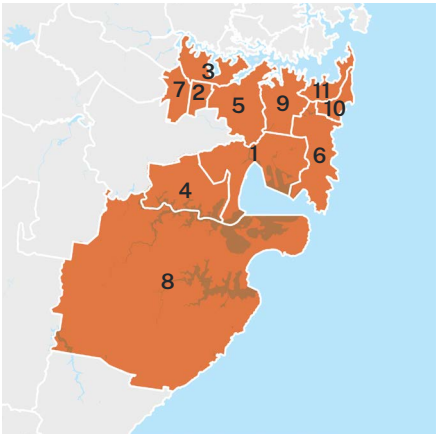
Central Sydney

	LGA	2024–29 target
1	Blacktown	21,400
2	Canterbury–Bankstown	14,500
3	Cumberland	12,200
4	Parramatta	19,500
5	The Hills	23,300



Eastern Sydney (North)

	LGA	2024–29 target
1	Hornsby	5,500
2	Hunters Hill	400
3	Ku-ring-gai	7,600
4	Lane Cove	3,400
5	Mosman	500
6	North Sydney	5,900
7	Northern Beaches	5,900
8	Ryde	11,600
9	Willoughby	3,400



Eastern Sydney (South)

	LGA	2024–29 target
1	Bayside	10,100
2	Burwood	3,300
3	Canada Bay	5,000
4	Georges River	6,300
5	Inner West	7,800
6	Randwick	4,000
7	Strathfield	3,500
8	Sutherland	6,000
9	Sydney	18,900
10	Waverley	2,400
11	Woollahra	1,900

Case study: Belmore and Lakemba

In April 2024, at the request of Canterbury-Bankstown Council, Belmore and Lakemba were announced as stations under the Transport Oriented Development Program.

Canterbury-Bankstown Council took the opportunity to plan an alternative approach for Belmore and Lakemba. It exhibited master plans that were site-specific, considered local context and covered a much broader area than the Transport Oriented Development Areas.

The result was the potential delivery of significantly more homes than proposed under the Transport Oriented Development Program. This is a good example of a Council taking the initiative to bring about change using a locality-based approach.

Council housing options for the Belmore–Lakemba stations precinct in lieu of original Transport Oriented Development Program proposal.



Actions:

Department actions

1.1	Develop and implement a revised housing supply and diversity monitoring framework	2028
1.2	Work with councils to deliver the next five-year housing targets for each LGA	2028
1.3	Work with councils to identify the appropriate amount of capacity required to provide 30 years of feasible housing capacity in each LGA	2027–29
1.4	Investigate expanding the Low and Mid-Rise Policy across Sydney	2027–28
1.5	Investigate planning control incentives relating to housing diversity and requirements for family-friendly apartments in medium and high-rise residential development	2027
1.6	Amend the Greenfield Housing Code to permit more low and mid-rise diverse housing types with appropriate smaller lot size controls	2028
1.7	Investigate amendments to the manufactured home estate prohibition in Sydney	2028

Council actions

1.8	Update local strategic planning and local environmental plans to provide 30 years feasible capacity to meet housing need	2027–29 and ongoing
1.9	Update local strategic planning and local environmental plans to incorporate more diverse housing and a relative increase in attached housing	2029 and ongoing

RESPONSE 2:

Secure the supply of affordable housing



Strategic outcomes

- Affordable housing rates are supported by feasibility analysis and phased in over time.
- Affordable housing is encouraged in well-located areas with consideration of diverse demographic needs and growth.
- Work with Aboriginal landowners to provide pathways and opportunities to increase dedicated and culturally responsive housing for Aboriginal peoples.

Affordable housing, rental dwellings provided to very low, low and moderate-income households, is instrumental in addressing housing affordability, and the NSW Government is committed to delivering affordable housing in well-located areas.

Affordable housing needs vary across the community, with different groups experiencing specific barriers to accessing secure and appropriate housing. Aboriginal communities in particular face significant barriers to accessing appropriate and affordable housing, leading to poorer health, education and socioeconomic outcomes. Housing on Country should be made available as a genuine and accessible option. Partnering with Aboriginal landowners to enable Aboriginal peoples to live on and stay connected to Country supports their cultural responsibilities, strengthens identity and continuity, and promotes long-term social, emotional and cultural wellbeing.

Surplus government-owned land is being identified to fast-track affordable housing supply. Under the Government Property Framework, surplus government owned land is audited to identify sites suitable for housing for the delivery of social, affordable, key worker and market housing. For example, the former Forest High School site in Frenchs Forest has been identified as surplus government-owned land and will be transformed into a mixed-use town centre with dwellings set aside for affordable housing.

A range of measures have been introduced to support the delivery of affordable housing across Sydney. Inclusionary zoning has been implemented through the Transport Oriented Development Program, targeting priority locations with strong access to public transport. In Accelerated Precincts, developments are required to provide between 3% and 18% affordable housing in perpetuity, while in other Transport Oriented Development areas a 2% mandatory contribution applies to developments over 2000 sqm.

The Housing Deliver Authority (HDA) considers applicant's affordable housing offerings in their evaluation of Expressions of Interests (EOI), guided by the HDA EOI criteria. Additionally, the In-fill Affordable Housing Scheme provides planning incentives to encourage developers to include affordable housing in new projects, particularly in existing urban areas.

Councils play a key role in planning for additional affordable housing supply. To provide certainty and clarity on affordable housing outcomes, every council must have an affordable housing contribution scheme (AHCS) in place after 2029.

The NSW Government's AHCS toolkit and guideline will assist councils in preparing and implementing an AHCS. New concepts and processes are introduced to assist councils in removing policy implementation barriers for councils.

Councils can consider opportunities to extend affordable housing schemes to new rezonings, supported by feasibility testing to understand the impact of contribution rates on development feasibility. In areas undergoing significant change, affordable housing contributions should reflect the level of uplift proposed.

Cross-council collaboration can support affordable housing delivery by enabling councils to share resources and consider opportunities across local government boundaries.

Case study: Waterloo South Precinct

The rezoning of Waterloo South will deliver a mixed tenure of 3,300 homes with a minimum 30% of social housing and approximately 20% of affordable housing. Located on Government-owned land, the precinct will provide improved social, affordable and private housing, including an additional approximately 300 social homes, together with community facilities and green spaces that support the residents' health and wellbeing. The project capitalises on the new Waterloo Metro station meaning residents have easy access to services and amenities.

Acknowledging the Aboriginal significance of Waterloo, the NSW government is working with the local Aboriginal community and partner community housing providers to identify opportunities to improve outcomes for Aboriginal people. This includes 20% of all new social homes and 15% of all new affordable homes to be dedicated to Aboriginal people. The project also ensures that culturally appropriate asset and tenancy management services are available.



Waterloo station

Actions:

Department actions

- | | | |
|-----|---|---------|
| 2.1 | Publish updated affordable housing contribution scheme guidelines and a toolkit to support councils | 2026–27 |
| 2.2 | Implement planning policy changes to improve affordable housing outcomes under Transport Oriented Development and infill affordable housing programs, including more flexible contribution arrangements | 2027 |

Council actions

- | | | |
|-----|---|------------|
| 2.3 | Prepare and adopt an affordable housing contribution scheme | After 2029 |
| 2.4 | Review surplus council-owned land that may be suitable for affordable housing | 2029 |

RESPONSE 3:

Equitably grow a range of jobs



Strategic outcomes

- Employment floor space in a range of industries is delivered throughout the region to improve equitable access to opportunities.
- Infrastructure investment across the region is leveraged to deliver employment and productivity growth.
- Centres are prioritised for strategic jobs, with complementary residential land uses located outside of commercial cores.

An additional 950,000 jobs are needed to support Sydney's population by 2046 (Figure 47). Jobs growth is expected across all industries, building on Sydney's diverse economy and skilled workforce. The largest increases are anticipated in health, manufacturing and production, business services, and technology and communications sectors.

Jobs will be distributed across the region, aligning employment opportunities with infrastructure investment (Figure 48). Growth in CBDs, major centres and activity centres will support access to jobs by public transport, particularly for corporate and service-based industries.

Jobs growth is also identified outside centres where:

- manufacturing and industrial serve vital functions, such as logistics and transport
- health and education are significant job drivers

Distributing jobs across the region improves access to employment opportunities by supporting more jobs closer to where people live, including disadvantaged groups, Aboriginal communities and people with a variety of skills. Historically, western Sydney's jobs growth has been in the

health, education, industrial and manufacturing sectors. Employment targets in western Sydney identify growth of an additional 280,000 jobs by 2046, across all industry sectors. This growth aims to improve access to jobs by public transport, with an additional 15% of western Sydney residents able to access more than 50,000 jobs within 30 minutes. Jobs growth will leverage government investment in Bradfield City, and build on the major centres in Liverpool, Penrith and Campbelltown. Delivering industrial and manufacturing in industrial lands in western Sydney, including the Aerotropolis, provides additional job growth.

Housing and employment guidance for centres and LGAs is provided in Appendix D, and by UDP area (Table 2). Employment guidance seeks to:

- inform public infrastructure investment decisions
- support the network of centres by distributing jobs across centres
- guide planning decisions on appropriate zonings
- enable businesses to make investment decisions and target specific workforces

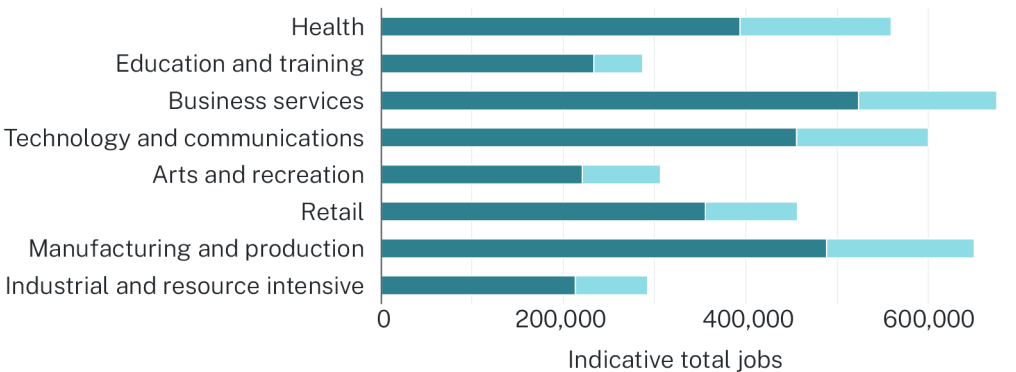
Councils should apply employment guidance to support jobs growth, both in and out of centres, to provide more employment opportunities for residents.

Table 2: 2046 jobs targets by UDP Region

Source: DPHI 2026

UDP Area	Existing jobs (2026)	Additional jobs (2026–46)
Eastern Sydney (North)	560,000	180,000
Eastern Sydney (South)	1,207,000	253,000
Central Sydney	659,000	237,000
Western Sydney	475,000	280,000

Figure 47:
Total jobs by employment category in Sydney in 2046
Source: DPHI 2026



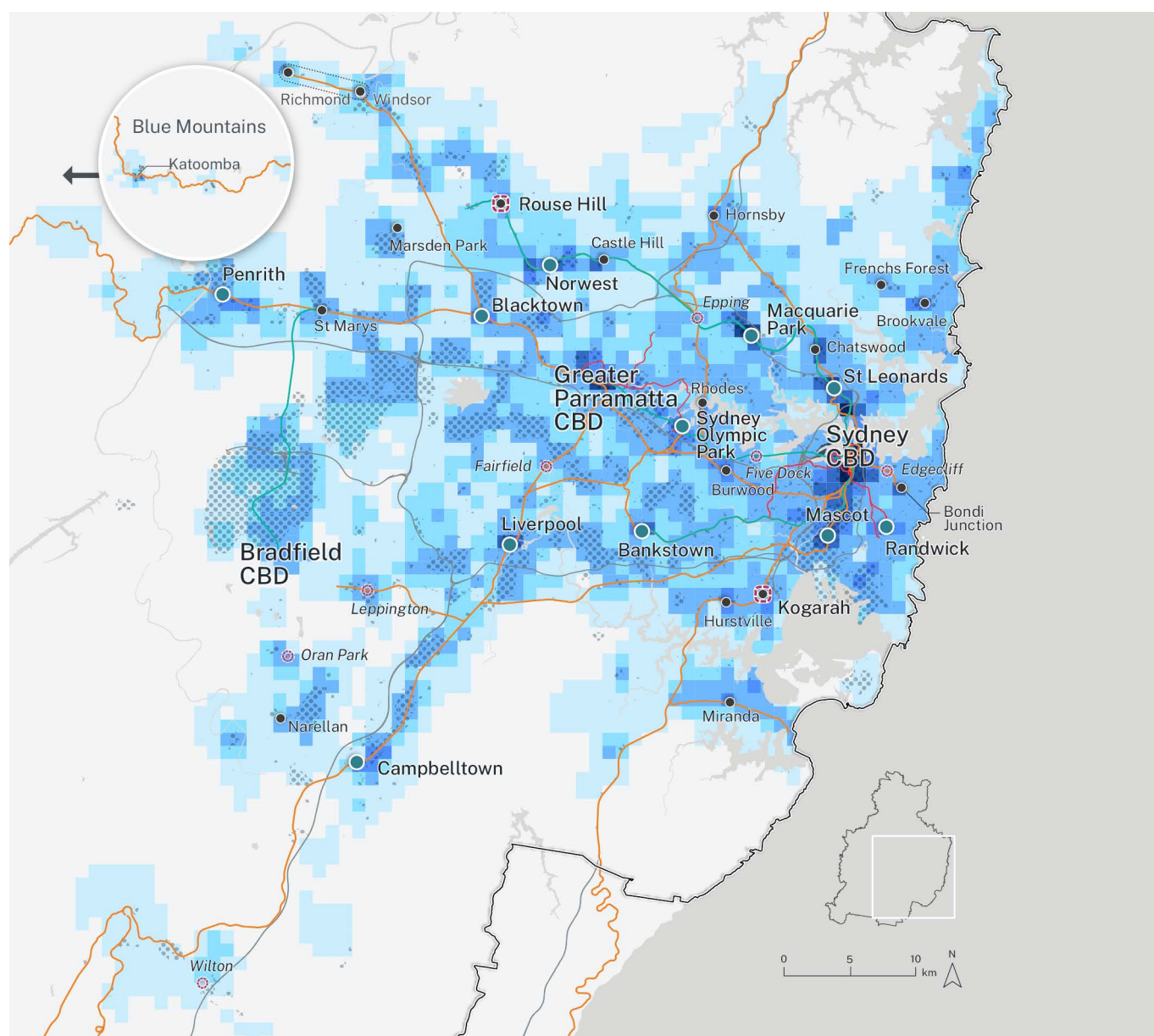
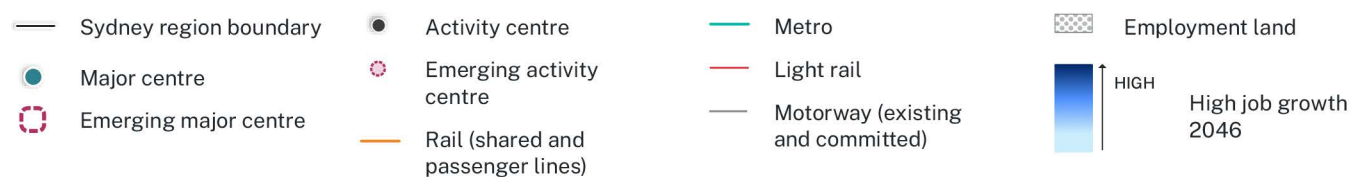


Figure 48: Sydney jobs density 2046



The map is conceptual only and represents planned density of total jobs using conceptual grids for representation purposes only. Growth is planned to occur in all locations, with intensity of jobs in shades of blue. This map does not apply in development assessment. Detailed planning will provide more refined planning for the matters shown in this figure.

Actions:

Department actions

- | | | |
|-----|--|------|
| 3.1 | Review jobs needs to consider land use changes, employment changes and emerging industries | 2028 |
| 3.2 | Review employment zone planning policy for centres | 2027 |

Council actions

- | | | |
|-----|--|------|
| 3.3 | Update local environmental plans to enable jobs growth in and out of centres identified in the Housing and Employment Guidance (Appendix D), including responding to infrastructure availability | 2029 |
|-----|--|------|

RESPONSE 4:

Grow housing and jobs in well-located centres



Strategic outcomes

- Centres deliver employment and appropriate mix of uses including complementary high density residential and community land uses.
- Centres are planned and developed to reflect their role within Sydney's jobs network to deliver diverse job opportunities.
- Commercial cores within centres are prioritised for employment generating uses.
- Housing in centres is encouraged where it aligns with centre employment profiles and provides diverse dwelling types to support workforce needs and lifestyles.

Centres play an important role across Sydney. They provide essential employment uses, deliver a wide range of services and amenity to surrounding communities and serve as focal points for economic activity, social interaction and cultural exchange. Well-connected by public transport, centres are key locations for housing and employment growth, supporting jobs closer to homes and opportunities for key worker housing.

Over the years, the dynamic of centres has evolved significantly. The traditional model of concentrated employment centres with little to no residential development has shifted, with centres now experiencing greater levels of residential development within and around their boundaries. This transformation reflects changing market preferences, opportunities of mixed-use development, and a focus on accommodating growth in more compact, accessible places.

Residential development within and around centres can support local businesses, services and public spaces throughout different times of the day. However, housing growth needs to be balanced with the ongoing role of centres as places of employment and economic activity.

However, residential demand operates on shorter cycles, while commercial demand evolves over longer timeframes as activity expands. Planning needs to protect long-term employment capacity to support sustained economic growth. Mixed-use development provides an opportunity to achieve this balance by combining employment, residential,

civic and recreational uses. It can deliver housing that is located close to transport, jobs and services while supporting centres to serve as a focal point for economic activity, social interaction and cultural experiences.

In line with the strategic intent of a centre as identified in Table 3, residential development in centres should deliver increased height and density, housing diversity and a broader dwelling mix. Providing a range of dwelling types and sizes supports centre activation, improves liveability, and contributes to stronger and more vibrant communities.

Housing within these centres should align with the economic role and employment focus of each centre, making sure residential uses support rather than compete with the centre's primary function. Centres with strong commercial or office-based employment should prioritise higher density apartments and smaller dwellings that accommodate workers seeking proximity to jobs and public transport.

Centres with industrial, retail, educational or health-related employment should provide a broader mix of housing, including affordable options, key worker, student housing and family-oriented dwellings. Aligning housing types, densities and affordability levels with centre economic profiles is essential to create vibrant communities and strong employment hubs.

A key opportunity is to better align housing delivery with employment centres and infrastructure by providing well-located key worker and affordable housing alongside a broader range of housing choices. Many centres across Sydney are major hubs for education and health-related employment, and housing delivered close to these centres can enable key workers, including teachers and healthcare workers, to live closer to where they work.

Expanding housing diversity in centres — including key worker and affordable housing, build-to-rent and mixed-use development — can improve access to jobs particularly near education and health facilities, reduce commuting pressures, and support ongoing delivery of essential services. To this end, the NSW Government is investing \$450 million through Landcom to deliver around 400 build to rent homes for key workers across Sydney, including 180 homes in Chatswood.

Employment and housing growth in centres should be aligned with the strategic intent of the centre and guidance included in Appendix D.

The Sydney region has a network of centres with distinct corridors (Figures 49, 50 and 51) that enable centres to develop and function in an interconnected but different way. They contain centres that benefit from connectivity – centres that can specialise and grow in targeted industries,

leveraging infrastructure and supporting high density housing and employment areas. Some centres provide a strong employment focus while others a strong housing focus – all being situated along mass transport routes that make them well-connected to jobs, housing and services.

Table 3: Centre types

Typology and role	Guidance	Example centre (indicative graphic interpretation only)
CBD Supporting a high concentration of employment and business activity, with significant employment floor space and high density mixed-use development, reflecting its critical role in the region's economy.	• Employment is the primary function of the centre • The centre has a clearly defined commercial core • High density residential and mixed-use development complements the commercial core and supports the centre's ongoing employment function • Residential uses support vibrancy but are not the primary land use • Indicative building height 30+ storeys	
Major Centre Characterised by a strong employment function supported by a mix of complementary uses including residential development supporting a commercial core.	• The centre has a clearly defined commercial core • Employment uses are concentrated within the commercial core • Higher density residential and mixed-use development is focused in locations with strong mass transit access, supporting centre vitality, a broader mix of uses and ongoing role of the commercial core • Indicative building height 20+ storeys	
Activity Centre A mixed-use centre that maintains a significant service oriented employment floor space while supporting higher density residential development, enabling convenient access to services.	• The centre provides a mix of local jobs, services and retail, contributing to the broader employment network • Zoning supports a flexible mix of employment and residential uses • Residential and mixed-use development supports local services and contributes to centre activation • Employment and residential uses are integrated across the centre, with a balanced mix of activities	
Local Centre Higher residential focus, supporting local service-oriented employment alongside higher density housing.	• Residential uses form the primary component of the centre • A diversity of dwelling types is supported to meet varying household needs. • Employment focuses on supporting local residents and daily needs	

Commercial core
 Mixed-use
 Industrial employment

High density residential
 Medium density residential
 Low density residential

Health and education
 Open space

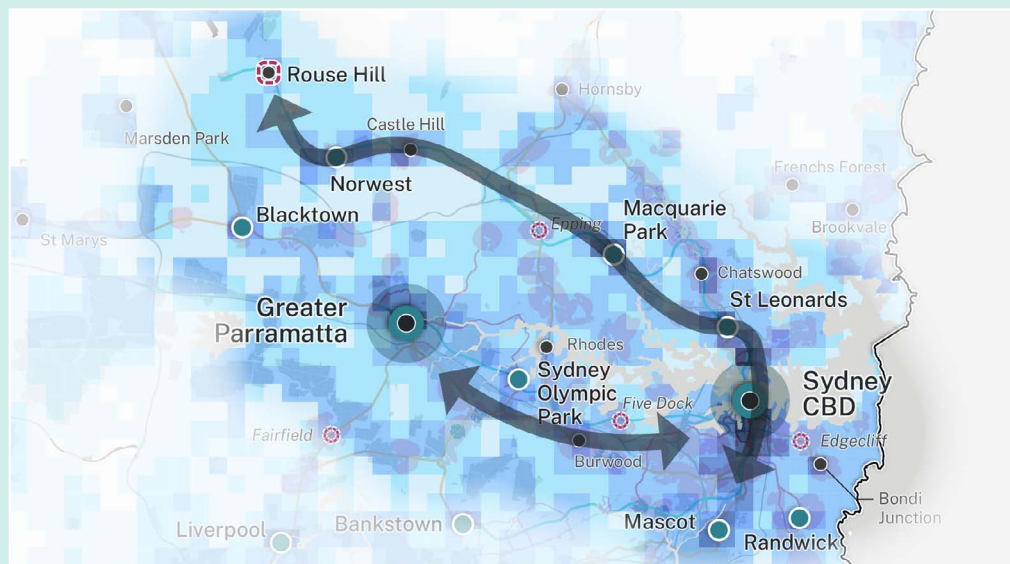


Figure 49: Sydney's housing and employment corridors – North West and Sydney to Parramatta

North West Sydney

The M1 Metro line has established a corridor, connecting the north west from Tallawong to the Sydney CBD and onward. The corridor is anchored by the Sydney CBD, including North Sydney, which provides a strong base in finance, as well as technology and communications industries. Opportunities to intensify existing residential zoned land around the core should be investigated.

Over the next 20 years, employment growth should leverage significant health and education infrastructure, including Macquarie University, Royal North Shore Hospital and the future hospital at Rouse Hill, while building on an emerging base in technology and communications, and manufacturing industries. Major centres include Macquarie Park, St Leonards and Norwest. Growth should align with each centre's economic specialisation, strengthening key employment functions. Residential development should be directed to suitable, well-located areas, including TOD and LMR areas.

Activity centres along the corridor, such as Chatswood and Castle Hill, and emerging Epping, can accommodate additional population servicing jobs, higher residential density, and cultural and civic facilities.

Housing growth throughout the corridor should be delivered in centres, maximised in local centres enabling more people to live close to a diverse range of jobs.

Significant housing growth will be focused on key station precincts, particularly Rouse Hill–Tallawong and Norwest–Bella Vista–Kellyville, where a combination of transport capacity and available land will drive significant uplift. Major local centres including Cherrybrook, Carlingford, Pennant Hills and North Ryde, should be investigated for increased housing diversity to support access to jobs and services.

Sydney to Parramatta

Sydney's 2 established CBDs form a corridor connecting major centres and housing opportunities. As the corridor's economic anchors, the CBDs will continue to support significant employment growth and innovation, enhanced by new Metro services that will facilitate housing and jobs growth.

Sydney CBD plays a dominant role in finance, while Parramatta CBD has a focus on public administration. Both CBDs host nationally significant health and education clusters Westmead, Royal Prince Alfred, Sydney University, and Tech Central, which are key employment anchors.

Sydney Olympic Park has historically leveraged its position as a major sporting and events destination, supporting strengths in arts, recreation and a strong manufacturing presence. As its residential population grows, demand for employment will increase, supporting greater activity and vibrancy.

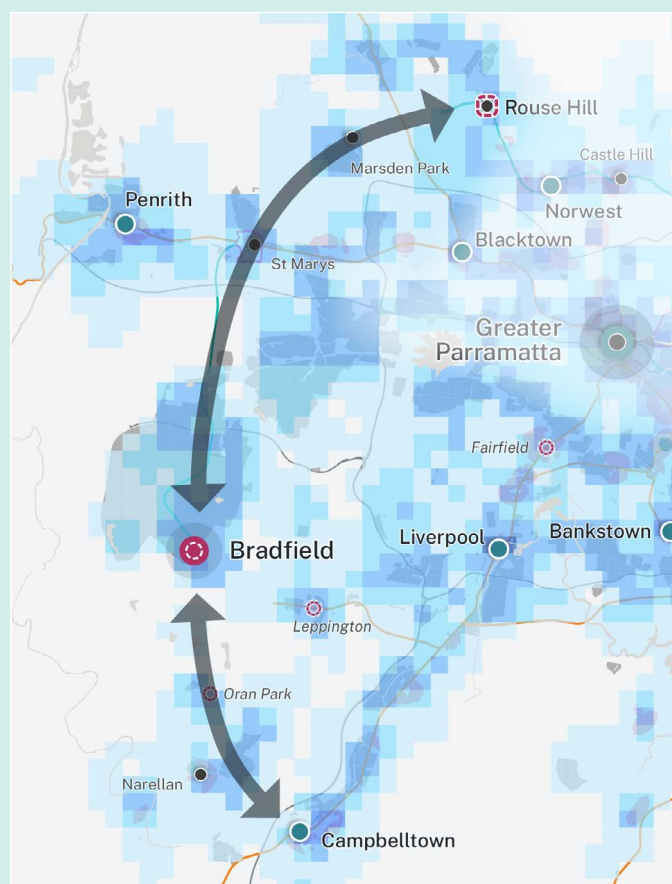
Over the next 20 years, employment growth across the corridor is expected to remain diverse. This will be shaped by improved connectivity and population growth, particularly along the Metro line at Bays West, Five Dock and Burwood North.

Activity centres will play a critical role in service-oriented industries, including Rhodes, supported by Concord Hospital; Burwood, an established retail and public administration centre that will grow with Burwood North; and Five Dock, an emerging centre.

Outside of existing state-led rezonings and TODs, housing growth should be focused in local centres – including Granville, North Strathfield, Balmain, Ashfield, Granville and Lidcombe – to support local employment and services.

Extending westward to Blacktown major centre, the corridor supports local housing opportunities along the T1 train line, including Seven Hills and Wentworthville.

Figure 50: Sydney's housing and employment corridors – Bradfield to Tallawong and South West Sydney



Bradfield to Tallawong

The Bradfield to Tallawong corridor reflects the catalytic role of the Western Sydney Aerotropolis as a major economic anchor for the region.

The significant job growth anticipated in and around Bradfield, as an emerging CBD, presents an opportunity to deliver jobs closer to where people live in western Sydney. Growth over the next 20 years will deliver substantial expansion of employment opportunities and housing supply, underpinned by its focus on advanced manufacturing and innovation.

The corridor strengthens connections between the Aerotropolis, St Marys and established and emerging areas to the north, including Marsden Park, which will continue to grow as a key employment location over the next 20 years. Improved transport connectivity represents a significant opportunity to address historical imbalances in access to jobs across western Sydney.

The corridor will support long-term uplift by aligning new housing with major infrastructure investment and transitioning from largely low-density to a more diverse housing mix. There is potential for significant housing growth and diversity from Marsden Park to St Marys.

Key employment centres will play complementary roles and be supported by surrounding industrial lands. This includes Penrith, continuing its role as a major health and education centre. St Marys, supported by the intermodal, will continue to grow as a centre for industrial and manufacturing activity, and Marsden Park, which will strengthen its role as a hub for retail and industrial uses.

Local centres along the corridor will need to accommodate residential growth and provide retail, other population-serving uses around transport locations such as Orchard Hills, Sydney Science Park, Mt Druitt, and Riverstone, to support a growing population, improving access to jobs and services.

South West Sydney

This corridor builds on existing and planned transport connections, supporting long-term jobs growth aligned with population expansion, extending south from the Aerotropolis into the South West Growth Area.

Improved transport connectivity provides an opportunity to address employment access inequalities. Over the next 20 years, employment growth should focus on major centres to support more equitable access to jobs for south west Sydney residents.

Major centres along the corridor between Western Sydney International Airport, Liverpool and Campbelltown, will perform complementary roles. Liverpool, will anchor public administration and healthcare, building on established education infrastructure; and Campbelltown, will strengthen its role in healthcare and retail, with employment growth driven by its hospital and university campuses.

Supporting this key employment role, Liverpool and Campbelltown will accommodate significant new housing both in their centres and surrounds, with increased delivery of apartments, mixed-use precincts and medium-density housing.

Activity centres along the corridor provide important local services. Narellan has strengths in manufacturing and retail, while Oran Park and Leppington are emerging activity centres. These centres will accommodate significant housing and employment growth, with a transition beyond detached dwellings to a more diverse housing mix.

Local centres such as Edmondson Park, Glenfield and Camden will play a critical role in accommodating residential growth and providing retail, services and population-serving uses. These centres will be essential in supporting daily needs, improving access to services and enhancing liveability across the South West Growth Area.

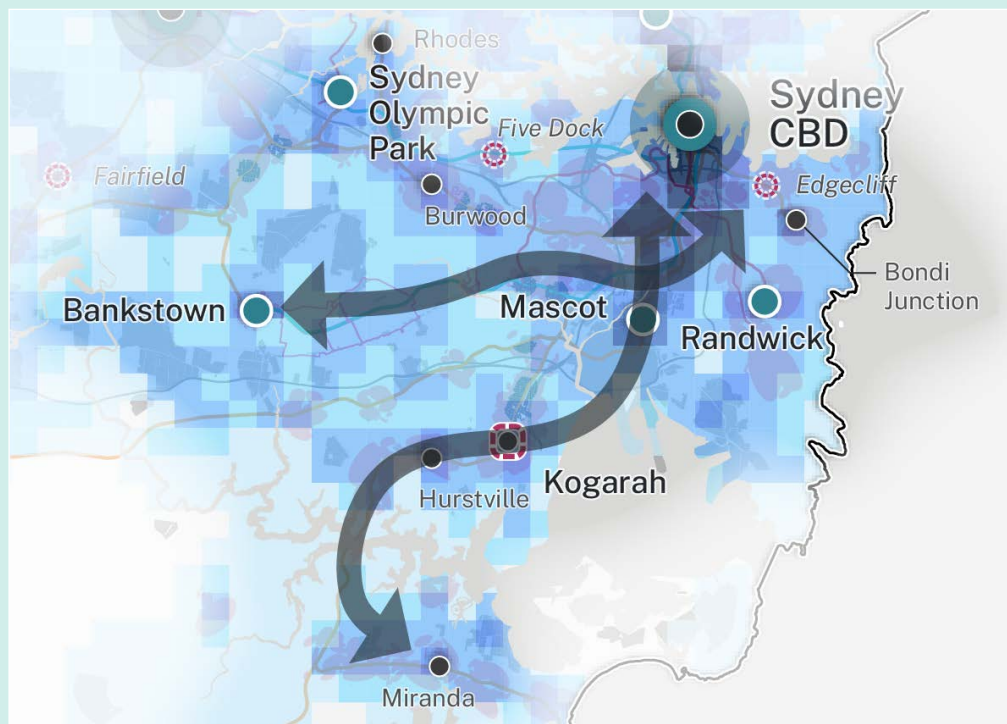


Figure 51: Sydney's housing and employment corridors – Southern Sydney and Bankstown to Sydney CBD

Southern Sydney

The Southern Sydney corridor extends from Sutherland to Randwick, linking centres and a concentration of jobs supported by major health and education infrastructure.

Employment growth over the next 20 years should be prioritised in major centres along the corridor. While housing in employment centres can support job access and activity, the majority of residential growth should be directed to local centres.

Opportunities to diversify the housing profile should be explored, with key worker housing encouraged in and around major centres with hospital infrastructure, as well as in major local centres such as Sutherland, Mortdale, Kensington, Kingsford and Maroubra. This approach will support improved access to centres, jobs and services.

Major centres along the corridor include: Randwick with a strong health and education focus; Mascot with strengths in industrial and manufacturing activities; and Kogarah an emerging major centre with strengths in both health and financial services employment.

Activity centres along the corridor, including Miranda and Hurstville, play an important retail role and should prioritise growth in local services to support growing communities.

Local centres along T8 line such as Wolli Creek, Bexley North, Kingsgrove, Beverley Hills and Revesby offer significant potential to support additional housing growth, particularly through increased density and diversity around the stations.

Bankstown to Sydney CBD

The Bankstown to Sydney CBD corridor, aligned with Canterbury Road and supported by Metro and rail connections on either side, is a high housing growth corridor, anchored by major employment centres.

Bankstown as a major centre supports employment growth in health, education and retail. The broader connections to the Sydney CBD, and more indirectly to Parramatta CBD, support the economic opportunities of this corridor.

Employment along the corridor is dispersed, with jobs located in local centres and industrial precincts, supporting concentrations of industrial and service-based employment. Along its core, the corridor includes regionally significant industrial lands at Revesby, Padstow and Peakhurst, extending further toward Alexandria in the east.

With a strong public transport network through the T8 train line and Metro Southwest, the corridor has significant potential for higher density housing. Local centres along the corridor including Revesby, Lakemba, Beverley Hills and Campsie provide access to employment and essential services.

Opportunities to increase housing should be investigated along the corridor to support improved access to jobs and services. More broadly, the corridor should accommodate additional housing and diversify its current housing profile dominated by low density.

Case study: Burwood – an urban intensification success story

From the post-war period onwards, Burwood began shifting from a low density suburb of large homes to a denser urban precinct. Population growth drove the replacement of detached houses with apartments and townhouses. The rail line supported steady redevelopment and higher density living near the station, strengthened by increased retail jobs and services. Through the late 20th century and early 2000s, this gradual densification continued. This increasing density, coupled with diversity helped build the social and economic base for a more active urban environment.

In the 2010s and 2020s, density began to translate into vibrancy. A highly multicultural population drove a strong food and cultural scene. The opening of Burwood Chinatown, along with night markets and laneway upgrades, created a lively day to night destination.

Future improvements, including the Burwood North Metro station, will further boost access and opportunity. Burwood's jobs and housing growth, combined with strong connectivity, make it ideal for further activation. As an activity centre, it is expected to grow 2,000 more jobs over the next 20 years – mainly in business services and hospitality – to support the increased residents, as low and medium-rise housing and nearby high density centres continue to grow. The Council has taken strong initiative to create activation and vibrancy through its Burwood After Dark Strategy and Licence to Play Policy. Initiatives like the Special Entertainment Precinct trial will continue to strengthen nightlife and public activity, both day and night.



Chinatown, Burwood
Image credit: Destination NSW



Actions:

Department actions

4.1	Identify and deliver state-led rezonings for identified housing and employment centres	Ongoing
4.2	Investigate planning and policy interventions to support centre activation	2027
4.3	Monitor the feasibility of employment development, occupancy and vacancy rates, and uptake of commercial floor space in CBDs and major centres	Ongoing

Council actions

4.4	Update planning controls for E1 and E2 zones around identified Low and Mid-Rise Housing Areas to increase floor space for goods and services to meet the needs of new residents and to consider shop top housing	2029
4.5	Review housing and employment planning controls to deliver on the recommendations included for each LGA in the Housing and Employment Guidance (Appendix D)	2029

RESPONSE 5:

Create a more vibrant Sydney



Strategic outcomes

- Day-and-night economy activation opportunities and 24-hour principles are embedded to promote vibrancy and local economies.
- Key arts and entertainment precincts, social and cultural infrastructure are activated through flexible planning controls and streamlined planning pathways to promote active street frontages, multi-purpose spaces, late-night entertainment, outdoor dining and event activation.
- Celebrate Aboriginal culture and heritage through effective co-design of civic and cultural spaces.

The liveability of centres is shaped by land use planning and urban design that support their role as focal points for social, cultural and economic activity. Planning for all centres, from CBDs to local centres, must consider liveability, and how people will safely access and use:

- public and active transport
- quality public spaces
- cultural and social infrastructure
- venues and business with flexible trading hours.

Social and cultural infrastructure such as open space, libraries, museums, theatres and community centres, encourages access to community and cultural activities fostering social cohesion and connection. Outside centres, vibrancy is supported through well-serviced employment areas that provide flexible and affordable creative spaces, local amenities and safe environments at different times of the day. Partnerships with Aboriginal communities can support the integration of stories of Country into the design of places and public spaces. Recognising shared histories and stories through planning and design, including public art and Aboriginal cultural interpretation.

Greater density in centres allows more people to live close to jobs and services, supporting more active places. As infill areas accommodate more housing and jobs, councils should review and update planning controls to actively promote activation. In new greenfield areas, social and cultural infrastructure should be considered early through master planning and urban design.

Councils' planning for housing and jobs growth should consider how employment and mixed-use zones in centres can support a mix of activities and respond to changing community needs (Figure 52). Height and floor space bonuses should be considered for increased public benefit and local vibrancy.

Local activity can be supported through a range of initiatives delivered by government agencies and councils. The *Vibrancy Reforms and Cultural State Environmental Planning Policy* introduced in 2025 provide councils with more flexibility to manage public spaces and support live entertainment, dining, and local and cultural events. Special Entertainment Precincts (SEPs) can also support the 24-hour economy through extended trading hours and tailored sound controls for venues, food and drink premises, community facilities, shops and businesses.

Under these changes, Sydney is moving towards a more decentralised network of vibrant centres. In western Sydney, councils such as Parramatta, Liverpool and Fairfield are leveraging these reforms to build vibrant and activated centres. In eastern Sydney, these initiatives will continue to support activation and enrich nightlife as growth occurs.

This approach is occurring at the permanent Enmore Road SEP, with additional SEPs on trial in the Inner West and Fairfield local government areas. An additional 16 Sydney councils are working towards a trial SEP in their LGAs.

Community Improvement Districts are also a mechanism for councils and businesses to collaborate to grow the local economy and encourage vibrant centres. Beyond formal programs, councils should explore broader local opportunities such as public domain improvements, cultural and event activation of public spaces. Councils should also consider the 24-hour economy when undertaking local strategic planning.

The NSW Government continues to work with councils to support local implementation of the Vibrancy Reforms in partnership with industry and communities. In the medium to long term, the Department will work across Government and councils to plan for and develop cultural infrastructure.

Figure 52: Key elements of a vibrant neighbourhood in Sydney



- 1 Access to public transport, affordable parking, taxi, rideshare services and active transport options.
- 2 A local day-and night-time economy that is accessible, safe for everyone and characterised by a diversity of businesses, cultures and land uses.
- 3 Mix of housing types such as mixed-use and medium to high density.
- 4 Mitigation of noise, lighting and other amenity impacts on sensitive land uses (e.g. healthcare clinics, aged care facilities and schools) to minimise land use conflicts.
- 5 Walkable, well-lit urban environments with active frontages, clear sightlines and wayfinding.
- 6 Extended trading hours during early morning or late at night.
- 7 Flexible settings for seating, socialising, events, alfresco dining, performances and mobile businesses.
- 8 Community facilities that provide accessible, affordable and welcoming spaces for everyone.

Actions:

Department actions

5.1	Support councils and agencies to implement vibrancy reform programs	Ongoing
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Council actions

5.2	Establish Special Entertainment Precincts where appropriate to protect, grow and support diverse community arts, cultural and retail uses as part of council-led precinct planning	Ongoing
5.3	Review and update planning controls to incentivise mixed-use in centres.	2029

RESPONSE 6:
Secure an ongoing pipeline of productive industrial lands



Strategic outcomes

- Planning and development protect the strategic importance of state and regionally significant industrial land.
- Maintain locally significant industrial lands that have a demonstrated role in supporting local area and supply chains.
- Planning controls accommodate the need of emerging and evolving industry needs, opportunities for intensification and better utilisation of industrial land.
- Industrial land leverages key freight locations.
- Regionally significant industrial lands adjoining state significant industrial lands are prioritised for freight and logistics.
- Deliver and service industrial lands to maintain an industrial lands pipeline to support Sydney's growing population.

Industrial lands in Sydney have different roles and functions. They support the needs of a growing population and contribute to the broader state and national economy.

To grow Sydney's industrial land, existing industrial land has been categorised in accordance with the Statewide Policy for Industrial Lands (Statewide Policy) (see Figure 54, Table 4 and further detail in Appendix E – Sydney's Industrial Lands). Planning proposals must demonstrate consistency with the Statewide Policy for Industrial Lands published by the Department of Planning, Housing and Infrastructure from time to time.

The Sydney region includes critical state and national infrastructure, including 2 international airports, ports and intermodal terminals that support supply chains.

Regionally significant industrial areas include land adjoining state infrastructure that support the supply chains, as well as significant manufacturing, freight and logistics and other industrial uses. Locally significant industrial lands support local communities through last mile services and local industrial activities.

Table 4: Sydney's industrial lands in each category

Source: DPHI 2026

Category	% of Precincts	Area (Ha)	% of Area
State e.g. Port Botany, Moorebank intermodal	5%	4,028	18%
Regional e.g. Kurnell and Silverwater	49%	18,007	78%
Local	46%	936	4%
Total	100%	22,971	100%

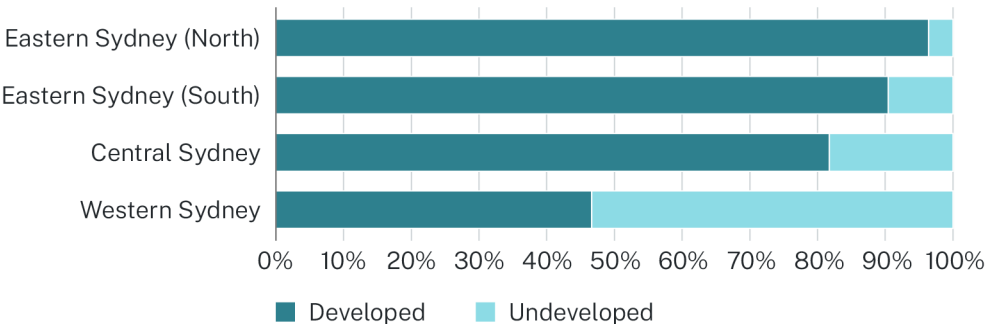
Bays Precinct is under review.

**Area (Ha) excludes area from waste facilities which have been categorised but are not on industrial zoned land.*

Growing and intensifying existing industrial land needs to be supported by an ongoing supply of serviced new industrial land. Sydney is a highly constrained market for the supply of development ready industrial land, with a key driver of demand is increased activity in the freight and logistics sector. The take up of industrial land in Sydney has averaged around 165 hectares a year over the last 7 years.

While Sydney has a significant amount of zoned industrial land, much of this land is not yet development ready (Figure 53). The total amount of zoned and undeveloped industrial land has the potential to meet forecast demand over the next 20 years, however, the availability of development ready industrial land is limited. There is a need for ongoing active coordination to make sure land is made available for development in the right locations to meet demand.

Figure 53:
Industrial land supply by UDP Area
Source: DPHI 2025



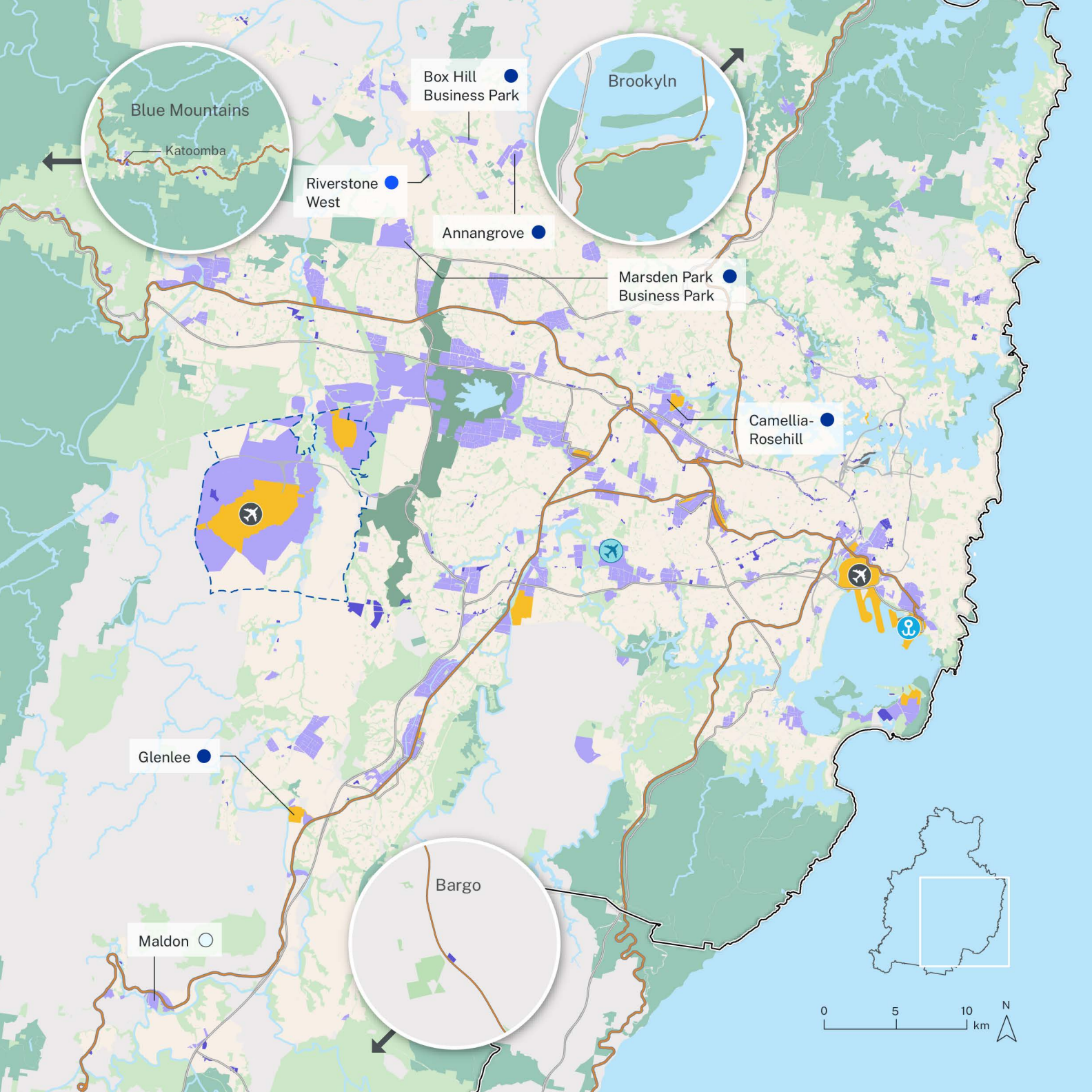


Figure 54: Sydney's industrial lands categorisation

— Sydney region boundary	INDUSTRIAL LANDS CATEGORIES	Draft urban growth area
✈ International airport	Locally significant	Western Sydney Parklands
✈ Domestic airport	Regionally significant	Green spaces and environmental lands
⚓ Port	State significant	National parks and state forest
— Key freight rail	EMPLOYMENT LAND INVESTIGATION AREAS	Other uses including rural
— Key freight road	● Near (0–5 years)	
— Motorway (existing and committed)	● Medium (6–10 years)	
	○ Long (11–20 years)	
	⋮ Western Sydney Aerotropolis	

Note: DPHI's 2025 Employment Land Development Monitor precincts form the basis of the industrial land categorisation alongside the principles and criteria established within the Statewide Policy for Industrial Lands. Source for key freight rail and road routes: DITRDCSA Data Catalogue – National Key Freight Routes Map (note these include both dedicated and shared routes).

Bays Precinct is under review.

A development ready industrial land supply rate in the range of 250 ha per year is required to support a healthy pipeline in the Sydney market (Figure 55).

Improving the supply of development ready industrial land includes the identification of Employment Land Investigation Areas that have the potential to become development ready with active management (Figure 54). These are areas where the Department will work with councils and government agencies on the coordination of key infrastructure needs and other constraints resolution. These areas are targeted and do not include all areas that contribute to the supply pipeline, with 3 potential assistance stages:

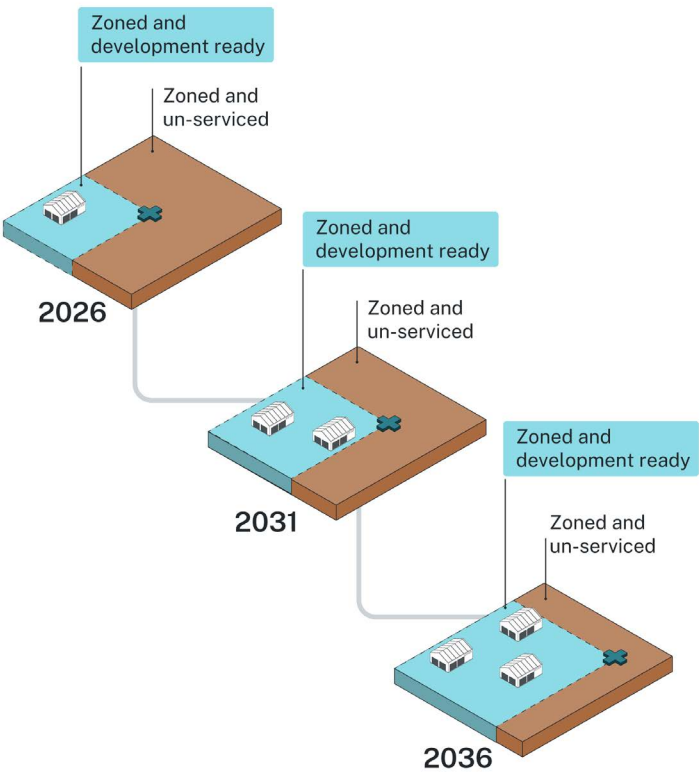
- Near-term (0–5 years),
- Medium-term (6–10 years), and
- Long-term (11–20 years).

Around 50% of Sydney’s zoned and unserved industrial land is in the Western Sydney Aerotropolis. The Western Sydney Aerotropolis Sector Plan outlines how employment land can be progressively made ready for development through coordinated delivery of transport and water infrastructure across 3 time horizons:

- By 2027, approximately 2,500 ha
- By 2030, approximately 4,450 ha
- By 2040, more than 5,000 ha

Intensification of existing industrial lands also provides an opportunity to increase supply, particularly in central and eastern Sydney where the supply of zoned and undeveloped industrial land is the lowest. Multi-storey warehousing specifically as a subsector is expected to comprise almost 16% of total industrial stock in Sydney from 2025 onwards.

Figure 55: Industrial Lands cumulative supply
Source: DPHI 2026



Safeguarding supply chains and critical freight corridors from incompatible land uses has economic implications of state and national importance. Councils should plan, manage and identify intensification opportunities for industrial lands, to ensure ongoing protection. Collaboration across local government area boundaries can support the ongoing role of industrial lands in providing jobs, economic growth and servicing Sydney’s population.

Actions:

Department actions		
6.1	Finalise interventions to support the intensification of significant industrial lands	2026–27
6.2	Update the Employment Lands Development Monitor to align with categorisation	2027
6.3	Review industrial lands categorisation in line with the Statewide Policy	2027 and ongoing
6.4	Identify potential new industrial land, including identifying suitable industrial lands for data centres	2027
6.5	Track Sydney’s employment land supply pipeline to support timely investment decisions	2026 and ongoing
Council actions		
6.6	Review locally significant industrial lands in line with the Statewide Policy and incorporate into future local planning	2028
6.7	Update local planning controls for industrial lands to be consistent with the Statewide Policy	2029

RESPONSE 7:**Grow and connect public open space****Strategic outcomes**

- No net loss of existing public open space.
- Significant developments for additional residential or mixed-use (minimum 2 ha) should contribute to open space provision, with a starting benchmark of 15% of the net developable land area as public open space.
- New housing should be located within 400 m of public open space of 3,000 sqm or greater.
- Function, connectivity and quality of open space network are improved through the Blue-Green Grid and regional open spaces.
- Aboriginal communities and Traditional Custodians are engaged as part of planning for public open space, Blue-Green Grid and waterways.

Coordinated planning and investment is required to support delivery of new open space in areas of greatest need and highest population growth to improve equity, and enhance liveability for all. Some of the fastest growing areas in Sydney, including parts of Bayside, Canterbury-Bankstown, Inner West, Parramatta, and Ryde LGAs, have some of the lowest open space provision, or the lowest accessibility (see Figure 56).

To make sure that open space is sufficient and accessible to accommodate existing and new homes, open space planning will focus on 3 aspects:

- **Provision:** Providing sufficient, accessible and well-designed open space that meets community's needs as the neighbourhood grows.
- **Access:** A 400 m walk to a local open space is a benchmark for describing adequate access to open space. Local strategic planning should encourage new dwellings within 400 m of a local open space with 3,000 sqm or greater.
- **Quality:** Quality in public open space is improved through locally appropriate design responses that shape and support community use.

The plan for improving open space provision, access and equity across Sydney is shaped through the Open Space Toolkit and Action Plan (Appendix G). The Toolkit and Action Plan focuses on improving

access to public open space alongside growth to guide strategic planning and investment. It outlines 5 key approaches to facilitate achieving this:

- **Getting more open space outcomes from public land:** exploring opportunities to unlock government land for use as public open space. This includes schools, cemeteries and surplus sites, to expand shared public open space and create new open space when land is divested.
- **Creating more places to swim and be by the water:** Sydney has a deep connection to water and values waterways as places for recreation. Increased access to clean, safe and natural swimming locations supports recreation, health, tourism and environmental outcomes, through initiatives such as the Places to Swim program.
- **Every significant rezoning decision improves access and provides new open space:** precinct scale rezonings are an opportunity to make sure that housing growth is supported by provision of good quality open space, that is accessible to all residents. Policies are needed to make sure that every rezoning decision improves access, and public investment focuses on land acquisition and delivery in areas of greatest need.
- **Prioritising, delivering and supporting councils to deliver the Blue-Green Grid:** councils play a critical role in identification and delivery of projects that improve connections to open space, and will be supported by the Blue-Green Grid Framework (Appendix H). The Blue-Green Grid Committee will provide leadership and coordination of state priorities.
- **Better open space data and monitoring progress:** regularly updated and comprehensive database of open space and places to swim is important to identify access, needs and gaps, identify priorities for future projects and monitor progress.

Efforts to address open space access and provision should be forward-looking, and focussed on rezoning projects, where value is created, and where the process can coordinate investment in public open space in line with growth.

The NSW Government provides leadership in planning and delivering public open space through policy that shapes rezoning decisions, strategic investment and leveraging existing state-owned land assets. To achieve this, the Open Space Toolkit and Action Plan (Appendix G) sets out actions to update open space policy, guidance and databases.

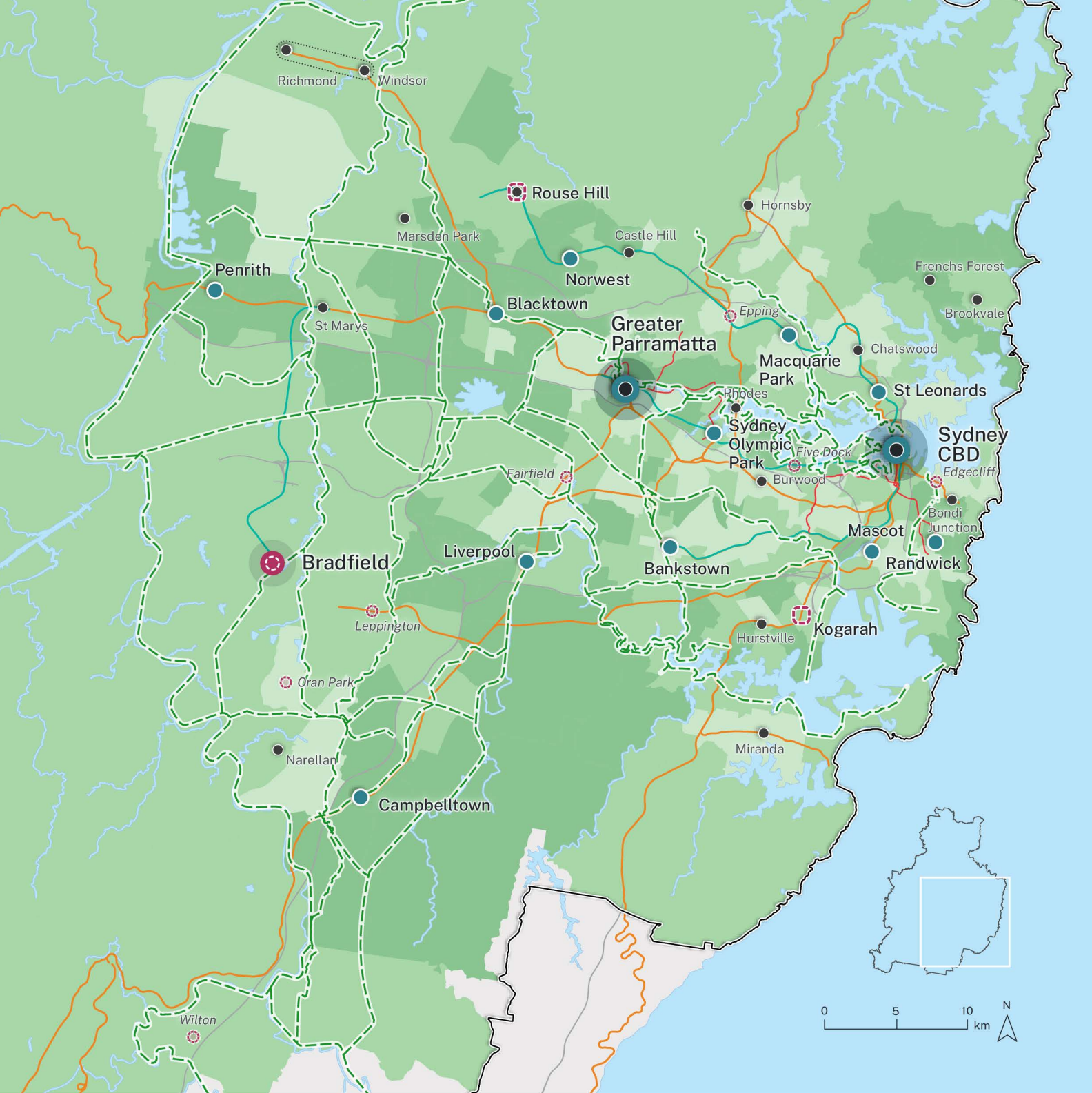


Figure 56: Open space access and provision by 2036



As Sydney grows and adapts to a changing climate, the Blue-Green Grid enhances recreation access, biodiversity, climate resilience and waterway health. By connecting residential areas with waterways, green infrastructure, centres, transport hubs, and walking and cycling routes, it creates connected, multi-purpose corridors that deliver broad community benefits.

The Blue-Green Grid is a key component of open space accessibility, supporting biodiversity, resilience, water quality, and catchment health. Categorising corridors helps define their function, design and responsibilities for delivery. The Blue-Green Grid Framework (Appendix H) provides a region-wide approach to corridor classification and prioritisation, helping direct investment to areas with the greatest growth and open space need.

Based on the scale and open space function, the Blue-Green Grid network comprises 4 category types:

- **Primary corridors:** cross-LGA, multi-agency corridors that connect large areas of Sydney.
- **Secondary corridors:** significant recreational corridors that may cross LGA boundaries but are typically shorter and more localised than primary corridors.
- **Destination corridors:** major corridors that attract visitors from across Sydney and offer significant transformational opportunities.
- **Local linkages:** Walking and cycling connections linking communities to Primary and Secondary corridors through green streets and urban connections.

Together, these corridors form an integrated open space network. Other corridor types, such as tracks and trails, also contribute to the Blue-Green Grid network and may be located away from population density. Councils are encouraged to collaborate across local government boundaries to address shared open space needs and deliver coordinated outcomes.

Primary corridors at Powell's Creek, Duck River and Salt Pan Creek have been identified as priority projects for delivery due to significant government land holdings, opportunities to improve access to existing open space, and their location in high-growth areas with low current provision. Longer-term projects will explore opportunities for public access to waterways in western Sydney and protecting places of cultural significance to Aboriginal peoples.

Councils have a critical role in identifying and implementing Blue-Green Grid priorities. New Blue-Green Grid detailed guidance will be developed to support local delivery, while the Blue-Green Committee, chaired by Greater Sydney Parklands, will assist councils in navigating approvals and unlocking opportunities on government-owned land.

Land use planning and infrastructure investment mechanisms can support Blue-Green Grid delivery through local environmental plans and development control plans, directing investment in key open spaces, urban greening, waterways and planning agreements. Waterway and creek setbacks should be planned to accommodate future public access where appropriate while protecting environmental systems.



Leppington

Actions:

Department actions		
7.1	Develop detailed guidance to support implementation of the Blue-Green Grid	2027–29
7.2	Prepare a package of guidance for open space and local contributions planning by councils	2027
7.3	Finalise draft guidance to support open space provision on large sites (Appendix G)	2027
7.4	Prepare a comprehensive open space and places to swim database for Sydney to understand access and identify gaps for future projects	2027
Council actions		
7.5	Update local strategic planning and local contributions to enable delivery of the Blue-Green Grid network	2029
7.6	Identify opportunities for more open space provision of 3,000 sqm or greater in proximity to housing growth	2028

RESPONSE 8:

Protect and enhance Sydney's natural assets



Strategic outcomes

- Development protects and restores biodiversity, drinking water catchments, waterways, marine estate, and other environmental values including management of cumulative and downstream impacts.
- Existing and new biodiversity corridors, waterways and marine protected areas and coastal habitats are enhanced and maximise conservation outcomes.
- Integrated water cycle management and water sensitive urban design are embedded consistently across all stages of planning.
- Traditional Custodians and the broader Aboriginal community of the area are engaged to facilitate Caring for Country opportunities.

Protecting the environment while facilitating development remains a focus and challenge for land use planning in Sydney. By balancing the need for homes and jobs with conservation land use, planning can simultaneously improve environmental, social, and economic outcomes for future generations.

Development certainty and conservation outcomes are best achieved through strategic planning that prioritises avoiding impacts on areas of high environmental value. This includes:

- avoiding development in areas of highest biodiversity value through land use planning and zoning
- minimising impacts through appropriate controls, buffers and design requirements
- coordinating protection and conservation measures at a landscape scale, rather than relying solely on project-level offsets

Strategic planning should clearly identify where impacts have been avoided to inform subsequent project-level assessment and to minimise duplication. Figure 57 shows some of the natural assets recognised within Sydney's land use planning framework.

Landscape-scale approaches are led by NSW government to protect and enhance sensitive environments while facilitating needed urban

development. The Cumberland Plain Conservation Plan and Growth Centres Biodiversity Offset program deliver improved certainty for environmental and development outcomes, streamlining decision-making in sensitive landscapes and reducing the need for site-by-site assessment. Smaller scale biodiversity certifications are also effective, as seen with Jacaranda and Emerald Hills rezonings.

Similarly, the NSW Government supports whole-of-system approaches to water including integrated catchment management (ICM), integrated water cycle management (IWCM) and water sensitive urban design (WSUD). These approaches should be used to manage the entire urban water cycle and support improved water quality and security, as well as ecological, cooling and public domain benefits. Integrating waterway and coastal catchment considerations early in planning can better safeguard drinking water supplies, support sustainable industries and communities that are more adaptable to climate variability. It can also avoid expensive retrofits and environmental degradation down the line.

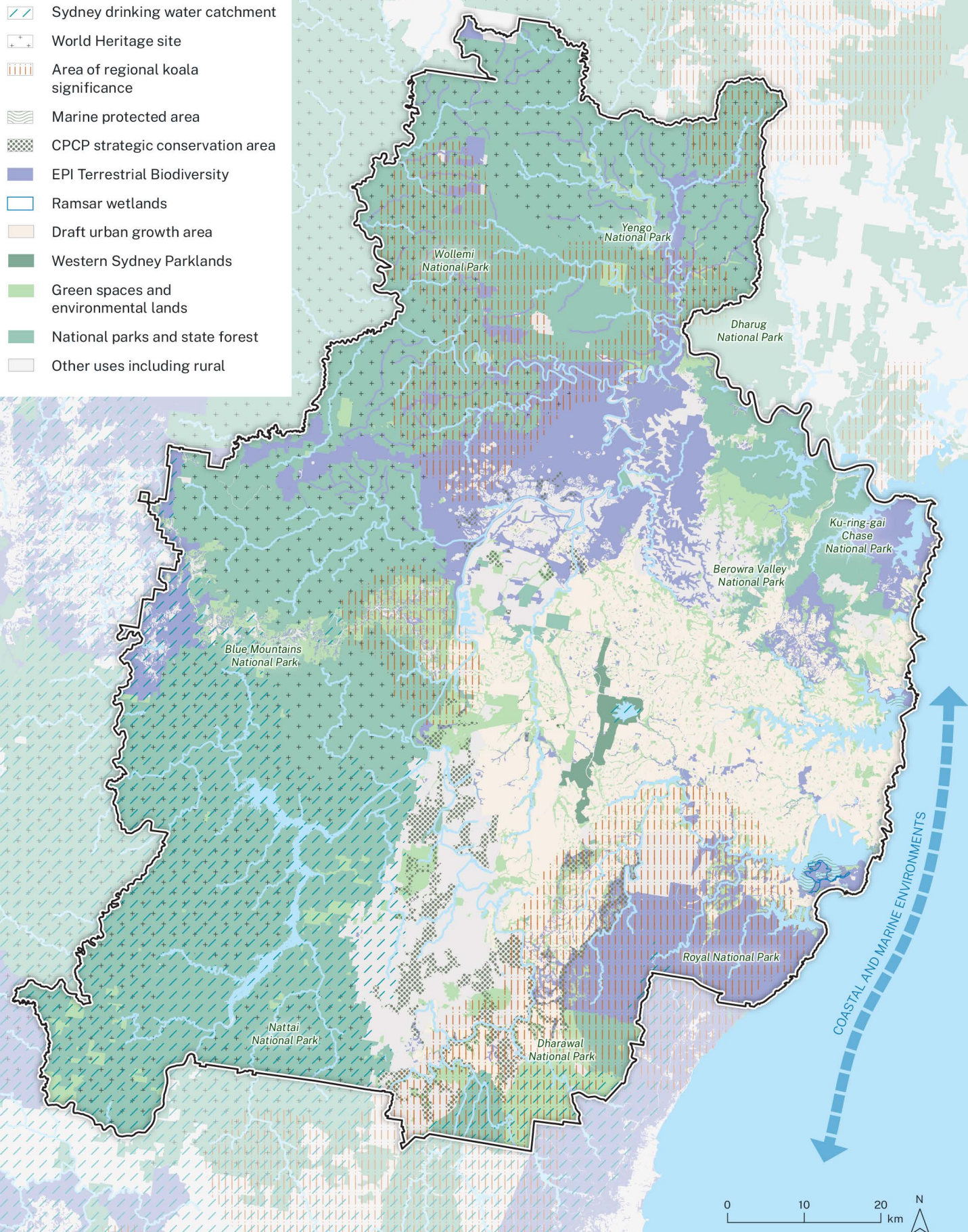
The NSW Government's Risk-Based Framework for Considering Waterway Health Outcomes in Strategic Land use Planning Decisions and NSW Water Quality Objectives should be used to guide the protection and improvement of water system health through planning and development.



Davidson Park picnic area, Garigal National Park.
Image credit: DCCEEW

Figure 57: Sydney's natural assets

-  Sydney region boundary
-  Sydney drinking water catchment
-  World Heritage site
-  Area of regional koala significance
-  Marine protected area
-  CPCP strategic conservation area
-  EPI Terrestrial Biodiversity
-  Ramsar wetlands
-  Draft urban growth area
-  Western Sydney Parklands
-  Green spaces and environmental lands
-  National parks and state forest
-  Other uses including rural



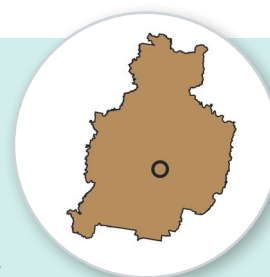
Planning controls and environmental management approaches must be aligned. Improvements to natural assets, biodiversity and water systems within Sydney's urban environment should be embedded at the earliest stages of planning to identify, manage and mitigate on-site, cumulative and beyond-site impacts, rather than deferring these issues to later development stages when options become limited and costs are increased.

Urban greening, including tree canopy, is essential infrastructure that supports Sydney communities to adapt to rising temperatures. The most beneficial type of greening is trees planted in deep soil. This plan sets a target to increase tree canopy across Sydney to 40% by 2046, with proven health and wellbeing benefits experienced from at least 30% canopy cover. Retaining existing mature trees as part of development, wherever possible and strengthening measures to deter illegal clearing will be important to achieving this target.

Councils should use spatial data to develop urban greening targets for both public and private land and identify Blue-Green Grid connections and areas that require interventions. Actions that respond to local conditions should be developed. The Department regularly releases datasets on tree canopy and heat vulnerability for Sydney, which can be used to set priorities for areas with low canopy cover and high heat vulnerability.

Better integrating Caring for Country principles into decision-making and supporting Aboriginal communities to practise ceremony and uphold their cultural obligations will help improve outcomes for Country and Aboriginal communities. The Connecting with Country Framework provides practical guidance for industry to embed designing with Country into everyday practice and supports projects that maintain or restore the harmony of living systems.

Case study: Wianamatta South Creek



The Technical Guidance for Achieving Wianamatta–South Creek Stormwater Management Targets adopts a catchment-scale approach to guide the implementation of stormwater management targets. This project demonstrates how, by setting clear, catchment-wide objectives, it streamlines and informs local development decisions, leading to more consistent and improved outcomes.



Marrickville

Actions:

Department actions		
8.1	Update tree canopy capture data and mapping for Sydney	Every 2 years
8.2	Develop guidance and resources on urban greening	2026–27
8.3	Strengthen deterrence of illegal tree clearing in urban areas	2026–27
8.4	Investigate streamlined planning processes for environmental restoration activities in Sydney Harbour	2028
Council actions		
8.5	Develop and implement a strategic approach to enhancing tree canopy cover and urban greening	2026 and ongoing
8.6	Integrate consideration of water quality outcomes into strategic land use planning, including alignment with NSW Water Quality Objectives for receiving catchments	Ongoing

RESPONSE 9:**Minimise the impact of natural hazards on communities****Strategic outcomes**

- Planning considers the impacts of natural hazards and climate change using risk frameworks to reduce long term exposure, vulnerability and risk to life and property.
- Urban growth prioritises avoiding development in high hazard risk areas, then reducing risk through design and land use controls, with emergency response as a last resort.
- Evacuation requirements or limitations are identified early in the planning process to support safe, resilient communities.
- Aboriginal cultural knowledge and land management practices are incorporated to better care for Country.

Land use planning can support resilience to climate and natural hazard risks alongside policy, controls and legislation and can promote adaptation, mitigation, preparedness and prevention.

The NSW Government takes a risk-based approach to planning for climate change and natural hazards, recognising that land use planning plays a critical role in guiding future development away from unacceptable risk.

The impacts of different natural hazards are unevenly distributed across Sydney. This means appropriate local and merit-based planning decisions must continue to facilitate growth while helping avoid unacceptable risks.

In line with the Consideration of Tolerable Risk for Natural Hazards in Land Use Planning Guideline, planning decisions should consider a proposal's merits alongside hazard exposure, vulnerability, appropriate scale for risk management and actions to manage or mitigate unacceptable risks.

At the region and local scales, the natural hazard risks affecting different areas is considered in identifying new investigation areas for both infill and greenfield development and in rezoning decisions.

Existing urban areas across Sydney are exposed to a range of natural hazards. The resilience of existing urban areas and communities to hazards can be improved through a range of measures, including:

- precinct design that addresses urban heat, water sensitive urban design, and access for emergency services
- integrating resilient infrastructure and precinct scale interventions such as community batteries, and articulating roles for community facilities in the response and recovery phases of natural hazard events
- 'building back better' construction approaches to support adaptation.

Prevention and mitigation measures should be considered and implemented at the earliest stages of development but can also be introduced at all stages of the development process.

New greenfield development should be guided by an understanding of tolerable risk over the life of the development and by other relevant NSW Government guidelines for natural hazards and climate change. The Department's Considering Flooding in Land Use Planning Guideline (2026) and associated flood principles apply to strategic planning, local and regional developments and state significant infrastructure decisions in the Sydney region. These principles can guide strategic planning and development decisions to acknowledge existing and future flood-related risks and avoid putting people on harm's way.

Land use planning must ensure the provision of and access to appropriate evacuation infrastructure that meets the needs of existing and new communities. Existing and planned infrastructure needs to be able to accommodate increased demand during emergencies.

New and upgraded infrastructure should be planned and delivered in a way that supports climate resilience and adaptation. Decisions about infrastructure type, location, scale and form should be informed by natural hazards and climate change risks. Infrastructure that is being renewed, upgraded or replaced should consider how changing natural hazards and climate risk profiles will change over its operational life.

Responses

Local planning must also consider how to resolve tensions between different hazards. For example, development on the urban fringe or adjacent to bushland must balance the cooling benefits of tree canopy and the conservation of important habitats with the increased bushfire hazard exposure associated with certain types of vegetation.

Under the State Disaster Mitigation Plan (SDMP), the NSW Reconstruction Authority is preparing a Disaster Adaptation Plan (DAP) for the Hawkesbury-Nepean Valley to address flood risk for communities in the catchment. Once completed, planning and consent authorities will be required to consider the SDMP and DAPs when making development decisions, planning provisions and undertaking strategic planning, in addition to assessment requirements under other legislation.

Sydney's urban growth area will be updated in response to disaster adaptation planning, when completed by the NSW Government. While this is being prepared and for any areas not included in a DAP, technical studies to support future rezonings and development proposals are to apply State policies and associated climate change guidance to inform proposed land use changes.

The *Climate Change and Natural Hazards State Environmental Planning Policy* and supporting guidance will help proponents and government to identify and respond to changing climate and natural hazard risks and adapt development in response.

Governance and investment frameworks should recognise the value and vulnerability of council-owned infrastructure assets and consider opportunities to strengthen council capacity to invest in more resilient local infrastructure where appropriate.

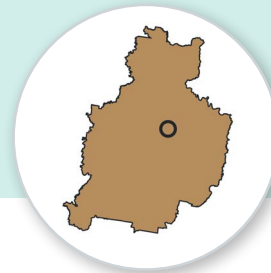
Councils should collaborate across boundaries when planning for hazards, including considering cumulative and downstream impacts.

Where possible, Aboriginal cultural knowledge and land management practices should be respectfully incorporated and utilised in risk-based planning and land management.

Case study: Riverstone East

The Riverstone East stage 3 rezoning demonstrates how greenfield precinct planning responds to increasing risks from climate change and natural hazards. The rezoning proposal incorporates several measures to address the projected changes in flood behaviour, including:

- applying the 1 in 500 year flood planning level instead of the 1 in 100 year flood planning level
- focusing development in areas with lower flood risk and acquiring the most at-risk properties for flood-compatible land uses
- enhancing stormwater infrastructure
- reducing dwelling numbers to preserve evacuation capacity.



Actions:

Department actions		
9.1	Identify and, where relevant, implement any relevant land use planning directions outlined in the Hawkesbury-Nepean Valley DAP into ongoing work programs	2027 and ongoing
Council actions		
9.2	Review hazard studies using up-to-date, local place-based data on current and future exposure and vulnerability to hazards and climate change to inform land use and infrastructure planning decisions	2026 and ongoing
9.3	Relevant councils to implement coastal management programs and associated planning actions	Ongoing
9.4	Relevant councils to commence preparation of DAP implementation plans that outline how the Hawkesbury Nepean Valley DAP will be implemented through local strategic planning	Within 12 months of final DAP being published

RESPONSE 10:**Sequence planned greenfield precincts****Strategic outcomes**

- Greenfield development is sequenced and coordinated to make best use of Government investment.
- Where greenfield development proceeds ahead of government led planning and/or infrastructure programs delivery, proposed infrastructure is provided in line with approved Government policy.
- Urban development is contained within the urban growth area.

Sydney has sufficient rezoned greenfield capacity to meet its long-term housing and employment needs. Delivering this capacity depends on coordinated infrastructure delivery and land release, as well as the approach to managing natural hazard risk to communities and delivering biodiversity and environmental outcomes. Without effective sequencing, infrastructure delivery can become uncoordinated, costly and increase environmental risks.

While the 5 year housing targets to June 2029 focus largely on infill development, greenfield development in western Sydney will play an important medium to long term role in supplying land for housing and employment to 2046 and beyond. In the medium to long term, much of this supply is expected to be delivered from existing rezoned greenfield precincts.

Sydney's 6 greenfield growth areas contain substantial capacity within current zoning (Figure 58).

However, only land that is development ready can support timely delivery of new homes and employment land. Maintaining a supply of development ready land is critical to supporting the timely delivery of new homes and employment land. The timing of development across these areas is influenced by infrastructure lead times, servicing capacity, funding arrangements and coordination across agencies and utility providers.

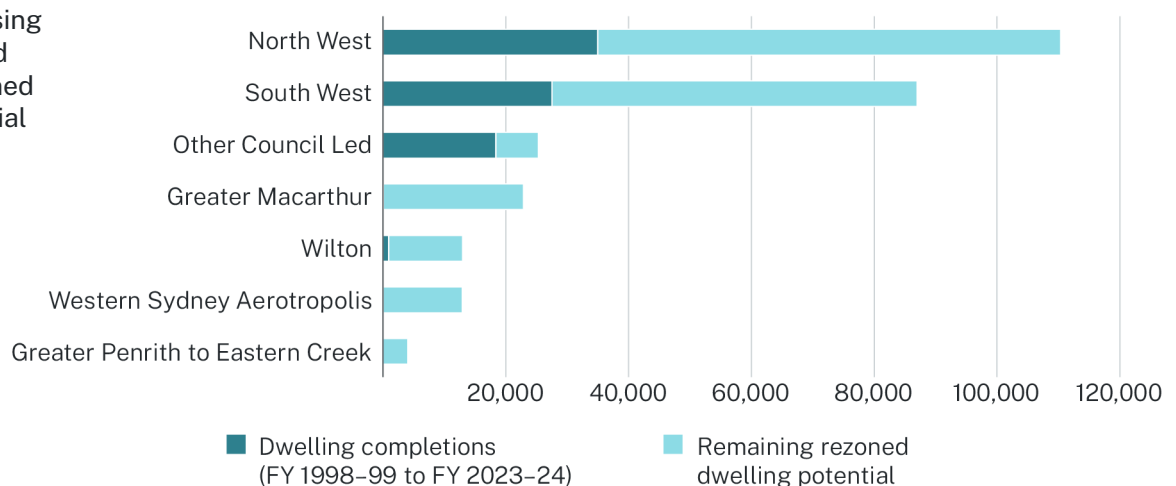
This Plan categorises precincts based on their development readiness (Figures 59 and 60), reflecting their position within the housing and employment land supply pipeline. Land is considered serviced where it has access to water, wastewater, roads and electricity, and development ready where enabling infrastructure is in place to support its planned future use.

Not all land identified in the urban growth area is appropriate for urban development. Decisions about land suitability must balance a range of considerations to support responsive and sustainable land use outcomes.

Given the extent of existing rezoned capacity and the cost and complexity of servicing greenfield areas, expanding additional development fronts in the near term does not represent an efficient or sustainable planning approach. The focus for the NSW Government is to strengthen the housing supply pipeline and coordinate the delivery of infrastructure and homes in more progressed precincts.

Figure 58: Housing completions and remaining rezoned dwelling potential

Source: DPHI 2025



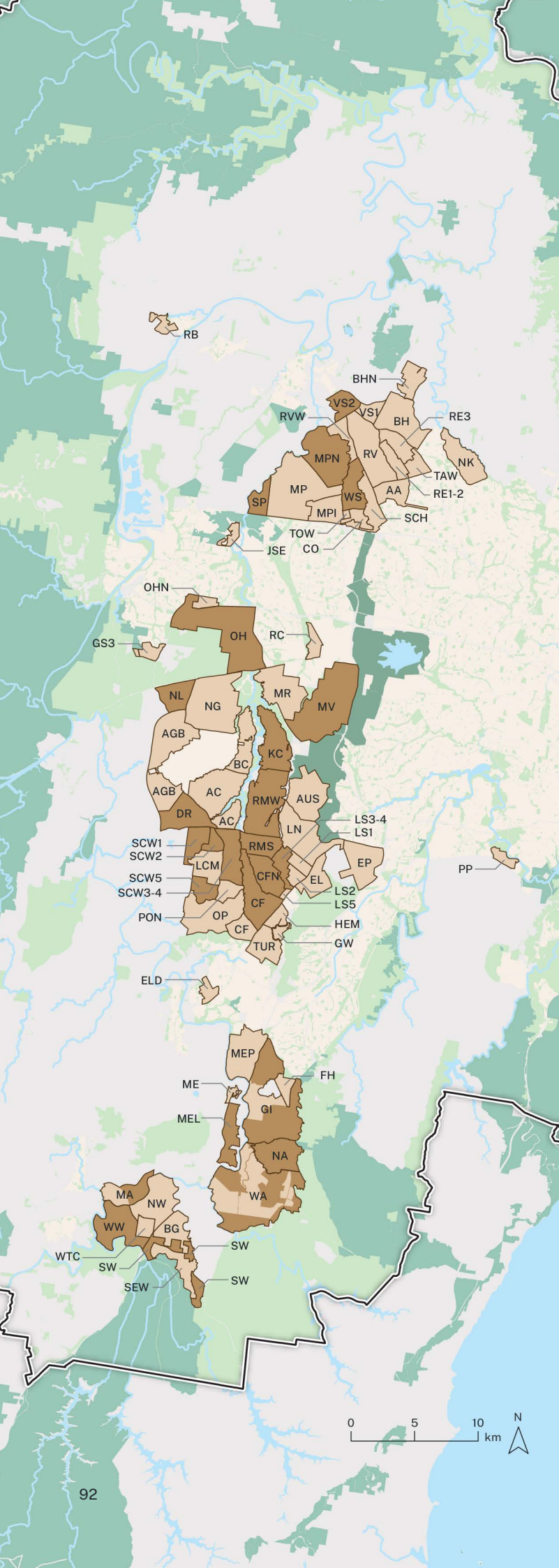


Figure 59: Greenfield precincts overview

Label	Precinct Name	Label	Precinct Name
AA	Alex Avenue	OH	Orchard Hills
AC	Aerotropolis Core	OHN	Orchard Hills North
AGB	Agribusiness	OP	Oran Park
AUS	Austral	PON	Pondicherry
BC	Badgerys Creek	PP	Pleasure Point
BG	Bingara Gorge	RB	Redbank
BH	Box Hill and Box Hill Industrial	RC	Ropes Creek Precinct
BHN	Box Hill North (Gables)	RE1-2	Riverstone East Stage 1 and 2
CF	Catherine Fields	RE3	Riverstone East Stage 3
CFN	Catherine Fields North	RMS	Rossmore (SWGA)
CO	Colebee	RMW	Rossmore (WSA)
DR	Dwyer Road	RV	Riverstone
EL	East Leppington	RVW	Riverstone West
ELD	Elderslie	SCH	Schofields
EP	Edmondson Park	SCW1	South Creek West Precinct 1
FH	Mount Gilead (Figtree Hill)	SCW2	South Creek West Precinct 2
GI	Gilead	SCW3-4	South Creek West Precincts 3 and 4
GS3	Glenmore Park Stage 3	SCW5	South Creek West Precinct 5
GW	Gledswood	SEW	South East Wilton
HEM	The Hermitage	SP	Shanes Park
JSE	Jordan Springs East	SW	South Wilton
KC	Kemps Creek	TAW	Tallawong Station
LCM	Lowes Creek Marylands	TOW	Townson Road
LN	Leppington North	TUR	Turner Road
LS1	Leppington Stage 1	VS1	Vineyard Stage 1
LS2	Leppington Stage 2	VS2	Vineyard Stage 2
LS3-4	Leppington Stage 3 and 4	WA	West Appin
LS5	Leppington Stage 5	WS	West Schofields
MA	Maldon	WTC	Wilton Town Centre
ME	Menangle (Wollondilly)	WW	West Wilton
MEL	Menangle Employment Land		
MEP	Menangle Park		
MP	Marsden Park		
MPI	Marsden Park Industrial		
MPN	Marsden Park North		
MR	Mamre Road		
MV	Mount Vernon and Horsley Park		
NA	North Appin		
NG	Northern Gateway		
NK	North Kellyville		
NL	North Luddenham		
NW	North Wilton		

Sydney region boundary

Draft urban growth area

Western Sydney Parklands

Green spaces and environmental lands

National parks and state forest

Other uses including rural

GREENFIELD PRECINCT STATUS

Rezoned

Investigation area

In progressing greenfield development, priority is given to precincts that are further advanced, including those that are rezoned, undergoing staging or development ready.

Greenfield investigation areas identified as part of the draft Sydney urban growth area vary in their context, capacity and constraints. While some precincts are preparing for rezoning, these areas generally represent longer term opportunities and will be progressed as needed, informed by infrastructure capacity and investment decisions, demand, and strategic planning considerations.

Urban development outside of the urban growth area is generally not supported. New urban investigation areas may be identified by the NSW Government or councils if the region's housing targets risk not being met in the existing urban area. Any council-proposed areas must first be approved

by the NSW Government in accordance with the considerations set out in the Urban Growth Area Policy and Guidance (Appendix I).

To support the progression of land toward development readiness, the Department (with Infrastructure NSW) will prepare a medium-term sequencing plan. The sequencing plan will categorise Sydney's greenfield precincts based on their planning and infrastructure servicing status and identify areas where government intervention is required to facilitate development.

Until the sequencing plan is in place, planning proposals should align with the Strategic outcomes outlined above. Proponents seeking to accelerate the rezoning or development of greenfield precincts should align with the Housing and Productivity Contribution Works-in-Kind Guideline and the Urban Growth Criteria in Appendix I.

Figure 60: Precinct status categories

Precinct status categories indicate a precinct's overall stage of planning and delivery. Progression is not always linear, and precincts may move through categories at different rates depending on planning, infrastructure and servicing requirements.



Investigation areas – areas identified for potential growth through strategic planning processes, including a region plan or local strategic plan. Greenfield investigation areas represent longer-term development opportunities, while infill investigation areas can be short to medium term. Planning controls have not been finalised and the area is progressing through investigation or rezoning processes.



Rezoned – areas that have been investigated and rezoned (in part or in whole) for urban development or uplift, with planning controls in place to enable development. Infrastructure requirements have been identified and the arrangements, including infrastructure agreements where applicable, have been established. However, significant delivery constraints may remain and development activity is limited.



Staging – areas where infrastructure funding and delivery are being progressed to enable development. New and/or upgraded infrastructure is funded, programmed and/or underway, and key delivery constraints are actively being resolved. Staging may occur concurrently with rezoning. Infill areas may not require staging.



Development ready – areas where enabling infrastructure is in place and key planning issues have been resolved, allowing development and construction to commence. Planning controls fully enable development, with clear evidence of delivery through development approvals, subdivision or construction activity.

Actions:

Department actions

- | | | |
|------|--|------------------|
| 10.1 | Develop a medium-term sequencing plan for greenfield precincts in Sydney | 2028 and ongoing |
|------|--|------------------|

Council actions

- | | | |
|------|--|--|
| 10.2 | Align local land use planning and infrastructure programs with the Sydney greenfield sequencing plan | Commence within 12 months of the greenfield sequencing plan being released |
|------|--|--|

RESPONSE 11:

Manage land uses beyond the urban growth area



Strategic outcomes

- Urban development is contained within the urban growth area.
- Environmental and conservation lands outside the urban growth area are maintained.
- Land use conflicts are minimised, supporting productive industries and communities.
- Land managed by Aboriginal land councils, native title holders or Prescribed Body Corporates is in line with the relevant land use strategies for Aboriginal-led housing, cultural, social, environmental and economic outcomes.

Land use planning plays a critical role in managing lands beyond the urban growth area, supporting industries, environmental functions and communities, while limiting growth to within the urban growth area. Lands outside Sydney's urban growth area are not urban lands in waiting. They include agricultural land supporting industries and production, environmentally sensitive land, and established communities.

Non-urban industries like agriculture, extractive industries and waste and resource recovery, make a significant contribution to the regional economy and supply chains. These activities are location dependent and rely on access to land, infrastructure and separation from sensitive uses. Protecting these industries from incompatible development and fragmentation is critical to their ongoing operation.

Environmental values and landscapes shape land use across much of this area. Flooding and bushfire risk limit development in some locations, while high biodiversity values and drinking water catchments influence how land is planned, used and managed.

These lands provide buffers between urban areas and more intensive uses, such as rural industries and waste facilities. Planning should respond to land capability and environmental conditions, recognising that some constrained land may be well suited to non-urban uses.

The scenic and cultural qualities of these landscapes support tourism and recreation, contribute to local economies, and are closely linked to the function, amenity and character of established communities.

Established communities outside the urban growth area support local populations and businesses. Development in these areas is driven by local needs and subject to environmental and infrastructure constraints. Addressing local demand should focus on enabling people to remain in their communities as they move through different life stages.

Community access to services is supported by local centres outside the contiguous existing urban area. These centres function as focal points that provide services, employment and social infrastructure to meet local needs. These centres often have significant constraints that limit their ability to accommodate regional growth.

Local strategic planning plays a key role in managing and supporting growth that responds to local demand while working within constraints. Planning approaches should support business and community continuity, while ensuring development remains compatible with surrounding land uses and protects important agricultural and environmental functions, including State Significant Agricultural Land.

A significant portion of land owned and managed by LALCs is beyond the urban growth area. Collaborative and flexible planning approaches can enable a broader range of uses that reflect community aspirations, support cultural outcomes and economic participation, and maintain connections to Country.

Actions:

Department actions		
11.1	Publish findings from a study of productive uses in Sydney's rural lands	2026
11.2	Finalise and publish urban growth area mapping	2027
11.3	Investigate planning policy interventions to increase the productivity of rural lands	2029
Council actions		
11.4	Relevant councils work with the Department to finalise the urban growth area	2027

RESPONSE 12:**Align infrastructure to planned growth****Strategic outcomes**

- Infrastructure needs are identified early to support development.
- Infrastructure delivery supports the efficient use of public assets.
- Government and private investment is coordinated and aligned with planned growth.
- Infrastructure requirements for energy and resource-intensive land uses are identified early and integrated into land use and rezoning decisions.

Infrastructure planning and investment should align with housing and jobs growth planned across Sydney. Growth will be prioritised in areas with existing infrastructure capacity and areas where targeted upgrades are required, ahead of areas where major new infrastructure investment is required for land to become development ready. This approach focuses investment where it can most efficiently support growth and reduces the risk of development occurring ahead of infrastructure.

Growth is being progressed through established urban areas and sequenced greenfield precincts in the urban growth area. The timing and progression of development across the urban growth area will vary. Some locations may progress more quickly where infrastructure and servicing are available,

while others will require targeted upgrades or more coordinated intervention.

The Sydney Plan directs housing and jobs growth to locations identified in the Figure 43 High housing growth 2046 and Housing and Employment Guidance (Appendix D), across both established urban areas and greenfield precincts.

In existing urban areas, these areas include infill investigation areas and may be identified in the Housing and Employment Guidance (Appendix D), where initial analysis indicates existing or latent infrastructure capacity, strong access to jobs, services and amenity, and opportunities to accommodate additional housing and/or jobs.

Further analysis will assess infrastructure capacity, constraints and timing to inform future planning decisions, including whether state intervention is required for specific locations. Identification of an investigation area does not pre-empt an urban development or rezoning outcome.

In greenfield areas, land use and infrastructure planning will align with the sequencing plan for rezoned and staging precincts, once finalised. Servicing capacity will be delivered in step with land progressing through to development ready, reflecting the longer-term, infrastructure-led delivery of new communities. Councils are expected to prioritise local strategic planning and infrastructure delivery in these locations to support short to medium term growth and enable more immediate delivery.



St Marys Metro station, under construction. Image credit: Transport for NSW

Responses

The Urban Development Program (UDP) provides an evidence-based framework for monitoring land supply and coordinating infrastructure delivery across the region. The UDP brings together agencies, councils, utilities and industry to identify infrastructure needs, resolve constraints and coordinate the sequencing of enabling and supporting infrastructure aligned to planned housing and employment growth.

State infrastructure priorities that unlock growth are identified and updated annually in the Infrastructure Opportunities Plan (IOP) (Appendix C). The IOP is the primary tool for identifying projects that will unlock housing and are eligible to be delivered through works-in-kind opportunities.

Infrastructure planning and rezonings operate as a two-way process. The UDP and IOP provide the evidence base and infrastructure priorities to inform planning decisions, while state-led rezonings and other significant proposals are the point at which infrastructure needs are identified across state, regional and local scales. State-led rezonings and other significant proposals will be used as an early coordination step to align land use decisions with infrastructure delivery. Through state-led rezonings the Department will work with infrastructure agencies and councils to:

- confirm enabling and supporting infrastructure requirements associated with proposed growth
- protect infrastructure sites and corridors from encroachment and land use conflict
- establish clear pathways for new infrastructure, including delivery responsibilities before rezoning decisions are finalised.

The HPC infrastructure funding framework is designed to adapt to the region's changing growth priorities, enabling funding to be allocated to areas where housing and employment growth is occurring. This supports a more coordinated and impactful approach to infrastructure funding and delivery.

Local strategic planning plays an important role in strategic identification and consolidation of sub-regional and cross-boundary infrastructure priorities, particularly in high growth areas.

Councils will continue to plan and deliver local infrastructure to support growing communities, including open space, community facilities, walking and cycling connections. Councils will use local strategic planning, infrastructure contributions plans, and delivery programs to align local infrastructure delivery with planned growth and state-funded infrastructure.

Actions:

Department actions		
12.1	Undertake annual review and updates to the Infrastructure Opportunities Plan	Ongoing
12.2	Develop best practice guidance for councils when planning for and providing local infrastructure	2026–28
12.3	Review existing and potential infill and greenfield investigation areas informed by infrastructure capacity and growth priorities	2027
Council actions		
12.4	Review the local infrastructure implications of the urban growth area to identify gaps in local infrastructure provision and infrastructure needs	2029
12.5	Review local infrastructure delivery approaches and if needed, update planning, funding and delivery programs to support prioritised housing areas and growth sequencing	Minimum every 5 years from 2027 (or as specified in a contributions plan)

Implementation

The NSW State Land Use Plan sets out the approach for implementation, governance, monitoring and evaluation for the strategic planning framework. It also sets out statewide planning system and policy changes which will influence planning and development outcomes in Sydney.

The Sydney Plan and Technical Appendices provide a framework for land use planning and decision-making over a 20 year timeframe. The responses are supported by 0–5 year actions for the Department and councils that contribute achieving long-term outcomes. The Plan is based on population projections and assumptions available at a point in time. It is designed as an adaptable framework that can be monitored, reviewed and adjusted as population growth and community needs change.

Actions will be updated to reflect projects and programs as they are confirmed and incorporate the learnings from monitoring and evaluation. Appendix B summarises the actions contained in this Plan, as well as further information to support delivery.

Governance

The Minister for Planning and Public Spaces retains overarching responsibility for the Sydney Plan, with the Department taking the lead on key policies and programs outlined throughout the document.

Achieving the Strategic outcomes articulated in the Plan requires the involvement of a wide range of stakeholders.

Collaboration and engagement with NSW Government agencies, councils, businesses, and the community have informed the Plan and will be essential in implementing responses and achieving the Strategic outcomes.

This Plan leverages existing governance groups, programs and mechanisms to ensure local considerations are understood and addressed. These include:

- UDP committees which involve councils, infrastructure agencies, utilities and the private sector
- Regional organisations of councils (ROCs) and other collaborative groups of councils
- Precinct and place-specific delivery groups including state-led rezoning and delivery agencies, like Bays West Delivery Authority.

The Plan also recognises the importance of cross-boundary collaboration and interdependencies. Sydney and surrounding regions have a range

of social, economic and other connections and influence each other.

It is critical that councils continue to collaborate across LGA boundaries to identify shared responsibilities and contribute to infrastructure planning and delivery. These may be for discrete land use opportunities like locally significant industrial land, shared centres or open space or realising other collective benefits.

Strong partnerships with local government

Councils play a central role in translating regional strategic planning into local action. Through an evolved local strategic planning approach which is better aligned to the Integrated Planning and Reporting framework, councils will ensure that strategic land use planning both reflects local aspirations and is resourced for delivery.

Councils will need to review local planning strategies to ensure alignment with the plan's responses and actions. The Technical Appendices also provide additional detail on how councils should meet the requirements of the Plan.

The *EP&A Act* requires local strategic planning to be consistent with the region plan and a council's community strategic plan prepared under the *Local Government Act 1993*. It also requires councils to review their Local Environmental Plans and update them to give effect to the region plan as soon as practicable after this Plan is made.

Local strategic planning will play a central role in guiding how planning mechanisms can be used to give effect to this Plan. It informs local statutory plans and development controls and gives effect to state and regional priorities.

The Department will work closely with councils to provide guidance around implementation, including working with councils to develop the next tranche of 5 year housing targets and introducing the feasible supply capacity measure into forward planning. Guidance for affordable housing schemes, industrial lands, open space, urban greening, Blue-Green Grid, local infrastructure provision, housing and employment growth areas and centres will support councils in implementation.

Actions within the Plan have been staged so that actions that are vital to developing updated local strategic plans, are managed first.

Monitoring and evaluation

Monitoring and evaluation will be undertaken to track the Plan's implementation and to inform updates, interventions and ongoing-decision making. Key outputs to support monitoring of the Plan will include an indicators tracker and an actions tracker. These outputs will sit alongside existing monitoring mechanisms developed and managed by the Department, including:

- UDP committees and monitors
- Housing Supply Dashboard
- Employment Lands Development Monitor
- Population projections
- Planning performance data
- Heat vulnerability index
- Urban tree canopy coverage
- Performance against Statement of Expectations
- Council performance dashboard.

The NSW State Land Use Plan establishes 5 statewide indicators that monitor how the 7 priorities are being achieved at a state, regional and local level. An indicators tracker will be developed including a suite of sub-metrics and associated guidance that will evolve and expand over time to comprehensively monitor outcomes

and support implementation. Additional areas that will be developed for monitoring include feasible housing capacity and housing diversity.

These indicators will complement monitoring on metrics contained in the Plan, outlined in Table 5 below.

Actions tracker, report card and spatial viewer

The Department will release an annual progress update on the delivery and implementation status of the actions included in the Plan. Providing details of progress achieved and any changes required to assist with delivery.

Additional guidance on the actions is included as part of Appendix B. Actions for the plan will be updated as new needs are identified and programs are confirmed. This will be communicated through updates on the Department's website.

The Department will regularly report on actions and metrics from the Sydney Plan via a report card to track deliverables and outcomes. The modular approach will allow the plan to be agile to changes, if required.

The Plan will be complemented by a spatial viewer that will also enable easier implementation and updates.

Table 5: Summary of metrics contained in the Sydney Plan, by response

Response	Metric
Response 1	5-year housing supply targets
	Relative increase in attached housing
	Feasible housing supply by LGA
Response 2	Number councils with AHCS in place
	Number of affordable housing units
	Number of new dedicated housing delivered for Aboriginal peoples
Response 3	10 and 20 year jobs targets by centre and LGA
Response 5	Number of new Special Entertainment Precincts established
Response 6	250 ha development ready industrial lands per year
	Number of State, Regionally and Locally Significant precincts
Response 7	Percentage of dwellings within 400 m of a local open space (minimum size 3,000 sqm)
	Percentage of dwellings within 10 km of a place to swim
	Net change in public open space provision
Response 8	40% tree canopy across Sydney

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