



How the new Metropolitan Plan builds on the 2005 Metropolitan Strategy

The 2005 Metropolitan Strategy, *City of Cities: A Plan for Sydney's Future*, has delivered significant progress in its first five years. The publication of the *Metropolitan Plan for Sydney 2036* follows the first scheduled five-year review of the 2005 Metropolitan Strategy.

ACHIEVEMENTS OF THE 2005 METROPOLITAN STRATEGY

Some of the achievements of the 2005 Metropolitan Strategy include:

- Strengthening Sydney's position as one of the world's most liveable cities;
- Creating a global economic corridor, serviced by public transport from Sydney Airport and Port Botany to the CBD and through North Sydney, Chatswood and Macquarie Park;
- Providing more jobs closer to home by increasing to 77 per cent the proportion of the population living within 30 minutes by public transport of a major centre, regional city or Global Sydney, up from 75 per cent in 2005;
- Releasing 800 hectares of employment lands in Western Sydney;
- Releasing 10 draft subregional strategies to guide local strategic planning across the metropolitan region;
- Gazetting more than one quarter of metropolitan councils' standard LEPs and providing councils with a local planning 'road map' for the first time through housing and job targets;
- Further strengthening Parramatta's role as the premier Regional City and second CBD;
- Growth in knowledge-based activities in specialised centres including in the Randwick health and education cluster, Sydney Olympic Park-Rhodes and Westmead;
- Supplying record levels of greenfield land, with enough land rezoned for 89,000 homes, and 85 per cent of the land released being located in the South West and North West growth centres;
- Increasing the vitality of centres by planning or commencing major urban renewal in areas such as Redfern-Waterloo, Green Square and the CUB site on Broadway;
- Delivering the regional recreational walking and cycling trails program, with some \$9 million in funding distributed to local councils since 2006, to plan and construct more than 182km of trails;
- Creating a Trust to oversee the delivery of the Western Sydney Parklands;
- Providing strategic advice for infrastructure planning and asset management in the State Infrastructure Strategy;
- Relocating cargo and imported vehicle movements from Sydney Harbour to Port Kembla, freeing up space for the Barangaroo development; and
- Providing a spatial strategic planning framework to underpin the State Plan.

NEW FEATURES OF THE METROPOLITAN PLAN FOR SYDNEY 2036

- Revised timeframe until 2036, compared to the current plan which runs until 2031;
- Responds to the challenges of Sydney's faster than previously expected population growth (with an additional 400,000 people expected to live in Sydney by 2031 compared to the 2005 Metropolitan Strategy estimate);
- A stronger focus on mitigating and adapting to the impacts of climate change, including developing an adaptation strategy for Sydney;
- Better integrating infrastructure, particularly transport, with land use as an integral part of managing growth, city efficiency and sustainability – helping create a more climate change-resilient and connected city. Examples include:
 - Planning for housing and employment capacity growth to capitalise on the improved access to Parramatta achieved with the Western Express and planned Parramatta Epping Rail Link;
 - Ensuring well-designed urban renewal is complemented by investment in transport capacity at Redfern-Waterloo and Granville, through the establishment of the Sydney Metropolitan Development Authority and the Urban Renewal SEPP.
- Outlines new urban renewal and transport corridors for investigation;
- Identifies and protects key corridors for future expansion of the transport network;
- Delivery of an electronic integrated ticketing system for the metropolitan public transport network by 2014;
- Incorporates the fully funded \$50.2 billion *Metropolitan Transport Plan* and will ensure the sustainable growth of Sydney, including:
 - Rail links to growth areas;
 - Express rail for western Sydney;
 - Light rail for the inner city and inner west;
 - More buses on busy corridors and improved bus priority;
 - Key motorway improvements;
 - Improving the movement of freight by rail, including links from the port and airport; and
 - Connecting centres by moving away from a radial transport system in and out of the Sydney CBD.
- Develops modal strategies including rail, bus, walking and roads to respond to growth in demand;
- Improves the passenger experience of public transport and promotes active transport opportunities;
- Strengthening governance, monitoring and implementation arrangements to secure delivery of outcomes – including a public annual update report, expanded performance indicators, establishment of a Metropolitan Plan Delivery Group and creation of the Sydney Metropolitan Development Authority to drive urban renewal;
- Reinforces the target for new housing in existing areas from the 60-70 per cent target in the 2005 Metropolitan Strategy to at least 70 per cent;
- Supports the establishment of business parks in Western Sydney, particularly in south-west Sydney where there is a targeted doubling of employment, to provide jobs closer to home;
- Adds Frenchs Forest as a potential specialised centre, to capitalise on the location of the new Northern Beaches hospital. This will involve examining new employment, retail and residential uses which could complement the hospital and surrounding area;

- Adds the Penrith Education and Health Precinct as a potential specialised centre to promote health and education enterprises and create better links with the city centre; and
- Addresses the Commonwealth's new national criteria to improve capital city planning for all States and Territories.

WHAT KEY ELEMENTS STAY THE SAME FROM THE 2005 METROPOLITAN STRATEGY

- Concept of a “City of Cities” – whereby growth and revitalisation is encouraged in strategic centres outlined in the 2005 strategy (with the addition of Frenchs Forest and Penrith Education and Health precincts);
- Encouraging new housing and employment growth within existing areas, with the majority of new greenfield development to be concentrated in the North-West and South-West Growth Centres;
- Focus on protecting agricultural lands on Sydney's urban fringe; and
- The publication of subregional strategies, providing local detail for all councils to use in their strategic planning.

FURTHER INFORMATION

Department of Planning website:

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