

Submissions and Engagement Report

Draft Greater Sydney Region
Plan (2017)

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1 Introduction

The Greater Sydney Commission leads metropolitan planning for the Greater Sydney region.

In October 2017, the Greater Sydney Commission (the Commission) released for feedback a draft Greater Sydney Region Plan (the draft Plan), and five revised draft District Plans. The draft Plan sets a 40-year vision, to 2056, and a 20-year plan to manage growth in Greater Sydney.

The draft Plan is a framework for decision-making to inform District Plans, local strategic planning statements and Local Environmental Plans (LEPs), and to provide context for councils' community strategic plans. The draft Plan aligns major land use, transport and infrastructure planning by its integration with Transport for NSW's *Future Transport 2056* and Infrastructure NSW's *State Infrastructure Strategy 2018–38*. Also, the draft Plan informs private sector and State agency investment by clarifying the growth management intentions of the NSW Government.

The draft Plan was on exhibition from 22 October 2017 to 15 December 2017. During this period, the Commission directly engaged with over 9,300 people and received 408 submissions related to the draft Plan.

This report compiles information from engagement activities and submissions undertaken during the exhibition period. Many of the Commission's engagement activities were delivered alongside Transport for NSW as they engaged on the draft *Future Transport 2056*. Feedback from engagement and submissions was shared so it could be considered for both land use planning and transport planning.

This exhibition period built upon the exhibition and engagement activities undertaken by the Commission since January 2016. Since that time, the Commission has directly engaged with over 25,000 people, through a range of deliberative workshops, focus groups, community meetings, roundtable meetings, briefing sessions, surveys and online chats.

The Commission thanks those who lodged a submission and/or attended engagement activities. The contributions from stakeholders and the community since our inception in January 2016 have been invaluable. Those contributions directly influenced the development of the draft Plan and as shown in this report, have also informed the Commission's finalisation of the Plan.

The Commission has published a separate Submissions and Engagement Report for the District Plans which were on exhibition from 26 October to 15 December 2017.

This report seeks to provide a summary of information from engagement activities and submissions received during the exhibition period on the Greater Sydney Region Plan. The information in this report does not include a complete, definitive list of all issues raised in each submission received on the Greater Sydney Region Plan. Rather it is a summary of issues and responses. This report must be read in conjunction with the complete list of submissions available on the Greater Sydney Commission's website.

Whilst care and consideration has been taken in the creation of the material in this report, to the fullest extent permitted by law, the State of New South Wales, its agents and employees, expressly disclaim and do not verify any information or representation, expressed or implied, in this publication and are not liable (whether by reason of negligence, error or omission, lack of care or otherwise) to any person for any damage, cost, loss or expense whatsoever which has occurred or may occur in relation to that person relying on the accuracy or completeness of this report, or taking or not taking (as the case may be) action in respect of any information or representation referred to above in respect of the report.

1.1 Purpose of this report

This report identifies the key issues raised in submissions and engagement activities on the draft Plan, which was exhibited from 22 October 2017 to 15 December 2017. It outlines the Commission's response to key issues raised and identifies how feedback from stakeholders and the community has informed the final Plan.

This report is structured according to the 10 Directions for Greater Sydney. The 10 Directions were first published in 2017 in *Directions for a Greater Sydney 2017-2056* and are the foundations of *A Metropolis of Three Cities* and the five District Plans. In the draft Plan, each of the 10 Directions lists Objectives, which in turn have Strategies and Actions for achieving the Objectives.

1.2 Engagement undertaken from January 2016 till October 2017

As shown in the diagrams on pages five and six, the Commission has been engaging with the people of Greater Sydney since January 2016 to help shape both *A Metropolis of Three Cities* and District Plans. Engagement activities have been designed to ensure the Commission heard from as wide a range of people as possible, and that community input was considered at multiple points during the preparation of the draft Greater Sydney Region Plan and draft District Plans.

This began with initial conversations with individuals, community groups, and peak organisations from January 2016 to November 2016. During this time, the Commission heard from 7,500 people. The feedback was used to inform the draft District Plans and *Towards our Greater Sydney 2056* – a draft amendment to update *A Plan for Growing Sydney* – which flagged for the first time a vision for a metropolis of three cities.

From 21 November 2016 to 31 March 2017, the Commission exhibited the draft District Plans and *Towards our Greater Sydney 2056*. During the exhibition period, the Commission engaged with more than 7,750 individuals through an extensive engagement program. The program comprised eleven deliberative workshops, an online survey that received 2,000 responses, briefing sessions, and online forums. This provided comprehensive feedback on what the community and stakeholders liked about the draft plans and what they felt needed to change.

Continually improving our engagement practices has been a critical component of the Commission's work, with a focus on evaluation and innovation.

1.3 Draft Greater Sydney Region Plan Engagement from October to December 2017

The draft Plan was exhibited from 22 October 2017 to 15 December 2017.

To ensure the engagement approach was comprehensive, the Commission undertook an evaluation of its engagement process which included analysing participant feedback, listening to community group representatives and analysing the online submissions portal user experience. Based on this assessment the following focus areas were identified:

- targeting engagement activities to suit young people and Culturally and Linguistically Diverse (CALD) communities
- providing opportunities for individuals, community groups and peak groups were able to speak with the Commission's planners about how their feedback to earlier draft plans had been considered and used
- improving the submission portal

- using random sampling to identify participants for some engagement activities including deliberative forums and online consultation – this allowed for a demographically representative sample from a broad-cross section of the community to provide feedback

With these improvements in mind, the Commission designed an engagement program that covered the draft Greater Sydney Region Plan and the five revised draft District Plans, and included:

- three deliberative forums called City Dialogues – comprising around 100 community members in each of the three cities
- 12 community workshops where 177 community members examined the plans and saw how previous community feedback had informed them
- 10 focus groups with 59 people between the ages of 20 and 50 from five of Greater Sydney's fastest growing CALD communities — Vietnamese, Filipino, Indian, Chinese and Arabic
- 10 focus groups with 300 young people in high schools across Greater Sydney, conducted by the Advocate for Children and Young People
- a randomised representative survey of 2,000 Greater Sydney residents
- briefing sessions with 160 elected officials, key stakeholders and community members
- three roundtable discussions where 27 representatives from environmental and social peak groups examined the revised draft plans, and were shown how their feedback had helped inform them
- three roundtable meetings to gain feedback from industry peak groups and 28 representatives of the retail, residential and commercial industries
- five district-based council workshops comprising 138 planning staff from all Greater Sydney councils
- eight briefing sessions for more than 150 State Government and local council elected officials
- feedback sessions with State Government officers
- live streaming of a community briefing session viewed by over 400 people
- weekly “Live Online” discussion forums with Commissioners where 647 comments and questions and interactions were posted
- speaking engagements with a combined audience of over 5,000 social, business, environmental and industry delegates, providing opportunities for questions and feedback
- advertisements announcing the exhibition period dates and encouraging formal submissions, published in 32 metropolitan, local and CALD publications
- information packs provided to all council communications teams to share on their social channels to encourage their communities to engage with the Commission
- copies of the draft plans sent to every council and council library in Greater Sydney.

In addition, information was provided through the Commission's social media channels with:

- during the engagement period 51,000 visits to the draft Plan and revised draft District Plans pages on the website
- during the engagement period 14,000 downloads of the plans.

1.4 Engagement from October to December 2017 summary

We directly engaged with **9,303** people



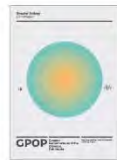
Event Type	# of Occurrences	People Engaged
Qualitative Survey	1	2000
Speaking Engagements	31	4971
Council & Elected Officials Briefings	15	352
Live Onlines	6	638
Community & Stakeholder Workshops	28	987
Peak Panels	3	27
Industry Roundtables	2	28
Youth Focus Groups	10	300
Total	96	9,303

Engagement on Greater Sydney strategic plan development

2016



Towards Our Greater Sydney 2056



GPOP Vision



Draft District Plans

Submissions

- 2,341 submissions received
- Published on-line
- Interim submissions and engagement report
- Submissions response report



Engagement

- 7,500 people engaged
- 142,000 interactions on social media – likes, comments, shares, clicks

Key Themes

- > Jobs
- > Transport and infrastructure
- > Housing
- > Great places
- > Environment



Information Notes

Engagement

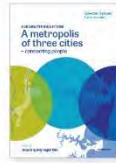
- 7,750 people engaged
- 38,402 individuals viewed the plans on our website
- 586 comments and questions answered across three social media platforms

Key Themes

- > Vision and implementation
- > Infrastructure, transport and funding
- > Jobs and centres
- > Liveability
- > Housing
- > Environment

2017

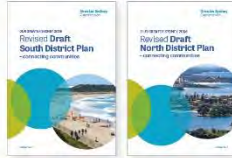
Draft Greater Sydney Region Plan:
A Metropolis of Three Cities



Draft Future Transport
Strategy 2056



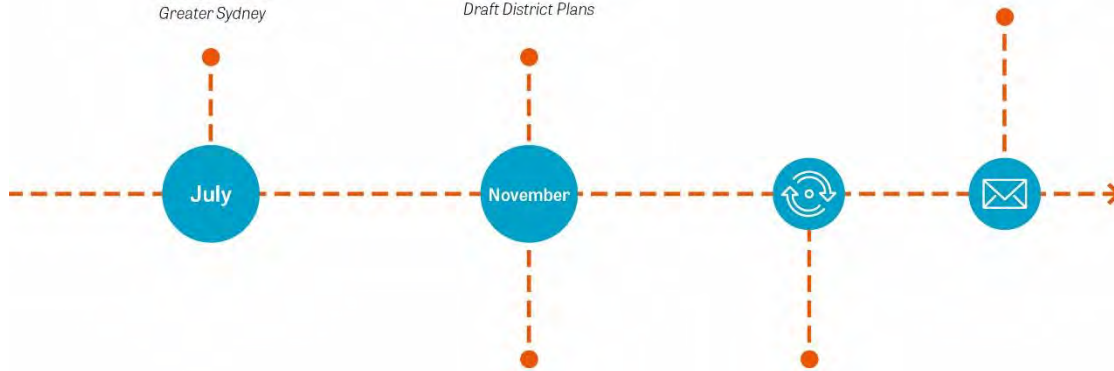
Directions for a
Greater Sydney



Draft District Plans

Submissions

- 993 submissions received
- Published on-line
- Submissions response report

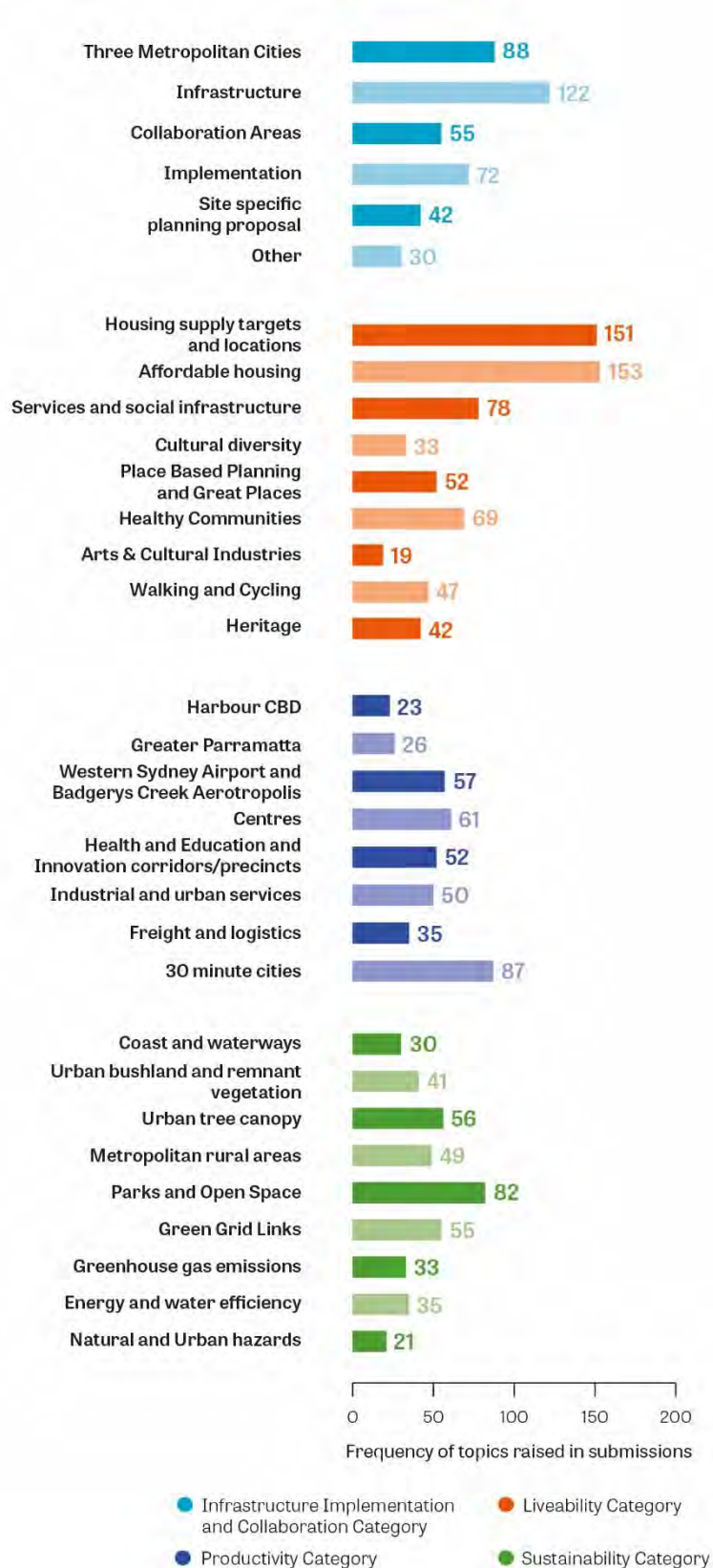


Information Notes

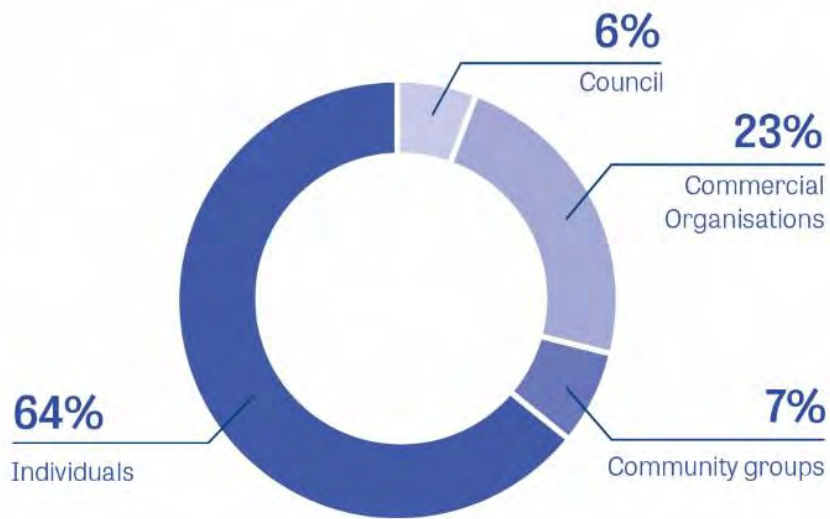
Engagement

- 9,300 people engaged
- 6,500 engagements on social media – likes, comments, shares
- 35,200 unique web visitors
- 15,300 Region and District Plan downloads
- 379 hours of GSC video watched

1.5 Submission topics for the draft Greater Sydney Region Plan



1.6 Sources of submissions to draft Greater Sydney Region Plan



2 What we heard – feedback and responses

Issues, suggestions and supportive comments were raised in submissions and from engagement activities.

The Commission received 408 submissions specific to the draft Plan. There was however some overlap as issues raised in draft District Plan submissions related to the draft Greater Sydney Region Plan, and vice-versa. Submissions have been published on the Commission's website (note submissions that asked not to be made public weren't).

Overall, there was strong support for the vision of a metropolis of three cities, 30-minute cities, affordable rental housing targets, and the integration of land use planning through the draft Plan with *Future Transport 2056*.

The importance of implementing the draft Plan was the most consistent comment raised, particularly in relation to the delivery of infrastructure to support new housing and jobs. Other key issues included delivering more 'good' jobs particularly in the Central River City and the Western Parkland City; managing industrial and urban services land; housing supply; transport services; the quality of neighbourhoods and centres; and the supply of open spaces.

Submissions and engagement feedback and the Commission's responses are set out below with key issues structured according to the 10 Directions for Greater Sydney.

2.1 A city supported by infrastructure

Direction

Providing adequate infrastructure to support population growth is essential to creating strong communities. One mechanism to better align growth with infrastructure is the growth infrastructure compact which would assess the nature, level and timing of infrastructure required for an area in light of its forecast housing and employment growth, including analysis of growth scenarios. This approach would demonstrate the correlation between growth and infrastructure, such as public transport, schools and open space, to allow for timely integration and more effective expenditure on infrastructure by location. The sequencing, optimising and adaptability of infrastructure are also considered as part of managing infrastructure delivery with growth.

Objectives

Objectives for achieving *A city supported by infrastructure* are:

Objective 1 – Infrastructure supports the three cities

Objective 2 – Infrastructure aligns with forecast growth – Growth Infrastructure Compact

Objective 3 – Infrastructure adapts to meet future needs

Objective 4 – Infrastructure use is optimised.

Feedback and responses

Submission and engagement feedback	Responses
<p>There was strong support for infrastructure to support the three cities. Submissions and engagement strongly prioritised public transport and roads, particularly for the Central and Western cities.</p> <p>Open space infrastructure for the Eastern City was a priority expressed through engagement.</p> <p>There was a desire that infrastructure investment could contribute to equity across the three cities, including by employment growth.</p>	<p>The Plan includes stronger acknowledgement that infrastructure in all three cities will need to be improved to deliver 30-minute cities, and that transport corridors and locations for new centres need to be safeguarded for future infrastructure.</p> <p>The importance of a shift in the delivery of infrastructure from a network-based approach to a place-based approach, and thus delivering improved local outcomes, has been strengthened.</p>
<p>Strong support for the concept of infrastructure delivery, particularly transport and schools, being aligned to growth.</p>	<p>Strong support has reinforced the importance of the Growth Infrastructure Compact, which the Commission is piloting in Greater Parramatta and the Olympic Peninsula (GPOP).</p>
<p>There were calls for a simpler and more standardised infrastructure funding model, with some industry groups concerned about the complexity and cumulative impact of the range of infrastructure contributions.</p> <p>Infrastructure needs to be supported by adequate funding sources and government commitments to ensure liveability is not undermined.</p> <p>It was suggested a demand management strategy for infrastructure be considered.</p>	<p>The Plan has been updated to acknowledge that value sharing and other cost-recovery mechanisms contribute to only part of the funding for infrastructure and that the majority of funding needed to come from governments. The Plan also emphasises the importance of sequencing of infrastructure as an approach to better manage the region's demands for new infrastructure.</p>
<p>There was strong support for Growth Infrastructure Compacts as a way of aligning growth and infrastructure. A number of councils requested the preparation of a growth Infrastructure compact in their local government area, clarity on the involvement of industry and the community was sought.</p>	<p>The Growth Infrastructure Compact being prepared for the GPOP is a pilot, the issues raised and how it may be used elsewhere is still under investigation. The Western Sydney City Deal also announced pilot Growth Infrastructure Compacts for the Western Parkland City.</p>
<p>There was a view that the draft Plan should better articulate the potential benefits, opportunities and infrastructure requirements from advances in technology.</p>	<p>New references to the use of digital technologies for education and for improvements to logistics and freight are included.</p>

2.2 A collaborative city

Direction

Managing the competing needs of a city requires all levels of government, industry and the community to work together. This is particularly important as development pressures grow. Collaboration between government, industry and local communities will result in the best use of resources such as public spaces, school ovals and community facilities. Communities will be involved in planning for their local infrastructure and services.

Objective

The Objective for achieving *A collaborative city* is:

Objective 5 – Benefits of growth realised by collaboration of governments, community and business.

Feedback and responses

Submission and engagement feedback	Responses
<p>Submissions called for more community involvement and input into decisions that affect local areas, including the Collaboration Area process.</p> <p>Some councils called for improved clarity, clear deliverables and timeframes on Collaboration Area processes, and environmental groups called for closer links between Collaboration Areas and sustainability outcomes. Others requested that more consideration be given to retail and residential aspects of Collaboration Areas.</p> <p>Despite the importance of collaboration, some groups stressed that collaboration should not impede the decisive, timely and accountable delivery of infrastructure.</p>	<p>In response to submissions, the section on Collaboration Areas has been extended with more information on their definition; the involvement of stakeholders; and their processes including the Collaboration Area Agreement which sets out vision, purpose, outputs and membership of each Collaboration Area.</p> <p>The section on Collaboration Areas emphasises that the process is used to address complex issues that require cross-stakeholder solutions. Collaboration Area processes help identify barriers to growth including timely and accountable delivery of infrastructure. Community involvement is also emphasised in the implementation section of the plan, particularly in relation to the recent planning reforms that place a greater emphasis on community participation and local strategic planning.</p>

2.3 A city for people

Direction

A growing Greater Sydney presents an opportunity to build social and cultural networks and to enhance individual and community health outcomes. Strategic planning will capitalise on local identity, heritage and cultural values, together with easier access to services to foster a more active, resilient and connected society. The changing demographics of neighbourhoods across Greater Sydney will influence local demand for social infrastructure.

Objectives

Objectives for achieving *A city for people* are:

Objective 6 – Services and infrastructure meets communities’ changing needs

Objective 7 – Communities are healthy, resilient and socially connected

Objective 8 – Greater Sydney’s communities are culturally rich and diverse neighbourhoods

Objective 9 – Greater Sydney celebrates the arts and supports creative industries and innovation.

Feedback and responses

Submission and engagement feedback	Responses
Some submissions called for a definition of liveability while others supported the adoption of a liveability framework and further actions to improve liveability.	Liveability has been more fully described, as have the requirements for improving liveability in the introduction to the Liveability chapter.
Community engagement identified the importance of delivering infrastructure, particularly transport and social infrastructure, alongside growth so that increases in density also enhance liveability.	The need to address social infrastructure provision to meet the changing needs of different age and other demographic groups has been included.
Ways in which the built environment could encourage healthy lifestyles, including walking and cycling, needed to be emphasised.	Greater emphasis on the connection between well-planned neighbourhoods and people’s health is included. In addition, the opportunities, benefits and importance of enhancing paths for walking and cycling have been expanded.
There were requests for a greater focus on young people, including strategies to combat youth unemployment and enhance access to youth services.	Youth services have been referenced, with other social services and infrastructure, as essential to meeting people’s needs. The importance of being able to access youth services is also part of the 30-minute city. Information is included on supporting the joint and shared use of school facilities like sportsgrounds to improve accessibility. The plan also references the Office of the NSW Advocate for Children and Young People’s NSW Strategic Plan for Children and Young People, the first legislated three-year whole of government plan focussed on children and young people ages 0 – 24 years.
There was support for acknowledging cultural heritage, including Aboriginal history. In addition, there were calls	The ways Greater Sydney’s Aboriginal people contribute to the region’s cultural and creative identity have been acknowledged, with a recognition that this

Submission and engagement feedback	Responses
<p>for further cultural institutions in the Western Parkland City to help attract jobs.</p>	<p>provides Aboriginal people with economic and employment opportunities.</p> <p>The Plan includes information on the need to enhance and improve cultural institutions, specifically in the Western City and Central City Districts.</p> <p>The Western Sydney City Deal includes a dedicated Indigenous Business Hub and small business package to help support Indigenous people to start or grow a business.</p>
<p>Stronger links between arts and culture and the benefits of socially connected communities were needed. As was information on the adoption of digital technologies supporting smart cities.</p>	<p>The development of a cultural infrastructure strategy between the NSW Cultural Infrastructure Program Management Office and Infrastructure NSW has been referenced, as has the connections between creative thinking, enterprise and innovation. The benefits of socially connected communities to people’s mental and physical health has been reinforced.</p> <p>There is new information on the growing role of creative industries in productivity, including providing employment opportunities. To this end, reducing the regulatory burden for creative and temporary uses and the night-time economy is essential.</p> <p>Links have been made between creative thinking and innovation, and between innovation, digital technologies and smart cities.</p>
<p>It was suggested a regional approach to land use for cemeteries and crematoria was needed to ensure medium to long-term demand could be met.</p>	<p>The importance of cemeteries and crematoria with associated facilities as key social infrastructure has been recognised.</p> <p>A link to the recently released <i>Cemeteries and Crematoria NSW 2017 Metropolitan Sydney Cemetery Capacity Report</i> has been included in the plan along with other related government initiatives.</p>
<p>Submissions raised the issue of ensuring there was consultation with councils and social groups when developing the relevant metrics.</p>	<p>The Plan outlines a consultative approach to measuring performance and to monitoring –addressed in the Implementation chapter.</p>

2.4 Housing the city

Direction

Sustained population growth over the coming decades will require a minimum of 36,250 new homes every year. Combined with changing demographics and housing affordability challenges, greater housing choice will be needed. This relates to a range of housing types, tenures and price points together with rental accommodation for lower income households and social housing for the most vulnerable. The provision of more housing will occur concurrently with the creation of liveable neighbourhoods close to employment opportunities, public transport, walking and cycling options for diverse, inclusive multi-generational and cohesive communities.

Objectives

Objectives for achieving *Housing the city* are:

Objective 10 – Greater housing supply

Objective 11 – Housing is more diverse and affordable.

Feedback and responses

Submission and engagement feedback	Responses
<p>The importance of increasing the supply of homes was raised in community engagement, however infrastructure is needed prior to the delivery of new homes. More information was required on local housing strategy mechanisms including scope, governance and timing.</p> <p>Some submissions called for more comprehensive supply targets and for clarity on monitoring and meeting the targets. They called for changes to the planning framework to improve housing supply including the review of policies, to allow for higher density.</p> <p>Conversely, others wanted to ensure that higher density living did not reduce people's quality of life and their sense of community. Some believed medium density infill development – the missing middle – could better achieve this outcome.</p> <p>There were requests that consultation take place with councils and the community prior to nomination of urban renewal areas.</p>	<p>There is no change to the housing supply targets released in October 2016. The Plan notes that the five-year targets reflected the existing development pipeline and committed projects and provides a focus for infrastructure delivery.</p> <p>Housing in the right areas has been further emphasised. Additional information has been included on opportunities for additional housing within a 10-minute walk of centres with city-shaping transport. Place-based planning also now emphasises walkable, cycle-friendly neighbourhoods that support active and healthy lifestyles.</p> <p>In preparing housing strategies, information on key aspects for councils to consider are extended to include local character.</p> <p>In response to the vision for the metropolis of three cities and the investment in the transport to support the Western Sydney Airport and Bringelly Aerotropolis the Plan includes a new growth area as designated in the Western Sydney City Deal – Greater Penrith to Eastern Creek and three Urban Investigation Areas.</p>
<p>Some submissions called for targets for adaptable housing.</p>	<p>Stronger emphasis on the benefits and need for universal design have been included.</p>
<p>There was a call for reinstating the Metropolitan Development Program to monitor and forecast land supply.</p> <p>Some councils called for an exemption from implementing the Medium Density Code, while they prepared local housing strategies and set longer term targets.</p>	<p>The importance of collecting both housing data for the monitoring of change has been added.</p> <p>The NSW Government's Medium Density Code is yet to be finalised.</p> <p>The Plan seeks to respond to the growth projections for Greater Sydney as prepared by the Department of Planning and Environment. It is noted that the NSW</p>

Submission and engagement feedback	Responses
<p>Some submissions suggested there may be benefits in increasing housing supply in regional cities, as well as in Greater Sydney, and that they be explored.</p>	<p>Government has regional strategies for all nine regions across the State outside of the Greater Sydney area. These strategies relate to housing and jobs in these areas</p>
<p>Protecting the operations of ports, airports and freight corridors is needed as part of good planning for new residential developments.</p>	<p>The importance of protecting ports, airports and freight corridors as part of good planning has been strengthened.</p>
<p>There was strong support for Affordable Rental Housing Targets with some submissions calling for higher targets, particularly for urban renewal areas and government-owned land. Some submissions called for affordable rental housing for moderate-income households, not just low-income households.</p> <p>Some submissions requested more information on affordable rental housing as well as a more coordinated and consistent approach to setting Affordable Rental Housing Targets, delivery and metrics.</p> <p>Some groups called for a broader-based cost-sharing infrastructure framework, including affordable rental housing and infrastructure levies. They suggested an incentive-based approach would encourage innovative affordable rental housing solutions. Also, they called for more guidance on inclusionary zoning.</p>	<p>Commission research has reaffirmed the 5% to 10% affordable rental housing target is generally viable in most locations.</p> <p>However, the correct percentage is subject to having strategies prepared by local councils and where required verified by the State Government as practicable.</p> <p>Prior to the inclusion of affordable rental housing targets in the relevant state policy the Greater Sydney Commission, in partnership with State agencies, will develop detailed arrangements for delivering and managing housing that is created by the targets. This additional work will consider eligibility criteria, allocation, ownership, management and delivery models.</p> <p>The Plans outline a range of additional actions to support housing affordability including the role of Landcom in regard to underutilised or surplus government land, innovative models for small homes and the build to rent housing model.</p>

2.5 A city of great places

Direction

As Greater Sydney grows and changes, its places will offer more than just new homes and jobs. They will enhance wellbeing and a sense of community identity by delivering safe, inclusive and walkable mixed-use areas that exhibit urban design excellence and are connected to social infrastructure and open spaces. These places will respect heritage and foster interaction and healthy lifestyles by encouraging exercise, creativity, enterprise and innovation.

Objectives

Objectives for achieving *A city of great places* are:

Objective 12 – Great places that bring people together

Objective 13 – Environmental heritage is conserved and enhanced.

Feedback and responses

Submission and engagement feedback	Responses
<p>Submissions requested more clarity on processes and the implementation of place-based planning, as well as technical support and funding for councils to undertake place-based planning.</p> <p>Some submissions said place-based planning should deliver design excellence and use processes based on <i>Better Placed: An integrated design policy for the built environment of New South Wales</i> published by the Government Architect NSW. Others suggested that the value of natural environments to healthy people and great places should be acknowledged.</p> <p>Some people called for a 0-minute city – referring to working from home – while others advocated for 10-minute, walkable neighbourhoods. Clarity was needed on the walkability of neighbourhoods and the place and movement framework of streets. There was a call for metrics to monitor the walkability of neighbourhoods.</p>	<p>The definition of great places has been extended to include: natural environments through green infrastructure, and the design and management of streets. In addition, more details on place-based planning are included in the Plan with a reference to the Government Architect NSW's <i>Better Placed: An integrated designing policy for the built environment of New South Wales</i>.</p> <p>The Plan explains walkable neighbourhoods and the social and economic importance of walking or cycling for leisure, transport or exercise. It also includes a definition of walkable places. New information has emphasised the importance of planning streets as places for people and for movement, and guidance has been included on designing streets and pathways to encourage walking and cycling.</p> <p>Objective 12 has been strengthened by two inclusions: great places are delivered by 'walkability in and within a 10-minute walk of centres'; and by 'recognising and celebrating the character of the place and its people.'</p>

Submission and engagement feedback	Responses
<p>Submissions requested ongoing, and better, protection for the character and cultural heritage of neighbourhoods, and for more protection of Aboriginal cultural heritage. Also, they called for a reference to the draft Aboriginal Cultural Heritage Act.</p> <p>There was a call for the cumulative impacts of urban renewal on heritage to be managed.</p>	<p>Objective 13 was strengthened so that environmental heritage is 'identified' as well as conserved and enhanced – prompting ongoing investigations into heritage.</p> <p>Objective 13 has been broadened to: apply adaptive re-use and interpreting heritage to foster distinctive local places; and to manage and monitor the cumulative impact of development on the heritage values and character of places.</p> <p>Information on a new legal framework for improving the protection of Aboriginal cultural heritage has been included with a reference to an Aboriginal Cultural Heritage Act.</p> <p>The value of natural heritage to great places and healthy people has been acknowledged.</p>

2.6 A well-connected city

Direction

By 2036, the number of journeys across Greater Sydney is projected to increase to 15 million trips a day (up 36 per cent from 2016). To address this increase, Future Transport 2056 includes plans for quick, efficient and more localised connections to jobs, schools and services. A key outcome is for more people to have 30-minute public transport access to one of the three metropolitan centres/cluster and to services in their nearest strategic centre seven days a week. This requires the integration of land use, transport and infrastructure planning. Co-locating jobs and services, improving transport efficiency and creating more efficient freight networks will also improve productivity. Enhancing transport connections to adjacent cities and regional NSW will strengthen economic links and provide more opportunities for long-term growth management.

Objectives

Objectives for achieving *A well-connected city* are:

Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities

Objective 15 – The Eastern, GPOP and Western Economic Corridors are better connected and more competitive

Objective 16 – Freight and logistics network is competitive and efficient

Objective 17 – Regional transport is integrated with land use.

Feedback and responses

Submission and engagement feedback	Responses
<p>There was strong support for the concept of three cities, economic corridors, 30-minute cities, and for significant housing around and above major transport interchanges. The definition of 30-minute cities and how they would be achieved needed clarifying.</p> <p>Many councils requested clarity on specific transport projects and requested additional services from existing transport infrastructure. Submissions supported the proposed new north-south and east-west rail links for the Western Parkland City. There was a request for public transport to be prioritised over private cars, and a greater emphasis on walking and cycling.</p> <p>Preserving corridors for key infrastructure projects were supported to provide economic certainty and improve project feasibility.</p>	<p>Additional information has been included to explain the transport vision to support land use planning; a 30-minute city; the vision for more walking and cycling trips; and the vision for a high-capacity freight network. The Plan also includes guidance on enhancing walkability in and around centres.</p> <p>The Plan should be read alongside <i>Future Transport 2056</i>, which prioritises specific transport projects. Detail has been added on the need for direct, safe and accessible routes to local destinations and services within a 10-minute walk of centres. All suggestions on specific transport projects were provided to Transport for NSW for their consideration in finalising <i>Future Transport 2056</i>.</p> <p>The Plan advises that the early preservation of infrastructure corridors will reduce potential land use conflicts and the Plan now emphasises that potential corridors should be assessed alongside economic, social and environmental outcomes.</p> <p>A new strategy, under Objective 15 prioritises transport investments that enhance access to the economic corridors and between centres within the corridors.</p>

Submission and engagement feedback	Responses
<p>Councils were concerned about funding for essential infrastructure. Businesses sought clarity on development contributions. There were proposals for a review of pricing strategy for transport; adopting an alternative taxing system for transport with declining fuel tax; and moving to a distance-based vehicle tax system.</p>	<p>Additional information was included to emphasise that development contributions provide only part of the funding for infrastructure and the majority of funding is provided by the NSW Government. The Plan supports innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network. <i>Future Transport 2056</i> includes strategies and actions for travel demand management and better use of the transport network.</p>
<p>There was advocacy for metrics to facilitate the efficient movement of freight, and greater clarity around the roles of the ports and Western Sydney Airport regarding freight. There was support for the investigation of new freight routes.</p> <p>There was a desire for additional measures to address the impacts on residents of increased freight volumes and hours of operation.</p>	<p>There was a strengthening of protections for freight, particularly with the planning and protection of freight corridors that will serve the Western Sydney Airport and industrial lands. A strategy protecting current and future freight corridors has been widened to include the protection of 'shared' freight corridors.</p> <p>The port precinct at Glebe Island and White Bay has been recognised for its port activities in the areas bulk construction materials and the cruise industry.</p> <p>On-demand freight and the growing parcel- delivery industries have been recognised and need to be supported by adjusting regulatory environment and planning decisions.</p>
<p>It was suggested that better regional connections would reduce the need for residential growth in Greater Sydney, and submissions supported improved regional connections beyond Greater Sydney, to Newcastle and Wollongong.</p> <p>There were concerns that the Hunter, Central Coast and the Illawarra were largely left out of the Plan.</p>	<p>Objective 17 has been expanded to strengthen regional transport connections – including to Bathurst, Newcastle, Wollongong and Canberra – to support economic opportunities.</p>

2.7 Jobs and skills for the city

Direction

Enhancing Greater Sydney's productivity, export sectors and global competitiveness will be critical to increasing the region's economic activity to \$655 billion by 2036. This will require greater choice for where development can occur to enable the required employment growth of 817,000 jobs. Strategic planning will guide the locations of business growth and investment and provide better freight connections, economic agglomerations and skills development. Building on health and education strengths and growing the advanced manufacturing sector will be central to delivering an innovative and internationally competitive economy.

Objectives

Objectives for achieving *Jobs and skills for the city* are:

Objective 18 – Harbour CBD is stronger and more competitive

Objective 19 – Greater Parramatta is stronger and more competitive

Objective 20 – Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City

Objective 21 – Internationally competitive health, education, research and innovation precincts

Objective 22 – Investment and business activity in centres

Objective 23 – Industrial and urban services land is planned, protected and managed

Objective 24 – Economic sectors are targeted for success.

Feedback and responses

Submission and engagement feedback	Responses
<p>There was strong support for the three cities vision and the approach to centres, with some submissions seeking clarity on the urban form and development of the metropolitan cluster, the centres hierarchy, and the interaction of centres with economic corridors and precincts.</p> <p>There was a call for development of a local centre toolkit to understand the hierarchy of local centres.</p>	<p>Centres continue to be the key organising element of Greater Sydney. A new table has been included that clearly defines the roles of metropolitan, strategic and local centres, the metropolitan cluster as well as health and education precincts, economic corridors, commercial office precincts, trade gateways, and transport interchanges.</p> <p>A new section on rural towns and villages distinguishes local urban centres from those in the metropolitan rural area.</p> <p>Information has been included on each of the centre types, the role of retail, governance, and the role of planning in supporting the creation of jobs. New information also includes support for offices in mixed-use buildings, retention of established commercial cores, a wide range of activities for the night-time economy, and strategic centres attracting investment and having a high degree of growth.</p> <p>Additional emphasis on the process for planning long-term transport and infrastructure corridors has also been added. Corridors, such as the Outer Sydney</p>

Submission and engagement feedback	Responses
	Orbital, would be planned and integrated into the vision and protected as required.
<p>There was some concern about the reliance of the Western Sydney Airport as an economic catalyst for the Western Parkland City and short to medium-term economic development strategies were needed.</p>	<p>The Plan explains that Western Sydney Airport will be one asset within a broad-ranging economic corridor, and new strategic centres will emerge in the Western Parkland City.</p> <p>The Western Sydney City Deal, a collaboration across three tiers of government, will drive economic opportunities across the whole of the Western Parkland City.</p>
<p>Submissions called for more information on how the Western Parkland City would attract and retain 'good' jobs, and on how governments could create jobs and attract industries. There was a need for more government jobs, as well as private health and education jobs, to be created in the Western Parkland City. The Greater Sydney Commission and Jobs NSW should work together to protect land for health, education and other employment sectors, and ensure it is not used for residential development.</p> <p>There was concern about the rapid growth of development between centres in the Western Parkland City.</p>	<p>The Plan outlines how the Western Sydney City Deal will deliver outcomes not just in the areas of infrastructure but also in the areas of 'skills and education' and 'jobs for the future'</p> <p>Objective 24 reflects the work being led by NSW Department of Industry to coordinate sector-specific industry development strategies.</p> <p>References to employment growth as the principal underlying economic goal for metropolitan and strategic centres has been added.</p>
<p>Submissions requested additional measures to realise jobs targets, including enabling infrastructure and greater flexibility around the zoning of employment lands. Such measures may correct the job deficit in the Central and Western cities.</p> <p>There was advocacy for more centres to be identified in the Western Parkland City, in balance with those in the Central and Eastern Cities.</p>	<p>Additional text has been added on the need to grow and diversify local employment opportunities.</p> <p>Objective 22 highlights the need for additional strategic centres in the Western Parkland City and the need to grow and diversify local employment opportunities.</p> <p>Principles for centres have been extended to include more information on planning for new and existing centres and the important role of local centres is also emphasised, especially in relation to local employment.</p>
<p>There was widespread industry support for strengthening governance around the Western Sydney Airport, and for prioritising and coordinating the development of employment land.</p> <p>There was a desire for the Greater Sydney Commission to collaborate with organisations that have visions for the aerotropolis such as the University of Sydney and the NSW Farmers Federation.</p> <p>Also, the NSW Government should commit to the proposed north-south rail line, which would facilitate economic opportunities in the area.</p>	<p>A Western Sydney City Deal has been finalised between the Australian and NSW governments and eight local councils. It commits to a range of governance arrangements to deliver on the vision for the Western Parkland City.</p> <p>The Western Sydney City Deal also commits to the preparation of a Land Use and Infrastructure Implementation Plan for the Western Sydney Airport Priority Growth Area, as identified in the plan. This will provide guidance to landholders and stakeholders about the land use and transport expectations for the area.</p>
<p>There was a request to select a number of health, education and innovation precincts to be competitive in an international market, to target investment and infrastructure decisions.</p> <p>There were some requests for specific geographic modifications of precincts.</p> <p>Some submissions believed that commercial office developments should be focussed on a selected</p>	<p>The Plan identifies that health and education precincts can be seen to be on a continuum from clusters of activities to interconnected institutions. For each of the health and education precincts the place on the continuum has been identified, together with an emphasis that the precinct be supported to grow.</p>

Submission and engagement feedback	Responses
<p>number of strategic centres to encourage agglomeration and commercial competitiveness.</p>	<p>The concentration of employment is an important part of being designated a strategic centre. More detail of the hierarchy of centres, including information on commercial office precincts has been included in the plan.</p>
<p>There was a high level of support for the preservation of existing industrial lands to enable 30-minute cities, and some submissions said that some zoning changes from industrial to residential uses were not in the public interest.</p> <p>Some landowners and developers requested more flexibility on uses of the land. Some submissions said conversion of industrial land to mixed use should be permitted where appropriate, with evidence-based decision-making and a no-worse-off test being applied. Also, there was support for affordable industrial land for small businesses and start-ups.</p> <p>There were requests for the Greater Sydney Commission to work with the Department of Planning and Environment and councils to provide clear guidance on the permissible uses of industrial land. Industrial and other land uses needed to be monitored.</p> <p>Submissions called for additional protections against 'messy or heavy uses' of land near residential areas, and suggestions for buffer zones of green space or mixed use between industrial and residential zones to minimise impacts.</p> <p>Submissions questioned how the NSW Department of Industry's industry sector strategies will be applied at a local level. Clarity was sought on the permissibility of retail in industrial areas.</p>	<p>A revised section on industrial and urban services land explains the land's role and functions. This includes principles for managing industrial and urban services land and a requirement for councils to undertake a strategic review of these lands when reviewing their local environment plan. In the interest of clarity, the terminology for the approach 'protect and manage' has been changed to 'retain and manage'.</p> <p>The expanded section on centres includes revised retail content and notes the NSW Department of Planning and Environment is to prepare a state-wide retail planning policy.</p>
<p>A submission requested that more modern forms of agriculture such as intensive cropping and horticulture be encouraged and that a fresh food precinct be included in the Western Parkland City.</p>	<p>Key economic sectors have been clarified and local centres acknowledged, with guidance.</p> <p>The Plan acknowledges the potential for harvesting fresh food close to a growing population and freight export infrastructure associated with the Western Sydney Airport (Objective 29).</p> <p>The Western Sydney City Deal proposes the establishment of an agribusiness precinct.</p>

2.8 A city in its landscape

Direction

Greater Sydney has evolved within outstanding natural and scenic landscapes.

As it grows, strategic planning will manage the effects of urban development to protect, restore and enhance these landscapes, waterways, coastline, natural areas, tree canopy and open spaces. Delivering on these outcomes will require careful management of the environmental, social and economic values of the Metropolitan Rural Area and the Protected Natural Area. A healthy natural environment will be important to improve liveability, create healthy places, and mitigate the effects of climate change. New approaches to water management and urban design will be part of the response to climate change and will help to cool the region, particularly the Western Parkland City.

Objectives

Objectives for achieving *A city in its landscape* are:

Objective 25 – The coast and waterways are protected and healthier

Objective 26 – A cool and green parkland city in the South Creek corridor

Objective 27 – Biodiversity is protected, urban bushland and remnant vegetation is enhanced

Objective 28 – Scenic and cultural landscapes are protected

Objective 29 – Environmental, social and economic values in rural areas are maintained and enhanced

Objective 30 – Urban tree canopy cover is increased

Objective 31 – Public open space is accessible, protected and enhanced

Objective 32 – The Green Grid links parks, open spaces, bushland and walking and cycling paths.

Feedback and responses

Submission and engagement feedback	Responses
<p>Submissions called for the definition of environmentally sensitive waterways to be clarified and raised concerns regarding the fragmented governance and management of waterways.</p> <p>Also, the significance of waterways for recreation, transport and Greater Sydney's identity needed to be highlighted.</p>	<p>Additional information has been provided on a bushland and waterways manual to help guide the management of waterways, which is being prepared by the NSW Department of Planning and Environment; and the local provisions councils use to protect environmentally sensitive areas of waterways.</p> <p>Objective 25 has been reworded to clarify that environmentally sensitive areas of waterways and the coastal environment need to be protected, and additional direction has been provided as to how councils can do this.</p>
<p>Community engagement highlighted support for a cool and green parkland city in the South Creek corridor, but there was a lack of clarity about how it would be applied, particularly in existing urban neighbourhoods. In addition, the design principles for South Creek should include biodiversity measures.</p>	<p>Approaches to the development of the South Creek corridor are more explicit, including for both urban renewal and more recently established neighbourhoods.</p> <p>Additional recognition has been given to the need for innovative approaches to incorporating waterway features into the design of new communities, to help create a cool and green parkland city.</p>

Submission and engagement feedback	Responses
<p>Submissions called for a greater focus on biodiversity and noted that urban sprawl will lead to a loss of bushland and biodiversity.</p> <p>Submissions also called for greater recognition of opportunities to protect and connect urban bushland.</p> <p>There was support for protecting and enhancing scenic landscapes including scenic coastal areas.</p>	<p>Objective 27 has been bolstered with a new measure to protect and enhance biodiversity: by managing urban development and the urban bushland to reduce edge-effect impacts. Opportunities to restore and reconnect bushland in urban areas have been highlighted.</p> <p>Recognition of local character and an appreciation of Greater Sydney's landscape have been included with references to geographic features such as scenic foreshore areas and specific places such as views of the Blue Mountains escarpment and the skyline of the Harbour CBD.</p>
<p>During community engagement, there were calls for greater clarity for the Metropolitan Rural Area, particularly around rural–residential development and rural towns and villages.</p> <p>There was significant support for limiting urban development in rural areas.</p> <p>There was some opposition to limiting development in the Metropolitan Rural Area.</p> <p>There was a desire for greater protection of agricultural lands.</p>	<p>Additional information strengthens the point that Greater Sydney has sufficient land for its housing needs in the Urban Area, and there is no need for urban expansion into the Metropolitan Rural Area. It identifies only three urban investigation areas near the Western Sydney Airport for urban development.</p> <p>The importance of maintaining and enhancing of the unique character of towns and villages in the Metropolitan Rural Area such as Katoomba, Bundeena and Waterfall have been emphasised.</p> <p>A new section in rural lands describes how place-based planning can be applied to identify, maintain and enhance the environmental, social and economic values of rural land.</p> <p>The map showing the boundary of the Urban Area has been amended to clearly identify urban investigation areas.</p> <p>Objective 29 has been amended to remove the reference to rural–residential developments.</p>
<p>There was widespread support for increasing urban tree canopy. Submissions highlighted a preference for a collective approach to increasing urban tree canopy and the need to address barriers to increasing canopy cover.</p>	<p>The target for increasing urban tree canopy from 23 per cent to 40 per cent has been included. Also added was support for putting powerlines underground where possible to provide sufficient space for street trees, and acknowledgement of work underway by the NSW Department of Planning and Environment on the Urban Tree Canopy toolkit.</p> <p>The Action in the draft Greater Sydney Region Plan on increasing urban tree cover in Greater Sydney has been deleted as this is underway following the State Government's release of <i>Greener Places: Establishing an urban green infrastructure policy for New South Wales</i>.</p>
<p>There were calls for green space to be more evenly distributed throughout Greater Sydney and for stronger metrics, including targets, for delivering the right quantity and quality of open space to match housing growth. There was support for more high quality open space while further information was requested on what constitutes 'quality open space'. The cost and the barriers to providing additional open space were raised.</p>	<p>Objective 31 has been changed from 'investigating' to 'providing' opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow. Further, emphasis has been given to the value of open spaces for walking and cycling links for transport, leisure and recreation.</p>

Submission and engagement feedback	Responses
More comprehensive cycleways were requested, and that they are not limited to the Greater Sydney Green Grid.	The Plan has highlighted that the Greater Sydney Green Grid will be integrated with the Principal Bicycle Network, as identified in <i>Future Transport 2056</i> , where possible as a way of linking centres.
There were concerns about noise and air pollution from Western Sydney Airport impacting residents and the Greater Blue Mountains World Heritage Area.	This will be assessed primarily through the environmental assessment of the Western Sydney Airport.
There was support for the concept of green infrastructure and a call for stronger policies on it.	The Plan seeks to emphasise that Green infrastructure will be delivered through place-based planning.

2.9 An efficient city

Direction

As Greater Sydney grows, innovative management of water, energy, resources and waste will be required in strategic land use, transport and infrastructure planning to reduce costs, carbon emissions and environmental impacts.

Objectives

Objectives to achieve *An efficient city* are:

Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change

Objective 34 – Energy and water flows are captured, used and re-used

Objective 35 – More waste is re-used and recycled to support the development of a circular economy.

Feedback and responses

Submission and engagement feedback	Responses
<p>There was support for recognising the impacts of climate change, resilience as an environmental and a social issue, and heatwaves and extreme heat as a hazard.</p> <p>Submissions called for an integrated planning approach to mitigate climate change. They requested greater clarity and direction on adapting to climate change and reducing exposure to natural and urban hazards. This included more information on how initiatives would be identified, supported and managed.</p> <p>It was also suggested that a wider range of hazards be addressed including sea-level rise and coastal erosion.</p> <p>There were calls for more direction on managing the impacts of poor air quality.</p>	<p>Links have been strengthened to recently released NSW Office of Environment and Heritage information on climate change, sea-level rise and the resilience of coastal assets have been strengthened. In addition, there is more information on developing a more resilient transport network.</p> <p>A greater examination of the flood risk in the Hawkesbury-Nepean Valley has been included, as well as Greater Sydney's exposure to air pollution.</p> <p>Under Objective 37 Exposure to natural and urban hazards is reduced a new objective takes a stronger stance to limit exposure to hazards. It reads: 'Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards'.</p>
<p>The role of water and green areas in the landscape, and the use of cool building materials, needed to be addressed as important ways to cool the environment.</p> <p>There was a request to list and support measures that would offset the urban heat island effect such as green roofs, maximising canopy, vegetation cover and increasing Water Sensitive Urban Design.</p> <p>It was recommended there be extra tree canopy cover in parks and sportsgrounds to provide shade and shelter from heat.</p> <p>It was suggested that the safety and health of vulnerable people during heat waves be prioritised.</p>	<p>The range of responses to heat has been expanded to include information on cooler building materials and greater recognition of the role of retaining water in the landscape to mitigate the urban heat island effect.</p>
<p>Submissions called for funding mechanisms for supporting infrastructure to cope with hazards and for further evidence-based investigation of hazards.</p>	<p>The Plan highlights the importance of centralised and coordinated data on hazards and impacts on infrastructure in embedding resilience planning across all levels of government.</p>

2.10 A resilient city

Direction

Resilient cities are those where individuals, communities, institutions, businesses, and systems have the capacity to survive, adapt, and grow – notwithstanding chronic stresses and acute shocks. This means building capacity in social and ecological systems to adapt and respond to both known and unforeseen impacts, including changes in technology and climate. Optimising the use of new city-shaping technologies can support resilience to improve quality of life and productivity.

Objectives

Objective 36 – People and places adapt to climate change and future shocks and stresses

Objective 37 – Exposure to natural and urban hazards is reduced

Objective 38 – Heatwaves and extreme heat are managed.

Feedback and responses

Submission and engagement feedback	Responses
<p>There was support for recognising the impacts of climate change, resilience as an environmental and a social issue, and heatwaves and extreme heat as a hazard.</p> <p>Submissions called for an integrated planning approach to mitigate climate change. They requested greater clarity and direction on adapting to climate change and reducing exposure to natural and urban hazards. This included more information on how initiatives would be identified, supported and managed.</p> <p>It was also suggested that a wider range of hazards be addressed including sea-level rise and coastal erosion.</p> <p>There were calls for more direction on managing the impacts of poor air quality.</p> <p>The role of water and green areas in the landscape, and the use of cool building materials, needed to be addressed as important ways to cool the environment.</p> <p>There was a request to list and support measures that would offset the urban heat island effect such as green roofs, maximising canopy, vegetation cover and increasing Water Sensitive Urban Design.</p> <p>It was recommended there be extra tree canopy cover in parks and sportsgrounds to provide shade and shelter from heat.</p> <p>It was suggested that the safety and health of vulnerable people during heat waves be prioritised.</p>	<p>Links have been strengthened to recently released NSW Office of Environment and Heritage information on climate change, sea-level rise and the resilience of coastal assets have been strengthened. In addition, there is more information on developing a more resilient transport network.</p> <p>A greater examination of the flood risk in the Hawkesbury-Nepean Valley has been included, as well as Greater Sydney's exposure to air pollution.</p> <p>Under Objective 37, a new Strategy takes a stronger stance to limit exposure to hazards. It reads: 'Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards.'</p> <p>The range of responses to heat has been expanded to include information on cooler building materials and greater recognition of the role of retaining water in the landscape to mitigate the urban heat island effect.</p>
<p>Submissions called for funding mechanisms for supporting infrastructure to cope with hazards and for further evidence-based investigation of hazards.</p>	<p>The Plan highlights the importance of centralised and coordinated data on hazards and impacts on infrastructure in embedding resilience planning across all levels of government.</p>

2.11 Implementation

Objectives

Objectives for implementing *A Metropolis of Three Cities* are:

Objective 39 – A collaborative approach to city planning

Objective 40 – Plans refined by monitoring and reporting.

Feedback and responses

Submission and engagement feedback	Responses
<p>Submissions contemplated the role of the Greater Sydney Commission in maximising collaboration and participation of key stakeholders, particularly councils.</p>	<p>In response to engagement and submissions, and the recent introduction of the Environmental Planning and Assessment Act 1979, the Implementation chapter has been enhanced to emphasise the next steps in implementing the plan including monitoring and reporting.</p> <p>The Plan now outlines that the Greater Sydney Commission will establish a set of metrics in consultation with State agencies and local government. It is envisaged that core performance metrics will be reported at local, district, and regional levels.</p> <p>Detailed monitoring and reporting of housing and employment in Greater Sydney will be developed.</p>
<p>Councils said specific metrics would make the Plan easier to deliver and monitor.</p> <p>Environmental and community groups called for more ambitious targets in the metrics, especially in the liveability and sustainability areas.</p>	<p>The Plan now outlines that the Greater Sydney Commission will establish a set of metrics in consultation with State agencies and local government. It is envisaged that core performance metrics will be reported at local, district, and regional levels.</p> <p>Detailed monitoring and reporting of housing and employment in Greater Sydney will be developed.</p>
<p>Submissions considered the need to support councils through the review of their LEPs.</p>	<p>The Greater Sydney Commission will assist councils to implement the Plan.</p>
<p>There was a call for clear governance structures to implement the Plan, and for clarity on the roles, responsibilities and relationships between the Greater Sydney Commission, the Department of Planning and Environment and councils.</p> <p>Industry called for clarification of the planning hierarchy.</p> <p>Community submissions called for more public involvement in the planning process, and at an earlier stage.</p>	<p>A new section has been included to clarify the collaborative approach undertaken in developing and implementing the Plan. It lists:</p> <ul style="list-style-type: none"> • the coordination of developing <i>A Metropolis of Three Cities</i>, <i>Future Transport 2056</i>, <i>State Infrastructure Strategy 2018–38: Building Momentum</i> and the District Plans; • planning reforms that establish a line of sight between <i>A Metropolis of Three Cities</i>, District Plans, and councils' community strategic plans; and • governance frameworks for metropolitan-scale initiatives such as the Western Sydney City Deal and Collaboration Areas.

3 Next steps

Achieving the vision within the Greater Sydney Region Plan - *A Metropolis of Three Cities*, requires the involvement of a wide range of stakeholders with a diversity of responsibilities.

Collaboration and engagement with the community, local government, businesses, and State agencies has informed the Plan and will be essential in implementing its Strategies and Actions.

The 10 Directions, a core component of the vision, set out the aspirations for the Region. They also provide the framework for the Plan and therefore guide implementation, monitoring and reporting.

Monitoring and reporting of performance measures and implementation provides accountability on the delivery of the vision and Objectives of the Plan. This can be best facilitated by coordination across State and local plans which recognise the line of sight provided by region – district – local strategic planning requirements under the Environmental Planning and Assessment Act 1979.

Therefore, the potential indicators in the Plan will be developed further in consultation with State agencies and councils. This will optimise the contribution of council and provide the basis for a more synchronised understanding of issues across local government boundaries, districts and regions.

The Greater Sydney Commission is also required to report on the implementation of the Plan as well as identify impediments to implementation. This will include regular monitoring and reporting on: the context of the Plan – Greater Sydney's growth and change; the agency delivery of Actions in the Plan and local governments implementation through local strategic planning and LEPs. This will also yield critical information to allow for responses and refinements over time.

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