Outcomes Committee

AGENDA

DATE OF MEETING: 6 October 2026
LOCATION: Council Chambers
TIME: 6.30pm

Statement of Ethical Obligations

The Mayor and Councillors are reminded that they remain bound by the Oath/Affirmation of Office made at the start of the council term to undertake their civic duties in the best interests of the people of Fairfield City and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act or any other Act, to the best of their skill and judgement.

The Mayor and Councillors are also reminded of the requirement for disclosure of conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with the Code of Conduct and Code of Meeting Practice.

ITEM **SUBJECT** **PAGE**

- **APOLOGIES AND REASONS ACCEPTED**
- **CONFIRMATION OF MINUTES**
- **CONFLICT OF INTEREST**

SECTION A

'Matters referred to Council for its decision'

There are no reports submitted for this section.

SECTION B

'Matters submitted to the Committee for decision subject to the right of referral'

91: Public Exhibition - Fairfield City Wide Development Control Plan - Amendment No. 3
File Number: 25/13176 4

92: Sydney Plan Adoption
File Number: 25/38123 76

93: 2027 Fairfield City Council Calendar
File Number: 26/21361 299

94: Major Projects Update - September 2026
File Number: 23/34318, 23/13402 307

95: Arts Advisory Committee Minutes - August 2026
File Number: 25/19170 328

96: Fairfield City Community Business Hub Liaison Committee - September 2026
File Number: 23/01849 333

97: Youth Advisory Committee - September 2026
File Number: 26/18084 370

98: Information Report - 2025-2026 Operational Plan - Quarterly Report (April to June 2026)
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99: Information Report - Adoption of Council's 2025/2026 Financial Statements
File Number: 13/05307 379

100: Information Report - Monthly Investment Report - September 2026
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Outcomes Committee



SECTION B

'Matters submitted to the Committee for decision subject to the right of referral'

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 91**

SUBJECT: Public Exhibition - Fairfield City Wide Development Control Plan - Amendment No. 3

FILE NUMBER: 25/13176

PREVIOUS ITEMS: 2 - Post Exhibition - Fairfield City Wide Development Control Plan 2024 - Amendment No. 2 - Outcomes Committee - 10 Feb 2026

REPORT BY: Mosheur Rahman, Strategic Planner - Geographic

RECOMMENDATION:

That:

1. The Fairfield City Wide Development Control Plan 2024 Amendment No. 3, as detailed in the report and Attachment A, be placed on public exhibition for a minimum period of 28 days, in accordance with the consultation strategy outlined in the report.

2. A further report be submitted to Council at the conclusion of the exhibition period, advising of the outcome of community consultation.

Note: This report deals with a planning decision made in the exercise of a function of Council under the Environmental Planning & Assessment Act and a division needs to be called.

SUPPORTING DOCUMENTS:

AT-A	Fairfield City Wide DCP Draft Amendment 3 - DISTRIBUTED UNDER SEPARATE COVER	678 Pages
AT-B ⇩	Amendment Register for FCW DCP Draft Amendment 3	62 Pages

CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

SUMMARY

The Fairfield City Wide Development Control Plan 2024 (FCW DCP 2024) provides development controls to guide the orderly development of land across the Fairfield Local Government Area (LGA).
The FCW DCP 2024 is subject to continual review and updates to ensure that controls remain relevant and respond to emerging issues or changes to legislation. The amendments proposed under this review (Attachment A) include the following:

1. Places of public worship: New controls addressing noise, amplified sound, operating hours, parking and traffic, in response to concerns about impacts on nearby residents.
2. Waste collection: Clearer requirements for bin storage, collection arrangements and waste truck access across residential, commercial and industrial developments.
3. Social impacts: Clearer guidance on when applicants must assess how a development could affect the surrounding community and what information they must provide.
4. Housing design: Changes to setbacks, private open space, landscaping, sunlight access for solar panels and building separation for townhouses and villas.
5. Accessibility: More consistent requirements to improve access for people with disability.
6. Other updates: Revised flood-related provisions, updated rural granny flat controls relating to aircraft noise and corrections to outdated references and inconsistencies.

Additionally, there are 2 matters identified for future review. They relate to the provision of suitable prefabricated building construction and waste collection provisions for specific apartment building types.

This report details the latest DCP review and seeks Council's endorsement to place the draft amendments on public exhibition.

Purpose

PROPOSED AMENDMENTS TO FAIRFIELD CITY WIDE DCP 2024

The report summarises the key amendments to various sections of the FCW DCP 2024. The DCP Amendment Register, shown in Attachment B of this report, provides a detailed overview of each amendment.

The amendments proposed via this review include amendments to waste and recycling service controls for all development types, updating social impact assessment requirements to make it clear what is expected from applicants and introduce new provisions relating to places of public worship. Other amendments throughout the DCP include changes relating to solar access, accessibility and minor updates to dual occupancy development setbacks.

General

Amendment No.3 to the FCW DCP 2024 rectifies formatting and grammatical errors throughout the entire DCP to ensure the document is clear, consistent and concise. Legislation references, terminology and clauses have been updated to reflect current legislation.

All chapters listed below include the following amendments:

- Updated references from the repealed development contributions plan to Council's current Local Infrastructure Contributions Plan 2023.
- Updated guidance relating to Social Impact Assessments (SIA).
- Applying new definitions for access and accessibility throughout the DCP to better align the DCP with the Disability Action Plan 2022–26.
- Updating waste related controls to ensure Council's waste and recycling services can be provided efficiently to all applicable developments.
- Incorporation of new controls for place of public worship in the LGA.
- Updating controls related to solar collection devices to bring equity of access sunlight for new and existing developments.
- Updating controls in relation to dual occupancy on battle-axe lots, private open space, and landscaping controls for dwelling houses.

Chapter 1 Introduction

Chapter 1 provides all introductory matters for the DCP including the planning framework, purpose of the DCP, where it applies and the date of adoption and amendment history.

This chapter has been amended with the revised references to Council's Local Infrastructure Contributions Plan 2023.

Chapter 2 – Development Application Process

Chapter 2 provides guidance on the development application process. It provides a simple, step-by-step guide to all the things required to do before submitting an application.

This chapter has been amended to significantly expand Council's guidance relating to Social Impact Assessments (SIA). The amendments introduce a comprehensive framework outlining when SIAs are required, the types of development that trigger varying levels of assessment, key social considerations, assessment methodologies and information requirements to support development applications. This amendment seeks to make it more transparent for people lodging development applications and for assessment officers considering those applications.

Chapter 3B – Heritage and Development

Chapter 3B provides guidance to proposed development that directly affects or is in the vicinity of items and areas identified as having Aboriginal and/or built heritage within the LGA.

Amendments to this chapter include updated references relating to the creation of a standalone accessibility section to distinguish accessibility requirements from parking provisions. These changes improve clarity and ensure accessibility upgrades are undertaken sensitively to heritage developments.

Chapter 4A – Development in Rural Zones

Chapter 4A provides guidance on development in the rural zones within Horsley Park and Cecil Park.

Key amendments include updates relating to Western Sydney International Airport aircraft noise controls to reflect recent changes to State planning regulations permitting secondary dwellings within affected areas subject to specific requirements. Additional amendments update accessibility terminology and introduce revised waste and recycling controls.

Chapter 4B – Secondary Dwellings in Rural Areas

Chapter 4B provides specific controls for development of secondary dwellings (also known as granny flats) in the rural zones within Horsley Park and Cecil Park. Amendments to this chapter are as follows:

- Remove outdated references to restrictions on secondary dwellings within aircraft noise affected areas.
- Introduce updated waste and recycling servicing controls to ensure consistency with other residential development chapters.
- Update accessibility terminology.

Chapter 5A – Dwelling Houses

Chapter 5A provides development controls for dwelling houses in the residential zones across the city.

This chapter has been updated to improve clarity and improve development outcomes. Amendments include the following:

- Revised solar access controls to provide equity of access to sunlight for the solar collection devices.
- Updated setback requirements for battle-axe lots, including a requirement to 1.5 metres from all boundaries. This ensures that battle-axe developments can achieve amenity outcomes for adjoining dwellings and the development itself.
- Changes to attached and detached outbuilding controls to provide better clarity on what provisions apply.
- Revised landscaping provisions.
- Detailed waste and recycling servicing requirements, including bin storage, collection arrangements and Waste Management Plan requirements.

Chapter 5B – Secondary Dwellings

Chapter 5B provides specific development controls for development of secondary dwellings (also known as granny flats) in the residential zones across the City.

Amendments to this chapter include:

- Revised private open space requirements, car parking provisions and attached outbuilding controls.
- Updated waste and recycling servicing with objectives.

Secondary dwellings are an increasingly common development type within the City. The amendments seek to ensure that the developments are designed in a way that they have suitable amenity, accessibility and access to waste and recycling infrastructure.

Chapter 5C – Dwelling Houses on Narrow Lots

Chapter 5C provides specific development controls for development of narrow lots in the residential zones across the city.

Amendments to this chapter include:

- Revised setback controls for corner lots.
- Updated accessibility terminology.
- Improved solar access controls.
- Enhanced waste and recycling servicing provisions consistent with other residential development typologies.

Chapter 6A – Multi Dwelling Housing

Chapter 6A sets out specific development controls for multi dwelling developments in the LGA. Amendments to this chapter include as follows:

- Townhouse and villas are permitted on lots with an average lot width of 20 metres. The current minimum separation of 9 metres makes it difficult to achieve the separation on those smaller narrow lots. Revised building separation controls on a sliding scale based on site width to make it achievable while maintaining amenity.
- Updating accessibility terminology.
- Removing inconsistent controls from landscaping requirements.
- Revised solar access controls to provide equity of access to sunlight for the solar collection devices.
- Incorporation of new waste and recycling servicing controls, including requirements for communal storage facilities, integrated collection systems, and vehicle access arrangements.

Chapter 6B – Dual Occupancy

Chapter 6B sets out specific development controls for dual occupancy developments. Amendments to this chapter include:

- The introduction of clearer controls for dual occupancies on battle-axe lots.
- Updated provisions relating to open space.

- Solar access controls.
- Accessibility as updated in other chapters.
- Revised waste and recycling servicing objectives.

Chapter 7 – Residential Flat Buildings and Shop Top Housing

Chapter 7 sets out specific development controls for residential flat buildings (apartments) and shop top housing.

Amendments to this chapter include:

- Updating accessibility terminology and requirements in various sub sections.
- Updated waste servicing infrastructure, integrated on-site waste collection systems, loading facilities and communal waste storage areas.

The amendments provide greater certainty for the design and operation of waste management systems in higher-density developments and improve accessibility outcomes for residents.

Chapter 8 – Neighbourhood and Local Centres

Chapter 8 sets out specific development controls for neighbourhood and local centres primarily under land zoned E1 – Local Centres and E3 – Productivity Support.

Amendments to this chapter include:

- Accessibility requirements for medical centre and physiotherapists.
- Revised solar access controls to provide equity of access to sunlight for the solar collection devices.
- Integrated on-site waste and recycling servicing controls with detailed provisions for commercial waste infrastructure, collection arrangements, and site-constrained developments.

Chapter 9 – Industrial Development

Chapter 9 sets out specific development controls for industrial and large format retail premises development under the land zoned E4 – General Industrial and E3 – Productivity Support.

Changes this chapter include minor updates to building material provisions, accessibility terminology and site servicing controls.

A new and expanded waste and recycling servicing section has been included to guide waste management arrangements for industrial and employment lands.

Chapter 10 – Miscellaneous Development

Chapter 10 sets out controls for miscellaneous development such as non-residential development in residential zone and various site-specific development in the LGA.

Amendments to this chapter include:

- Improving accessibility provisions across a range of development types.
- Introducing waste servicing requirements for boarding houses, co-living housing, and group homes.

In addition to the above, a new section to provide development controls for places of public worship is proposed to be included in Chapter 10.

The consideration of specific provisions for places of public worship has arisen from a July 2026 Mayoral Minute. The minute resolved that Council officers, as part of the next DCP review, consider whether the existing planning controls adequately minimise the noise impacts of places of public worship on nearby residents.

Currently, Council does not have any development controls relating to places of public worship. This makes it difficult for applicants to prepare documents without guidance and assessment officers to assess proposals.

Places of public worship can have significant amenity impacts, in particular on residential areas. The amendments include objectives and development controls to ensure that applicants are aware of the required studies to accompany applications. Additionally, new development controls relating to operational matters such as maintaining amenity, noise, amplified sound (including a new definition), carparking, road network capacity (including the requirement for traffic impact assessment where a proposal is considered to generate significant vehicle movements) and hours of operation.

Chapter 11 – Flood Risk Management

Chapter 11 sets out controls related to flood risk management and mitigation measures.

Amendments to this chapter clarify development opportunities within high flood risk precincts, update flood modelling requirements and incorporate contemporary terminology relating to accessibility and people with disability.

Chapter 12 – Car Parking, Vehicle and Access Management

Chapter 12 sets out controls for car parking, including design guidelines and specific requirements for vehicular access.

This chapter has been updated to improve accessibility-related terminology and requirements for parking spaces designed for people with disability, ensuring consistency with current Australian Standards and accessibility principles. Old SEPP names have been replaced with the consolidated new SEPP.

Chapter 13 – Childcare Centres

Chapter 13 sets out controls for childcare centres development in the LGA.

Amendments include updated accessibility references for parking areas and the introduction of dedicated waste and recycling servicing controls for childcare centres, including collection and storage requirements.

Chapter 14 – Subdivision

Chapter 14 sets out controls for land subdivision in residential and non-residential zoned land in the LGA.

This chapter has been amended to incorporate new waste and recycling servicing requirements for residential and non-residential subdivisions. These provisions ensure subdivision layouts are capable of accommodating Council's waste collection services and associated infrastructure.

Appendices

Appendix A – outlines meanings of the terms used in the FCW DCP 2024. This section has been amended with updated definition for accessibility, local infrastructure contribution and added a new definition of amplified sound.

Appendix F – provides various landscape planning aspects including tree plantation. This section has been amended with clarification of weeds with a landscape principal to prevent the inclusion of plant species classified as weeds.

Appendix H – contains details of waste and recycling infrastructure related dimensions and diagrams to provide clear guidance to applicants and developers. This section has been amended with 2 modified diagrams.

Future City Wide DCP Amendments

Pre-Fabrication Building Materials

Homes NSW has approached Council regarding a proposal for a secondary dwelling constructed using prefabricated building materials. The current FCW DCP 2024 does not support prefabricated building construction. Council officers met with Homes NSW to discuss the proposal and the available approval pathway.

Council officers recommended that the Crown Development Application be accompanied by a Statement of Environmental Effects (SEE) to justify any variation to the current DCP provisions, together with a Section 68 application to facilitate the necessary approvals. The assessment of this proposal may identify a future need to review and amend the relevant DCP clauses to accommodate prefabricated building materials where appropriate.

Waste Management for Residential Apartment Building

Home NSW has also approached Council regarding proposed waste servicing arrangements for a small-scale residential apartment building. Council's current development controls do not differentiate between developments of varying sizes and applies the same standards to all residential apartment developments, regardless of scale.

The waste servicing development controls will be reviewed as part of the next City Wide DCP Review, in conjunction with the key internal stakeholders including Waste, Development Assessment and Development Engineering to determine if these controls require amendment to ensure they align with Council's waste collection services.

CONSULTATION STRATEGY

The draft amendments are recommended to be placed on public exhibition for a minimum period of 28 days in accordance with the Environmental Planning and Assessment Regulations and Council's Community Engagement Strategy.

As per Council's Community Engagement Strategy 2024, if the FCW DCP 2024 is on public exhibition between the period of 20 December 2026 and 10 January 2027 (inclusive), then this time period will be excluded from the 28-day public exhibition period. It is not expected that the amendment will be on exhibition during this time.

The exhibition material will be made available on Council's website and the customer service counter at the Council's Administration Building during normal office hours.

In addition, further consultation will be undertaken with key stakeholders. These stakeholders will be notified and provided with the opportunity to review material and make a submission.

CONCLUSION

This report proposes several general and housekeeping amendments to the FCW DCP 2024 as part of the ongoing review process. The key changes include adding controls that relate to accessibility, social impact assessment, waste servicing, solar access and introduction of new section on places of public worship.

The proposed amendments seek to improve the operation and clarity of the document for applicants and assessing staff. It is recommended that the FCW DCP 2024 (known as Draft Amendment 3) be placed on public exhibition in accordance with the consultation strategy outlined in this report.

Council will receive a further report following the public exhibition period.

Mosheur Rahman
Strategic Planner - Geographic

Authorisation:
Co-ordinator Strategic Land Use Planning
Manager Strategic Land Use Planning
Director City Strategy

Outcomes Committee - 6 October 2026

File Name: **OUT06102026_4.DOCX**

***** END OF ITEM 91 *****

Placeholder for Attachment A

Item 91
Outcomes Committee
DISTRIBUTED UNDER SEPARATE COVER

678 Page(s)

CITY WIDE DCP AMENDMENT 3 EXHIBITION - AMENDMENTS REGISTER SEPTEMBER 2026

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
Chapter 1 Introduction	**1.1 Fairfield City Planning Framework** The Fairfield City Planning Framework is made up of: a) **Fairfield Local Environmental Plan (LEP) 2013 –** The statutory planning instrument which controls land use and key environmental issues. b) **Fairfield City Wide Development Control Plan 2024 –** Applies to all land in Fairfield City with the exception of certain town centres. Contains more detailed development provisions than those found in the LEP and are considered by Councils when making decisions about individual development proposals. c) **Fairfield City Site Specific Development Control Plans** – A number of site specific development control plans which set out all the planning controls relevant to that locality. d) **Fairfield City Local Infrastructure Contributions Plan 2023 (s.7.11 & s.7.12)–** ~~Impose s.7.11 (Direct) contributions or s.7.12 (Indirect) levies on developments which generate the need for additional local infrastructure (including community facilities, recreation facilities, open space, public domain improvements and parking).~~ sets out how local infrastructure contributions (also known as developer contributions) are charged on new development. The Plan specifies where s.7.11 contributions are imposed on residential development where there is a demonstrated link between the development and demand for local infrastructure. The Plan also specifies where s.7.12 levies are imposed and charged as a percentage of the estimated cost of development. These contributions help fund local infrastructure including community facilities, recreational facilities, open space, public domain improvements, and stormwater management. **1.8 Local Infrastructure Contributions Plan (s.7.11 & s.712)** The Environmental Planning and Assessment Act, 1979 allows local government to ~~levy contributions towards the capital cost of providing or improving public amenities and public~~	Update Local Infrastructure Contribution 2023 title and related details where applicable in the DCP	SLUP

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	~~services to meet~~ apply contributions (s.7.11) or levies (s.7.12) towards the cost of providing or improving public amenities or public services to meet the increased demand created by additional development within their areas. This City Wide Development Control Plan must be read in conjunction with the Fairfield City Local Infrastructure Contributions Plan 2023 (s.7.11 & s.7.12). ~~(*once in force*).The Local Infrastructure Contributions Plan 2023 will replace the.~~ The Local Infrastructure Contributions Plan 2023 (s.7.11 & s.7.12) came into force on 26 February 2024 and replaced the: a) Direct (Section 7.11) Development Contribution Plan 2011 b) Indirect (Section 7.12) Development Contribution Plan 2011 ~~Note: For further information on what local infrastructure contribution plan applies please speak with Council's Customer Service staff.~~		
Chapter 2 Development Application Process	**2.5.13 Social Impact ~~Statement~~ Assessment** A Social Impact Assessment (SIA) refers to the assessment of ~~the~~ likely positive and negative social consequences of a proposed development for people ~~on affected groups of people~~ who will experience change. **When a Social Impact Assessment is required** Any development that is likely to trigger any social issues requires a SIA ~~and on their way of life, life chances, health, culture and capacity to sustain these. Fairfield City exhibits significant cultural diversity with more than 50% of residents born overseas and the unemployment rate consistently higher than for Sydney and NSW.~~ ~~Any development that is likely to trigger any social issues requires a SIA~~, Development types which must include an SIA are outlined in Table 1 below.	Provide additional direction and detail for preparing SIAs, and when SIAs should be prepared to support DAs	Social Planning

<table>
<tr><th>Chapter</th><th colspan="3">Amendment</th><th>Purpose for the Change</th><th>Who Proposed the Amendment</th></tr>
<tr><td></td><td colspan="3">Table 1 – Development applications which require preparation of an SIA</td><td></td><td></td></tr>
<tr><td></td><td>Group term</td><td>Development type</td><td>Level of assessment
(minor, standard, detailed*)</td><td></td><td></td></tr>
<tr><td></td><td>Residential development</td><td>Group homes
Social housing</td><td>Minor</td><td></td><td></td></tr>
<tr><td></td><td></td><td>Residential flat buildings greater than 20 units
Multi-dwelling housing greater than 20 dwellings
Residential subdivision greater than 20 dwellings
Affordable housing, excluding secondary dwellings, per Housing SEPP - 2021
Housing for seniors or people with a disability, within the meaning of SEPP (Housing - 2021)
Student housing
Caravan parks
Boarding Houses > 10 rooms</td><td>Standard</td><td></td><td></td></tr>
<tr><td></td><td></td><td>Residential flat buildings greater than 250 units
Development that results in a reduction of affordable housing</td><td>Detailed</td><td></td><td></td></tr>
<tr><td></td><td></td><td>Entertainment facilities</td><td>Minor</td><td></td><td></td></tr>
</table>

Chapter	Amendment			Purpose for the Change	Who Proposed the Amendment
	Commercial development	Amusement centres Tattoo parlours			
		Local shopping centres Function centres (greater than 100 persons capacity) Other commercial development with a capacity of over 40 people not captured elsewhere in this section	Standard		
		Major shopping centres Packaged liquor outlets (bottle shops) Hotels (bars, pubs, taverns), Nightclubs Registered clubs Applications for liquor licences and gaming machines Extension of trading hours for licensed premises Gaming outlets Restricted premises (e.g. sex shops) Sex services premises (e.g. brothels) Gun shops	Detailed		
		Childcare centres (more than 20 places)	Minor		

Chapter	Amendment			Purpose for the Change	Who Proposed the Amendment
	Other development types	Places of public worship (less than 200 person capacity)			
		Community facilities (not owned/managed by Council) Sporting infrastructure Places of public worship (greater than 200 persons capacity) Educational establishments Health services facilities (including consulting rooms) General public transport facilities	Standard		
		Data centres Council-owned community and recreation facilities, including community centres, halls, sportsgrounds, entertainment facilities, libraries, childcare centres and recreation facilities Drug rehabilitation services – including methadone clinics and safe injecting rooms Hospitals, medical centres and community health service facilities Freight transport facilities Major public transport facilities Major educational establishments (e.g. schools, TAFE and universities)	Detailed		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	*Minor, standard and detailed levels of assessment are defined in the Social Impact Assessment Guideline (SIA Guideline) and Technical Supplement by the Department of Planning, Housing and Infrastructure (DPHI). SIAs will be required for these development types where there are applications for: • development of new facilities or uses, • increased operational hours (except where these are minimal and unlikely to generate a change of experience), • increased intensity of existing uses, • change of use, or • other identified major changes. SIAs may also be required, or need to be more detailed, where land uses or developments are likely to be controversial or divisive. Where Council is not the approval authority for the above listed development, Council will advocate for SIAs to be prepared to support decision-making in consideration of this DCP. SIAs should also be prepared to support all planning proposals. **Approach** Developments should implement the approach to preparing a Social Impact Assessment (SIA) outlined in the Social Impact Assessment Guideline (SIA Guideline) and Technical Supplement published by the Department of Planning, Housing and Infrastructure (DPHI). These documents provide a methodology for identifying, evaluating, responding to, and, where appropriate, monitoring and managing impacts. While the SIA Guideline and Technical Supplement were developed for State significant projects, the scalable nature of the methodology means it can also be applied to local development proposals. As outlined in the Guideline, SIAs should be prepared by a suitably qualified social practitioner. The SIA submitted to Council should also incorporate the scoping processes set out in the SIA Guideline. Social impacts and benefits can affect individuals, households, groups, communities, businesses, and organisations. Changes associated with development may enhance or exacerbate existing characteristics, risks, or vulnerabilities, and may also generate new outcomes. The SIA Guideline groups these impacts into the following categories: • Way of life • Community		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	• Access and accessibility • Culture • Health and wellbeing • Surroundings • Livelihoods • Decision-making systems **Key considerations** SIAs should also consider the baseline conditions identified below and assess whether, and in what ways, the proposed development may affect these conditions under both impact assessment and mitigation scenarios: • Social disadvantage: Fairfield City experiences high levels of socioeconomic disadvantage, which vary across the LGA. SIAs should consider indicators of disadvantage and vulnerability at the local, suburb and LGA levels. • Cultural diversity: More than half of Fairfield City residents were born overseas. SIAs should assess how impacts may differ across culturally and linguistically diverse (CALD) communities, age groups and faith groups, supported by inclusive community engagement. • Employment: Unemployment rates in Fairfield City are consistently higher than Sydney and NSW averages. SIAs should assess employment impacts and opportunities to enhance local jobs and economic participation. • Transport access: Limited public and active transport access can increase disadvantage and reduce access to services and employment. SIAs should consider existing transport accessibility and planned improvements. • Heat vulnerability: Many Fairfield City neighborhoods experience high heat vulnerability. SIAs should assess existing conditions and the potential social impacts or benefits of the development on community resilience. • Educational attainment: Educational attainment varies across the LGA and influences employment opportunities. SIAs should consider local conditions and identify measures that support education and employment outcomes. • Disability and ageing: Approximately 9.3% of Fairfield City residents require assistance with daily activities due to disability, including age-related conditions.		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	SIAs should assess impacts on people with disability and older residents, particularly in relation to access, accessibility and employment. • Access to services: Access to health and community services varies across Fairfield City. SIAs should assess how the development may affect access and identify opportunities to support GP and health services where feasible. • Health and wellbeing: Local health characteristics, including chronic conditions such as diabetes and risks associated with obesity or gambling harm, should be considered when assessing social impacts. • Community safety: Crime patterns vary across suburbs. SIAs should use local comparative data to understand existing community safety conditions and assess potential impacts on perceptions and experiences of safety. The Fairfield City Council website provides the following resources which should be considered in understanding key community characteristics when preparing SIAs, in addition to standard planning and policy documents. • Strategic directions and community-informed priorities: ○ Community Strategic Plan ○ Economic Development Plan ○ Disability Inclusion Action Plan • Reference data and resources: ○ Fairfield City Profile ○ Fairfield City – Profile .id pages ○ 'Useful websites for data and statistics' document All impacts and benefits should be considered using principles prescribed in the SIA Guideline and using methodologies detailed in the Technical Supplement. The matters affecting both pre and post-mitigation or enhancement risk should be clearly explained. ~~that includes:~~ ~~• Increases in land use intensity or hours of operation (for example, gaming or liquor outlets)~~		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	~~• Larger developments, including: major retail, sports or social infrastructure proposals~~ ~~• A significant change of land use including new highways or loss of agricultural land~~ ~~• Land uses or developments likely to be controversial or divisive.~~ ~~A Social Impact Assessment should include:~~ ~~• A full description of the scope of proposed changes,~~ ~~• Examples of similar changes identified including the impacts to minority groups, different ages, income and cultural groups and future generations,~~ ~~• Impacts that are direct and indirect, long and short term, positive and negative, passing and accumulating,~~ ~~• The relative equity of impacts – How the benefits and losses will be distributed to different sections of the community,~~ ~~• Impacts over time and location are considered (e.g. local as opposed to state and national benefits and losses),~~ ~~• Impacts which are not amendable to precise measurement are not excluded from consideration – the assessment is and evaluation not a proof,~~ ~~• The precautionary principle applied in making an assessment,~~ ~~• A review mechanism where appropriate~~ Please contact Council's Planning Duty Officer on 9725 0222 to discuss the scope and scale of the SIA for your development, or if ~~in doubt about~~ you are unsure whether your development requires a SIA.		
Chapter 3B Heritage and Development	**3B.1 Aboriginal Heritage** 3B.1 Introduction The information and contents of Part 1 of this Chapter are based from the findings and recommendations of the *Fairfield City Council Aboriginal Heritage Study 2017* which can be viewed on Council's website at www.fairfieldcity.nsw.gov.au. The specific technical requirements of this section originate from the Department Climate Change, Energy , the Environment and Water (now known as Heritage NSW) *Due Diligence Code of Practice for*	Apply new definitions for access and accessibility, Created new section (3.B.4.6) with objectives and controls from 3.B.4.5 to improve clarity and interpretation of access considerations across the development, as distinct from parking areas.	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	the Protection of Aboriginal Objects in New South Wales ~~accessible~~ can be accessed via their website www.environment.nsw.gov.au. **3B.4.5Access & Parking** **Objectives:** ~~a) To ensure that modifications to provide access do not adversely affect significant built fabric.~~ a) To allow for on-site car parking where possible while retaining the character of the property. b) To ensure that driveways, garages and carports do not have any adverse impact on the curtilage or setting of the heritage item. c) To minimise the visual impact of new car parking by locating it at the side or rear of the property. d) To ensure that car parking structure do not challenge the mass or bulk or mimic the architectural detail of the heritage item. **Controls:** ~~**Equitable Access**~~ ~~a) Modifications and alterations to provide access and mobility are to:~~ ~~i. Explore all options to achieve the statutory requirements in the least obtrusive manner possible;~~ ~~ii. Involve the least demolition of significant fabric;~~ ~~iii. Be reversible; and~~ ~~iv. Preserve fabric of higher significant if a compromise is required.~~ **3B.4.6Accessibility** **Objective** a) To ensure that modifications to improve accessibility do not adversely affect significant built fabric.	Renumbering following controls.	

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	Controls: b) Modifications and alterations to improve accessibility and mobility are to: v. Explore all options to achieve the statutory requirements in the least obtrusive manner possible; vi. Involve the least demolition of significant fabric; vii. Be reversible; and viii. Preserve fabric of higher significance if a compromise is required.		
Chapter 4A Development in Rural Zones	**4A.6 Aircraft Noise** **Overview** The Western Sydney International Airport (WSIA) is under construction and scheduled to commence operation in 2026. The site for the Airport is located in the Liverpool City Council area however some land within Fairfield LGA is affected by aircraft noise restrictions for future flight paths. The preliminary flight paths for the WSIA will be assessed for their environmental impact under the Australian Government's *Environment Protection and Biodiversity Conservation Act 1999*. A draft Environmental Impact Statement (EIS) for the preliminary flight paths will be released for public exhibition in the second half of 2023. To mitigate the impacts of aircraft noise, aircraft noise restrictions were introduced by the State Government in October 2020. The aim of the restrictions is to minimise future impacts on the areas neighbouring the airport by restricting the types of buildings that can be constructed near the airport. These restrictions were imposed without consultation on properties within Horsley Park and Cecil Park located under the 20-25 ANEC associated with the Western Sydney Airport. The restrictions mean that: • Affected land can no longer be subdivided into 1 hectare (2.5 acre) lots for residential purposes: and • Dwellings and dual occupancies ~~and granny flats~~ are prohibited on the land. State Government planning restrictions for 'noise sensitive development' includes residential development under Chapter 4 (Western Sydney Aerotropolis), Clause 4.17	In October 2020, the State Government introduced planning controls under the Western Parkland City State Environmental Planning Policy (the SEPP) prohibiting new residential dwellings on subdivided lots, secondary dwellings and dual occupancies on land within the Australian Noise Exposure Concept (ANEC) 20-25 contour for the Western Sydney International Airport (WSIA). As a result of significant lobbying by Council and refinement of the flight paths for the WSIA, the SEPP was amended on 15 May 2026 to reintroduce the permissibility of secondary dwellings for properties within the 20-25 ANEC. Under the changes, secondary dwellings are now permitted with development	SLUP

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	Aircraft noise, of State Environmental Planning Policy (SEPP) Precincts - Western Sydney Parkland City. The restrictions generally prohibit additional housing (e.g. as part of a new subdivision) ~~or secondary dwellings~~ on existing lots in areas of Cecil Park and Horsley Park affected by the 20-25 Australian Noise Exposure Concept (ANEC) footprint of the WSIA at Badgerys Creek.	consent, subject to being no more than 85 square metres in floor area and including aircraft noise attenuation measures such as double-glazed windows. Accordingly, the relevant provisions of *Chapter 4B Secondary Dwellings in Rural Areas* of the City Wide DCP 2024 are proposed to be amended to ensure the controls within the DCP reflect the recent amendments to the SEPP by removing reference to the prohibition of secondary dwellings and granny flats in areas of Cecil Park and Horsley Park that are within the 20-25 ANEC.	
Chapter 4A Development in Rural Zones	**4A.8.3 Accessibility for Medical Centres and Physiotherapists** All medical centres and physiotherapy premises, including multi-tenanted premises, must require adequate access and accessibility for people with mobility issues, such as the elderly, ~~those with a~~ people with disability, and young children.	Apply new definitions for access and accessibility Replace outdated terminology used to reference people with disability.	Social Planning
Chapter 4A Development in Rural Zones	**4A.12 Waste and Recycling Service** **Objectives** a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act*	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** a. Councils waste and recycling service to be provided to all residential dwellings in accordance with section 496 of the *Local Government Act 1993*. b. Dwellings are defined in accordance with *Fairfield Local Environmental Plan 2013*. c. To support the provision of a safe and efficient waste collection service, designated waste and recycling storage and collection areas to be provided for each dwelling in accordance with section 5A.7.6 of the *Fairfield City Wide Development Control Plan 2024*.	*1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	
Chapter 4B Secondary Dwelling in Rural Areas	**4B.1 Site Requirements** The size of an allotment and the density of built structures have an impact on the amenity of the people living on the site as well as those on the neighbouring sites and the area as a whole.	Apply new definitions for access and accessibility	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	The appearance, position and height of dwellings may affect the streetscape and character of a neighbourhood. In order to ensure that the building appearance is maintained in a uniform manner, the dwelling position, development façade, building height, sizes of rooms and accessibility for all residents, and safety and security are regulated. **4B.2.6Internal Design** **Objectives** a) Ensure private open space is easily accessed and accessible. **Controls** b) A minimum width of 850millimetres is required for entries, doors and passageways and should be wide enough to allow furniture movement and wheelchair accessibility.		
Chapter 4B Secondary Dwelling in Rural Areas	**4B.9 Acoustic Impacts** Refer to the following clauses within Chapter 4A – Development in the Rural Zones: 4A.5 Residential Development near Extractive Industries 4A.6 Aircraft Noise ~~**Note 1:** A new secondary dwelling (without development approval prior to October 2020) are not permitted on properties within Horsley Park and Cecil Park located under the 20-25 ANEC associated with the Western Sydney Airport.~~		SLUP
Chapter 4B Secondary Dwelling in Rural Areas	**4B.10.6 Waste and Recycling Service** **Objectives** (add/replace existing objectives with red below) a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users	consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	
Chapter 5A Single Dwelling House	**5A.2.2 Building Height** a) c) Development proposing parapet walls, ~~flat~~ skillion roofs ~~and~~ or high continuous walls shall be limited to 8 metres in height from ground level (existing) and are to provide articulation. **5A.2.3.2 Side and Rear Setback Controls** j) Dwellings located on battleaxe lots must be setback a minimum of 1.5 metres from all boundaries. **5A.2.9 Detached Outbuildings**		Building Control & Compliance

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	A detached outbuilding includes any of the following; - ~~balcony~~, alfresco, deck, patio, pergola, terrace or verandah that is detached from a dwelling house; c) The maximum size for a detached outbuilding is 50sqm, other than a secondary dwelling (Chapter 5B) ~~and~~ or a carport (Section 5A.3.5). **5A.2.10 Attached Outbuildings** An attached outbuilding ~~including~~ includes any of the following:- a. alfresco, b. balcony, c. deck, d. carport, e. patio, f. pergola, g. terrace or verandah that is attached to the dwelling house; h. **Controls** a) a) Attached Outbuildings cannot exceed a maximum combined total floor area of 50sqm, other than a secondary dwelling ~~and~~ or a carport b) The minimum setback shall be 900 millimetres from the boundary, other than a battleaxe lot (5A.2.3.2) or corner lot (5A.2.3.3) c) The maximum ceiling height of an attached outbuilding shall not exceed ~~4.5~~ 3.5 metres when measured from natural ground level. d) The finished floor level of an attached outbuilding shall not exceed 500mm when measured from natural ground level e) ~~A maximum size for a detached carport is 40sqm (Section 5A.3.5)~~Carports shall have a maximum roof area of 40sqm, and maximum 3 metre height to the underside of the roof or ceiling. (Section 5A.3.5).		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	f) Attached outbuildings are to be completely open on two or more sides. **5A.3.5 Garages and Carports** **Controls** n) Carports shall have a maximum 3 metre height to the underside of the roof or ceiling. **5A.4.1.1 Private Open Space** **Controls** c) Alfresco areas are to be completely open on two or more sides. **5A.4.2 Landscaping** **Control** A detailed landscape plan is required to be submitted with development applications. For single dwelling house development, applicants are encouraged to liaise with a horticulturalist at local nurseries and can prepare their own plans using the controls as a guide. ~~Council's Landscape Assessment Officers can provide more information.~~ Landscaping principles, landscaping planning controls and templates are provided in the Landscape planning appendix to this DCP.		
Chapter 5A Single Dwelling House	**5A.5.1 Solar Access** **Controls** c) ~~A development should maintain solar access to a solar hot water system, photovoltaic panel, or other solar collector on an allotment or adjoining allotment.~~ Solar collection devices associated with a new or existing development should receive a minimum of three hours of direct sunlight between 9:00 am and 3:00 pm	To bring equity of access to sunlight for the new development and existing development solar collector system.	SLUP

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	on 21 June. Where this outcome cannot be achieved, the applicant must demonstrate that reasonable design alternatives have been investigated and considered.		
	5A.7.6 Waste and Recycling Service **Objectives** a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** c. Waste and Recycling storage and collection infrastructure configurations are outlined in section *Appendix H Model Waste Infrastructure*, sections 1.7 - 1.9	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	d. Councils standard bin allocation for each residential dwelling comprised of the following: i. 1x 240L red lidded general waste bin ii. 1x 240L yellow lidded recycling bin iii. 1x 240L green lidded organics bin e. A designated waste and recycling hard stand storage area to be provided for each dwelling and large enough to accommodate Councils residential waste and recycling streams. The area to be: i. Of sufficient size with minimum dimensions of 2,200mm width by 1,000mm depth ii. Located within each dwelling's private open space iii. Behind the building line iv. Located free from windows or doors v. Support an enhanced amenity outcome vi. Integrated wholly within the built form f. The storage of Councils residential waste and recycling streams is not permitted with the garage g. To support the provision of a safe and efficient waste collection service, a designated hard stand kerbside waste collection area to be: i. Provided for each dwelling ii. Large enough to accommodate Councils residential waste and recycling streams with a minimum width of 3,300mm iii. Located wholly within the lot's frontage iv. Clearly displayed on architectural plans v. Free from driveways, on-street parking, footpaths, streets trees and service utilities h. The path of travel from the waste and recycling storage area to the nominated kerbside waste collection area to: i. Not pass through the residential dwelling, garage or through adjacent lots ii. Be clearly displayed on architectural plans	NSW *Waste and Sustainable Materials Strategy 2041*	

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	iii. Provide a minimum 900mm unobstructed width throughout all manoeuvres iv. Not permit the movement of Councils bins over stairs, obstructions, uneven, and vegetated areas i. Specifications of Councils standard 10,800mm heavy rigid waste collection vehicle are outlined in *Appendix H Model Waste Infrastructure, sections 1.7 - 1.9*. All infrastructure is to be designed to permit unobstructed access for Councils largest collection vehicle required to service Councils waste streams. j. A detailed Waste Management Plan to be submitted to Council. The plan must: i. Demonstrate Councils waste and recycling streams can be provided and are accessible to all residential dwellings ii. Identify the waste streams and anticipated volumes to be generated throughout demolition, construction and in perpetuity when occupied by residents iii. Demonstrate that integrated waste collection and supporting infrastructure are provided to permit a safe and efficient scheduled waste collection by Council iv. Outline how waste generated on-site will be managed for each dwelling v. Identify the path of travel from the waste and recycling storage area to the kerbside waste collection area for each dwelling vi. Outline how and where Councils waste streams will be stored, transported and collected for each component of the development vii. Provide detailed architectural plans to demonstrate compliance with sections i-vi outline above viii. Be prepared by a suitably qualified consultant experienced in the management of waste and recycling streams		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
Chapter 5B Secondary Dwellings	**5B.1 Site Requirements** The size of a lot and the density of built structures affect the amenity of the people living on the site as well as those on the neighbouring sites and the residential area as a whole. The floor space ratio and balanced building form controls are provided. The appearances, position and height of the dwellings may affect the streetscape and character of the neighbourhood. To ensure the building appearance is maintained in a uniform manner, the dwelling position, development façade, building height, sizes of rooms, accessibility for all residents, safety and security are regulated.		Social Planning
Chapter 5B Secondary Dwellings	**5B.2.8.2 Attached Outbuildings** **Controls** a) Attached outbuildings onto a secondary dwelling, other than a carport, must not exceed a maximum combined total floor area of 12sqm ~~for a roof covered area such as an alfresco, deck or patio.~~ b) An attached carport onto a secondary dwelling must not exceed a maximum floor area of 18sqm. c) A minimum setback shall be a minimum of 900 millimetres from the boundary, other than a battleaxe lot or corner lot. d) The maximum roof height of an attached outbuilding shall not exceed 4.5 metres when measured from natural ground level. e) The finished floor level of an attached outbuilding, other than a carport, shall not exceed 500 millimetres when measured from natural ground level f) Attached Outbuildings must not function as a self-contained dwelling.		Building Control & Compliance

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	5B.3.1 Car Parking Rate **Controls** g) Council will approve one vehicular crossing per property (Lot) to balance streetscape, on-street parking and to limit vehicle/pedestrian conflicts. Unless a Lot is subdivided there is no exception for a secondary dwelling ~~i.e. Granny Flats.~~ **5B.4.1.1 Private Open Space** **Controls** a) The principal and secondary dwelling must have its own separate private open space, with access point shown from ~~the~~ each dwelling. b) The principal dwelling and the secondary dwelling must have 50sqm and 24sqm of private open space respectively. c) The private open space area of each dwelling must have a 4 metre by 4 metre level ground area of soft soil zone in the rear yard.		
Chapter 5B Secondary Dwellings	**5B.7 Waste and Recycling Service** **Objectives** (add/replace existing objectives with red below) a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users	collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	
Chapter 5C Dwelling Housing on Narrow Lots	**5C.2.3.2 Side Setback Controls** a) One side of each dwelling must be setback a minimum of 900mm from the side boundary, excluding the garage, for drainage and overland flow purposes, excluding corner lots (5C2.3.4) **5C.2.3.4 Corner Lot Secondary Setback Controls** d) Corner sites require a minimum secondary setback of 1.5 metres.		Building Control & Compliance
Chapter 5C Dwelling Housing on Narrow Lots	**5C.2.7 Accessibility for all Residents** **Objective** To ensure the needs of ~~elderly~~ older people and ~~disabled person~~ people with disability are accommodated in narrow lot developments.	Apply new definitions for access and accessibility	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
Chapter 5C Dwelling Housing on Narrow Lots	**5C.5.1 Solar Access** **Controls** c) ~~A development should maintain solar access to a solar hot water system, photovoltaic panel, or other solar collector on an allotment or adjoining allotment.~~ Solar collection devices associated with a new or existing development should receive a minimum of three hours of direct sunlight between 9:00 am and 3:00 pm on 21 June. Where this outcome cannot be achieved, the applicant must demonstrate that reasonable design alternatives have been investigated and considered.	To bring equity of access to sunlight for the new development and existing development solar collector system.	SLUP
Chapter 5C Dwelling Housing on Narrow Lots	**5C.7.6 Waste and Recycling Service** **Objectives** (add/replace existing objectives with red below) a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form.	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO)	Waste and Cleansing Operations

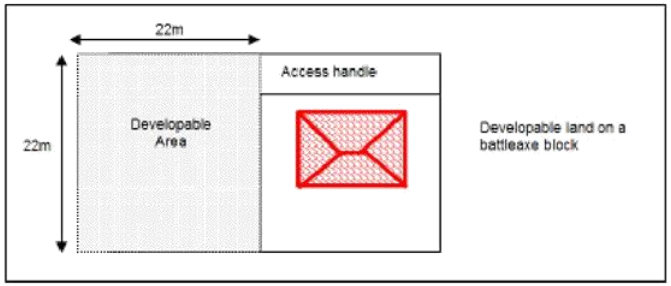
Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users	streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	
Chapter 6A Multi Dwelling Housing (Townhouses and Villas)	**6A.1 Site Requirements** The size of a lot and the density of built structures affects the amenity of residents and neighbours, as well as the character of the neighbourhood. The appearances, position and height of the dwellings may affect the streetscape and character of the neighbourhood. In this regard, floor space ratio, balanced building form, mix of units, and unit per site area controls are provided. To ensure the building appearance is maintained in a uniform manner, the dwelling position, development façade, building height, sizes of rooms and storage, accessibility for all residents, safety and security are regulated.	Apply new definitions for access and accessibility Replace outdated terminology used to reference people with disability.	Social Planning
Chapter 6A Multi Dwelling Housing (Townhouses and Villas)	**6A.2.4 Building Separation** **Controls** a) The distance between any two habitable rooms of separate dwellings on the same property shall be no less than 7 ~~9~~ metres for lots with a frontage of less than 28 metres and 8 metres for lots with a frontage of 28 metres or greater.	To bring reasonable building separation with a sliding scale based on lot width.	Development Planning
Chapter 6A Multi Dwelling Housing	**6A.2.5 Mix of Dwellings** **Control**	Apply new definitions for access and accessibility Replace outdated terminology used to reference people with disability.	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
(Townhouses and Villas)	a) The table below outlines the minimum mix of dwellings to be provided in multi dwelling housing. b) A mix of dwelling sizes should be located on the ground floor, where accessibility is easily achieved for ~~disabled and elderly people~~ older people, people with disability and families.		
Chapter 6A Multi Dwelling Housing (Townhouses and Villas)	**6A.2.7 Accessibility for all Residents** The Disability Discrimination Act 1992 (DDA) makes it unlawful to discriminate against a person, in any areas of public life, including renting or buying a house or unit, and accessing public places, because of their disability. **Objectives** a) To provide easy access for all, including people with disability and people using orientation or mobility aids, such as prams, wheelchairs or canes. ~~walking difficulties, sight, hearing or intellectual impairments.~~ b) To ensure a single storey component is incorporated into all development sites to account for the needs of ~~individuals~~ people with disabilities and the elderly.	Apply new definitions for access and accessibility Replace outdated terminology used to reference people with disability.	Social Planning
Chapter 6A Multi Dwelling Housing (Townhouses and Villas)	**6A.4.2 Landscaping** **For multi- dwelling housing**, a landscape plan must be prepared by a suitable qualified landscape architect and submitted as part of the Development Application. ~~illustrating that no more than 40% of the site area is covered with impervious material (including paving)~~	To make the consistent with the requirements	Development Planning
Chapter 6A Multi Dwelling Housing	**6A.5.1 Solar Access** **Controls**	To bring equity of access to sunlight for the new development and existing development solar collector system.	SLUP

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
(Townhouses and Villas)	c) ~~A development should maintain solar access to a solar hot water system, photovoltaic panel, or other solar collector on an allotment or adjoining allotment.~~ Solar collection devices associated with a new or existing development should receive a minimum of three hours of direct sunlight between 9:00 am and 3:00 pm on 21 June. Where this outcome cannot be achieved, the applicant must demonstrate that reasonable design alternatives have been investigated and considered.		
Chapter 6A Multi Dwelling Housing (Townhouses and Villas)	**6A.7.6 Waste and Recycling Service** **Objectives** a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls**	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	e. Councils waste and recycling streams to be allocated in accordance with Councils waste generation rates: i. General = 120L per dwelling/week (collected weekly) ii. Recycling = 80L per dwelling/week (collected fortnightly) iii. Organics = 40L per dwelling/week (collected weekly) **The Bin allocation for each individual stream to be rounded up to the next whole number* h. A detailed Waste Management Plan to be submitted to Council. The plan must: i. Demonstrate Councils waste and recycling streams can be provided and are accessible to all residential dwellings ii. Identify the waste streams and anticipated volumes expected to be generated throughout demolition, construction and in perpetuity when occupied by residents iii. Demonstrate that integrated waste collection and supporting infrastructure are provided to permit a safe and efficient scheduled waste collection by Council i. All applications submitted to Council to be accompanied by detailed architectural plans and a swept path analysis utilising Councils standard 10,800mm heavy rigid waste collection vehicle. The vehicle access and manoeuvring area to: i. Demonstrate compliance with Australian Standards (AS) 2890.2 for a Heavy Rigid waste collection vehicle ii. The preparation of the swept path models to be in accordance with the Austroads Design Vehicles and Turning Path Templates (latest edition) iii. On-street parking to be provided on both side of the road to demonstrate a business-as-usual model responsive to local traffic and parking availabilities iv. Councils standard heavy vehicle waste collection vehicle to:	commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	1. Perform all required access and collection manoeuvres without impeding vehicle, pedestrian, cyclist, and user safety 2. Undertake the provision of a safe and efficient waste collection service to the development without the need for the vehicle to reverse **6A.7.6.1 Waste and Recycling Storage and Collection Infrastructure** a. The communal Waste and Recycling storage room to accommodate the following infrastructure and design principles: iv. Integrated wholly within the developments built form to support an enhanced urban design outcome **6A.7.6.2 Site Restricted Developments** c. Should a wheel out – wheel in service be deemed unviable by Council, an alternative solution may be explored at the discretion of Council. The onus is on the applicant to demonstrate a viable service arrangement in accordance with section 7.7.1.3 of the *Fairfield City Wide Development Control Plan 2024* **6A.7.6.3 Integrated On-site Waste Collections** a. Where Councils standard 10,800mm heavy rigid waste collection vehicle is required to enter the site to perform scheduled collections as deemed viable by Council, a detailed swept path analysis, supported by scaled architectural plans to be submitted to Council to permit a detailed assessment. The vehicle access and manoeuvring area to:		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
Chapter 6B Dual Occupancy	**6B.1.1.6 Dual Occupancy on Battle-axe Blocks** a) ~~In the case of a dual occupancy on a battle axe allotment,~~The developable area must have a minimum width and depth of 22 metres as shown in this figure. b) Maximum access handle length 50 metres c) Minimum access handle width 5 metres d) No more than two battle-axe shaped allotments should adjoin each other 	The amendment introduces controls for battle-axe shaped allotments to ensure safe and practical vehicle access, good lot design, and orderly development outcomes. It also provides greater clarity and consistency in the assessment of development applications	Building Control & Compliance
Chapter 6B Dual Occupancy	**6B.4 Open Space and Landscaping** Open space provides a number of amenities to the property, for example space for children to play, drying clothes and gardening. To ensure a sufficient amount of private open space is easily accessed and accessible, private open space is regulated.	Apply new definitions for access and accessibility	Social Planning
Chapter 6B Dual Occupancy	**6B.5.1 Solar Access** **Controls**	To bring equity of access to sunlight for the new development and existing	SLUP

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	c) ~~A development should maintain solar access to a solar hot water system, photovoltaic panel, or other solar collector on an allotment or adjoining allotment.~~ Solar collection devices associated with a new or existing development should receive a minimum of three hours of direct sunlight between 9:00 am and 3:00 pm on 21 June. Where this outcome cannot be achieved, the applicant must demonstrate that reasonable design alternatives have been investigated and considered.	development solar collector system.	
Chapter 6B Dual Occupancy	**6B.7.6 Waste and Recycling Service** **Objectives** a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions d. To ensure waste and recycling storage and collection infrastructure are: v. Integrated with the type and scale of the development i. designed to minimise visual, noise and odour impacts ii. located to enhance the urban design, amenity and streetscape design iii. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA)	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
		organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	
Chapter 7 Residential Flat Buildings and Shop Top Housing	**7.1.2 Zones** Residential flat buildings are permitted under Fairfield LEP 2013 in the following zones: a) R1 General Residential Zone – Refer to the Bonnyrigg Living Communities MasterPlan for residential flat building controls b) R4 High Density Residential Zone. **Note:** Any proposal for the construction of a residential flat building within the area covered by the Bonnyrigg Living Communities Masterplan 2008, as contained on page 147 of the Bonnyrigg Masterplan, shall also have regard to the requirements of Chapter 7 of the Fairfield City Wide DCP 2024. Shop top housing is permitted under Fairfield LEP 2013 in the following zones: a) E1 Local Centre Zone b) MU1 Mixed Use Zone c) E3 Productivity Support. d) R4 High Density Residential		Development Planning
Chapter 7 Residential Flat Buildings and Shop Top Housing	**7.2.3 Accessible and family friendly units** **Objective** a) To provide easy access for all including people with disability, older people and people using prams or orientation or mobility aids, such as wheelchairs or canes. ~~prams and~~	Apply new definitions for access and accessibility. Replace outdated terminology used to reference people with disability.	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	~~people that use wheelchairs or have walking difficulties or sight, hearing or intellectual impairment.~~ **Controls** **Accessible and family friendly units** a) All applications must include a statement on how the development will comply with the provisions of the Disability Discrimination Act, and follow the accessibility standard set out in Australian Standard AS 1428 (parts 1 and 2), as a minimum. In addition, consideration of Universal Design principles may be demonstrated where feasible. g) A mix of one and three-bedroom apartments is to be provided on the ground level where accessibility is more easily achieved for ~~the~~ people with disability, ~~disabled, elderly~~ older people or families with children ~~is to be provided~~,		
Chapter 7 Residential Flat Buildings and Shop Top Housing	**7.5.5 Common Open Space** **Controls** Common open space: a) should incorporate a minimum 25% of deep soil zone. b) be located within a north, north-east orientation. c) must be ~~accessible~~ able to be accessed from all dwellings within the development. d) should only be ~~accessible~~ accessed from within the site.		
Chapter 7 Residential Flat Buildings and Shop Top Housing	**7.7 Site Servicing and Loading** **Objectives** f) Provide a sufficient space for a temporary storage facility of bulky items, this is to be provided for communal use. This storage facility should be in an easy to access and accessible location. The access and travel path are to be included on the site plan. g) Provide a sufficient space for a communal loading and unloading area. This loading area should be in an easy to access and accessible location (such as adjacent to the	Apply new definitions for access and accessibility. Replace outdated terminology used to reference people with disability.	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	lift core) with access and travel paths to be included on the site plan. This loading area should allow servicing vehicles to enter and exit safely in a forward direction.		
Chapter 7 Residential Flat Buildings and Shop Top Housing	**7.7.1 Integrated Onsite Waste and Recycling Service** **Objectives** a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** c. Model Waste and Recycling storage and collection infrastructure configurations are outlined in section *Appendix H Model Waste Infrastructure, section 3.*	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	d. Developments to be designed to permit integrated on-site waste collection by Councils standard 10,800mm heavy rigid waste collection vehicle. A detailed swept path analysis supported by scaled architectural plans to be submitted to Council to permit a detailed assessment. The vehicle access and manoeuvring area to: e. Specifications of Councils standard 10,800mm heavy rigid waste collection vehicle are outlined in *Appendix H Model Waste Infrastructure, section 3.14 - 3.17*. f. To support the provision of safe and efficient waste collection service, the integrated on-site multi use loading area to: v. Appropriate traffic control measures must be incorporated to facilitate unobstructed access for scheduled waste collections. The type and specification of the proposed measures must be developed in consultation with Council. g. Multi use loading areas outlined in section f) above that propose turn tables are to incorporate the following infrastructure and specifications: i. A detailed waste management plan to be submitted to Council. The plan must: i. Demonstrate Councils waste and recycling streams can be provided and are accessible to all residential dwellings ii. Identify the waste streams and anticipated volumes expected to be generated throughout demolition, construction and in perpetuity when occupied by residents **7.7.1.1 Waste and Recycling Storage and Collection Infrastructure** d. A designated bin cupboard to be provided adjacent to the chute cupboard/s on each residential level. To accommodate Councils assigned waste and recycling streams the bin cupboard to incorporate the following infrastructure:	NSW *Waste and Sustainable Materials Strategy 2041*	

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	v. The decanting of waste from smaller bins into larger Council issued bins that are presented for collection may be permitted at Council's discretion. The system and any supporting infrastructure, including type/s and specification/s, must be designed in consultation with Council e. A communal organics waste storage room to be provided adjacent to the bin cupboard on ground floor within each building. To accommodate Councils organics waste stream the room to incorporate the following infrastructure: b. Large enough to accommodate the buildings anticipated waste volumes f. A chute room to be provided within the basement to accommodate Councils assigned bin infrastructure below each of the respective chute outlet/s. The room to accommodate the following infrastructure: vi. The compaction of Councils waste streams is not permitted. g. A waste collection room to be located within close proximity to the integrated on-site waste loading bay. The room to accommodate the following infrastructure: i. Room large enough to accommodate the entire bin allocation with 200mm clearance between each bin for manoeuvrability ii. Bins storage arrangements must not exceed two bins in depth. Bin storage must ensure all bins are accessible via an unobstructed internal access corridor with a minimum width of 1,800 mm viii. Located within 10,000mm of the integrated on-site multi use loading area ix. Internal panic bar system to permit unobstructed egress manoeuvres x. Doors to be held open during scheduled collections by magnetic door holder and quick release		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	h. A bulky waste collection room to be located within close proximity to the integrated on-site waste loading bay. The room to accommodate the following infrastructure: viii. Internal panic bar system to permit unobstructed egress manoeuvres ix. Doors to be held open during scheduled collections by magnetic door holder and quick release j. All integrated on-site waste and recycling storage/collection infrastructure outlined in section 7.7.1.1, subsections c) - i) above to incorporate the following infrastructure, including but not limited to: xi. Access corridor to not exceed a maximum grade of 1:14 at any point		
Chapter 7 Residential Flat Buildings and Shop Top Housing	**7.7.1 Integrated Onsite Waste and Recycling Service** i) A detailed waste management plan to be submitted to Council. The plan must: i. Demonstrate Councils waste and recycling streams can be provided, can be accessed from all dwellings and are accessible for all residents ~~are accessible to all residential dwellings~~	Apply new definitions for access and accessibility. Replace outdated terminology used to reference people with disability.	Social Planning
Chapter 8 Commercial Development in Local Centres – Business Use	**8.2.6 Accessibility for Medical Centres and Physiotherapists** **Objectives** To ensure accessibility of the built environment and inclusion for all members of the Community. **Controls** All medical centres and physiotherapy premises, including multi-tenanted premises, must require adequate access for ~~all~~ everyone, including people with ~~mobility issues, such as the elderly, those with a~~ disability, older people and those with young children.	Apply new definitions for access and accessibility	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
Chapter 8 Commercial Development in Local Centres – Business Use	**8.3.3 Solar Access** **Controls** b) ~~A development should maintain solar access to a solar hot water system, photovoltaic panel, or other solar collector on an allotment or adjoining allotment.~~ Solar collection devices associated with a new or existing development should receive a minimum of three hours of direct sunlight between 9:00 am and 3:00 pm on 21 June. Where this outcome cannot be achieved, the applicant must demonstrate that reasonable design alternatives have been investigated and considered.	To bring equity of access to sunlight for the new development and existing development solar collector system.	SLUP
Chapter 8 Commercial Development in Local Centres – Business Use	**8.5.1 Site Servicing** **Controls** **Garbage storage areas** should not be ~~accessible~~ able to be accessed from locations shown as 'access denied'.	Apply new definitions for access and accessibility	Social Planning
Chapter 8 Commercial Development in Local Centres – Business Use	**8.5.3 Integrated Onsite Waste and Recycling Servicing** **Objectives** (add/replace existing objectives with red below) a. To ensure developments are designed to be serviced by a standard waste collection vehicle b. To facilitate the safe, equitable and efficient use of a waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste related controls, policies, and strategies d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for a standard waste collection vehicle to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** a. Model integrated on-site waste and recycling storage & collection infrastructure configurations are outlined in *Appendix H Model Waste Infrastructure, section 4*. b. Developments to be designed to permit integrated on-site waste collection by a standard waste collection vehicle. A detailed swept path analysis supported by scaled architectural plans to be submitted to Council to permit a detailed assessment. The vehicle access and manoeuvring area to: i. Demonstrate compliance with Australian Standards (AS) 2890.2 ii. The preparation of the swept path models to be in accordance with the Austroads Design Vehicles and Turning Path Templates (latest edition) iii. On-street parking to be provided on both sides of the road to demonstrate a business-as-usual model responsive to local traffic and parking availabilities iv. Standard waste collection vehicle to: 1. Enter and exit the site ins a forward direction c. The kerbside presentation of waste and recycling streams is not an acceptable solution d. Applicant to demonstrate the proposed service arrangements can meet the waste and recycling volumes anticipated for the development in accordance with the commercial generation rates in accordance with the	type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	EPA Better Practice Guide. The compaction of assigned waste streams is not permitted. e. To support the provision of safe and efficient waste collection service, the integrated on-site site loading area to: vi. Appropriate traffic control measures must be incorporated to facilitate unobstructed access for scheduled waste collections. The type and specification of any such measures must be developed in consultation with Council. f. A detailed waste management plan to be submitted to Council. The plan must: i. Demonstrate waste and recycling streams can be provided and accessible to all users ii. Identify the waste streams and anticipated volumes expected to be generated by the development throughout demolition, construction and in perpetuity during operation **8.5.3.1 Waste and Recycling Storage and Collection Infrastructure** a. Standard bin infrastructure to be accommodated within the development using the following minimum dimensions: i. 240L bins = 600mm width, 740mm depth and 1100mm height ii. 660L bins = 1260mm width, 800mm depth and 1400mm height iii. 1100L bins = 1240mm width, 1090mm and 1330mm height b. A designated waste storage and collection room to be provided for each tenancy and located within close proximity to the integrated on-site waste loading bay. The room/s to accommodate the following infrastructure: i. Of sufficient size to accommodate the entire bin allocation responsive to the volumes of the anticipated waste and recycling streams		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	ii. Minimum waste generation rates to be in accordance with the *NSW EPA Better Practice Guide*. The onus is on the applicant to demonstrate anticipated volumes have been provided. iii. Bins storage arrangements must not exceed two bins in depth. Bin storage must ensure all bins are accessible via an unobstructed internal access corridor with a minimum width of 1,800 mm iv. Accommodate the infrastructure and area requirements to support a maximum service frequency of two times weekly v. Accessed via dual, 180-degree, outwards opening, self-closing sealed doors with a minimum opening of 1,800mm vi. 200mm clearances to be provided between bins for manoeuvrability vii. Room enclosed, walled, and not permit through access to other on-site infrastructure viii. Located within 10,000mm of the integrated on-site multi-use loading area ix. Internal panic bar system to permit unobstructed egress manoeuvres x. Doors to be held open during scheduled collections by magnetic door holder and quick release b. A bulky waste storage and collection room to be located within close proximity to the integrated on-site waste loading bay. The room to accommodate the following infrastructure: vi. Internal panic bar system to permit unobstructed egress manoeuvres vii. Doors to be held open during scheduled collections by magnetic door holder and quick release **8.5.3.2 Retirement village, serviced apartments or a time-share scheme**		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	a. For rating purposes, land used for retirement villages, serviced apartments and time-share accommodation is to be categorised as residential in accordance with section 122 of the *Local Government (General) Regulation 2021*. The domestic waste charge is to be applied in accordance with section 496 of the *Local Government Act 1993*. **8.5.3.3 Site Restricted Developments** There may be lot characteristics or constraints that restrict the opportunity for the development to accommodate an integrated on-site loading arrangement for a standard waste collection vehicle. To explore alternative solutions for site restricted lots determined by Council, the onus is on the applicant to demonstrate that: a. The adjacent lot/s cannot be acquired to support an integrated on-site site waste outcome b. An improved operational waste outcome can be achieved for Council, the residents and the wider community that: i. Does not compromise safety ii. Supports an enhanced outcome for: 1. Urban Design 2. Streetscape 3. Deep Soil 4. Tree Canopies iii. Maintains existing on-street parking allocations c. A heightened amenity outcome is achieved for the development and the surrounding community d. The arrangement inhibits the permeation of odour and the opportunity for vermin Alternative solutions may be proposed to Council at pre-development application meetings, support by: i. Scaled architectural plans		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	ii. Swept path models iii. Other relevant documentation to support items a) – d) above		
Chapter 9 Industrial Development	**9.2 Car Parking, Vehicle and Access Management** **9.2.1 Traffic Generating Development** Detailed traffic studies need to be submitted for developments listed in Schedule 3 of *State Environment Planning Policy (Transport and Infrastructure) 2021*. **Note:** The Transport and Infrastructure SEPP 2021, under Clause 2.122, requires that certain types of development specified in Schedule 3 must be referred to Transport for New South Wales (TfNSW) for assessment of traffic impacts. Council will take into consideration comments provided by TfNSW before determining a development application. Matters for consideration include ~~the~~ access to the site concerned, including:	Apply new definitions for access and accessibility	Social Planning
Chapter 9 Industrial Development	**9.4.3 Building Materials** All development applications for new buildings or extensions or renovations involving the external cladding of existing buildings must be accompanied by details of the building construction and the materials to be used on external facades. This is necessary to ensure that the new buildings are harmonious in form and style with existing and intended development. To minimi~~z~~se discomfort from glare and reflected heat, external glass is not to exceed 20% reflectivity. **9.4.5 Residue Land** Undeveloped land must be kept in a clean and tidy state. ~~This Chapter applies to Secondary Dwelling development where permitted with consent in a zone under Fairfield Local Environmental Plan (LEP) 2013.~~	To remove inconsistent controls	Development Planning
Chapter 9 Industrial Development	**9.6.4 Sex Services Premises Controls** l) Passageways must be kept clear, with a minimum access width of 1 metre or as directed by Council. Fire fighting equipment, emergency lighting and exit signs	Apply new definitions for access and accessibility	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	(essential services) are to be provided to the satisfaction of Council. The correct type of fire extinguishers must be provided (for example, water-based extinguishers for paper and wood fires; dry extinguishers for electrical fires). These must be appropriately identified, easy to access and their location(s) made known to all employees.		
Chapter 9 Industrial Development	**9.12 Waste and Recycling Service** **Objectives** (add/replace existing objectives with red below) a. To ensure developments are designed to be serviced by a standard waste collection vehicle b. To facilitate the safe, equitable and efficient use of a waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste related controls, policies, and strategies d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for a standard waste collection vehicle to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
		waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	
Chapter 10 Miscellaneous Development	**10.5 Recreational Facilities (indoor) and certain Commercial Premises providing personal services in Town Centres** **Overview** ..... To encourage active street shop fronts in town centres, it is desirable to have these type of uses located on the ground floor. Many commercial premises located above the ground floor are also not accessible by lifts and ramps. Locating recreational and personal services on the ground floor helps to address accessibility for a diverse community, as well as increase perceptions of safety. **Controls** a) **General** 3. **Accessibility** - Access to recreation and personal services centres must follow the guidelines contained in Council's "Access for People of with a Disability". 8. **Fire Safety** i. There must be adequate general maintenance of the building in which the use is located. This should cover, for example, electrical safety and maintenance of floors to avoid trip hazards. ii. The correct type of fire extinguishers must be provided. For example, water based extinguishers for paper and wood fires or dry chemical extinguishers for electrical fires. These must be appropriately identified and easy to access for all employees.	Apply new definitions for access and accessibility.	Social Planning

<table>
<tr><th>Chapter</th><th>Amendment</th><th>Purpose for the Change</th><th>Who Proposed the Amendment</th></tr>
<tr><td></td><td>c) Toilet facilities - Toilet facilities are required for all amusement centres. The toilets need to be easy to access, with a direct entry from the playing area of the amusement area.

<table>
<tr><th colspan="2">Toilet facilities must be provided at the following rates:</th></tr>
<tr><td>Male</td><td>one toilet, one urinal & one hand basin per 105sqmof public floor area or less.</td></tr>
<tr><td>Female</td><td>one toilet & one hand basin per 105sqm of public floor area or less.</td></tr>
<tr><td>~~Disabled access~~ Accessible</td><td>one unisex ~~disabled access~~ accessible toilet, designed to Australian Standard AS1428.1 (~~Disabled~~ Accessible Toilet/ ~~Accessible Sanitary Compartment~~).</td></tr>
</table>

10.7.10 Plan of Management

plans outlining the occupancy rate for each sleeping room, room furnishings, provisions of communal areas and facilities, and access and facilities for people with ~~disabilities~~ disability;</td><td></td><td></td></tr>
<tr><td>Chapter 10 Miscellaneous Development</td><td>10.7.12 Waste and Recycling Service

Objectives
a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions.
b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service
c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions</td><td>To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the Local Government Act 1993 (s 496) and Protection of the Environment Operations Act 1997 (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and</td><td>Waste and Cleansing Operations</td></tr>
</table>

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	d. To ensure waste and recycling storage & collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** a. Councils waste collection service to be provided to all residential dwellings in accordance with section 496 of the *Local Government Act 1993*. b. Boarding Houses, Co-living Housing and Group Homes are defined in accordance with *Fairfield Local Environmental Plan 2013* c. Councils waste and recycling streams to be allocated to the site in accordance with Councils waste generation rates: i. General = 75L per room/week (collected weekly) ii. Recycling = 50L per room/week (collected fortnightly) iii. Organics = 30L per room/week (collected alternate fortnightly) **The bin allocation for each individual stream to be rounded up to the next whole number* d. To support the provision of a safe and efficient waste collection service, communal waste and recycling storage & collection areas to be provided in accordance with: i. Section 6A.7.6 of the *Fairfield City Wide Council Development Control Plan 2024*; or	collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	ii. Section 7.7.1 of the *Fairfield City Wide Council Development Control Plan 2024* for developments that comprise of three or more storeys e. In addition to the provisions outlined in d) above, the rooms to accommodate the following: i. Unobstructed resident access to be provided form the central residential corridor and incorporate key access for ingress and egress movements ii. Unobstructed external access to be provided for Councils waste collection contractors to perform scheduled collections. The external door to incorporate the following: 1. Keyed to Councils bi-lock system 2. Internal Panic Bar system to permit unobstructed egress manoeuvres 3. Doors to be held open during scheduled collections by magnetic door holder and quick release iii. Located within 10,000mm of the kerbside		
Chapter 10 Miscellaneous Development	**10.9 Place of Public Worship** **10.9.1 Change of use to or Development of a Place of Public Worship** Refer to the Fairfield LEP dictionary for the place of public worship definition. This section applies to the land where places of public worship is permissible with consent under the Fairfield LEP 2013. **Objectives**: ○ To facilitate the effective and orderly development of places of public worship within the LGA ○ To protect the amenity of surrounding developments, particularly residential areas, in the vicinity of places of public worship.		SLUP

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	○ To ensure that places of public worship do not adversely affect the safety, functionality, or efficiency of surrounding land uses. ○ To ensure that the development assessment process for proposed places of public worship is applied consistently, fairly, and transparently across all religious groups. **Controls:** 1) Applications must submit site analysis plans and studies that outline the short and long term proposals for the development of sites. 2) The location and design of places of public worship must consider the projection of noise from various activities to avoid any adverse impacts on the residential amenity of adjoining land. 3) **Amplified sound** such as music, speech, or other sounds that has impact on surrounding area will not be permitted. 4) Development must maintain the safe and efficient operation of adjoining roads and intersections and must not result in the surrounding road network operating beyond its practical capacity. 5) Development for the purpose of places of worship must comply with the specific car parking requirements set out in Chapter 12 of this DCP. 6) Where a proposed development is likely to generate significant vehicle movements, a Traffic Impact Assessment prepared by a suitably qualified professional must be submitted to the satisfaction of the consent authority. 7) Council may impose restrictions on the hours of operation of places of public worship, public access arrangements, and the conduct of special occasions or events, where considered necessary. **10.9.2 ~~10.9~~ Religious buildings used for the storage of cremated remains of deceased persons** The erection or use of a religious building within a residential zone for the storage of cremated remains of deceased persons is prohibited.		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	The reason for prohibition is that such buildings are not considered to be in character with the amenity of a residential area nor meet the objectives of the residential zones.		
Chapter 10 Miscellaneous Development	**10.10 Closed Circuit Television (CCTV)** b) In addition, CCTV cameras must be maintained throughout the premises with camera coverage to specifically record images of the following areas: all other public entrances and exits, whether or not in use at the time i. staircases in multi-level premises ii. all portions of the floor area ~~accessible~~ which can be accessed ~~to~~ by the public where facilities are provided, iii. toilet external areas iv. all general areas ~~accessible~~ accessed by the public v. the car park area adjacent or within the premises.		Social Planning
Chapter 10 Miscellaneous Development	**10.14.8 Traffic and Parking** **Parking** **Objectives** b) Ensure off-street car parking is accessible and available at all times to residents and visitors.		Social Planning
Chapter 10 Miscellaneous Development	**10.14.9 Open Space, Landscaping and Environment** **Communal and Private Open Space**		Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	Controls f) The main parcel of communal open space adjoining the eastern boundary (approximately 1020sqm) shall be stepped or terraced to allow appropriate passive recreation while maintaining reasonable accessibility to people with disability, prams or wheelchairs.		
Chapter 10 Miscellaneous Development	**10.14.11 Accessibility** **Objectives** a) Provide easy access for all, including people with disability, prams or wheelchairs ~~walking difficulties, and sight, hearing or intellectual impairments.~~. b) Ensure the development accounts for the needs of ~~individuals with~~ people with disability and older people.		Social Planning
Chapter 11 Flood Risk Management	**11.9 Special Considerations** i) Development within High Flood Risk Precincts – Council will not permit any type of development that would result in an intensification of the use of the land in areas of high flood risk. ~~Specifically,~~ Council will ~~only~~ consider: i. Knock down and rebuild of premises within an area not identified as being part of the Voluntary Purchase Scheme. Contact Council for further information; ii. Redevelopment of a dwelling where there is no increase in the size of the ground floor area of the existing dwelling; iii. Redevelopment of a dwelling house where the new premises improves the flood risk to the site and does not detrimentally impact upon the flood risk of adjoining or adjacent properties; and		Catchment Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	iv. Development of carports in association with an existing dwelling. ~~Garages will not be considered.~~ j) Council will not consider: i. Development of a new Secondary dwelling ii. Development of a new detached garage **11.10 What information is required with an application to address this chapter?** f) Development within the Prospect Creek and Georges River catchment must apply ARR1987 IFD with 2019 temporal patterns. g) ~~f)~~ Where the controls for a particular development proposal require an assessment of structural soundness during potential floods, the following impacts must be		
Chapter 11 Flood Risk Management	**Schedule 4** **Floor Level** Item 4 Floor levels to be no lower than the *design floor level*. Where this is not practical due to compatibility with the height of adjacent buildings, or compatibility with the floor level of existing buildings, or the need for access for people with disability, a lower floor level may be considered. In these circumstances, the floor level is to be as high as practical, and, when undertaking alterations or additions, no lower than the existing floor level.		Social Planning
Chapter 12 Car Parking Vehicle and Access Management	**12.3 ~~Special~~ Further Requirements** Car parks for some developments have special requirements due to their size, types of users or nature of operation. The guidelines for those instances are contained below.	Apply new definitions for access and accessibility. Update references were policies have re-named parking and signage requirements.	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	12.3.1 Drivers with disability Provision of car spaces catering for the needs of drivers with disability is often overlooked in new developments. In the interest of staff and customers, building owners/developers should consider provision of parking for people with disability beyond that required by this DCP. c) Accessibility - Parking areas should recognize the needs of people with disability by ensuring gutters/stairs or other obstacles do not impede access into the building. d) Identification - Spaces for people with disability should be clearly identified by both signage and a stencilled International Symbol for Access on the surface. The space should be painted blue. e) Width of Space - Car spaces for people with disability should be in accordance with AS2890 Building Code of Australia AS1428.		
Chapter 13 Childcare Centres	**13.1.5 Parking and Traffic** **Controls** **a)** The car-parking requirement is 1 space per employee and 1 space per 10 in care or part thereof. Off-street car parking shall be provided at the same rate as that required by Chapter 12 - Car-Parking, Vehicle and Access Management, with at least one of these to be an accessible ~~a disabled~~ car space.	Apply new definitions for access and accessibility	Social Planning

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
Chapter 13 Childcare Centres	**13.1.22 Waste and Recycling Service** **Objectives** a. To ensure developments are designed to be serviced by a standard waste collection vehicle b. To facilitate the safe, equitable and efficient use of a waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste related controls, policies, and strategies d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for a standard waste collection vehicle to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** a. Childcare Facility is defined in accordance with *Fairfield Local Environmental Plan 2013* b. To support the provision of a safe and efficient waste collection service within Childcare Facilities, designated waste and recycling storage and collection areas to be provided in accordance with section 8.5.3 of the *Fairfield City Wide Development Control Plan 2024* c. The scheduled collection of waste and recycling streams to be conducted outside of hours of operation	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	Waste and Cleansing Operations

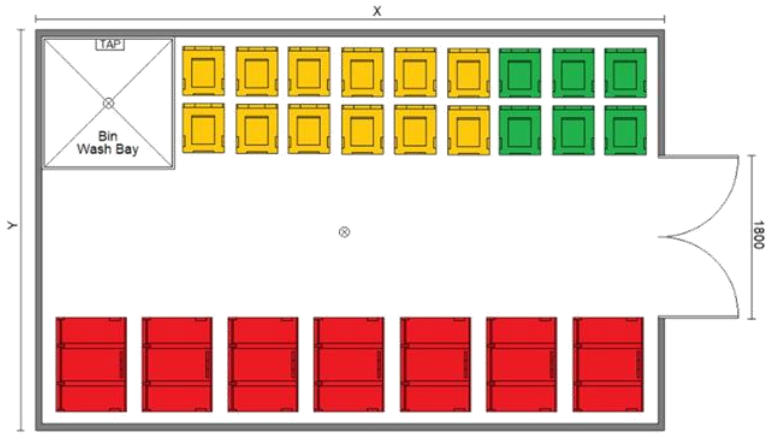
Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	d. The kerbside presentation of waste and recycling streams is not an acceptable solution		
Chapter 14 Subdivisions	**14.3.6 Waste and Recycling Service** **Objectives** (add/replace existing objectives with red below) a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions d. To ensure waste and recycling storage & collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** a. Councils waste and recycling service to be provided to all residential dwellings in accordance with section 496 of the *Local Government Act 1993*	To support the safe and efficient application of Fairfield City Councils (Council) domestic waste management services responsive to the *Local Government Act 1993* (s 496) and *Protection of the Environment Operations Act 1997* (s 170E), revised and consolidated objectives are proposed to ensure waste and recycling infrastructure and collection arrangements are provided consistent with the type and scale of the development. This will support the provision of Food Organics and Garden Organics (FOGO) streams to residential dwellings and Food Organics (FO) streams to businesses in line with the NSW Environment Protection Authority (EPA) organics mandate. Supporting the NSW Governments commitment to halving organic waste being disposed of in landfill by 2030 in line with the NSW *Waste and Sustainable Materials Strategy 2041*	Waste and Cleansing Operations

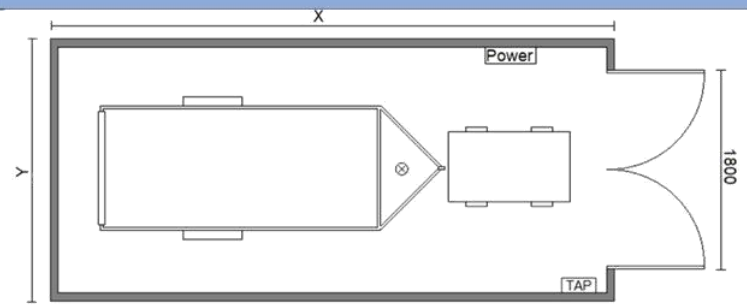
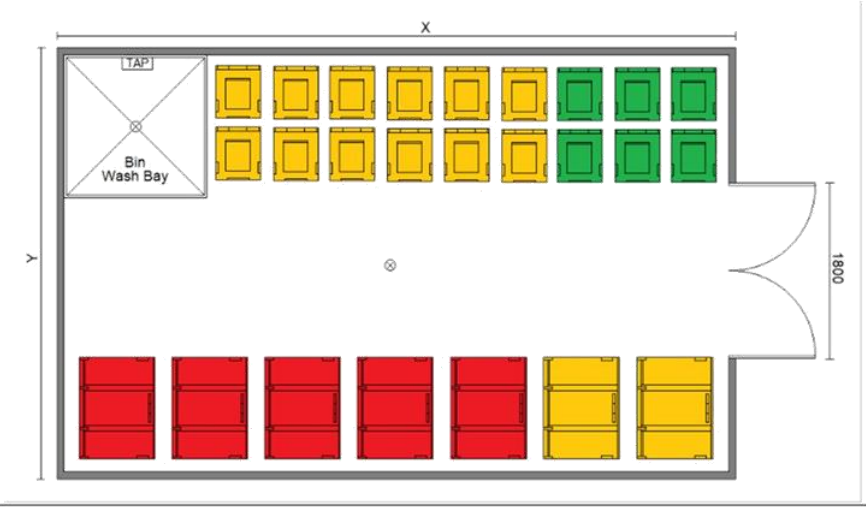
Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	b. To support the provision of a safe and efficient waste collection service, designated waste and recycling storage and collection areas to be provided for each dwelling in accordance with section 14.4.4 of the *Fairfield City Wide Development Control Plan 2024* **14.4.4 Waste and Recycling Service** **Objectives** (add/replace existing objectives with red below) a. To ensure developments are designed to be serviced by Councils standard waste and recycling service without requiring modification to Councils contractual service provisions. b. To facilitate the safe, equitable and efficient use of Council's waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste service provisions d. To ensure waste and recycling storage & collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for Councils waste collection vehicles to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** g. Proposed roads must have a minimum carriageway width of 8.0 metres to provide unobstructed two-way vehicle movement, in		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	accordance with Section 14.2.4 of the *Fairfield City Wide Development Control Plan 2024*. h. Streets must be designed to provide unobstructed access for Fire and Rescue NSW standard Heavy Rigid Vehicles (AS 2890.2), ensuring timely emergency response and minimising risks to life and property. i. The use of battle axe lot configuration is not permitted in accordance with section 14.4.2 of the *Fairfield City Wide Development Control Plan 2024*. All lots to have a designated hard standard kerbside waste collection area in accordance with section 5A.7.6 e) of the *Fairfield City Wide Development Control Plan 2024*. **Objectives** (add/replace existing objectives with red below) iii. iv.Integrated wholly within the built form. e. To minimise the need for a standard waste collection vehicle to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** a. A Waste and Recycling service to be provided to each tenancy b. To support the provision of a safe and efficient waste collection service, designated waste and recycling storage and collection areas to be provided in accordance with section 8.5.3 of the *Fairfield City Wide Development Control Plan 2024* **14.6.1 Waste and Recycling Service** **Objectives** (add/replace existing objectives with red below)		

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	a. To ensure developments are designed to be serviced by a standard waste collection vehicle b. To facilitate the safe, equitable and efficient use of a waste and recycling service c. Provide integrated waste and recycling storage and collection infrastructure within development types responsive to Councils waste related controls, policies, and strategies d. To ensure waste and recycling storage and collection infrastructure are: i. Integrated with the type and scale of the development ii. designed to minimise visual, noise and odour impacts iii. located to enhance the urban design, amenity and streetscape design iv. Integrated wholly within the built form. e. To minimise the need for a standard waste collection vehicle to reverse, undertake complex manoeuvres, obstruct traffic, or interact with pedestrians, cyclists and other road users **Controls** a. A Waste and Recycling service to be provided to each tenancy b. To support the provision of a safe and efficient waste collection service, designated waste and recycling storage and collection areas to be provided in accordance with section 8.5.3 of the *Fairfield City Wide Development Control Plan 2024*		
Appendix A Definitions	**Local Infrastructure Contribution Plan** (previously referred to as development contribution plan) is a document which identifies and describes the monetary contributions required to be paid to Council as a consequence of new development. The monetary contributions (s.7.11 contribution or s.7.12 levy) assist in providing or improving public		SLUP

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	amenities and public services to meet the increased demand of new residents and workers.		
	Definitions **Access or accessed:** means ability to obtain or use information or services, or to enter, approach, or pass to and from a place. **Accessible:** is the quality of a design that allows everyone, including a person with disability, to use that environment, place or service independently.		Social Planning
	Amplified Sound means sound generated, reproduced or enhanced by electronic, electrical or mechanical equipment, whether occurring within or outside a building. ~~**Development**~~ **Local Infrastructure Contribution Plan** ~~is a document which identifies and describes financial contributions required to be paid as a consequence of new development. The contribution assists in providing or improving facilities, infrastructure and services to meet increased demand created by additional development within the local government area~~ (previously referred to as development contribution plan) is a document which identifies and describes the monetary contributions required to be paid to Council as a consequence of new development. The monetary contributions (s.7.11 contribution or s.7.12 levy) assist in providing or improving public amenities and public services to meet the increased demand of new residents and workers.		SLUP

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
Appendix F Landscape Planning	**2.1 Landscape Planning Principles** xiv. Any plant species listed in ***NSW WeedWise*** must not be included in a landscape plan due to its classification as a weed and potential environmental risk	The amendment seeks to prevent the inclusion of plant species classified as weeds in NSW WeedWise within landscape plans. This will help minimise environmental risks, protect local biodiversity, and support Council's commitment to effective biosecurity and sustainable landscape outcomes.	Natural Resources
Appendix H Model Infrastructure	**3.10 Waste Collection Room**  **3.12 12 Bin Tug Device and Trailer**	Modified figures	Waste and Cleansing Operations

Chapter	Amendment	Purpose for the Change	Who Proposed the Amendment
	 **4.3 Waste Collection Room** 		

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 92**

SUBJECT: Sydney Plan Adoption

FILE NUMBER: 25/38123

PREVIOUS ITEMS: 3 - Submission to the Sydney Plan 2026 - Outcomes Committee - 10 Feb 2026

REPORT BY: Andrew Mooney, Executive Strategic Planner

RECOMMENDATION:

That the report be received and noted following the NSW Government's adoption of The Sydney Plan, replacing the current Sydney Region Plan (Metropolis of Three Cities) and associated Western Parkland City District Plan.

SUPPORTING DOCUMENTS:

AT-A ⇩	Adopted Sydney Plan	100 Pages
AT-B ⇩	Housing and Employment Guidelines & Targets	125 Pages

CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

SUMMARY

Council at its Outcomes Meeting of 10 February 2026 endorsed a submission on the State Government's new strategic land use plan for the Sydney Region, known as The Sydney Plan. Council's submission highlighted several shortcomings in the Sydney Plan relating to the following:

1. Social disadvantage is not adequately recognised.
2. Public transport investment remains inadequate.
3. Road upgrades not identified such as The Horsley Drive, Elizabeth Drive, Southern Link Road and Cowpasture Road.
4. Housing targets may not be achievable.
5. Council's locally planned housing opportunities have been excluded. Council wants areas removed from its Stage 2 Planning Proposal reconsidered once updated flood investigations are completed, arguing these offer a more realistic way to deliver housing.

6. Mandatory affordable housing contributions could discourage construction.
7. Horsley Park and Cecil Park Urban Investigation Area (UIA) lack a clear delivery pathway.
8. Town centres are undervalued.
9. Established industrial areas need greater support.
10. Open space targets lack a clear local basis and funding.
11. State development rules may undermine tree canopy targets.

Following the public exhibition period, the Sydney Plan (Attachment A) was adopted and became effective on 13 August 2026. It applies to all 33 Local Government Areas (LGAs) in the Sydney region and contains 58 key actions for managing population growth and urban development in the region for the next 20 years and will inform the future review of the Fairfield Local Strategic Planning Statement (LSPS) 2040.

Most notably, the adopted Sydney Plan is accompanied by additional Appendices providing more detailed guidance on actions contained in the Plan with Appendix D: Housing and Employment Guidance (Attachment B) outlining expectations in respect to housing and employment targets for each Council.

The Sydney Plan responded to some of Council's concerns, but key issues remain unresolved and require further clarification from the State. The NSW Department of Planning, Housing and Infrastructure (DPHI) will meet with Council officers over the coming months to discuss the Sydney Plan and guide the update of Council's Local Strategic Planning Statement (LSPS).

This report provides an overview of the key issues raised in Council's submission and the provisions of the adopted Sydney Plan relevant to Fairfield City.

BACKGROUND

Detailed background information on the draft Plan as exhibited and Council's submission is contained in the February 2026 Outcomes Committee report. In summary, the key points raised in Council's submission were as follows:

- The draft Plan does not adequately recognise the level of social and economic disadvantage in Fairfield City or how this should inform planning decisions and infrastructure investment, particularly the need for better public transport.
- It is unlikely that the housing target (5,900 dwellings between 2024-29) identified for Fairfield City will be delivered due to the economic viability of housing of development in the Low Medium Rise Housing areas applied to the City by DPHI in 2025.
- Council should be exempted from any mandatory affordable housing contributions until it can be shown to be economically viable and not act to further constrain housing supply.
- Delivery of housing and employment lands in the Horsley Park and Cecil Park UIA will require a clear commitment by the State to provide the necessary infrastructure.
- The proposed new commercial centres hierarchy of the Plan is disjointed and fails to acknowledge the status and function of existing town centres across Fairfield City.

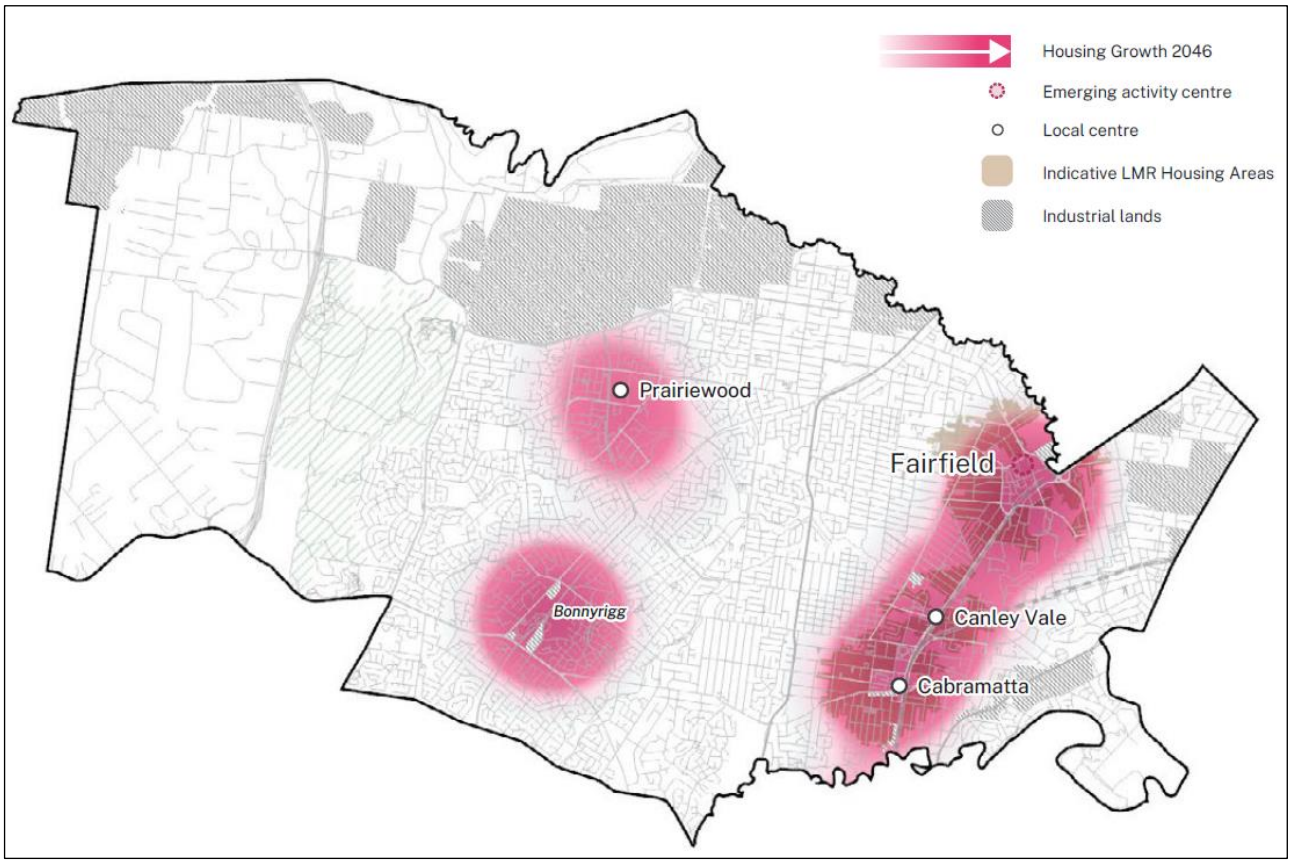
- Actions of the Plan do not provide any transport planning outcomes or initiatives that will support job creation in the Fairfield industrial lands.
- The proposed mandatory open space targets of the Plan are too arbitrary and not based on up-to-date information or initiatives embarked upon by Council to address community-based needs in relation to upgraded/additional open space in the City.

The following sections of this report details how the actions and directions in the adopted Sydney Plan will affect Council's land use planning activities.

SYDNEY PLAN – ACTIONS AND DIRECTIONS

Employment and Housing

A new Appendix D (Attachment B) has been issued with the adopted Sydney Plan that provides guidance on the State governments expectations regarding the delivery of new housing and jobs in the City.



Key Points:

- The DPHI expect that higher density housing will 'be concentrated within Low and Mid-Rise (LMR) Housing Areas at Cabramatta, Canley Vale and Fairfield'. This incorporates areas that are flood liable and were removed by the DPHI from the Stage 2 LEP adopted by Council in 2022.
- The Plan states that 'In the medium to longer term, Council should also investigate Bonnyrigg Plaza shopping centre including the Bonnyrigg T-Way stop to support future housing growth, subject to infrastructure capacity and consultation with government agencies'.
- In regard to job growth, the Plan states that 'Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA'.
- Fairfield is identified as 'an emerging activity centre in western Sydney with strong public transport connectivity and zoned capacity for job creation. Fairfield has direct links to Greater Parramatta and Sydney CBD, as well as toward Liverpool.'
- Council must review planning controls within the centre to 'enable future employment growth through the provision of additional commercial floor space and the facilitation of mixed-use development. Subject to Council's future planning approach, Fairfield may be considered as a future state-led rezoning'.

Comment:

The above actions are generally aligned with the directions contained in the current Fairfield LSPS but will require further review to determine the capacity for additional housing and job opportunities in the areas described above.

At this stage, it is unclear whether the DPHI has changed its position on the scope for additional housing densities in the town centres in the eastern area of the City, which were previously rejected for additional housing density due flood considerations.

This issue requires further discussion and clarification from DPHI, with any further review of the potential for increasing housing density to be subject to further reporting to Council.

At this stage, it is unclear how additional job growth in the employment lands in the City (including industrial areas) without significant commitment by the State government to public transport services for the City.

Horsley Park and Cecil Park Urban Investigation Area

The Horsley Park and Cecil Park UIA area has been retained on the list of the Sydney Plan 'Greenfield Precincts' across the region. Under the Plan, the DPHI will take on the role of determining further progress for the UIA, with the development of a medium-term sequencing plan that will categorise precincts 'based on their development readiness' reflecting 'their position with the employment land supply pipeline'.

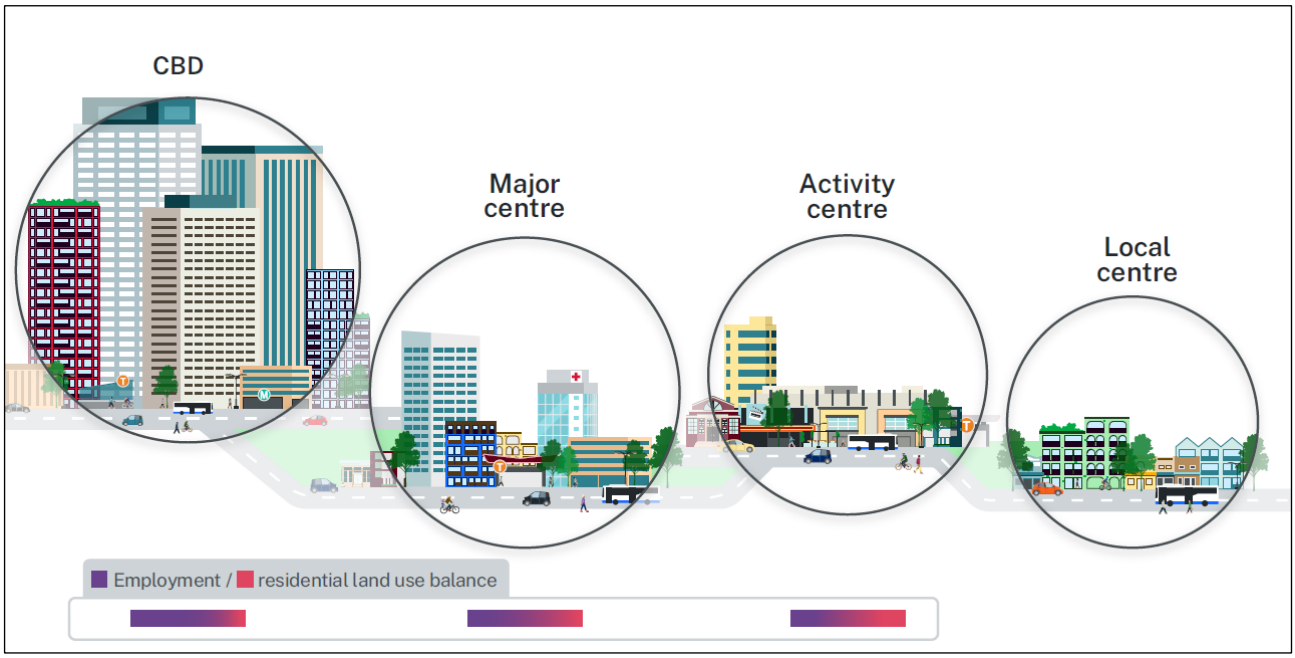
Comment:

At this stage, the implications of the sequencing plan for progressing the UIA draft Structure Plan are unknown and will be dependent on a number of factors, not least the staging of other greenfield areas (total of approximately 40 of varying size) in the region that have already been rezoned for urban development and timing for delivery of the infrastructure, community services, public transport and new roads necessary to these precincts.

At this stage, the DPHI has not provided any advice on the timing for preparation of the Greenfield sequencing plan and process involved. Council will be kept informed of any progress in relation to these issues as information becomes available.

Centres Typology

In response to concerns raised in many submissions (including Council's) under the adopted Plan, the DPHI has amended the classification of commercial and retail centres to that shown in the image below.



Under the above typologies, only the Fairfield Town Centre is identified as an 'Activity Centre' that are considered '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', on average accommodate over 10,000 jobs.

As all other town centres in the City including Bonnyrigg, Prairiewood, Cabramatta, medium and smaller sized centres falling into the classification of 'Local Centre' 'that 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'.

Comment:

In general, the adopted centres typology provides a better alignment with the existing scale and categorisation of centres in the City. Notwithstanding, this does not fully acknowledge the existing role and capacity of larger (eg. Bonnyrigg, Cabramatta and Prairiewood) and medium sized (eg. Fairfield Heights, Canley Vale, Canley Heights and Villawood) centres in the City.

The provisions of Appendix D (above and Attachment B) provide a platform for acknowledging the diversity and role of all the town centres across the City as currently provided for under the Fairfield LSPS 2024. This issue will be subject to closer examination under the future review of Council's LSPS, considering the provisions contained in the adopted Sydney Plan.

Open Space, Canopy Cover, Blue-Green Grid Corridors

The adopted Sydney Plan has moved away from entirely qualitative targets for the delivery of additional open space and instead adopts a more quantitative approach toward delivery of additional open space based on 3 key principles as follows:

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

The adopted Sydney Plan also includes several directions and actions associated with the provision of additional open space (under Council's control), canopy cover, blue-green grid corridors as follows:

- Councils play a critical role in the identification and delivery of projects that improve connections to open space and will be supported by the Blue-Green Grid Framework.
- 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.
- Council to develop a strategic approach to enhancing canopy cover and urban greening.

Comment:

Council has already adopted several strategies and/or is pursuing initiatives that provide the basis for addressing the above actions that include but are not limited to:

- The Fairfield City Open Space Recreation and Needs Analysis 2020 provides detailed understanding of the needs for the Fairfield community and informs actions contained in the Fairfield Contributions Plan relating to the acquisition and embellishment of open space to address the passive and active recreation needs of both the current and future population of the City.
- Bushcare and creek care programs - maintenance and planting works as part of creek bank stabilisation including planting up to 15,000 indigenous trees and reduction in priority weeds by 60% to encourage canopy growth.
- National tree planting day - planted new trees at Orphan School Creek riparian corridor (Bossley Park) in 2025, with a new site selected for June 2026.
- Bushland management plans for Cabramatta Creek, Diamond Crescent bushland management plan, indigenous flora fauna park and Sartor Crescent bushland management strategy.
- Nursery programs including 4000 indigenous trees, shrubs and ground covers given away for free to the community every year.
- Biodiversity Strategy 2022 – in line with the NSW Biodiversity Act, provides an overall framework for the protection and conservation of biodiversity, waterways, threatened species and ecological communities across the City.
- Street Tree Masterplan 2023 – identifies approximately 60,040 tree planning opportunities in the City that prioritises planting in areas impacted by the heat island effect and associated with social disadvantage. Includes a current schedule for planting 333 trees per annum over 10 years.
- Catchment Management – ongoing program of restoration and rehabilitation works along the creeks of the City as well as provision of stormwater infrastructure and pollution control measures to mitigate stormwater run-off and enhance water quality in creeks.

Transport Planning and Management

Council's submission to the draft Sydney Plan contained extensive background and information covering the transportation needs of the City, including the need for improved public transport services and provision of new/upgraded arterial road connections (eg. The Horsley Drive, Southern Link Rd, Elizabeth Dr East).

The adopted Plan does not provide any response or strategic actions that respond to the issues raised in Council's submission. Rather, in a recent briefing to Sydney Council planners on the adopted Plan, the DPHI advised that these issues are currently being reviewed and will subject to future strategies to be released by TfNSW.

Where to From Here?

The adopted Sydney Plan sets the direction for future housing, employment and infrastructure planning in Fairfield City. While it addresses some of Council's concerns, key issues remain unresolved, particularly housing targets and viability, flood constraints impacting growth and the need for transport and infrastructure investment to support growth.

DPHI will meet with Council officers over the coming months to clarify the Plan's implications and guide the update of Council's Local Strategic Planning Statement, with the review anticipated to commence around April 2027. Council will continue to seek commitments on outstanding matters and receive further reports as discussions progress.

CONCLUSION

As a result of reforms made by the State Government to the NSW Environmental Planning and Assessment (EP&A) Act 1979, The Sydney Plan will replace the current Sydney Region Plan (Metropolis of Three Cities) and associated District Plan (Western Parkland City).

Council will be kept informed of further developments in relation to the issues referred to in this report, including any discussions that take place with the DPHI regarding housing and job targets.

The actions and directions of the adopted Plan will also need to be addressed under the future review of the current Fairfield LSPS 2024, anticipated to commence in 2027.

Andrew Mooney
Executive Strategic Planner

Authorisation:
Manager Strategic Land Use Planning
Director City Strategy

Outcomes Committee - 6 October 2026

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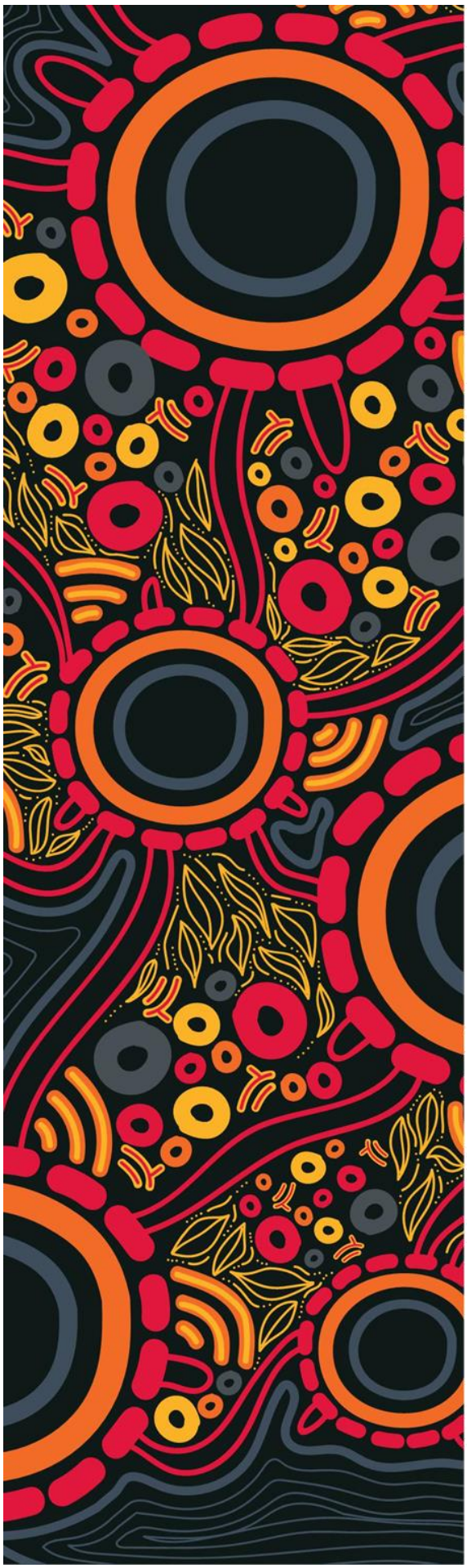
***** END OF ITEM 92 *****

Department of Planning,
Housing and Infrastructure

NSW GOVERNMENT

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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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.

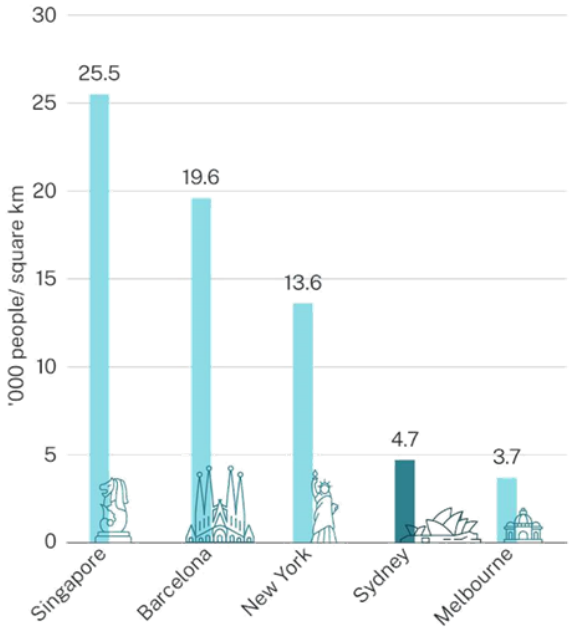
The Sydney Plan (Plan) sets out how the NSW Government will address growth in Sydney over the next 20 years. It sets out a clear future for the region as it grows and develops.

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.

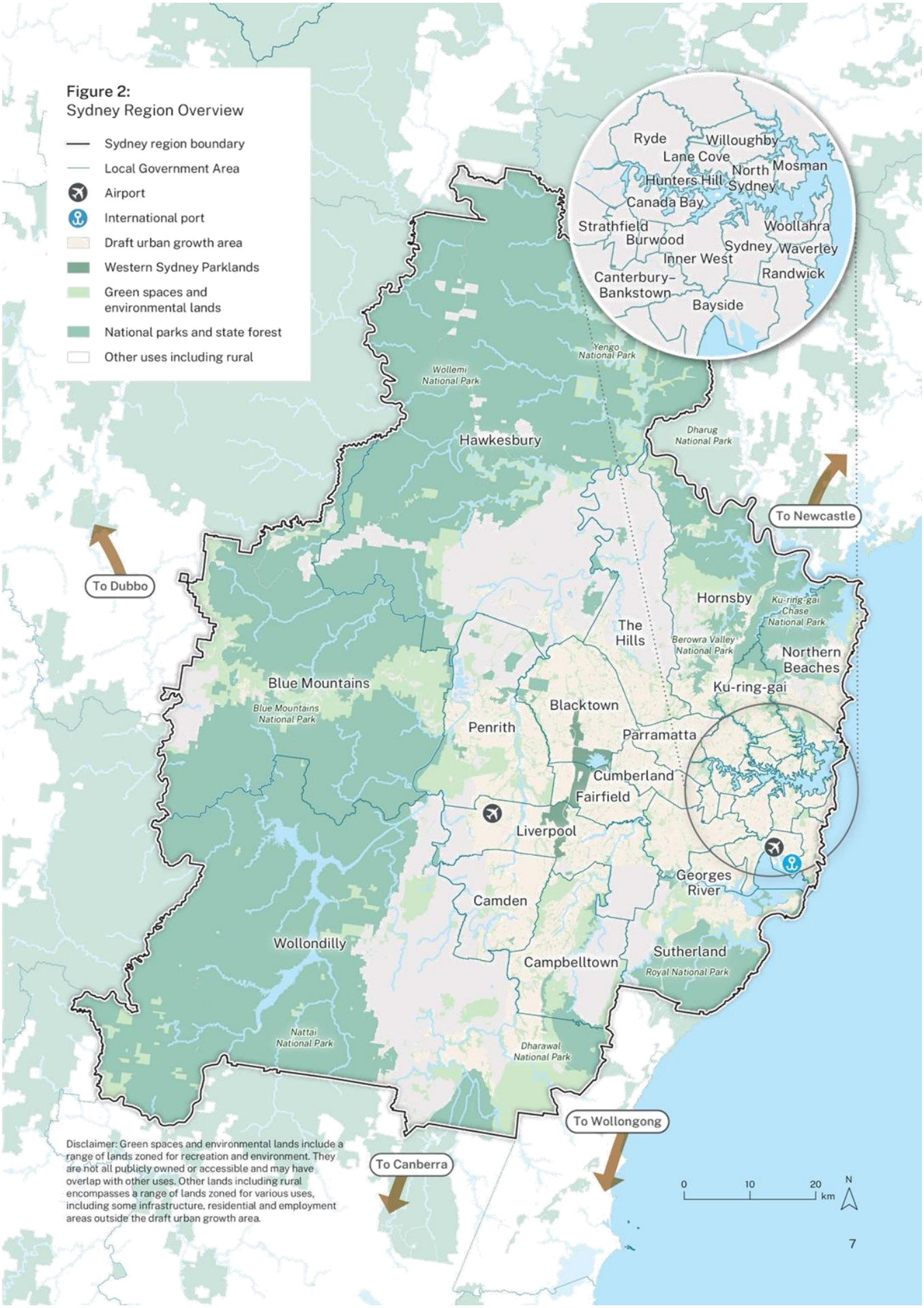
Record investment in public transport has significantly improved connectivity. The delivery of a second international airport in western Sydney will further strengthen global connections and drive economic potential. These investments provide a unique opportunity to build on Sydney's success over the 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
Ryde
Willoughby
Lane Cove
North Sydney
Mosman
Hunters Hill
Canada Bay
Strathfield
Burwood
Woollahra
Sydney
Waverley
Inner West
Randwick
Canterbury-Bankstown
Bayside
Yengo National Park
Wollemi National Park
Dharug National Park
Hawkesbury
To Newcastle
To Dubbo
Hornsby
Ku-ring-gai Chase National Park
The Hills
Berowra Valley National Park
Northern Beaches
Ku-ring-gai
Blue Mountains
Blue Mountains National Park
Blacktown
Penrith
Parramatta
Cumberland
Fairfield
Liverpool
Georges River
Camden
Wollondilly
Campbelltown
Sutherland
Royal National Park
Nattai National Park
Dharawal National Park
To Wollongong
To Canberra
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.
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10
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7

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'.

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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.

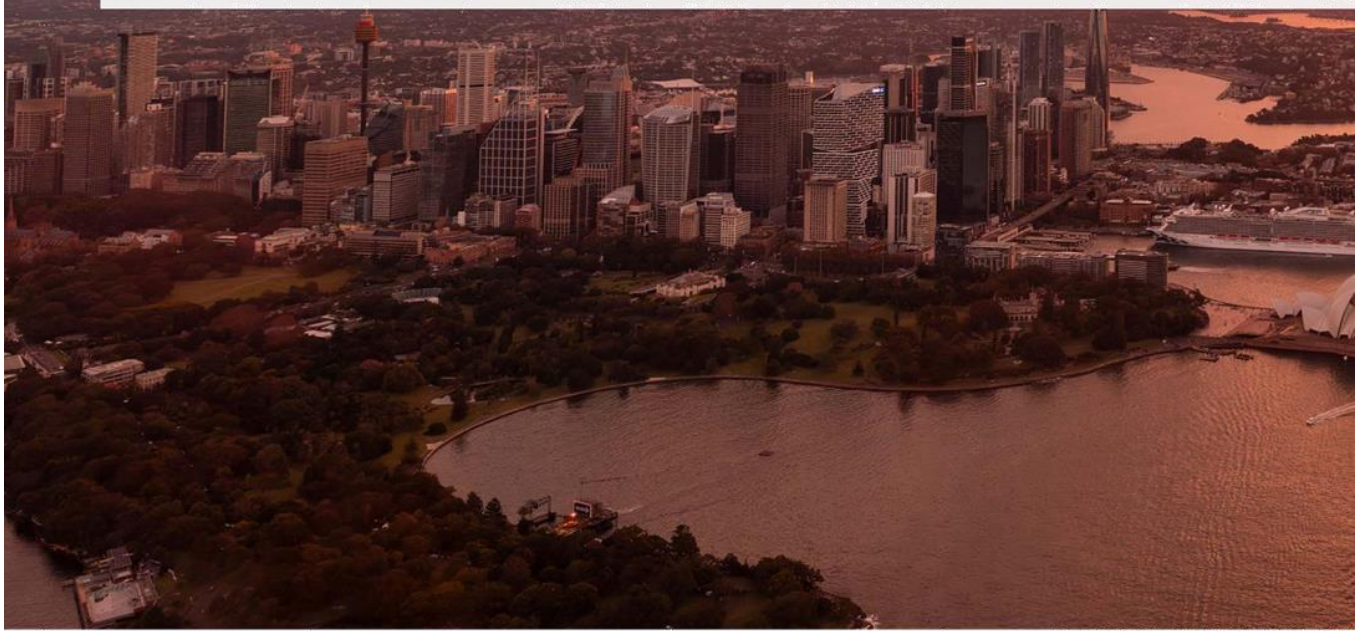
The economy of the region is globally competitive and innovation driven. As Australia's leading gateway to international markets, Sydney harnesses advanced technologies, research capability and a highly skilled workforce to grow high value industries. A diverse mix of employment across business services,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

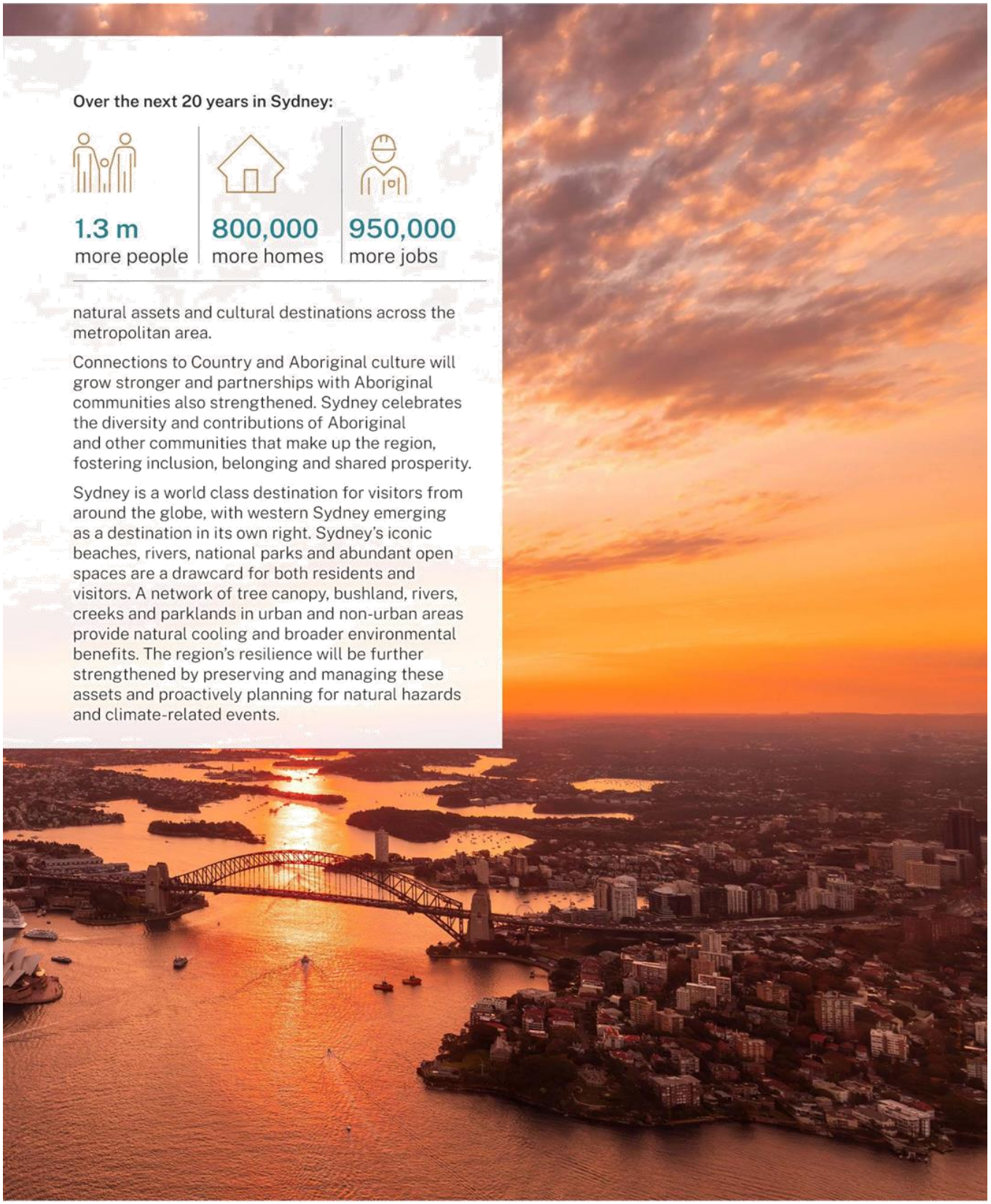
Strategic industrial lands provide significant employment locations and their key freight corridors, intermodal facilities, international ports and airports connect industries to global markets, supporting export growth, investment and economic diversification. Western Sydney will drive the state's freight, 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.

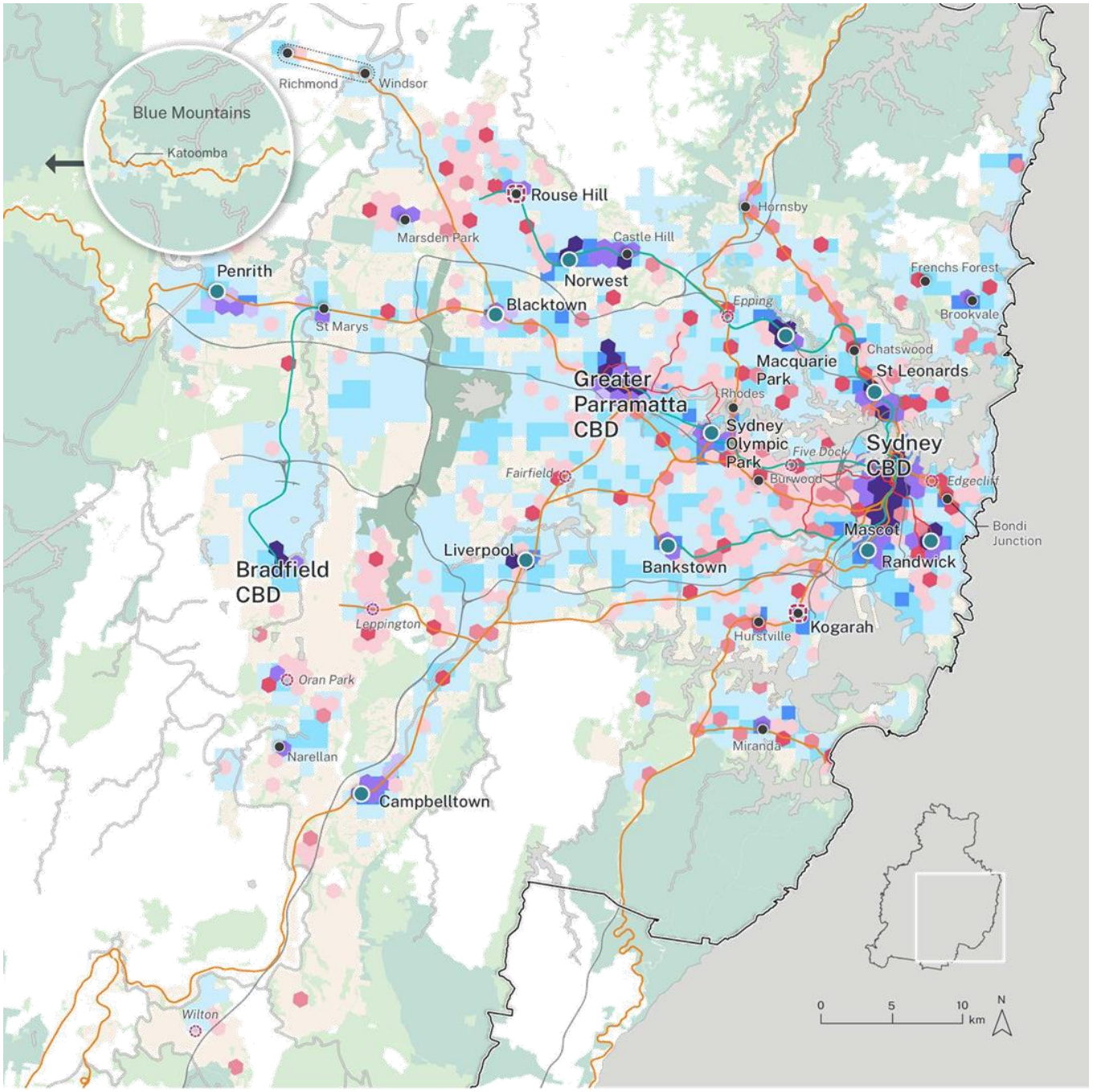


Figure 5: High housing and jobs growth 2046

- Sydney region boundary
- Major centre
- Emerging major centre
- Activity centre
- Emerging activity centre
- Rail (shared and passenger lines)
- Metro
- Light rail
- Motorway (existing and committed)
- Draft urban growth area
- Western Sydney Parklands
- Green spaces and environmental lands
- National parks and state forest
- Other uses including rural
- HIGH — High housing growth 2046
- HIGH — High jobs growth 2046
- HIGH — 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.

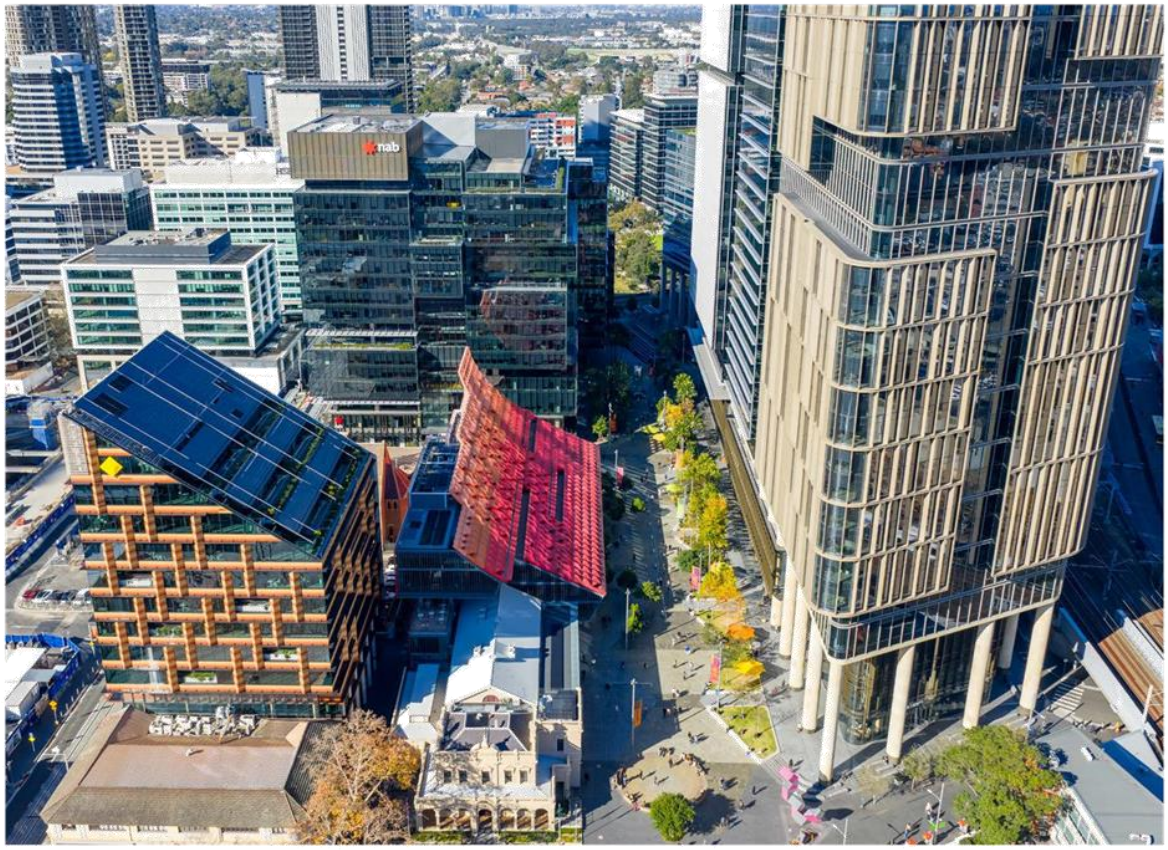
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Housing growth in the east; economic growth in the west: a 20 year spatial strategy for Sydney

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.

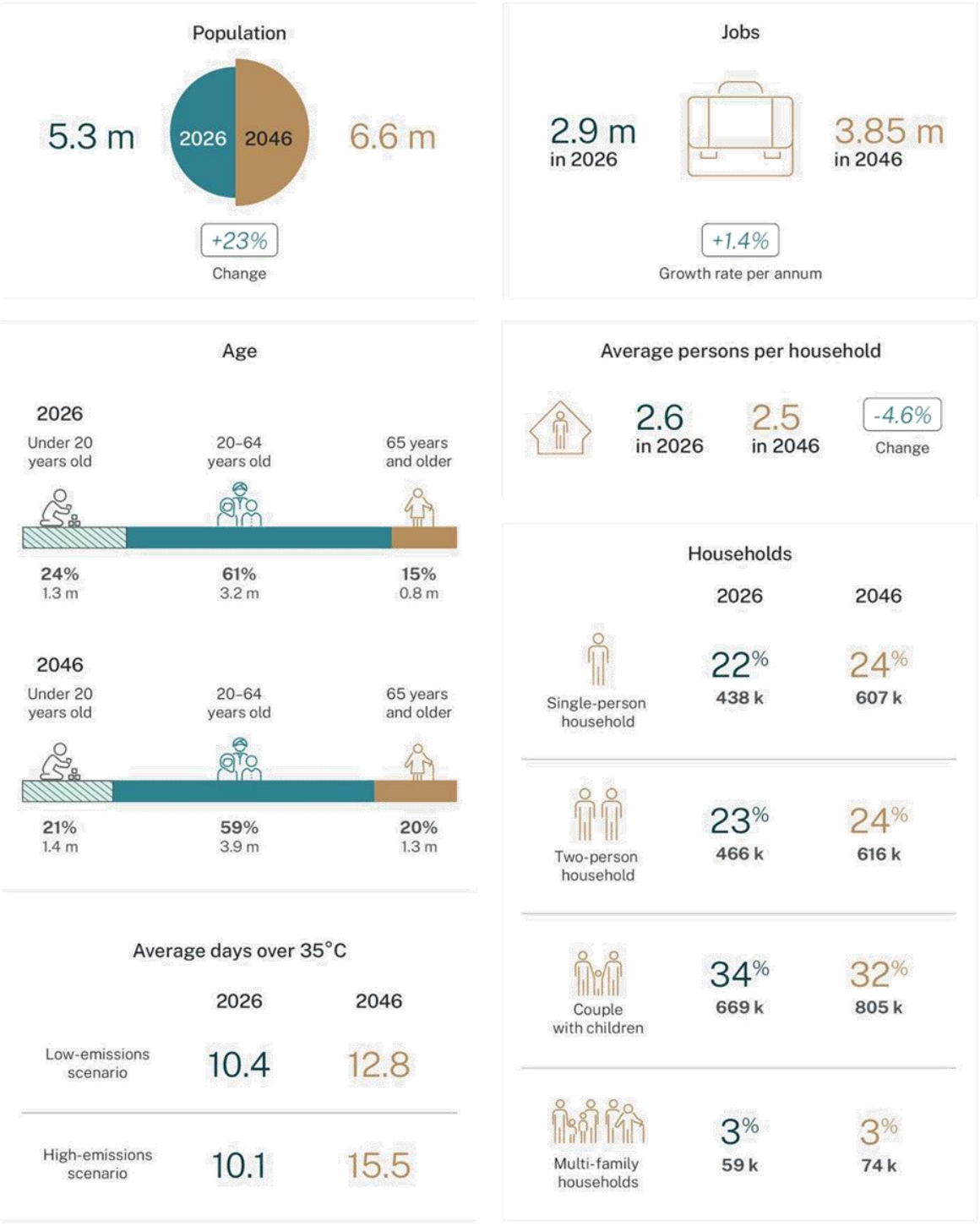
Figure 5 shows how jobs will be the focal point of western Sydney growth over the next 20 years, supported by its current and emerging centres alongside the strong pull of jobs from the Western Sydney International Airport, the future Mamre Road Intermodal Terminal and other industrial opportunities. 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

Introduction

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

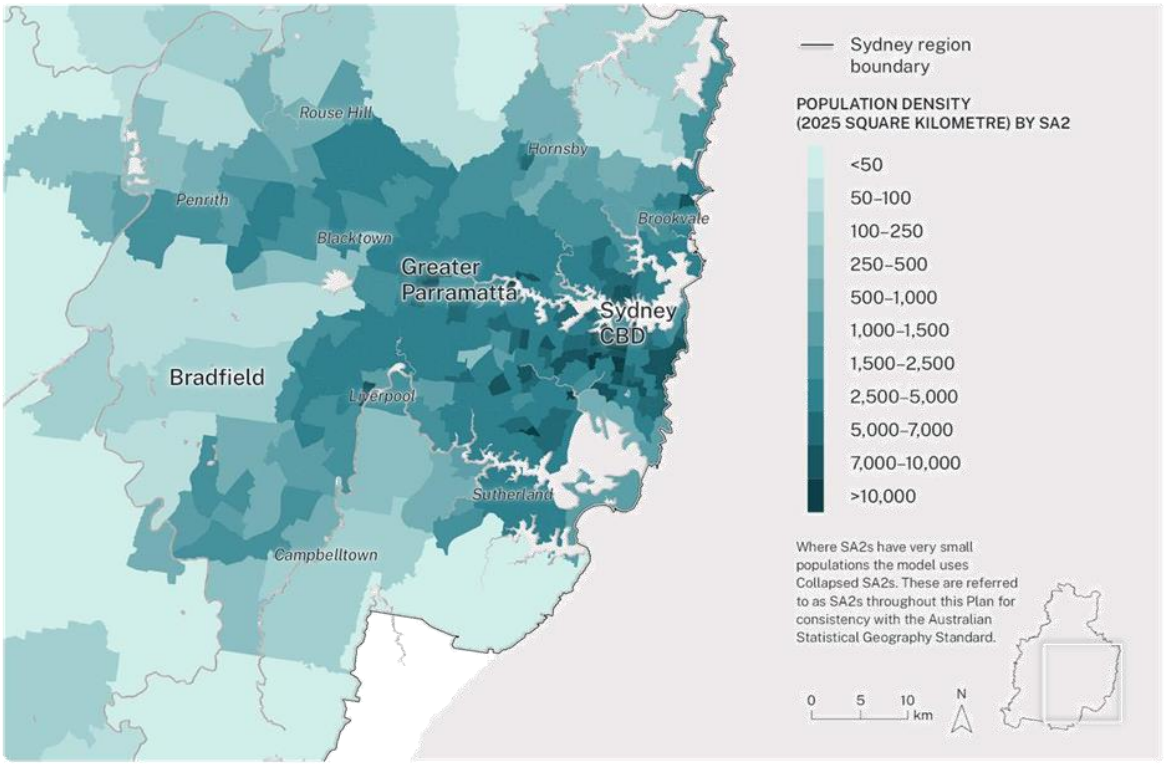
In 2026, the Sydney region is home to 5.3 million people. By 2046, the population will increase by 23% reaching 6.6 million.

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

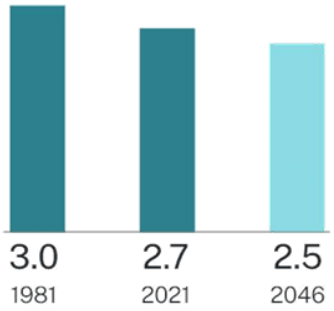


Figure 9: Household population change in Sydney
Source: ABS 1981 and 2021; DPHI 2026

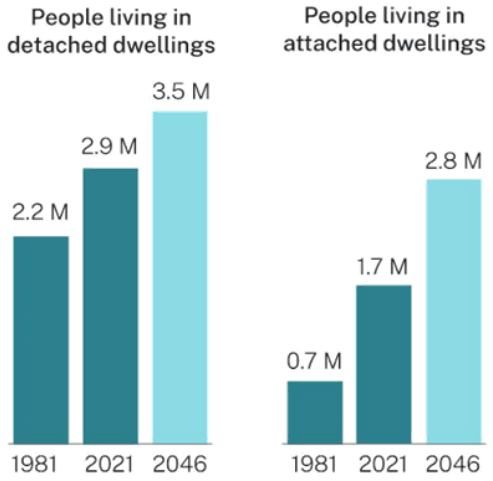
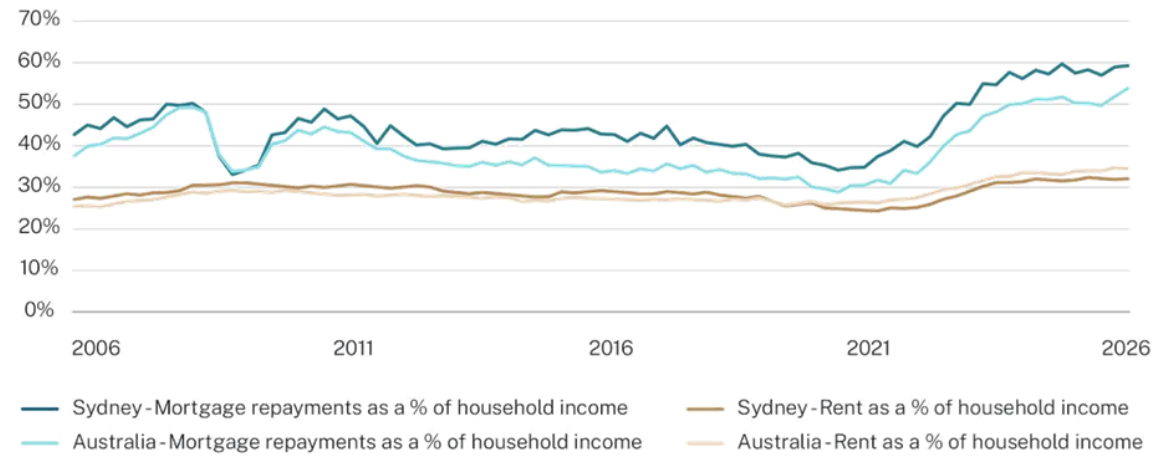


Figure 10: Housing affordability Source: DPHI 2026



Employment and the economy

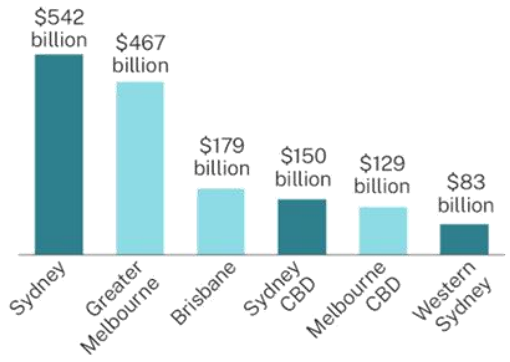
Sydney is Australia's largest regional economy (Figure 11), accounting for around 19% of national economic activity in 2025. Its connections at state, national and international levels drive trade, investment and economic activity beyond its geographic boundaries, reinforcing its role as a major international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

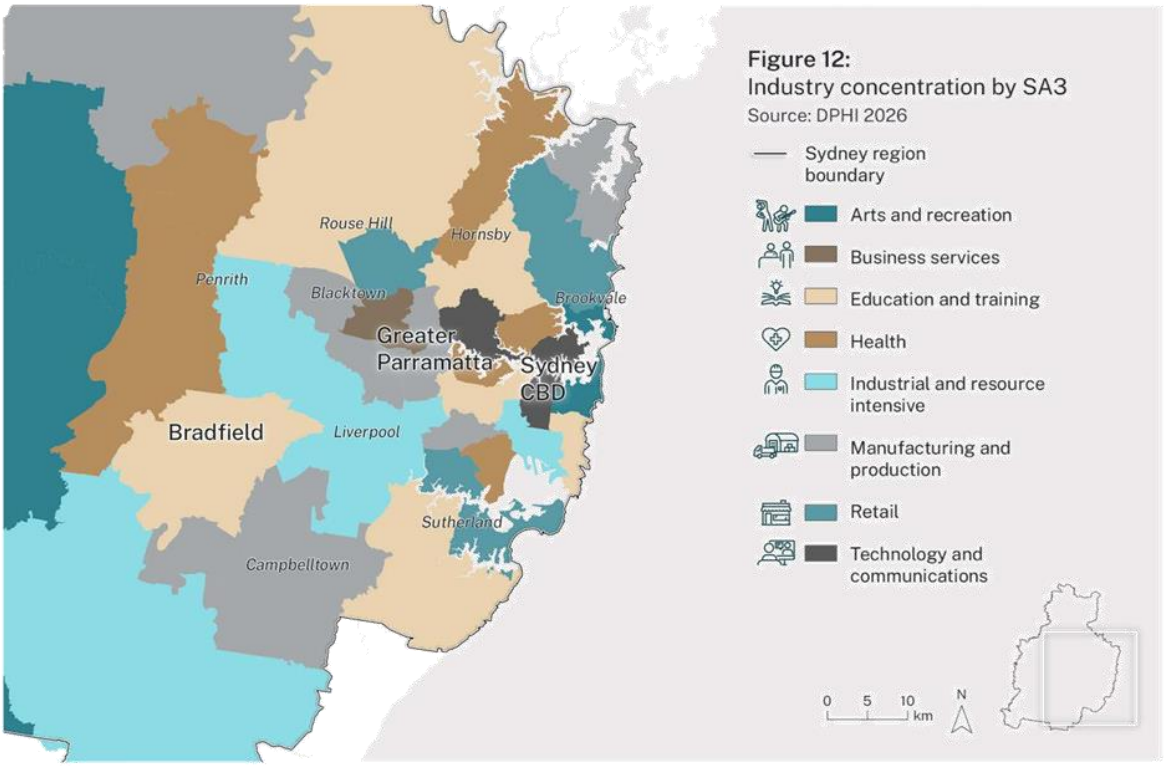
Western Sydney has significant strengths in the industrial, manufacturing and logistics sectors, supported by nationally significant infrastructure including Western Sydney International Airport, new Metro services and an emerging CBD.

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

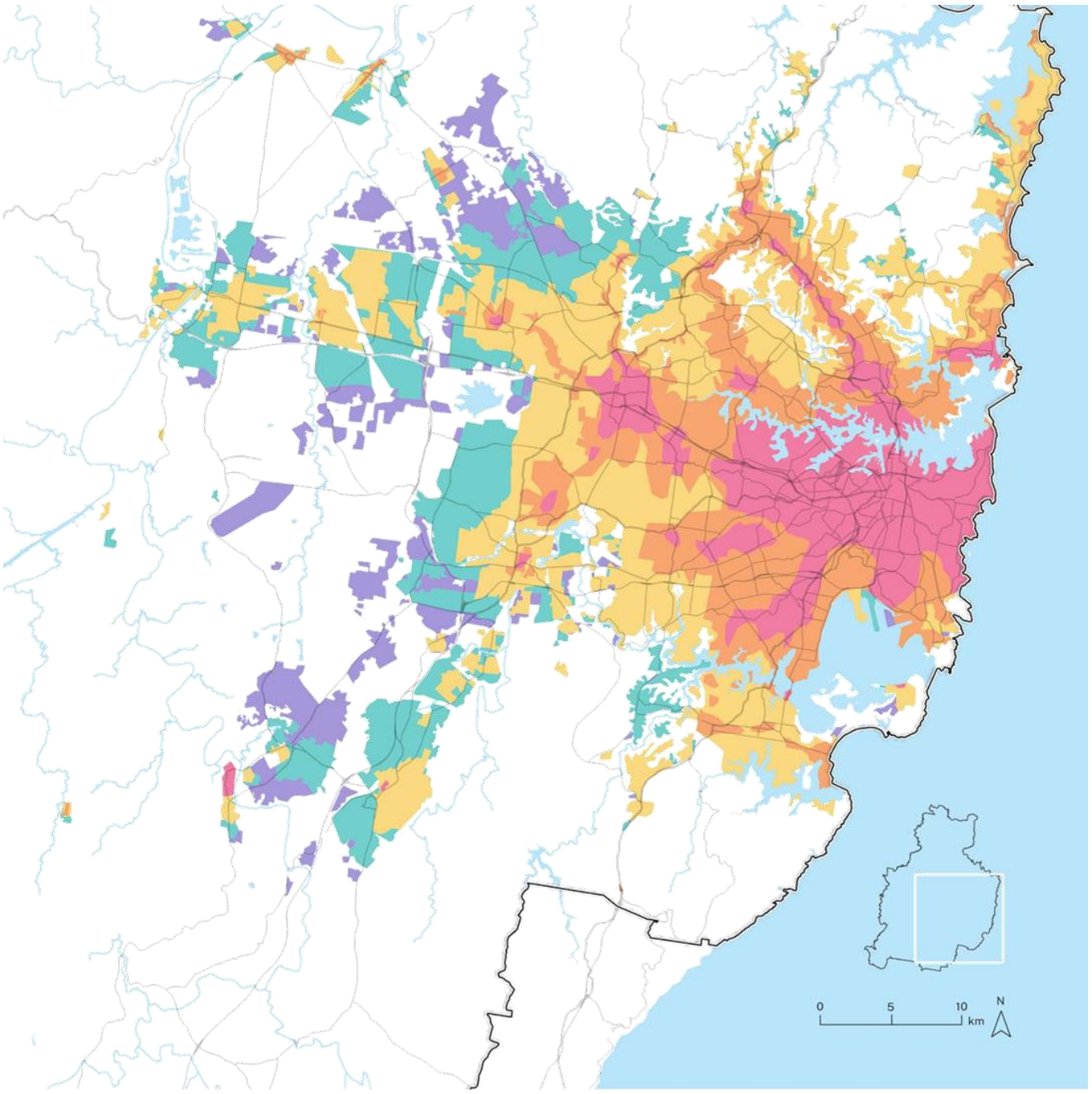
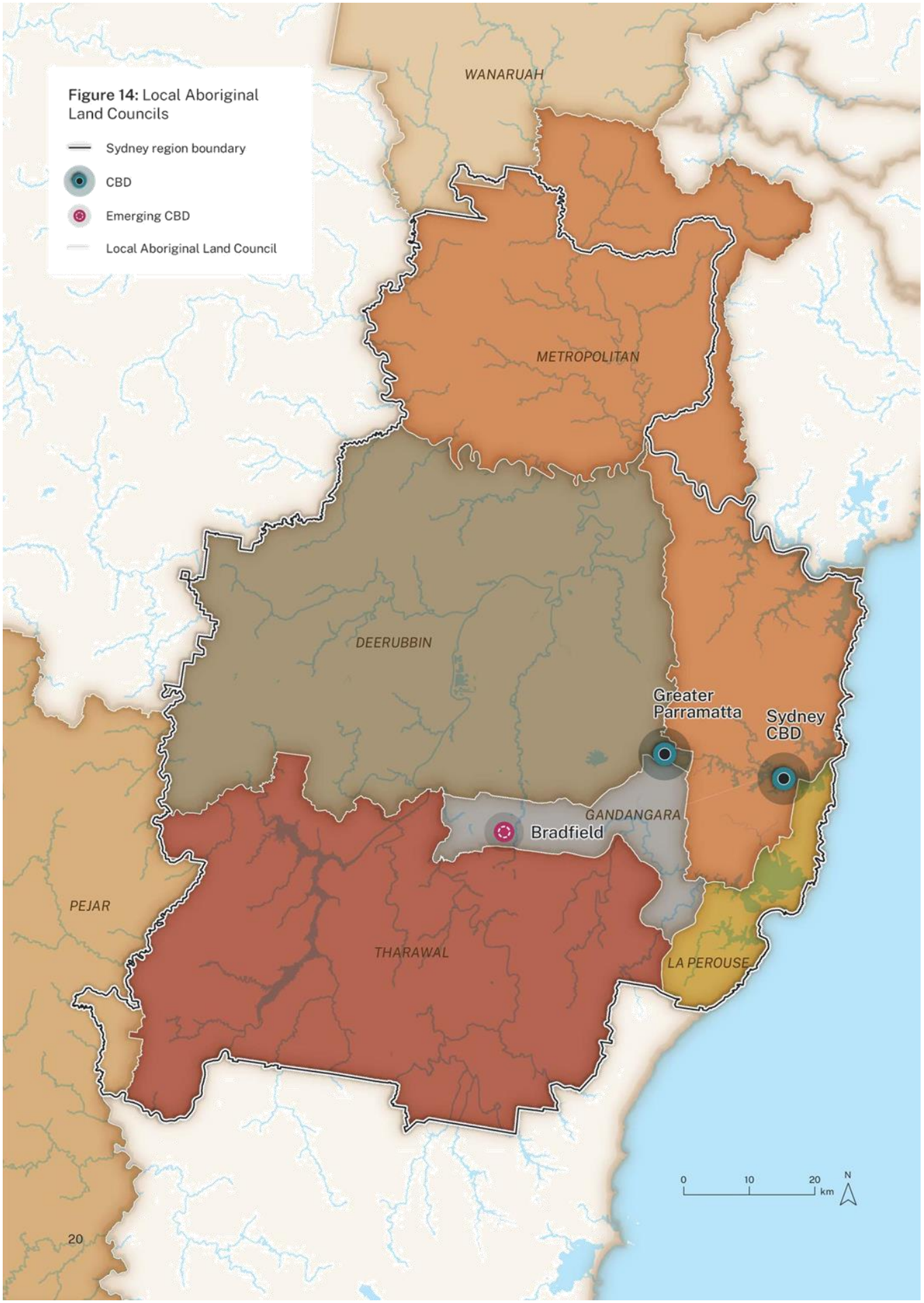


Figure 13: Historical urban growth

Sydney region boundary
1915
1945
1975
2005
2026


Figure 14: Local Aboriginal Land Councils
Sydney region boundary
CBD
Emerging CBD
Local Aboriginal Land Council
WANARUAH
METROPOLITAN
DEERUBBIN
Greater Parramatta
Sydney CBD
GANDANGARA
Bradfield
PEJAR
THARAWAL
LA PEROUSE
0
10
20
km
N
20

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.



Priority: Aboriginal outcomes

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.

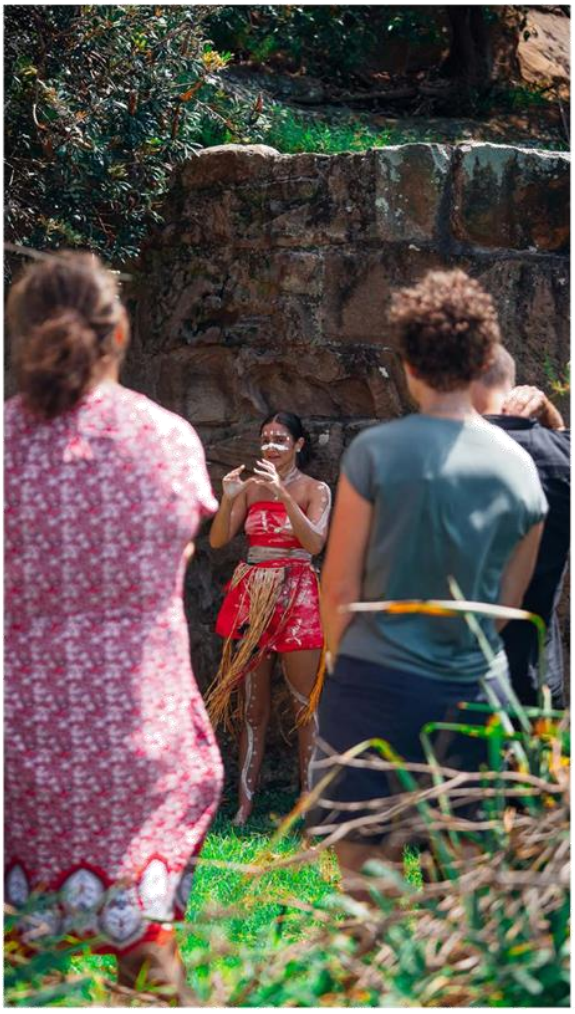
The Department and local councils must play active roles in overcoming these barriers through strategic land use planning and working in partnership with Aboriginal peoples, communities and entities. Councils need to consider native title and relevant LALC land planning strategies, such as Community 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.



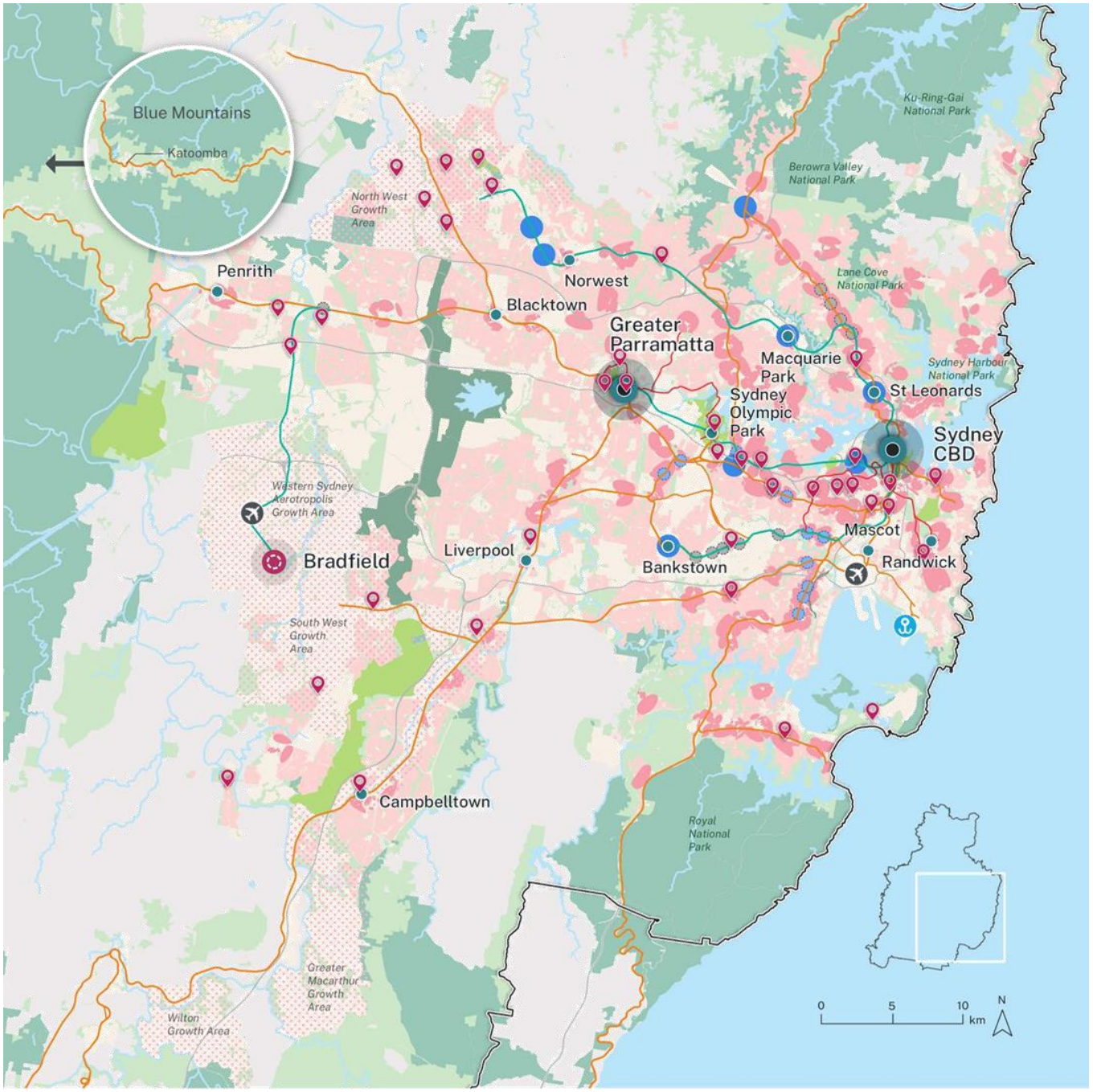


Figure 15: Housing areas

- Sydney region boundary
- CBD
- Emerging CBD
- Major centre
- State-led or state-assessed rezoning
- Transport Oriented Development Accelerated Precinct*
- Transport Oriented Development Area*
- Transport Oriented Development alternative council plan*
- Airport
- International port
- Rail (shared, passenger and freight lines)
- Metro
- Light rail
- Motorway (existing and committed)
- Indicative Low and Mid-Rise Housing Area*
- Low and Mid-Rise Housing R2 zoned land*
- Growth area (housing and jobs)
- Draft urban growth area
- Western Sydney Parklands
- Metropolitan open space and botanic garden
- Green spaces and environmental lands
- National parks and state forest
- Other uses including rural

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

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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.

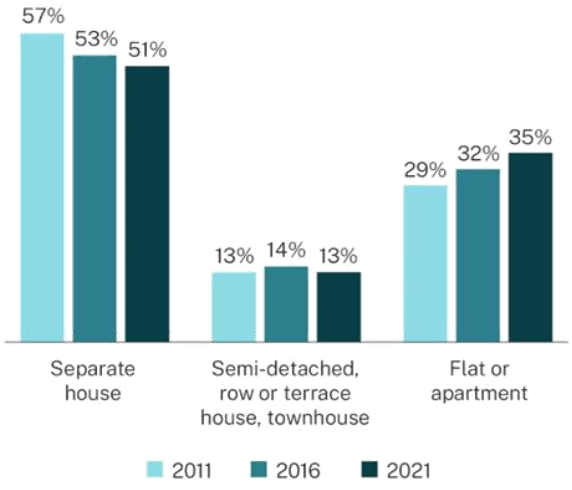
Sydney will grow to a population of around 6.6 million by 2046. There are currently around 2 million homes in Sydney for its population of 5.3 million people. Historically, housing supply (Figure 17) has not kept pace with population growth and demand. Additionally, developing more housing across parts 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



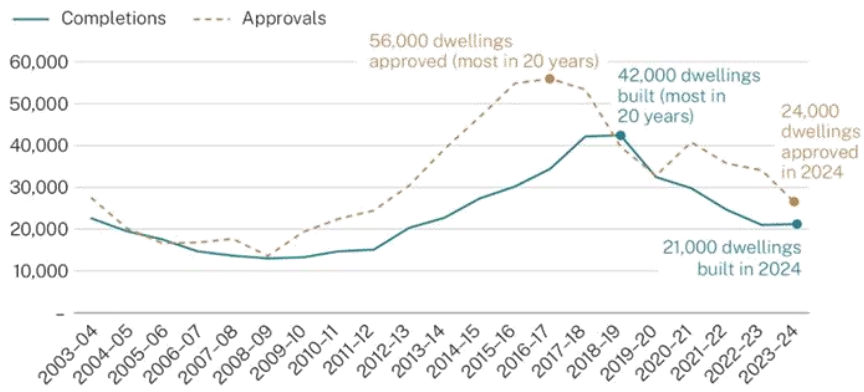


Figure 17: Historical net completions and building approvals 2004–24
Source: Sydney Water, ABS 2025

Priority: Housed

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.

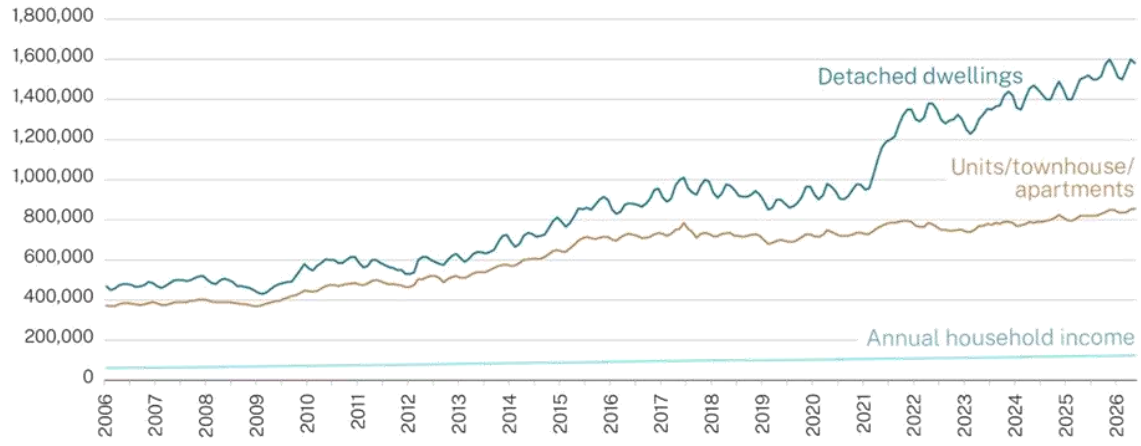
Facilitate feasible housing opportunities

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

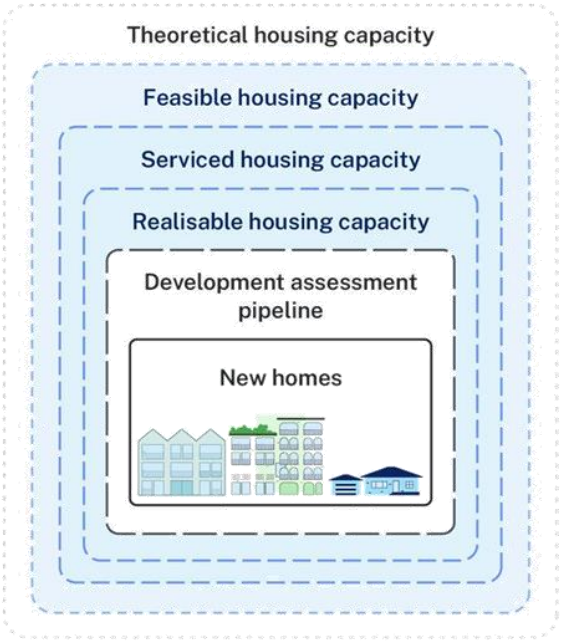


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underpinned by low-density, detached housing that requires substantial servicing by governments and developers — costs that are ultimately passed on to residents. The feasibility of these areas has been changing as detached housing consumes more land 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.

Figure 19: Feasibility within the housing supply pipeline



Greater housing diversity and more choice

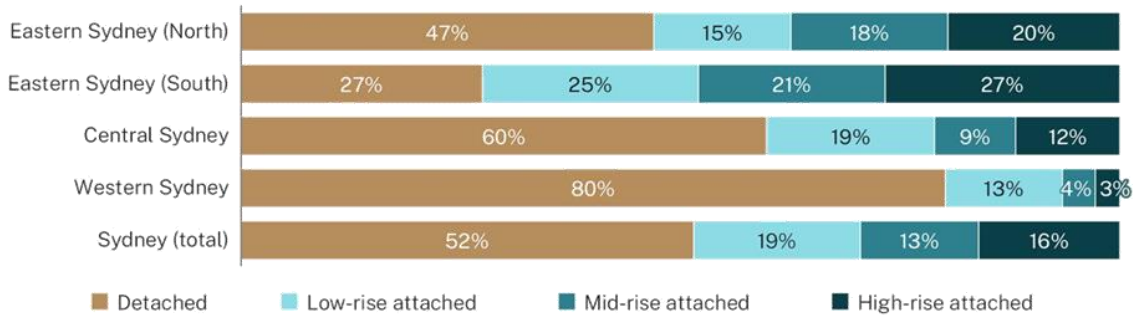
Increased housing diversity will offer more housing choices at different price points, helping to address changing needs in terms of housing tenure, size and preferences. Offering a range of housing options will help to promote social inclusivity, allow people to live in their local areas as they get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

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



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Priority: Housed

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.

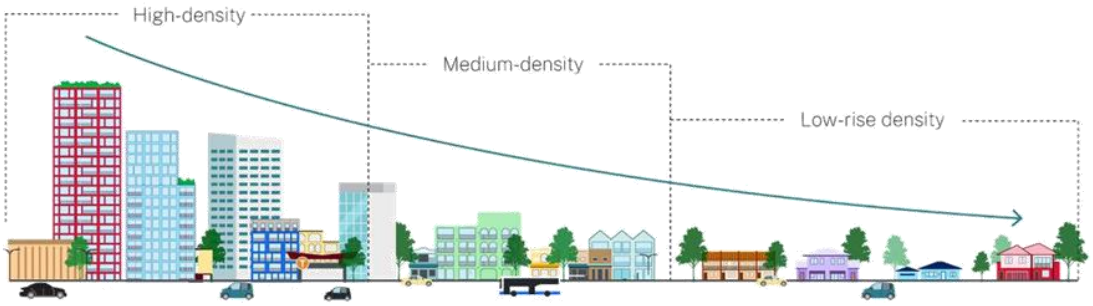
More affordable and secure housing

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.

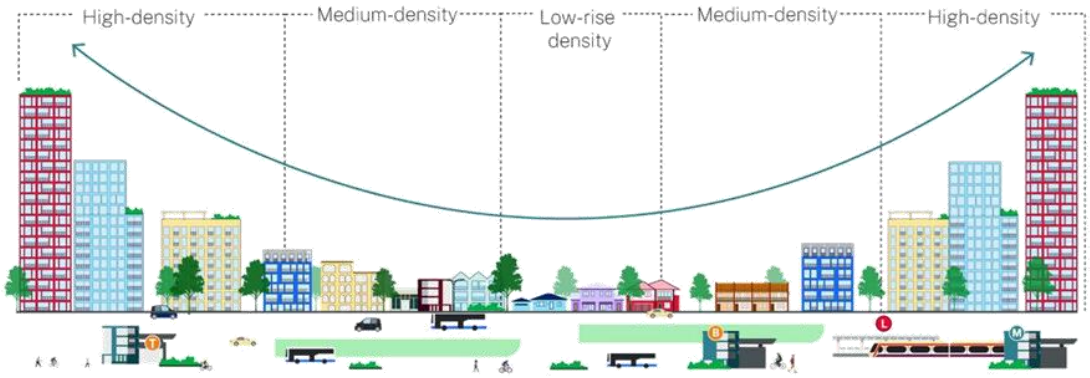
Rental stress, where lower income households spend more than 30 per cent of income on housing costs, exists across all Sydney local government

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



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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.



Rhodes



Figure 22: Sydney's employment network

- Sydney region boundary
- CBD
- Emerging CBD
- Major centre
- Emerging major centre
- Activity centre
- Emerging activity centre
- Airport
- International port
- Rail (shared and passenger lines)
- Dedicated freight rail
- Metro
- Light rail
- Ferry
- Rapid bus
- Motorway (existing and committed)
- Employment land
- Draft urban growth area
- Western Sydney Parklands
- Green spaces and environmental lands
- National parks and state forest
- Other uses including rural

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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).

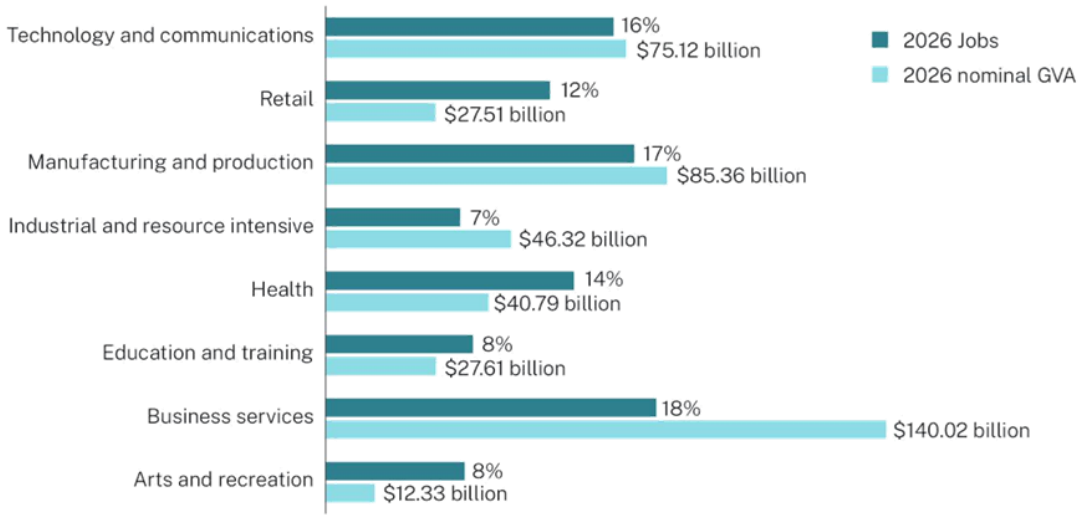
Sydney is also home to world class health and education, including campuses from 18 universities and over 130 public and private hospitals. Not only are these significant employers, with over 630,000 health and education jobs in 2026, they also support research and innovation, a key driver of Sydney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



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Priority: Prosperous

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.

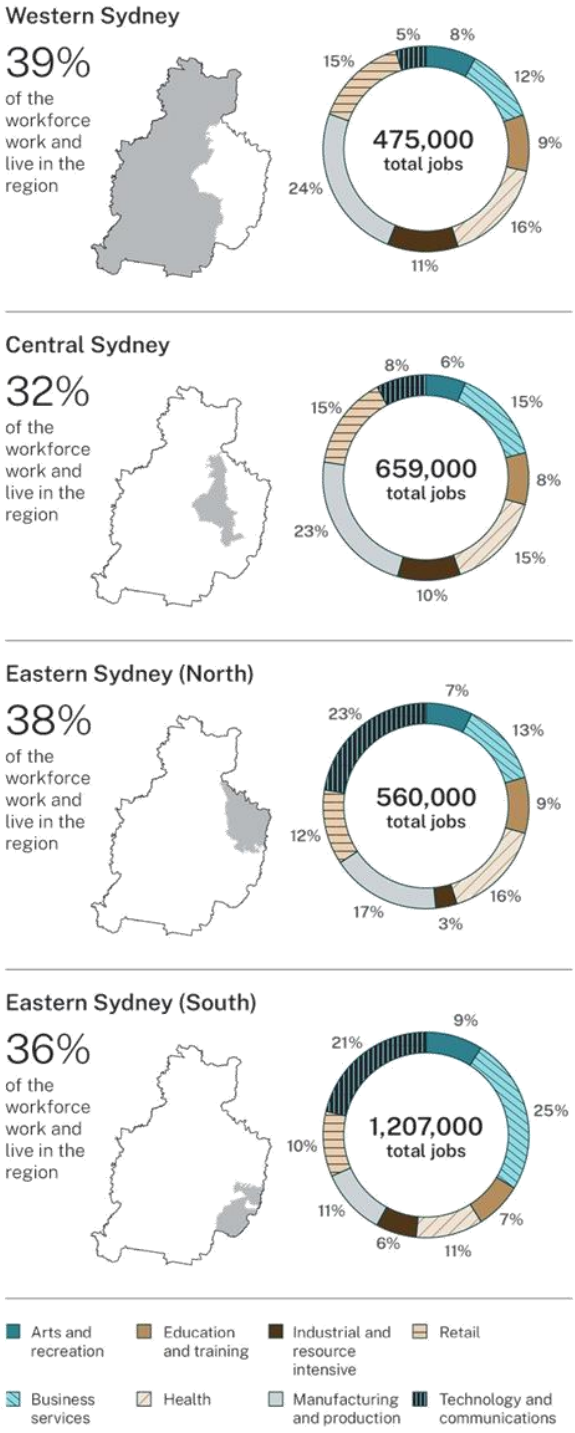




Image credits:
(left) First Building;
(below) Bradfield City



Figure 24: Job breakdown and containment
Source: REMPLAN 2021, DPHI 2026



More jobs in the right places

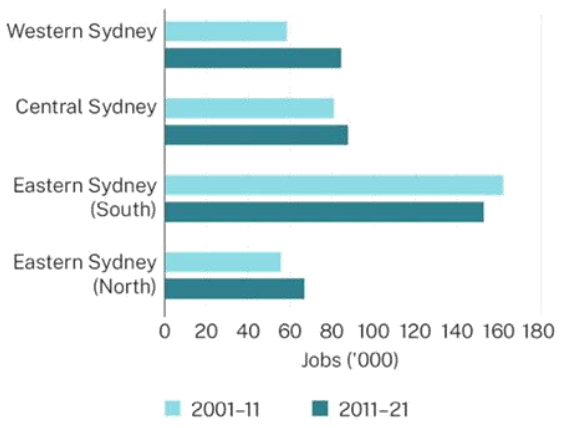
Bringing jobs and homes closer together is fundamental to productivity, supporting workforce participation, reducing cost of living and improving quality of life. By focusing jobs growth close to existing transport infrastructure, more people will have access to a diversity of employment opportunities (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



Priority: Prosperous

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

Business services
18% of jobs in Sydney

- Insurance clerks
- Financial advisors
- Information professionals

Business service jobs cluster in key centres where they benefit from proximity and transport access. Sydney's CBDs and major centres have high concentrations.

Health
14% of jobs in Sydney

- Midwives and nurses
- Personal carers and assistants
- Doctors

Health jobs are distributed to serve residents in their local areas, such as local medical centres, but also cluster around major hospital facilities, such as in Liverpool and Bankstown.

Technology and communication
16% of jobs in Sydney

- Business analysts
- Accountants
- Legal professionals

These are knowledge intensive jobs that locate in centres where they benefit from industry clustering and transport access. In 2026, over 80% of these jobs are located in Sydney's east.

Education and training
8% of jobs in Sydney

- Teachers
- University lecturers
- Child care workers

Education jobs are located throughout the region to support population growth, but also specialist jobs cluster around major tertiary facilities, such as in Randwick.

Manufacturing and production
17% of jobs in Sydney

- Construction, distribution and production managers
- Food processing workers
- Bricklayers, and carpenters and joiners

Manufacturing and production jobs can be located across a range of areas, including industrial precincts, rural areas, construction sites as well as centres to accommodate the portion of office-based employment.

Industrial and resource intensive
7% of jobs in Sydney

- Logistic clerks
- Truck drivers
- Production managers

Industrial and resource intensive jobs locate in industrial precincts, often aligned with key freight corridors. Western Sydney has the highest concentration of jobs in this industry.

Arts and recreation
8% of jobs in Sydney

- Hospitality workers
- Musicians
- Artists

Arts and recreation jobs are key for growing and supporting tourism and hospitality for the Sydney region. These jobs locate in higher concentration around key sports and entertainment venues.

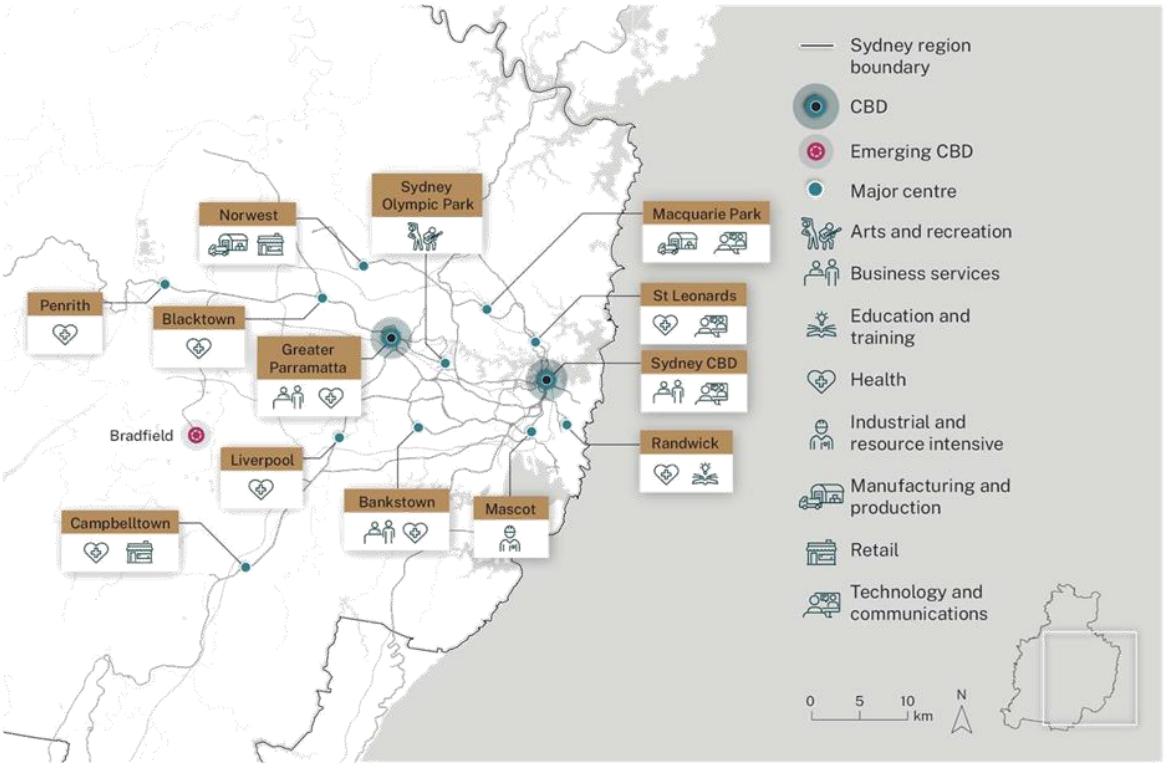
Retail
12% of jobs in Sydney

- Sales assistants
- Retail managers
- Cashiers

Retail jobs are dispersed across Sydney but generally concentrate in centres. Retail growth increases from population growth to meet local demand.

Priority: Prosperous

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).

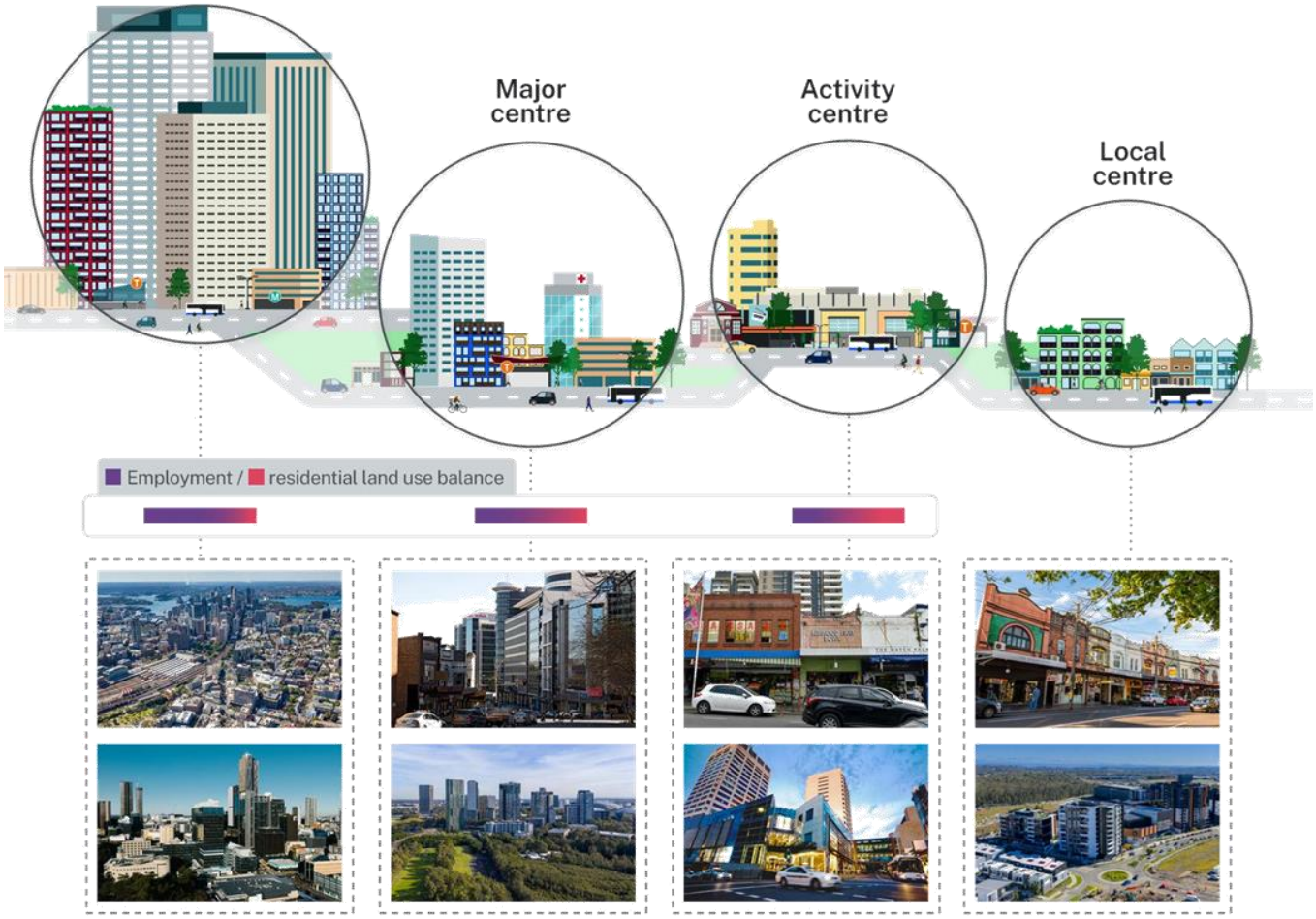
Major transport investment has strengthened connections between centres, including Metro West, Metro Western Sydney Airport, Metro Northwest links and beyond. These connections improve access to jobs and services across the region, with future corridors continuing to strengthen east-west and north-south 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



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

36

Priority: Prosperous

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.

Figure 29: Industrial land supply Source: DPHI 2025

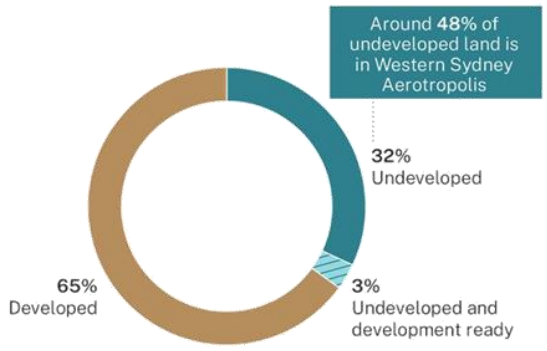
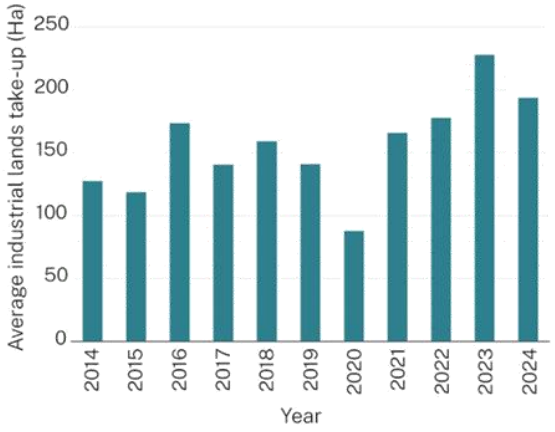


Figure 30: Historical industrial land take-up
Source: DPHI 2025



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.

Case study: Manufacturing



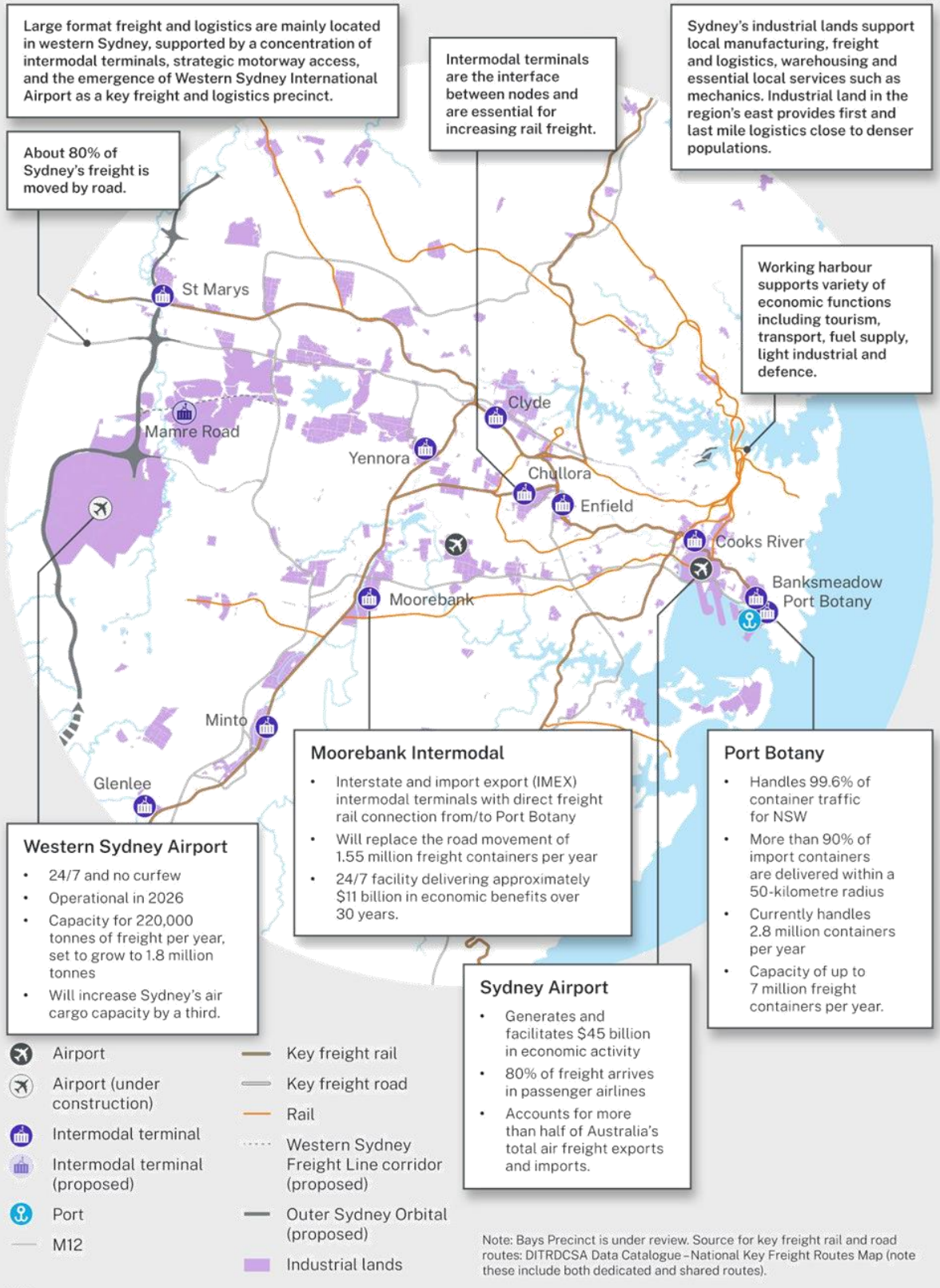
Industrial lands in Penrith are home to NSW's only glass manufacturing facility producing more than 800 million glass bottles and jars each year for the food and beverage industry.

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.

Priority: Prosperous

Figure 31: Network of current industrial lands



Note: Bays Precinct is under review. Source for key freight rail and road routes: DITRDCSA Data Catalogue – National Key Freight Routes Map (note these include both dedicated and shared routes).

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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

- Sydney region boundary
- CBD
- Emerging CBD
- International airport
- Domestic airport
- Port
- Intermodal terminal
- Intermodal terminal (proposed)
- Railway station
- Metro station
- Light rail stop
- Ferry stop
- Bus stop
- Rail (shared and passenger lines)
- Dedicated freight rail
- Metro
- Light rail
- Ferry
- Rapid bus
- Future rapid bus route
- Motorway (existing and committed)
- Draft urban growth area
- Western Sydney Parklands
- Green spaces and environmental lands
- National parks and state forest
- Other uses including rural

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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

Priority: Connected

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.

Image credits for top and bottom images: Transport for NSW

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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.

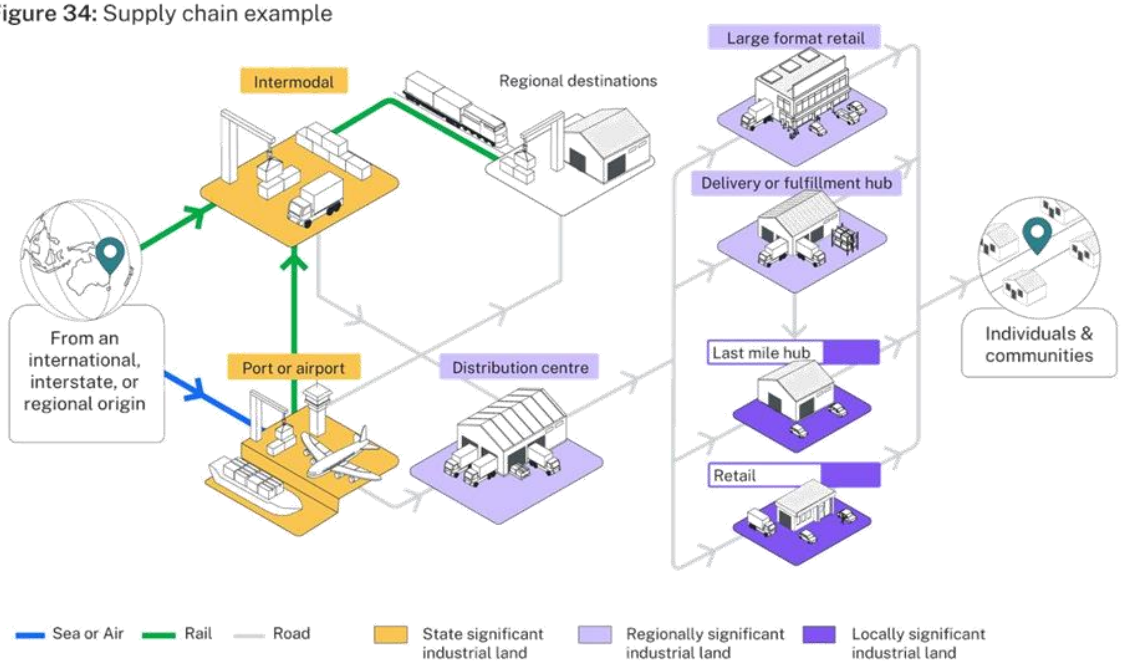
Planning for intensive freight and logistics uses — particularly around key gateways such as ports and airports — requires a long term, coordinated approach to identify and secure suitable land. This is increasingly critical as freight demand continues to grow, with container movements at Port Botany 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



Priority: Connected

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.

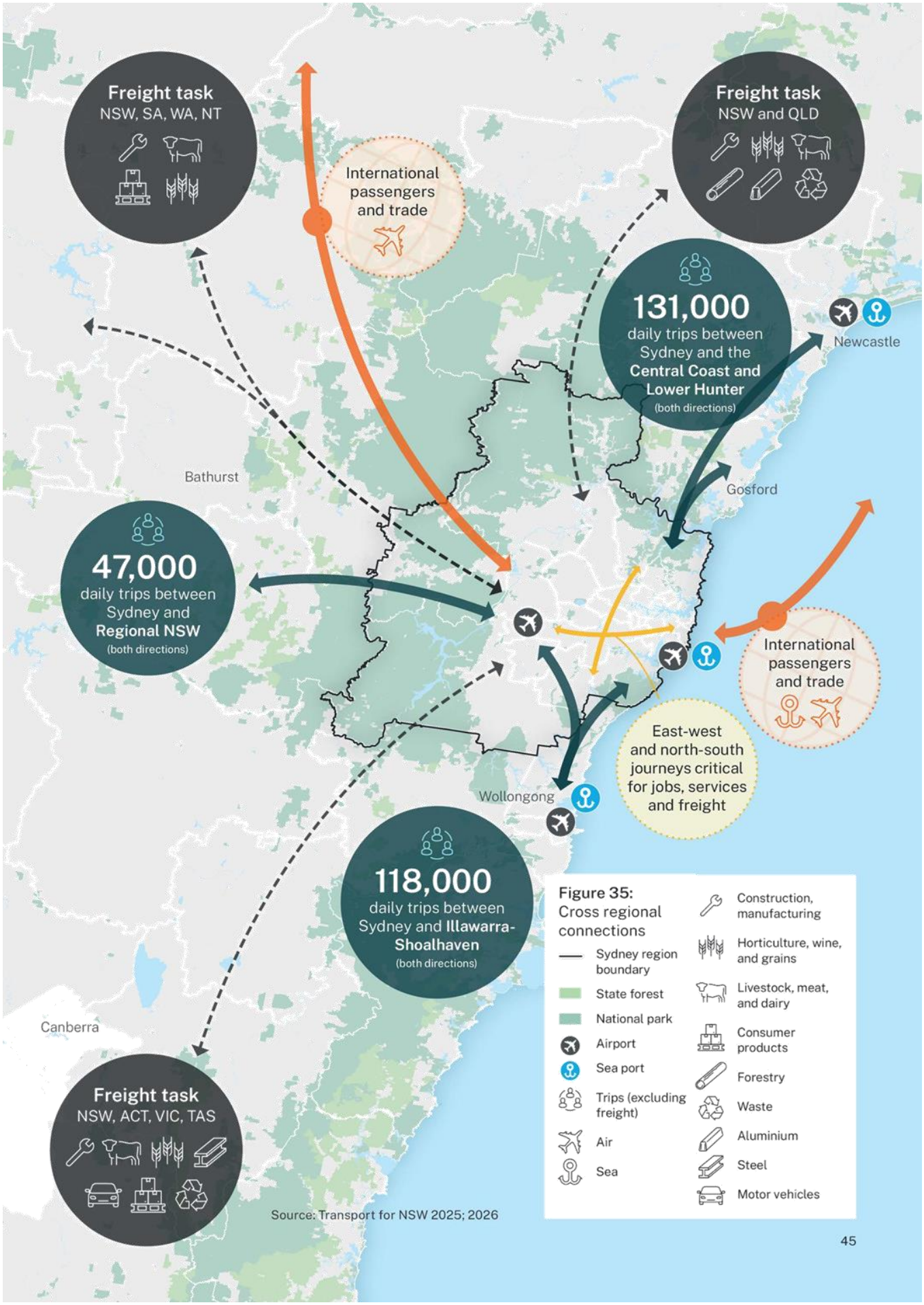
West and Central West

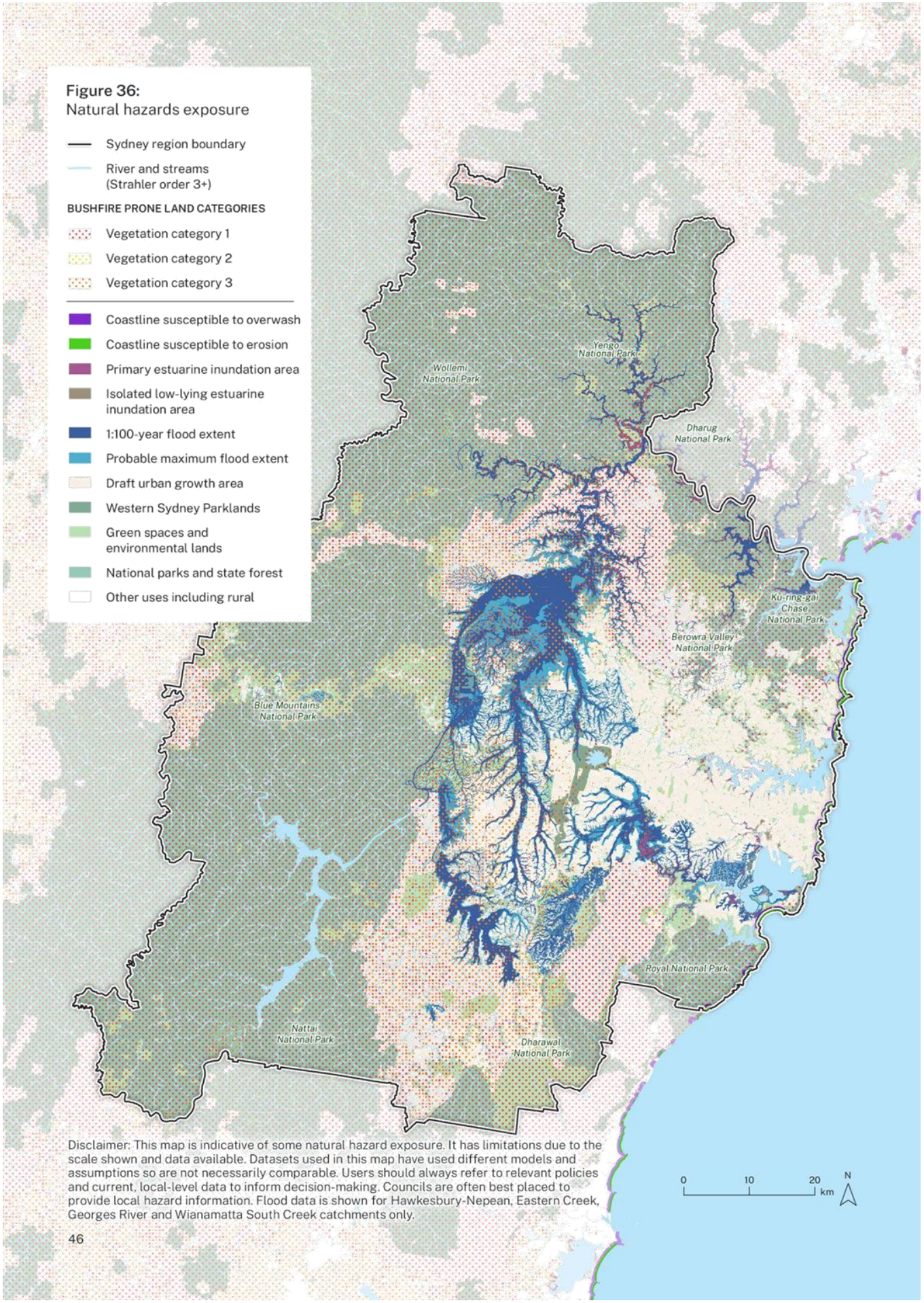
Sustained east–west travel between Sydney and Central West NSW, reflects the movement of freight, agricultural goods, regional visitation and employment across the Blue Mountains corridor. The emergence of the Western Sydney International Airport and Aerotropolis will reshape travel patterns, strengthen 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.


Freight task
NSW, SA, WA, NT
International passengers and trade
Freight task
NSW and QLD
131,000
daily trips between Sydney and the Central Coast and Lower Hunter
(both directions)
Newcastle
Bathurst
Gosford
47,000
daily trips between Sydney and Regional NSW
(both directions)
International passengers and trade
East-west and north-south journeys critical for jobs, services and freight
Wollongong
118,000
daily trips between Sydney and Illawarra-Shoalhaven
(both directions)
Canberra
Freight task
NSW, ACT, VIC, TAS
Figure 35:
Cross regional connections
Sydney region boundary
State forest
National park
Airport
Sea port
Trips (excluding freight)
Air
Sea
Construction, manufacturing
Horticulture, wine, and grains
Livestock, meat, and dairy
Consumer products
Forestry
Waste
Aluminium
Steel
Motor vehicles
Source: Transport for NSW 2025; 2026
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Figure 36:
Natural hazards exposure
Sydney region boundary
River and streams (Strahler order 3+)
BUSHFIRE PRONE LAND CATEGORIES
Vegetation category 1
Vegetation category 2
Vegetation category 3
Coastline susceptible to overwash
Coastline susceptible to erosion
Primary estuarine inundation area
Isolated low-lying estuarine inundation area
1:100-year flood extent
Probable maximum flood extent
Draft urban growth area
Western Sydney Parklands
Green spaces and environmental lands
National parks and state forest
Other uses including rural
Wollemi National Park
Yengo National Park
Dharug National Park
Ku-ring-gai Chase National Park
Berowra Valley National Park
Blue Mountains National Park
Royal National Park
Nattai National Park
Dharawal National Park
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.
0 10 20 km
N
46

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

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Priority: Resilient



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.

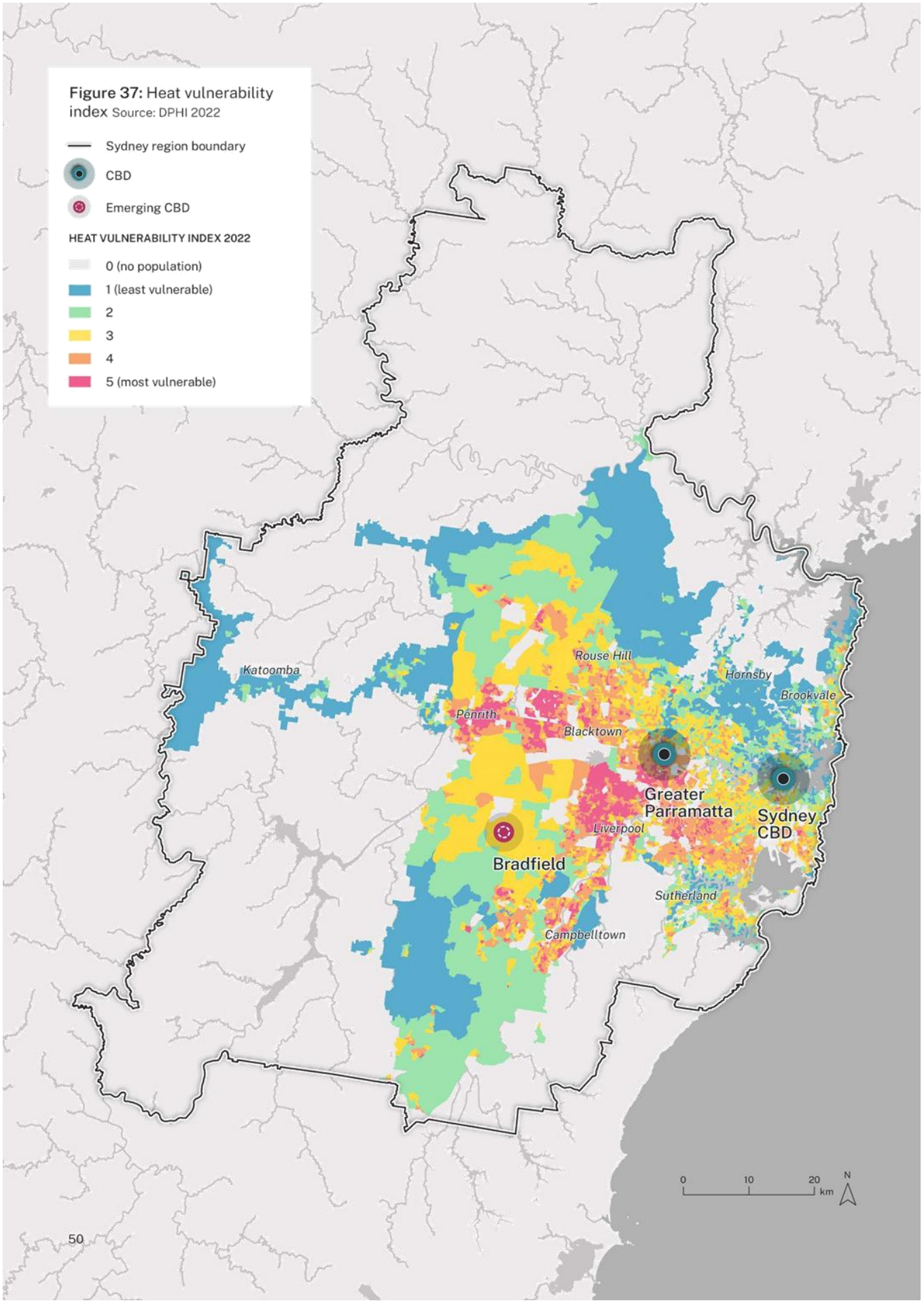
Western Sydney is especially exposed to extreme heat hazards with projections showing the area will experience greater increases in the number of days over 35°C and severe fire weather days compared to the rest of Sydney. For example, Penrith is projected to experience 25.9 additional hot days per year 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

		Projections (absolute values)			
	Baseline	**Low-emissions scenario** (SSP1–2.6)		**High-emissions scenario** (SSP3–7.0)	
Variables	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)
Katoomba
Rouse Hill
Hornsby
Brookvale
Penrith
Blacktown
Greater Parramatta
Sydney CBD
Liverpool
Bradfield
Sutherland
Campbelltown
0
10
20
km
N

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

- Sydney region boundary
- Blue-Green Grid primary corridors
- National park
- Botanic garden
- Metropolitan open spaces
- Draft urban growth area
- Western Sydney Parklands
- Green spaces and environmental lands
- National parks and state forest
- Other uses including rural

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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.

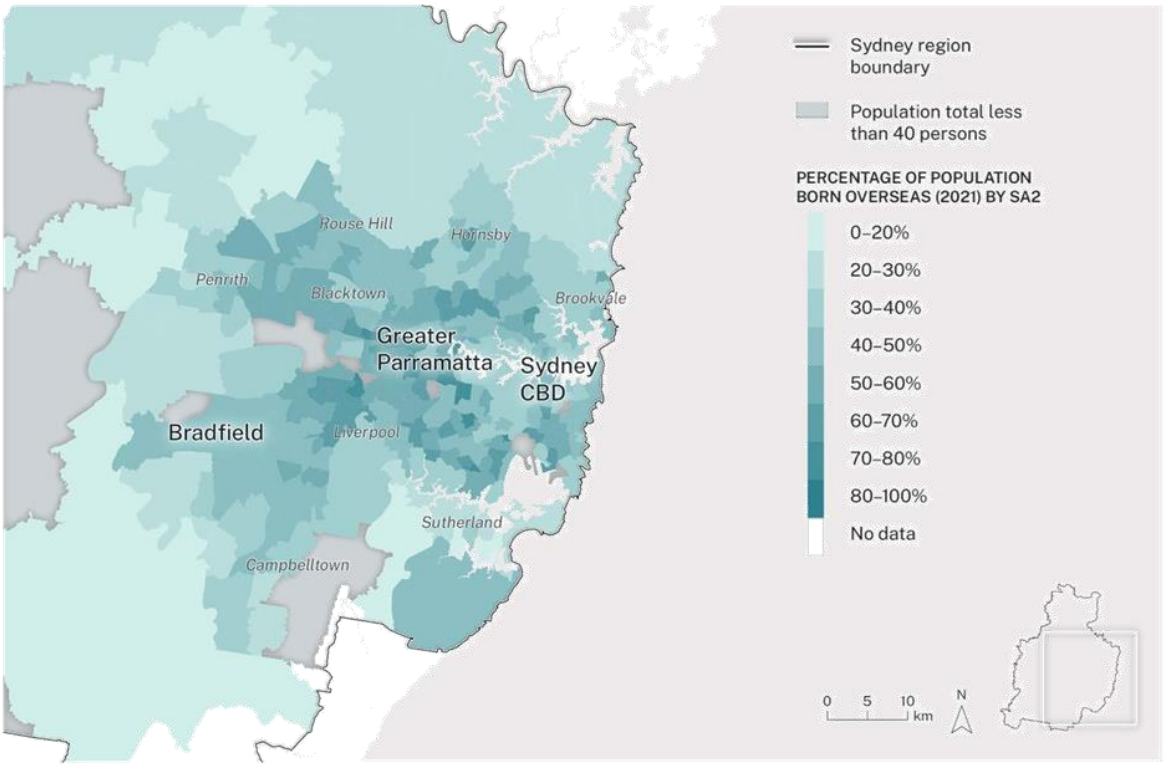
As Sydney continues to grow, good design must go hand-in-hand to support increased housing supply, diversity, and affordability. Higher-density and more diverse development should deliver quality amenity and make a positive contribution to people's wellbeing, while responding to the local environment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

Priority: Liveable

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

Sydney region boundary
CBD
Emerging CBD
Metropolitan public open space

SQM PER PERSON BY SA2
0–15
15–20
20–40
>40

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.

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Priority: Liveable

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.



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 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.

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.

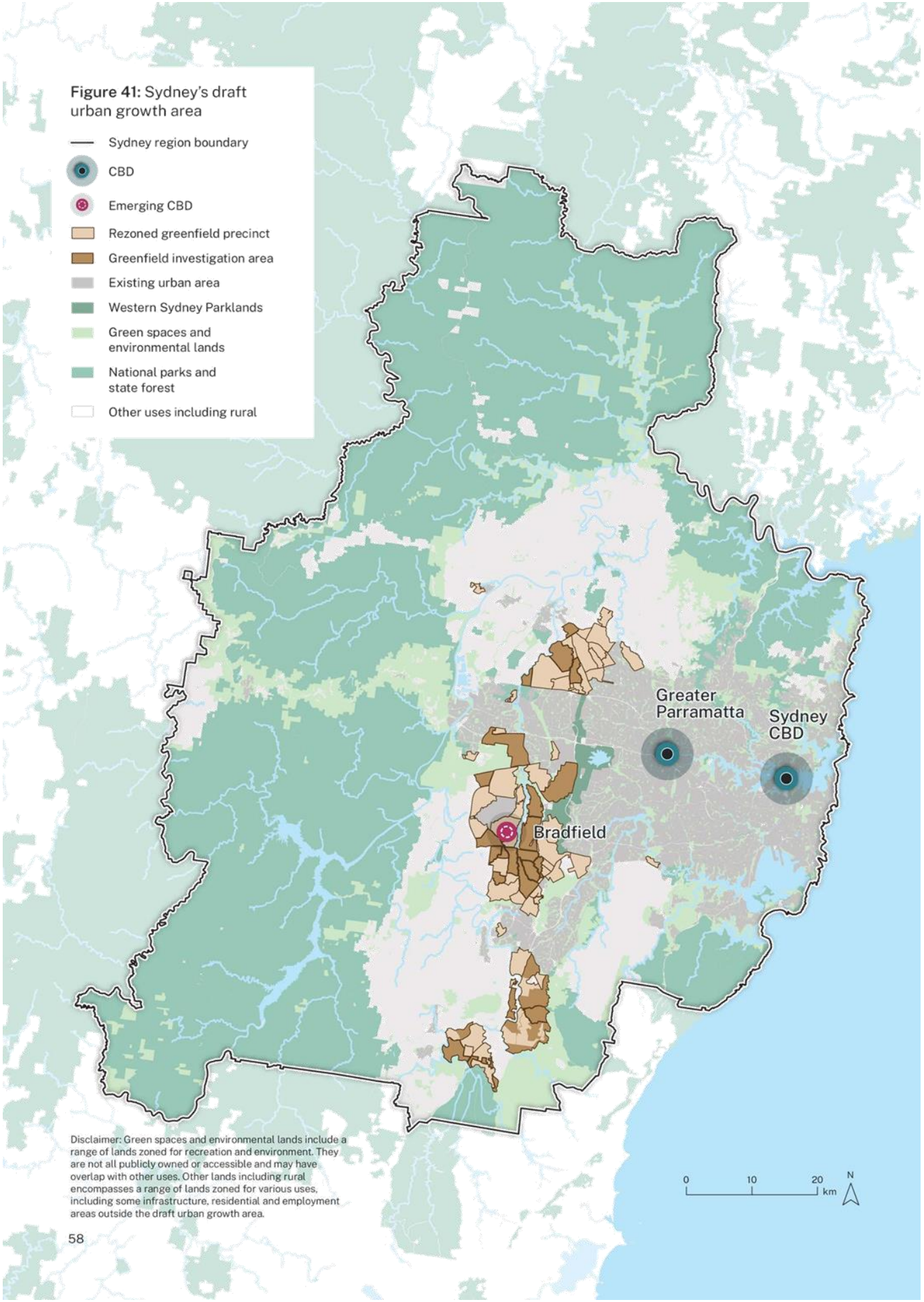
While cultural and creative industries have traditionally been located in close proximity to the Sydney CBD and inner city, projected jobs growth of 64% in western Sydney's arts and recreation sector by 2046 demonstrates the significant growth in western Sydney jobs and huge potential for these sectors 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
Greater Parramatta
Sydney CBD
Bradfield
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.
0 10 20 km
N
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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.

Priority: Coordinated

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

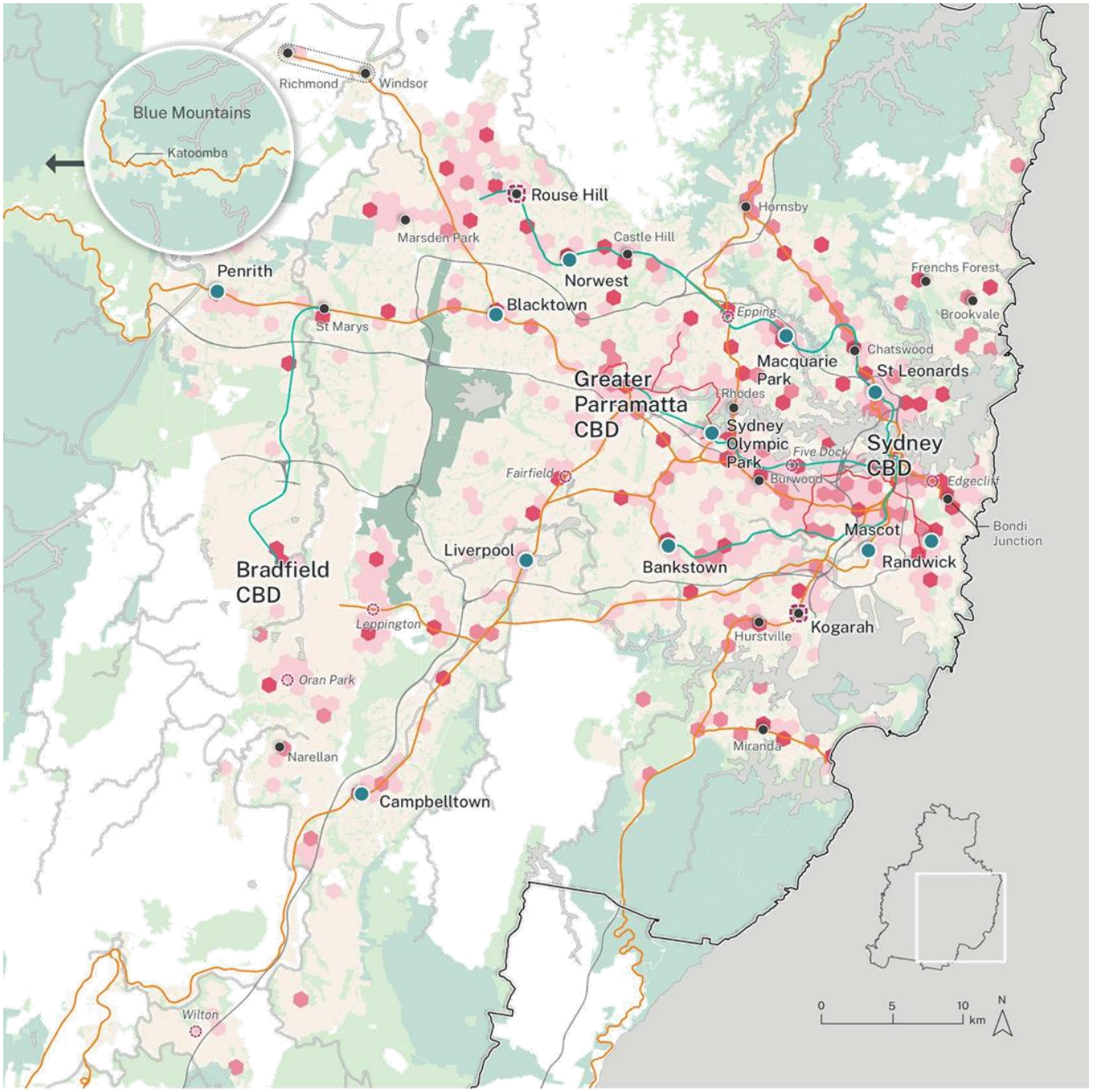


Figure 43: High housing growth 2046

- Sydney region boundary
- Major centre
- Emerging major centre
- Activity centre
- Emerging activity centre
- Rail (shared and passenger lines)
- Metro
- Light rail
- Motorway (existing and committed)
- Draft urban growth area
- Western Sydney Parklands
- Green spaces and environmental lands
- National parks and state forest
- Other uses including rural
- HIGH — High housing growth 2046

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

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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

Responses

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

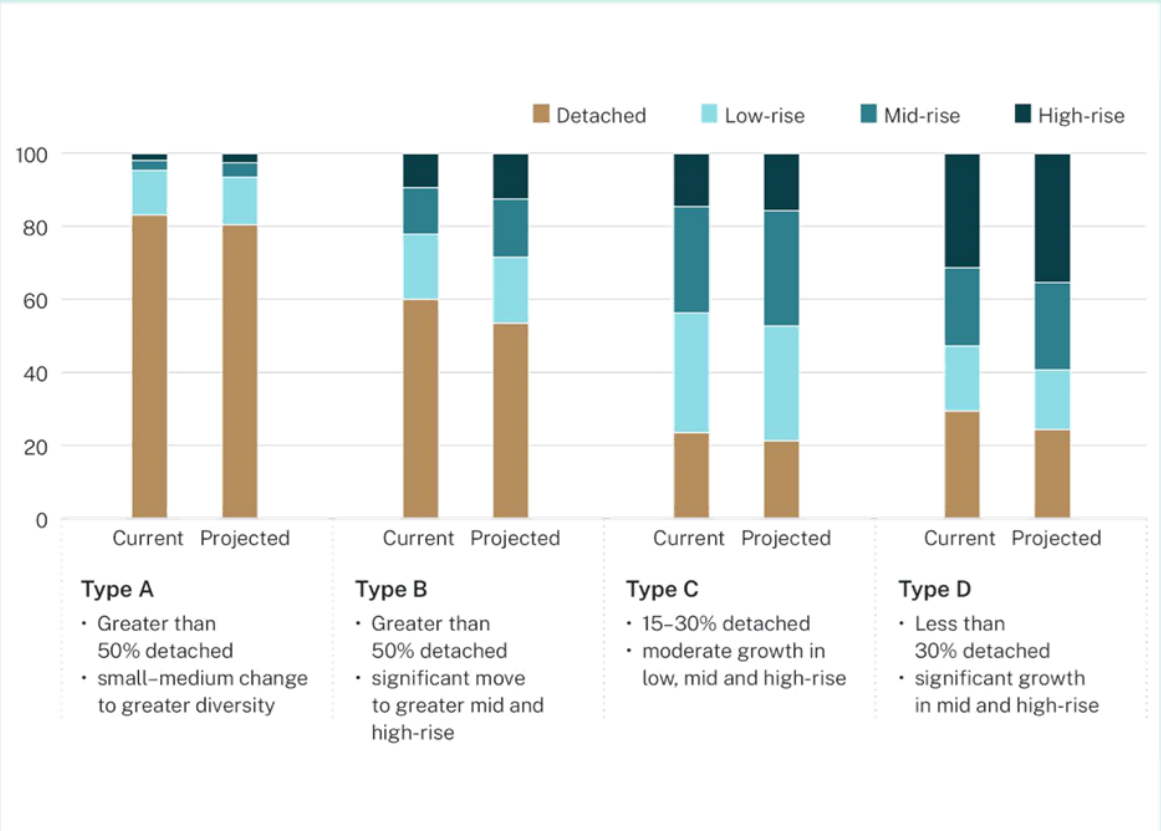
Housing diversity across the whole region

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:

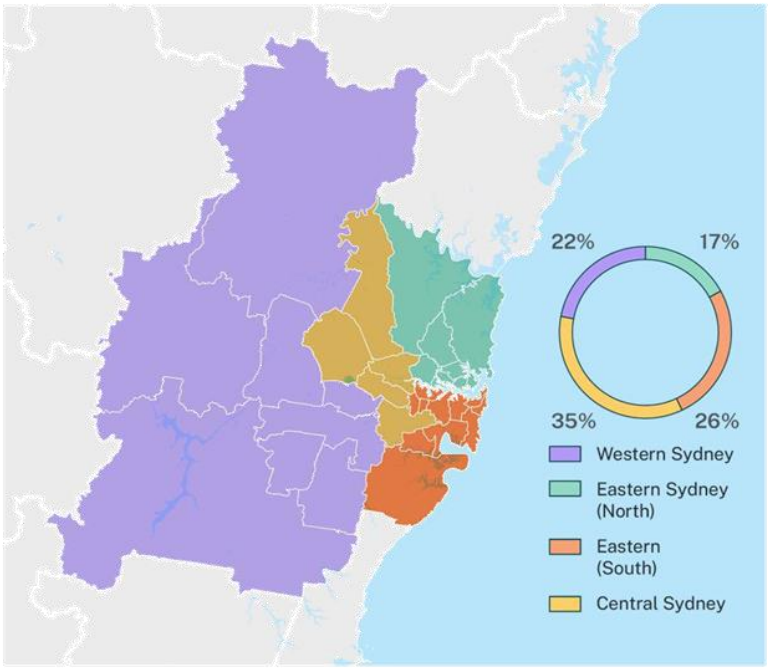
- **Type A** – councils transitioning from greenfield areas to more urban contexts, characterised by high levels of detached housing and increasing delivery of attached dwellings. Growth focuses on low-rise diversity, with some medium and high-rise development around centres and transport nodes.
- **Type 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



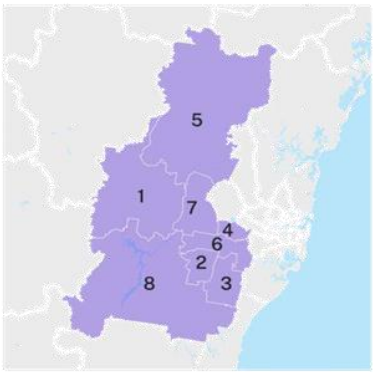
Responses

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

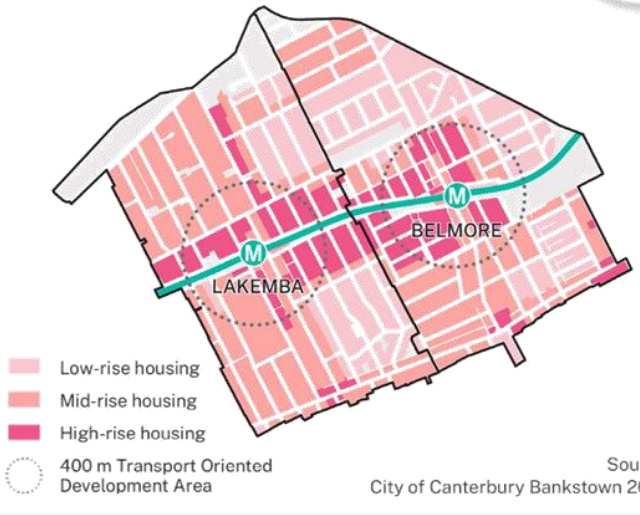
In April 2024, at the request of Canterbury-Bankstown Council, Belmore and Lakemba were announced as stations under the Transport Oriented Development Program.

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.



Source: City of Canterbury Bankstown 2024

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

Responses

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

Responses

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



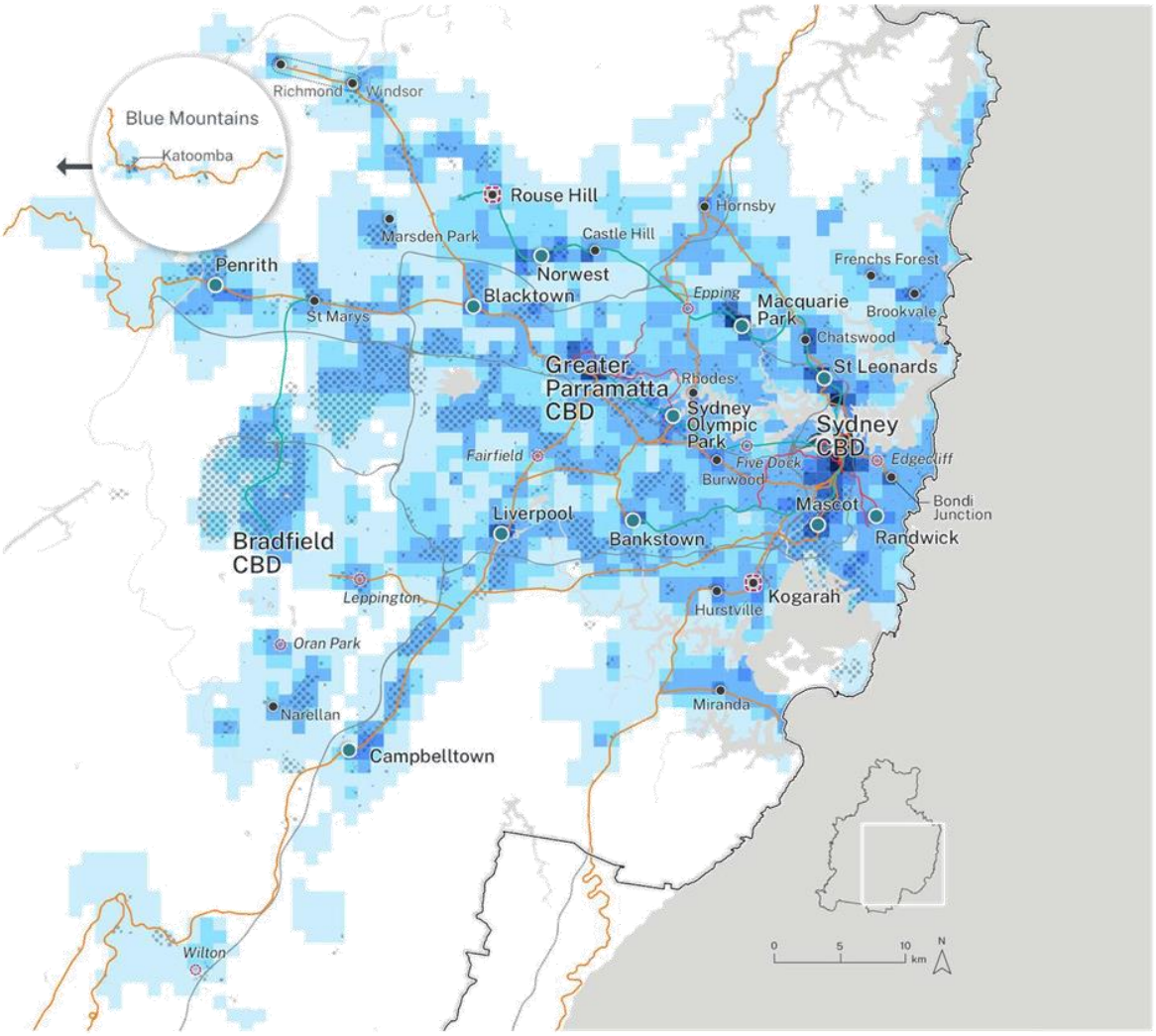


Figure 48: Sydney jobs density 2046

Sydney region boundary
Major centre
Emerging major centre
Activity centre
Emerging activity centre
Rail (shared and passenger lines)
Metro
Light rail
Motorway (existing and committed)
Employment land
HIGH
High job growth 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

Responses

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.

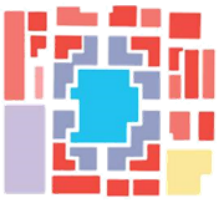
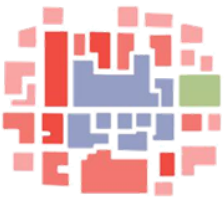
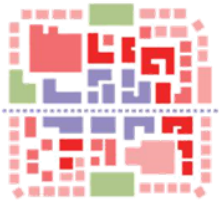
A key opportunity is to better align housing delivery with employment centres and infrastructure by providing well-located key worker and affordable housing alongside a broader range of housing choices. Many centres across Sydney are major hubs for education and health-related employment, and housing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

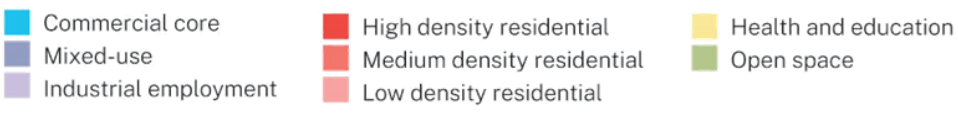
Expanding housing diversity in centres — including key worker and affordable housing, build-to-rent and mixed-use development — can improve access to jobs particularly near education and health facilities, reduce commuting pressures, and support ongoing delivery of essential services. To this end, the 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	



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Responses



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.

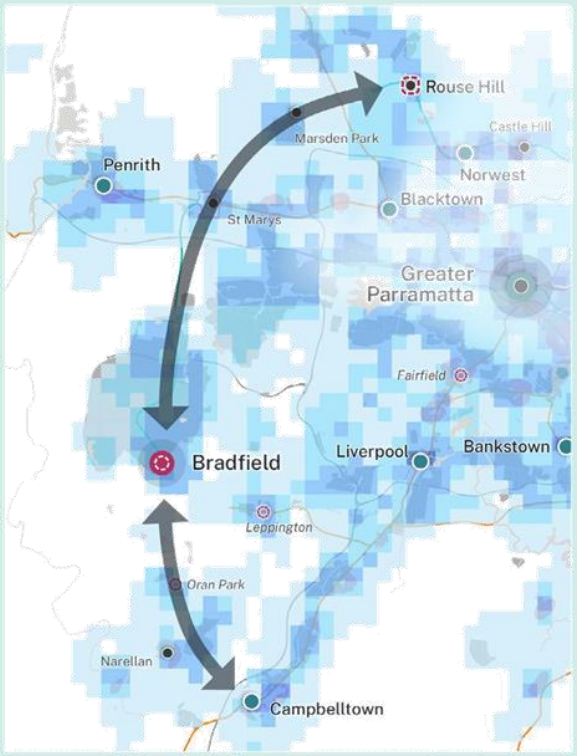
Activity centres will play a critical role in service-oriented industries, including Rhodes, supported by Concord Hospital; Burwood, an established retail and public administration centre that will grow with Burwood North; and Five Dock, an emerging centre.

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.

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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.

Responses

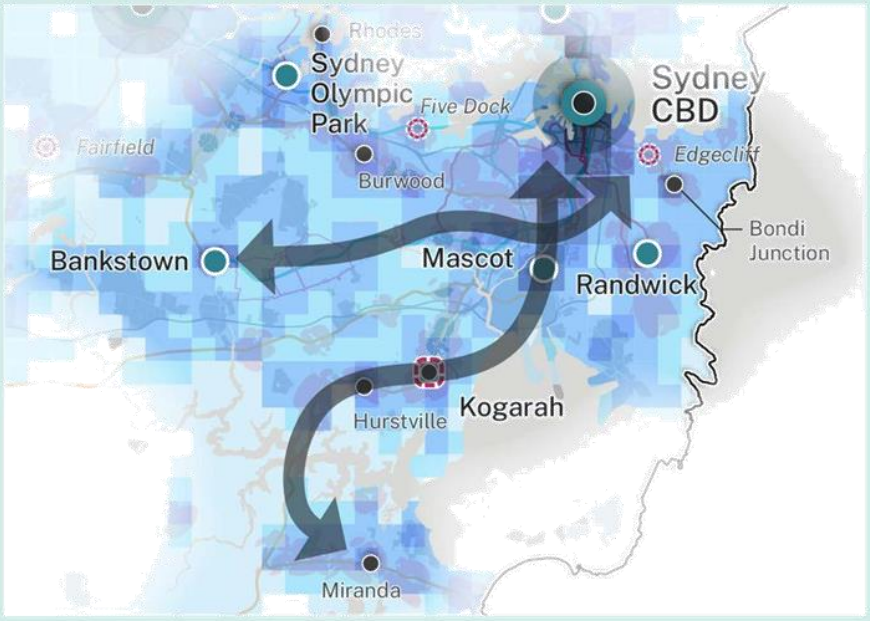


Figure 51: Sydney's housing and employment corridors – Southern Sydney and Bankstown to Sydney CBD

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

Responses

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.



Actions:

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

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Responses

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

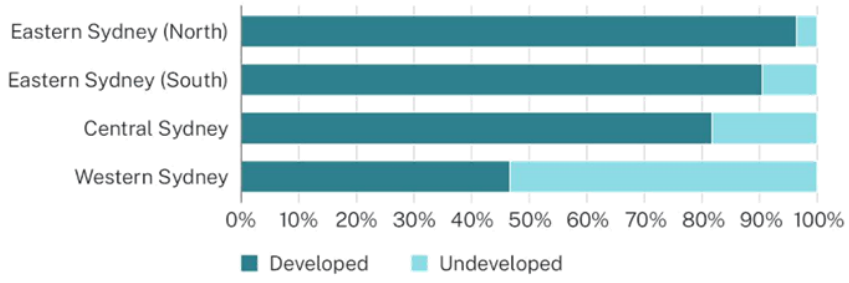
Category	% of Precincts	Area (Ha)	% of Area
State e.g. Port Botany, Moorebank intermodal	5%	4,028	18%
Regional e.g. Kurnell and Silverwater	49%	18,007	78%
Local	46%	936	4%
Total	100%	22,971	100%

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



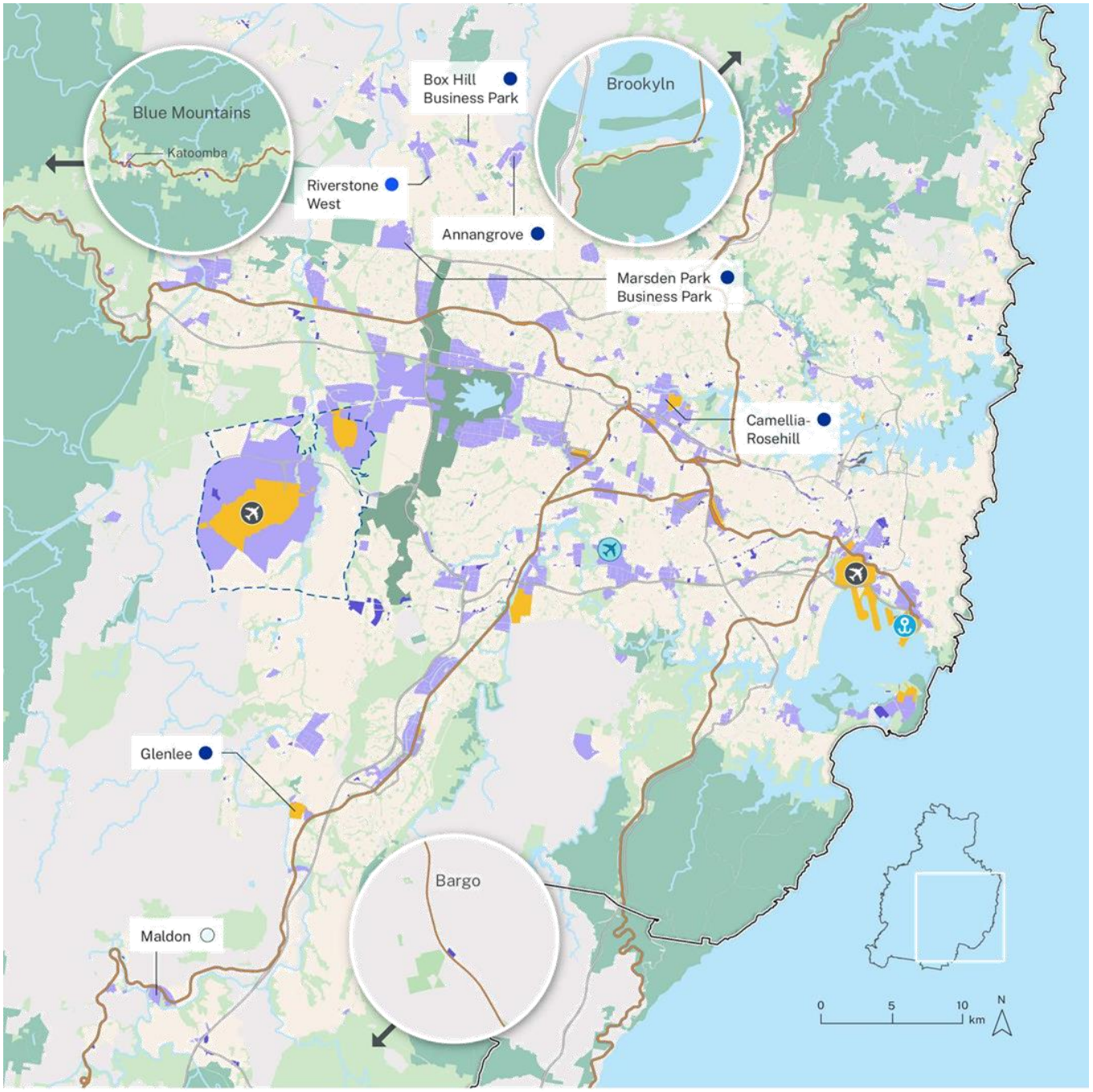


Figure 54: Sydney's industrial lands categorisation

- Sydney region boundary
- International airport
- Domestic airport
- Port
- Key freight rail
- Key freight road
- Motorway (existing and committed)

INDUSTRIAL LANDS CATEGORIES

- Locally significant
- Regionally significant
- State significant

EMPLOYMENT LAND INVESTIGATION AREAS

- Near (0–5 years)
- Medium (6–10 years)
- Long (11–20 years)
- Western Sydney Aerotropolis

- Draft urban growth area
- Western Sydney Parklands
- Green spaces and environmental lands
- National parks and state forest
- Other uses including rural

Bays Precinct is under review.

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).

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Responses

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:

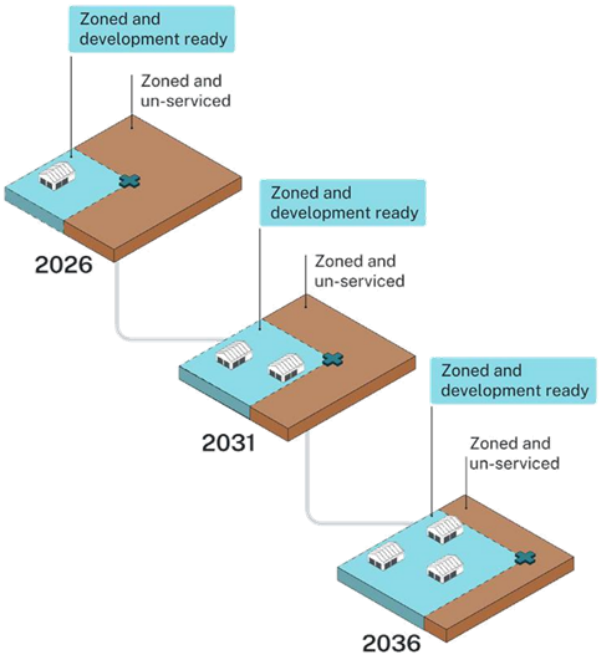
- Near-term (0–5 years),
- Medium-term (6–10 years), and
- Long-term (11–20 years).

Around 50% of Sydney's zoned and unserviced 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.

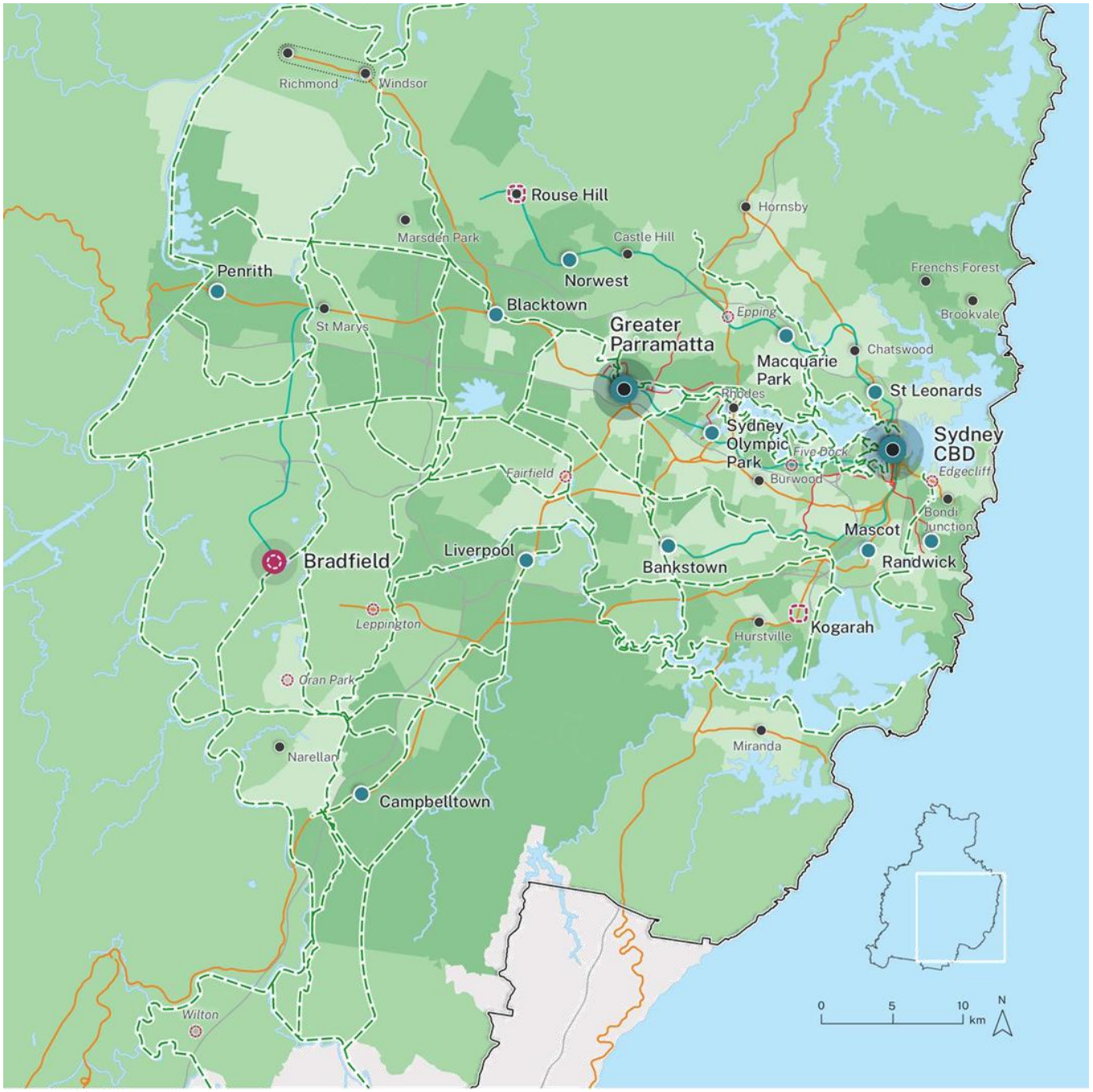


Figure 56: Open space access and provision by 2036

- Sydney region boundary
- CBD
- Emerging CBD
- Major centre
- Emerging major centre
- Activity centre
- Emerging activity centre
- Blue-Green Grid primary corridors
- Rail (shared and passenger lines)
- Metro
- Light rail
- Motorway (existing and committed)

OPEN SPACE ACCESS ASSESSMENT

- Areas of limited open space access and provision
- Areas of moderate open space access and provision
- Areas of good open space access and provision

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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

Responses

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.

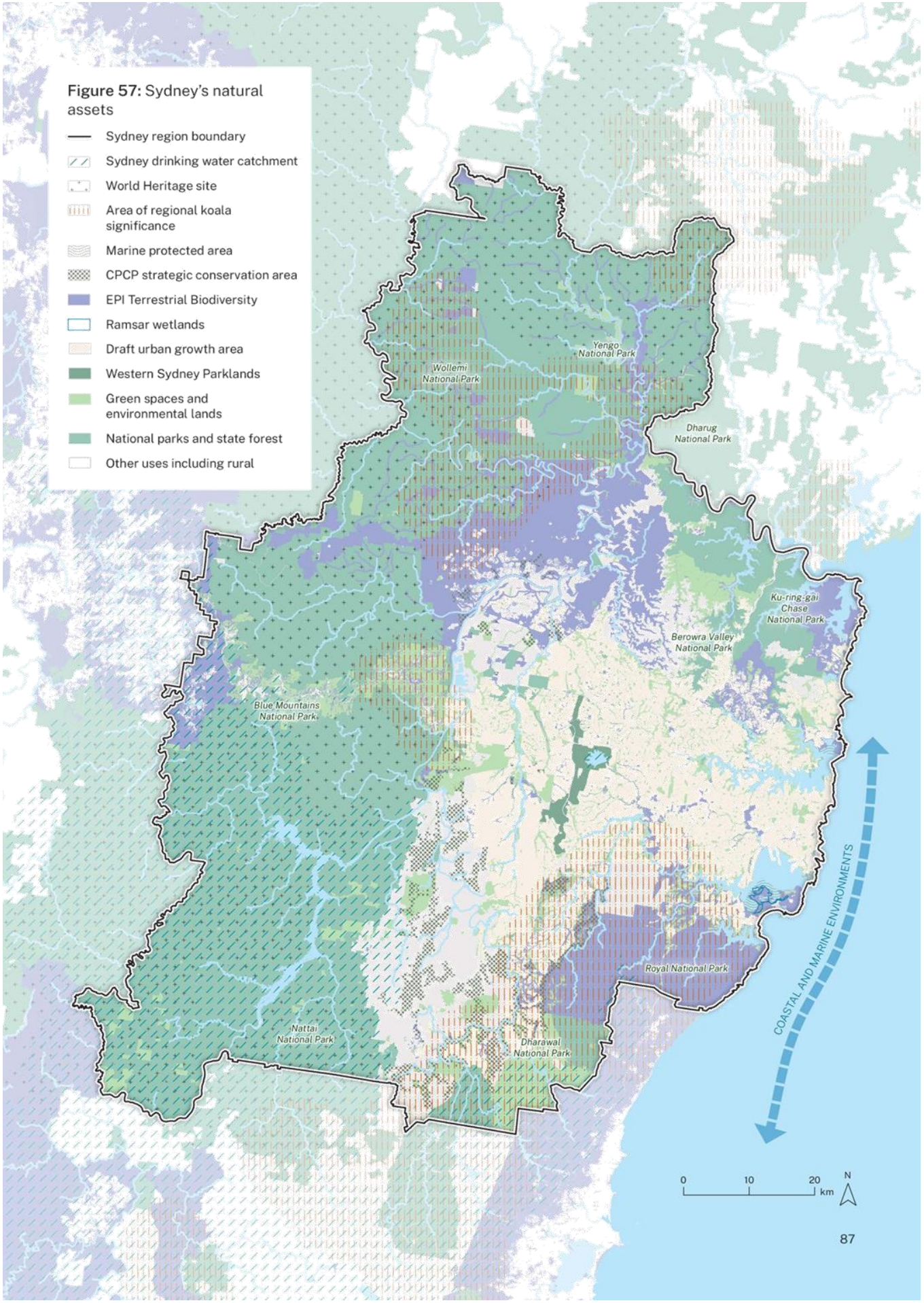
Landscape-scale approaches are led by NSW government to protect and enhance sensitive environments while facilitating needed urban development. The Cumberland Plain Conservation Plan and Growth Centres Biodiversity Offset program deliver improved certainty for environmental and development outcomes, 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
Yengo National Park
Wollemi National Park
Dharug National Park
Ku-ring-gai Chase National Park
Berowra Valley National Park
Blue Mountains National Park
Royal National Park
Nattai National Park
Dharawal National Park
COASTAL AND MARINE ENVIRONMENTS
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87

Responses

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

Department of Planning,
Housing and Infrastructure

NSW GOVERNMENT

Appendix D: Housing and Employment Guidance

The Sydney Plan

August 2026
Version 1



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Appendix D: Housing and Employment Guidance

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Housing and Employment Guidance

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Housing and Employment Guidance

1 Introduction

This technical appendix identifies housing and employment growth to 2046 for each local government area (LGA) within the Sydney region. It highlights key centres and areas that councils should focus planning efforts to support growth.

This technical appendix supports councils to implement the directions from the Sydney Plan. It outlines a new approach to setting housing targets and provides additional guidance to councils on understanding their local housing profiles. Additionally, it identifies where opportunities could be explored to further diversify their dwelling stock to better meet current and future community needs.

Housing guidance is intended to support local planning decisions by improving understanding of the need to plan for a range of housing types, regardless of a council's existing dwelling mix. This approach will help ensure that future housing supply is more diverse, responsive, and aligned with the needs of changing households.

Employment guidance is provided as a jobs target range for LGAs and centres. Targeted employment growth over the next 20 years is presented as a split by 8 employment categories to help guide the types of jobs that will be needed.

Strategic planning should consider the jobs targets range to make land use planning decisions to align future growth with aspirational job delivery. While jobs targets are not legislated in the same way as housing targets, they provide important guidance for strategic planning and the delivery of employment floor space needed to support Sydney's future economic growth.

2 Housing guidance

2.1 Housing targets

The Sydney Plan includes housing targets which were developed in June 2024 in response to NSW Government's commitment to the National Housing Accord to deliver 377,000 homes across the State by 2029. The Sydney region's component of the target was 263,400 homes and this was divided across the 33 LGAs which make up the Sydney region.

The 5-year targets were allocated by LGA in 2024 to accelerate housing delivery. The target allocation was informed by analysis of homes in the pipeline and prioritised additional well-located homes, close to centres and transport connections. Various constraints were considered and accounted for including available infrastructure capacity, bushfire and flood risks.

To avoid the inaccuracies and unmet housing needs that have resulted from static or infrequently reviewed targets in the past, housing targets will be updated more regularly to better reflect changing demand, market conditions and delivery trends. The NSW Government will work with councils to develop targets beyond the Housing Accord period to 2029, supporting ongoing growth through local strategic planning updates. A 5-year rolling housing target framework will enable targets to be reviewed and refined on a regular basis, taking into account where targets have been met, exceeded, or not met, as well as factors such as feasibility and housing supply constraints.

To meet these housing targets, councils will be required to have 30 years of feasible housing capacity within their planning controls at any given time. This approach will allow the Department to respond more proactively to emerging housing needs and provides councils with timely guidance on the additional housing capacity required in their planning controls to support future growth. It will require close monitoring of progress on housing delivery and enable adjustments to be made on a more frequent basis. The Department's Feasible Housing Capacity Policy will provide further guidance on how councils will establish, maintain and measure the level of feasible housing capacity required to meet their LGA's housing need now and into the future.

Housing and Employment Guidance

2.2 LGA housing profiles

The Sydney Plan places a strong emphasis on achieving greater housing diversity and choice to respond to changing population needs, affordability challenges, and smaller household sizes. Four LGA profiles have been developed to assist councils with planning for transitions to more diverse housing typologies. 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. The four profiles contain housing typologies accommodated under the Low and Mid-Rise (LMR) Housing Policy and Transport Oriented Development (TOD) Program — detached, low-rise, mid-rise, and high-rise residential development.

The four broad profiles are categorised as:

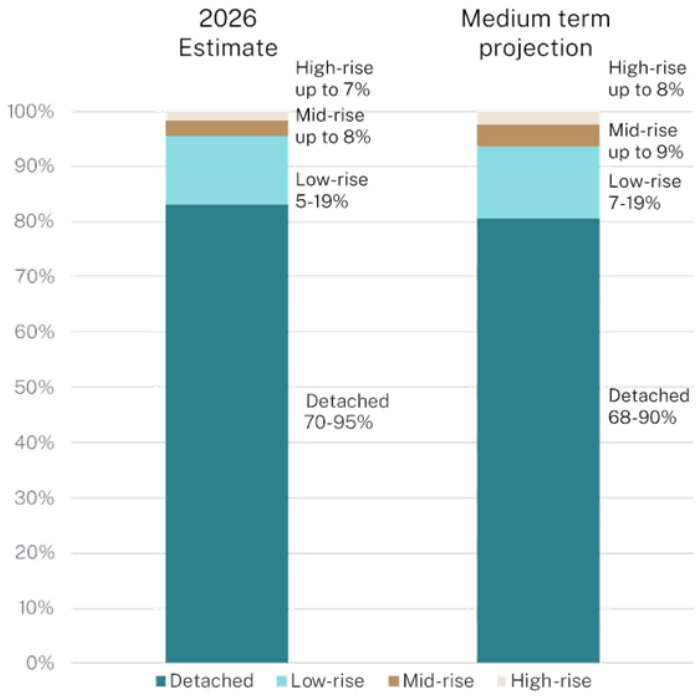
TYPE A	TYPE B	TYPE C	TYPE D
Areas transitioning from predominantly greenfield to more urban contexts, characterised by high levels of detached housing and increasing delivery of attached dwellings. Growth focuses on low-rise diversity, with some medium and high-rise development around centres and transport nodes.	Established infill areas, typically in outer suburbs, with well-located higher density, slowing growth in detached housing and strong growth in medium and high-rise typologies to support greater diversity.	Inner suburban areas undergoing urban renewal, which are well connected and accessible, supporting a relatively balanced housing mix and continued growth across all attached housing types.	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. Medium and high-rise will continue to drive housing diversity and choice.

Each council should undertake its own analysis, when reviewing their response to the Sydney Plan, and establish which profile best represents their LGA. LGAs may exhibit more than one category in different parts of the LGA, so there may be a need to look at several categories over the LGA. This will inform updates to planning policies needed to support a more diverse housing profile. Councils should also consider that in some instances an LGA may exhibit different typologies in different parts of the LGA, particularly around centres and along transport corridors.

Housing and Employment Guidance

TYPE A

LGAs with greater than 50% detached and small medium-term change to greater diversity



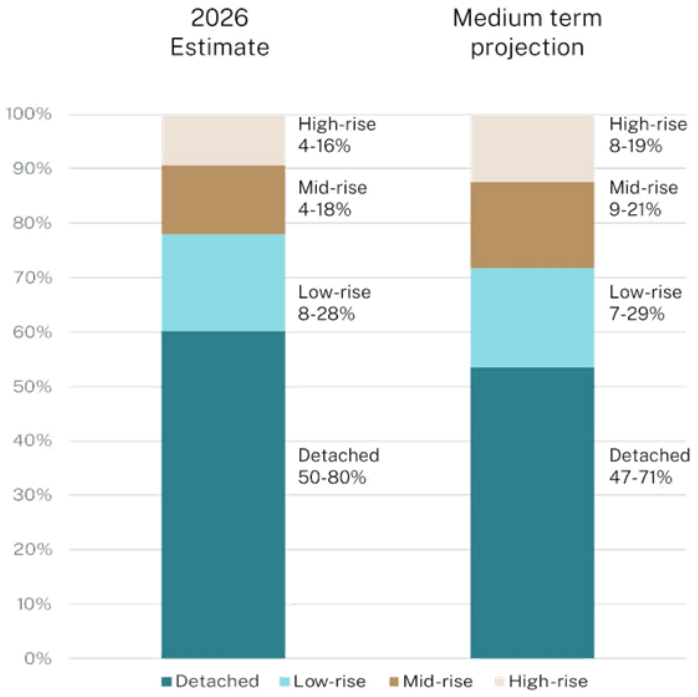
Type A profiles LGAs with established low density residential areas and developing greenfield precincts. They have a high proportion of detached homes.

In the medium term, they are expected to deliver more low-rise housing and some mid and high-rise housing around centres and transport nodes.

This will see a 2-5% reduction in the proportion of detached dwellings and a commensurate increase (up to 2%) in the other attached categories in the medium term.

TYPE B

LGAs with greater than 50% detached with significant move to greater mid and high-rise



Type B profiles LGAs in established infill areas which are typically in outer suburban areas. They have a moderate proportion of detached housing.

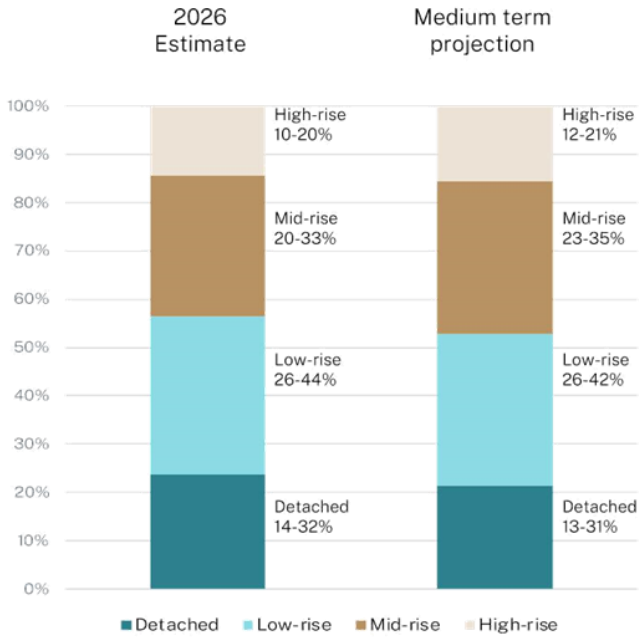
In the medium term, they are expected to deliver strong growth in the mid and high-rise typologies to support greater housing diversity. They will have little to no growth in detached housing.

This will see a 3-9% reduction in the proportion of detached dwellings and good growth in mid and high-rise housing (4-5%).

Housing and Employment Guidance

TYPE C

LGAs with 15-30% detached and moderate growth in low, mid and high-rise



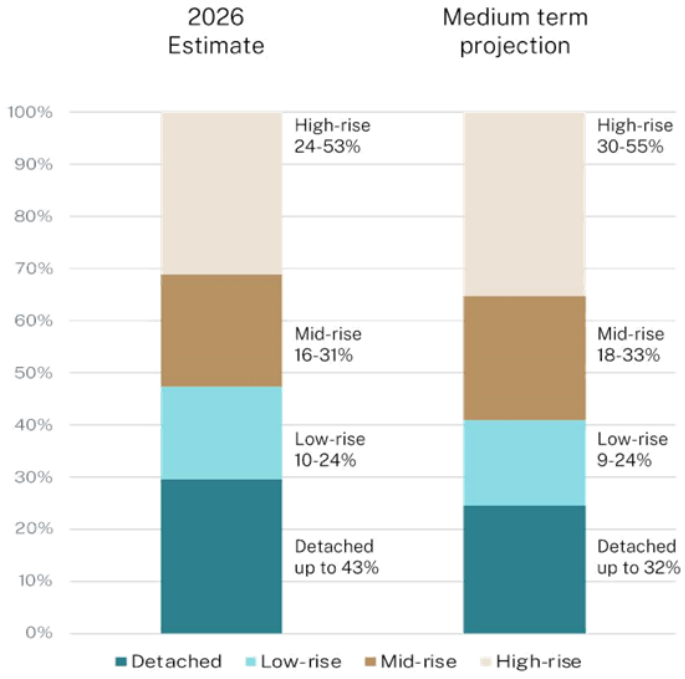
Type C profiles generally apply to LGAs which are located within inner suburban areas that are undergoing renewal. They typically have a small, detached dwelling component and a relatively even proportion of attached dwelling types.

These LGAs are expected to have continued growth across all attached housing types and include variable ranges within each housing typology.

There will be a small reduction in the proportion of detached dwellings and small increases (2-3%) in the other attached categories in the medium term.

TYPE D

LGAs with less than 30% detached and significant growth in mid and high-rise



Type D profiles generally apply to LGAs which are located within inner urban, higher-density areas, with low levels of detached housing. They have significant concentrations of mid and high-rise development around centres and along transport corridors.

These LGAs are expected to have ongoing strong growth across mid and high-rise housing typologies. Like the other housing types, they will also have variable ranges within all housing categories.

The proportion of detached dwellings is expected to fall up to 11% in the medium term. Growth in the mid and high-rise categories will increase from 2-6% over the same period.

Housing and Employment Guidance

3 Employment guidance

The Sydney Plan establishes employment guidance as:

- Jobs targets as ranges for aspirational number of jobs growth
- Jobs growth by employment category, to guide a diversity of jobs growth throughout the region.

In planning for jobs growth, councils should consider both the number and type of jobs.

Definition of a job

The Sydney Plan uses the ABS Place of Work definition: a job is defined as the primary location of an employed person.

3.1 Job targets

Jobs targets establish expectations around what is likely, achievable and desirable in terms of employment across Sydney. They help guide strategic land use planning, infrastructure investment, and economic development to support a strong and well-connected jobs network.

The Sydney Plan sets targets for aspirational employment growth rather than projections based solely on existing trends. These targets reflect an economic vision for the city where people live closer to employment opportunities while maintaining realistic and achievable growth outcomes.

Jobs targets comprise:

- **Base jobs**: employment levels that build on current projections.
- **High jobs:** a more aspirational employment scenario that assumes stronger population growth, above average participation rates, below average unemployment rates and greater investment across Sydney. This recognises that higher population growth is likely to generate additional employment opportunities.

The range between base and high jobs consider market forces and good planning. They reflect the plan's strategic vision for Sydney and align population growth and workforce aspirations.

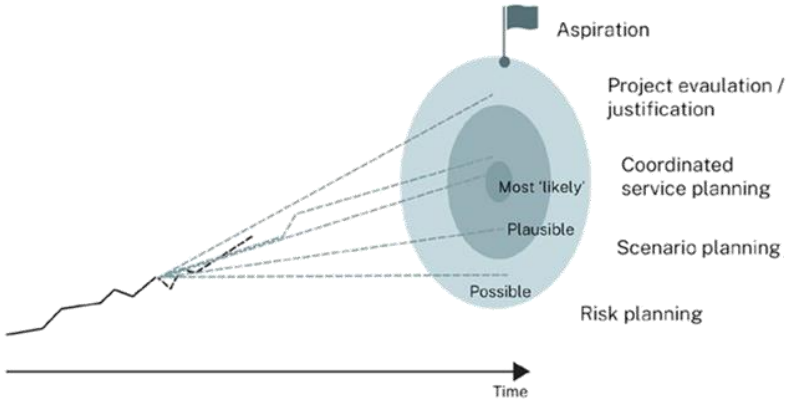


Figure 1: Conceptual representation of jobs targets

Housing and Employment Guidance

3 Employment guidance

3.2 Methodology

The Sydney Plan's jobs targets have been established through consideration of a range of metrics. Figure 2 provides a summary of the methodology.

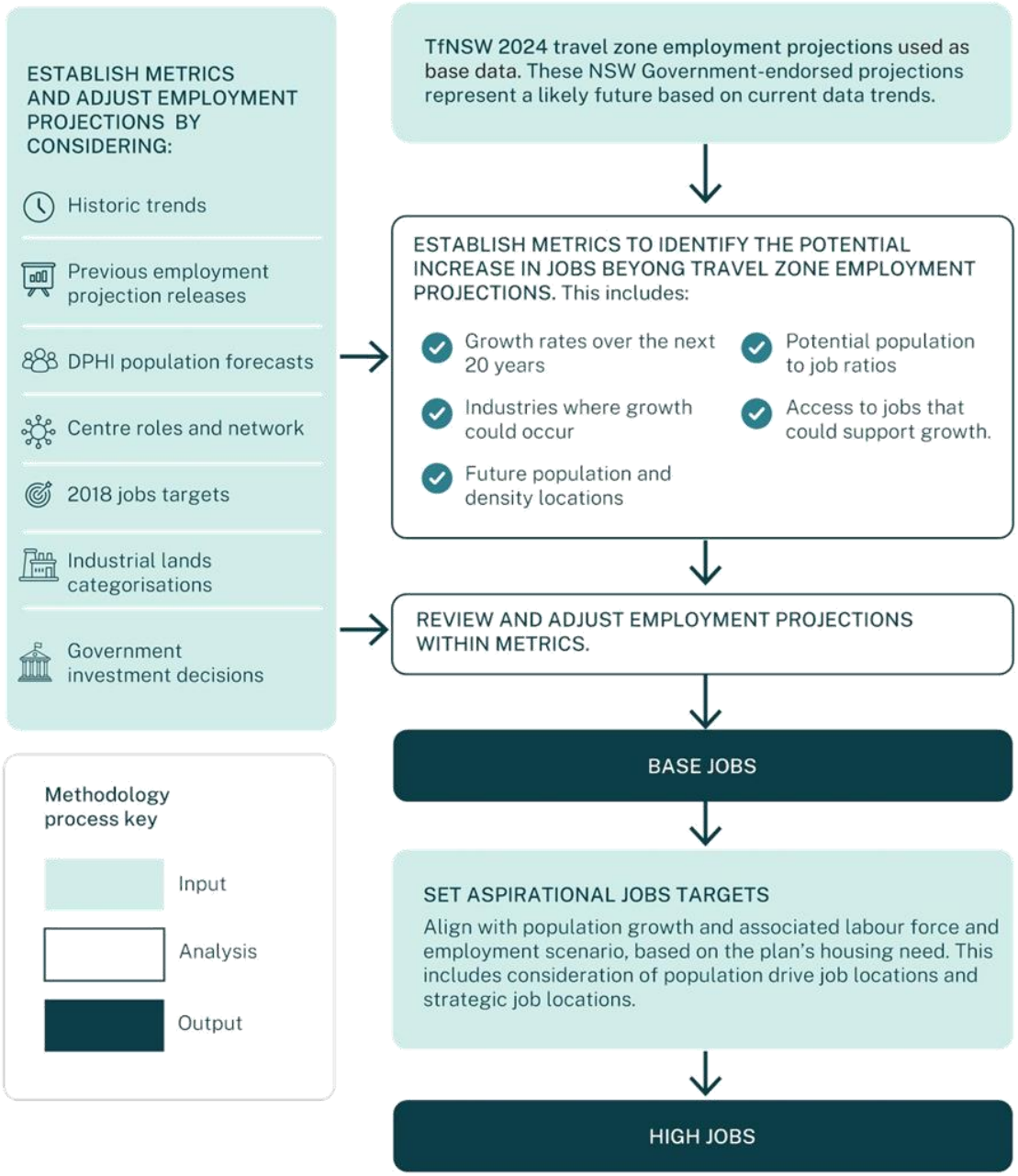


Figure 2. Jobs targets methodology

Housing and Employment Guidance

3.2.1 Employment categories

Guidance draws from the industries needed for the city to function. Using the ABS Australia and New Zealand Standard Industrial Classification (ANZSIC), employment guidance is provided on 8 employment categories. These categories group the economy into broadly similar locational drivers. They move beyond the traditional 4 categories (BIC4), allowing for greater distinction and understanding of the aspirational jobs. The employment category breakdown is indicative only, rather than a specific target for industries.

Table 1: Technical comparison of industry categories

IND19 (ANZSIC 1 Digit)	BIC4 Code	8 employment categories
Information media and telecommunications	KI	Technology and communications
Financial and insurance services	KI	Business services
Professional, scientific and technical services	KI	Technology and communications
Administrative and support services	KI	Business services
Public administration and safety	KI	Business services
Health care and social assistance	HE	Health
Education and training	HE	Education and training
Construction	PS	Manufacturing and production
Arts and recreation services	PS	Arts and recreation
Accommodation and food services	PS	Arts and recreation
Retail trade	PS	Retail
Other services	PS	Retail
Rental, hiring and real estate services	KI	Business services
Agriculture, forestry and fishing	TI	Industrial and resource intensive
Mining	TI	Industrial and resource intensive
Manufacturing	TI	Manufacturing and production
Electricity, gas, water and waste services	TI	Industrial and resource intensive
Wholesale Trade	TI	Manufacturing and production
Transport, Postal and Warehousing	TI	Industrial and resource intensive

Housing and Employment Guidance

4 How to use housing and employment guidance

Housing and employment guidance is provided by LGA, including traditional Aboriginal Country.

Map showing high jobs growth to 2046 alongside TOD and LMR Housing Areas, industrial lands, centres and national parks.

Abbreviations used in the map legends:

Transport Oriented Development (TOD)

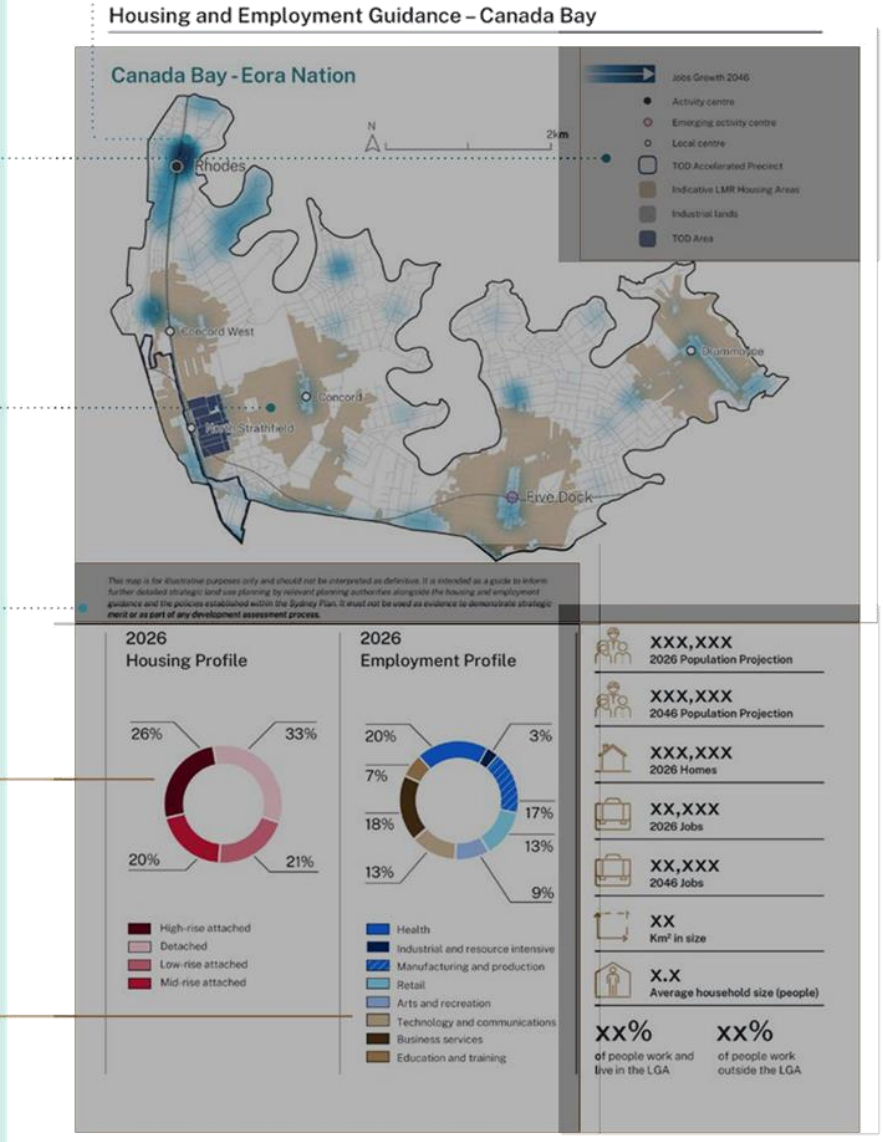
Low and Mid-Rise (LMR)

The Low and Mid-Rise Housing Area are residential zones within 800 metres walking distance from nominated town centres and nominated train/light rail stations. These areas are identified using an indicative map layer. Please note, the indicative map cannot factor in individual property constraints, and local walking networks.

Map disclaimer

Housing Profile refers to the proportion of different housing types in an LGA estimated in 2026.

Employment Profile refers to the proportion of jobs in different employment categories in an LGA in 2026.

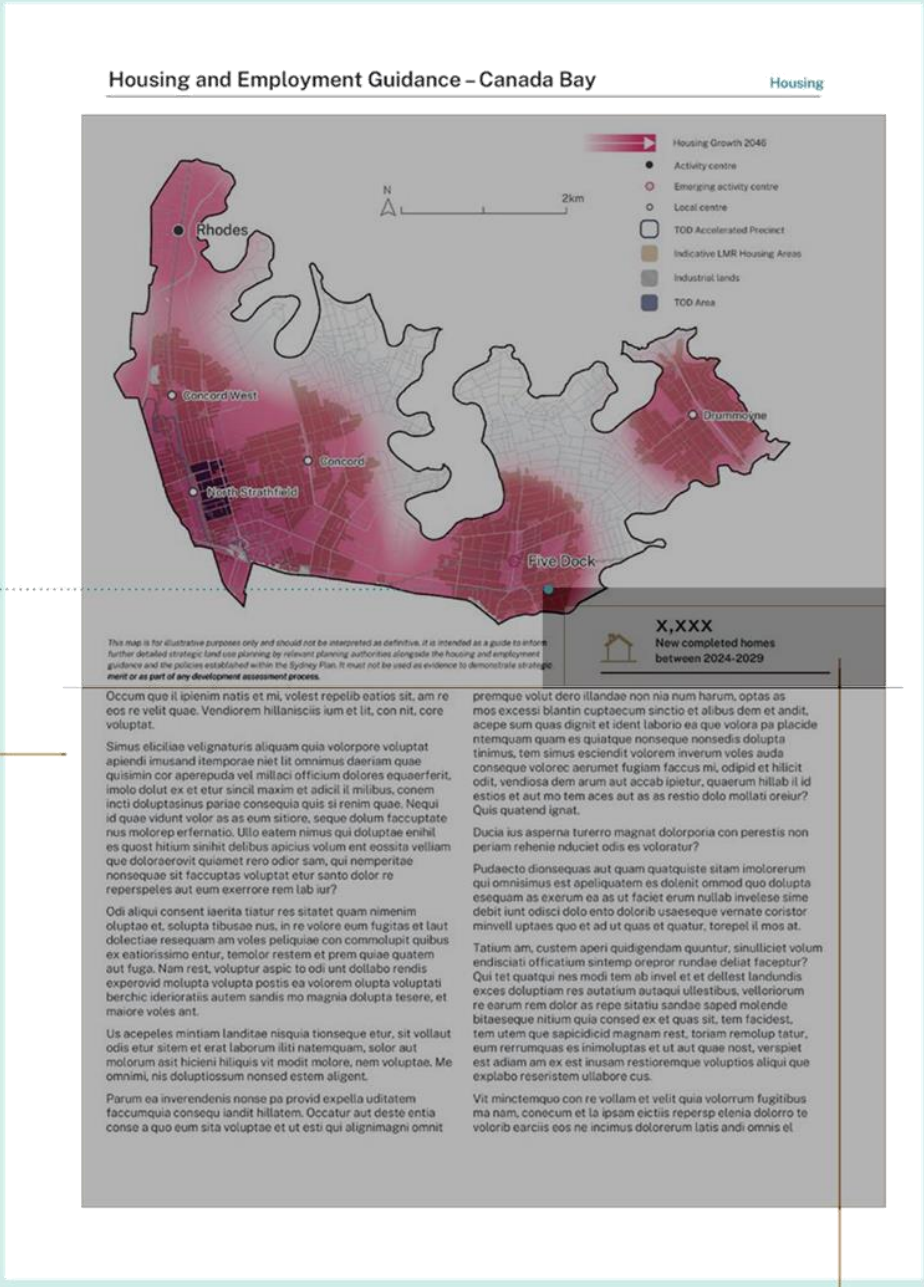


2026 and 2046 LGA housing and employment projections. Where no date is specified, data is for 2026.

4 How to use housing and employment guidance

Map showing high jobs growth to 2046 alongside TOD and LMR Housing Areas, industrial lands, centres and national parks to be read alongside the housing guidance summary and the Sydney Plan. This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

This section provides a housing guidance summary of housing growth, distribution and key planning considerations for councils.



This refers to the minimum expected gross completions for the five year period of 2024-2029. Read the housing guidance introduction for more detail.

Housing and Employment Guidance

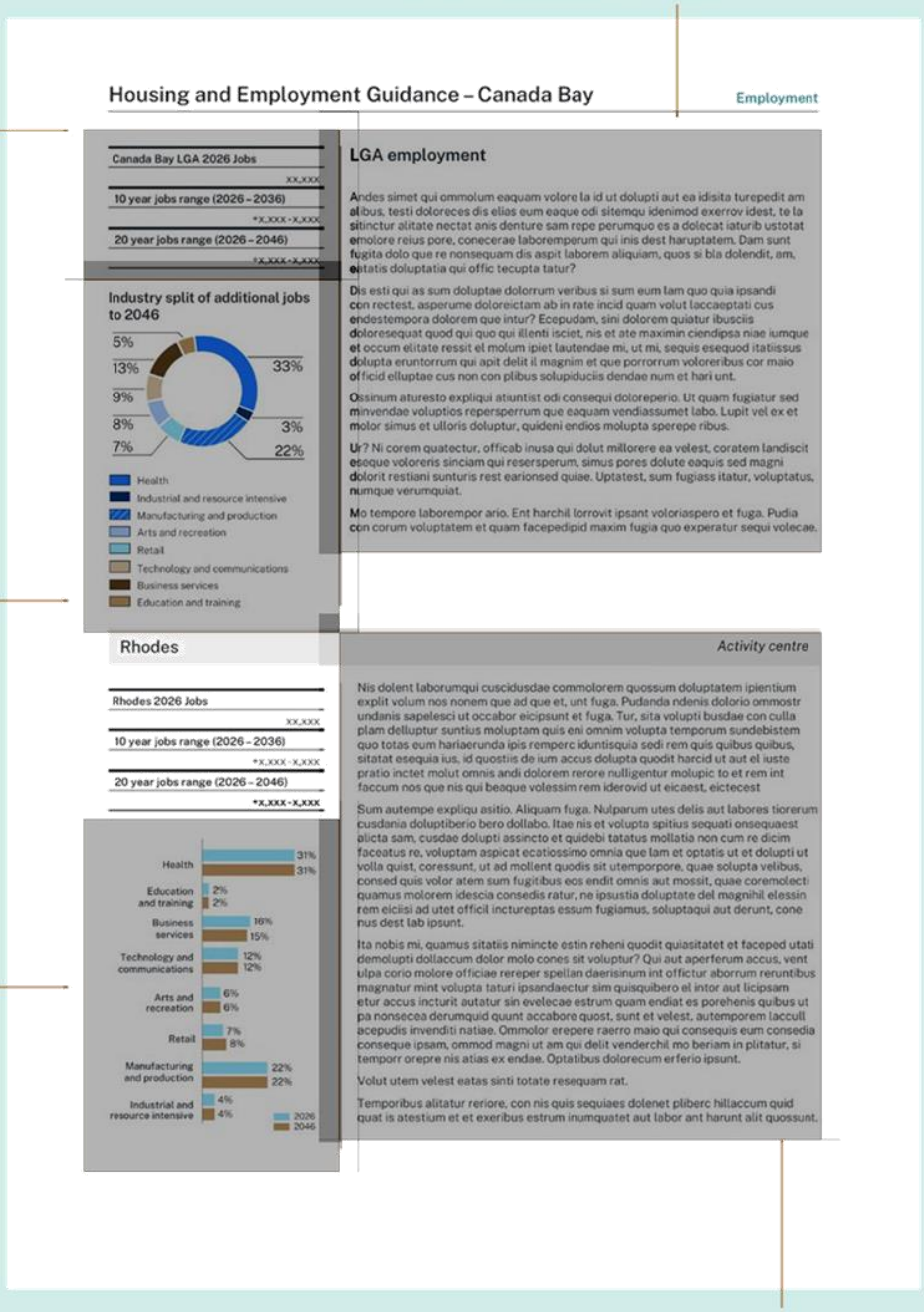
4 How to use housing and employment guidance

The LGA employment section outlines the key employment areas in an LGA, both inside and outside of centres. It also summarises major drivers of employment growth and connectivity considerations for the LGA.

Jobs targets are aspirational job numbers that build on employment projections to support strategic planning for jobs growth throughout Sydney. Targets are provided as a range for both the 10 and 20 year targets. Read the introduction for more information.

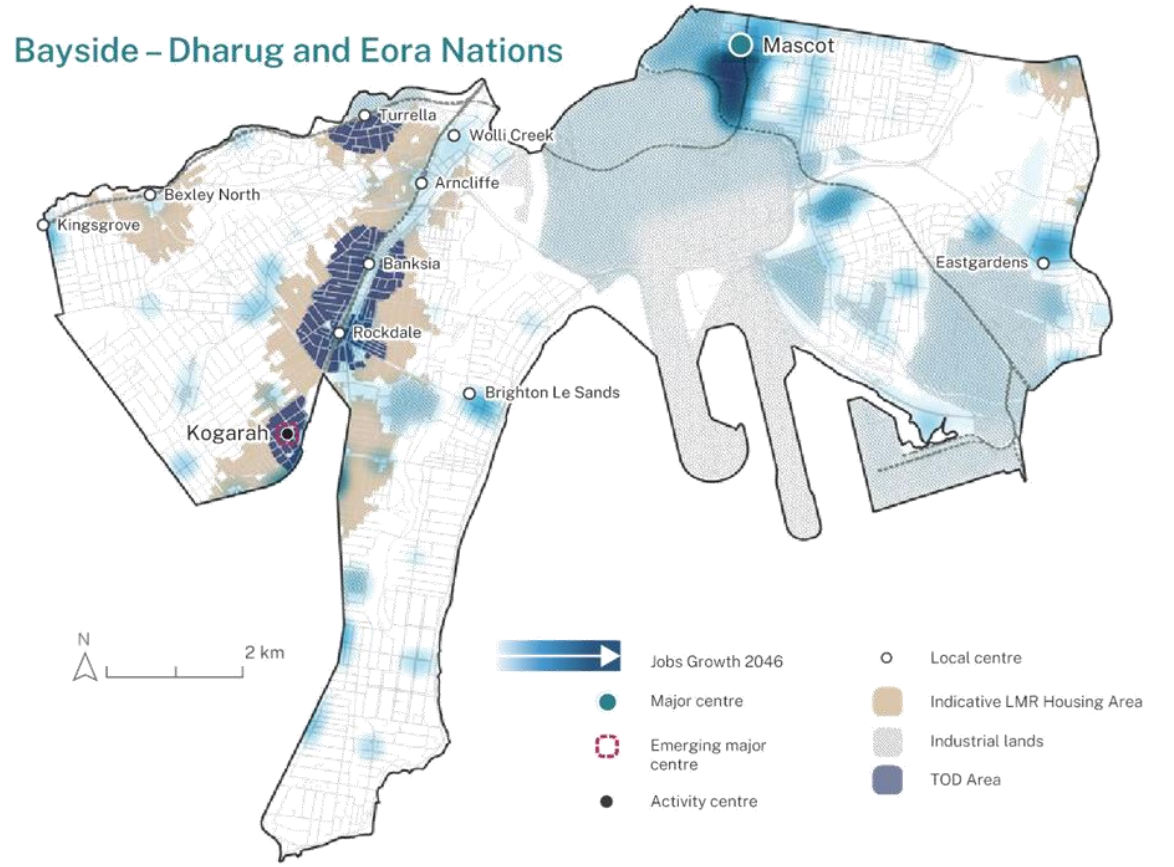
These employment categories makeup the aspirational jobs growth to 2046. This breakdown of additional jobs to 2046 is by employment categories to indicate which types of jobs will undergo significant growth.

The employment categories represent an aspirational distribution of total jobs across eight broad industry sectors. They are intended as an indicative guide for the overall employment mix in 2026 and 2046, rather than as specific jobs targets for individual industries.



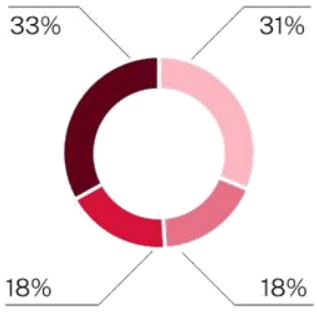
This section provides employment guidance for specific centres established within the Sydney Plan. It should be read alongsider the jobs targets and employment category guidance for the specific centre.

Housing and Employment Guidance – Bayside

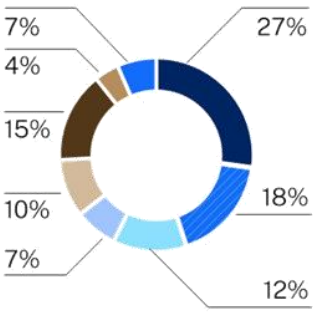


This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

2026 Housing Profile



2026 Employment Profile



188,521
2026 Population Projection

240,164
2046 Population Projection

79,543
2026 Homes

102,400
2026 Jobs

131,400
2046 Jobs

51
km² in size

2.5
Average household size (people)

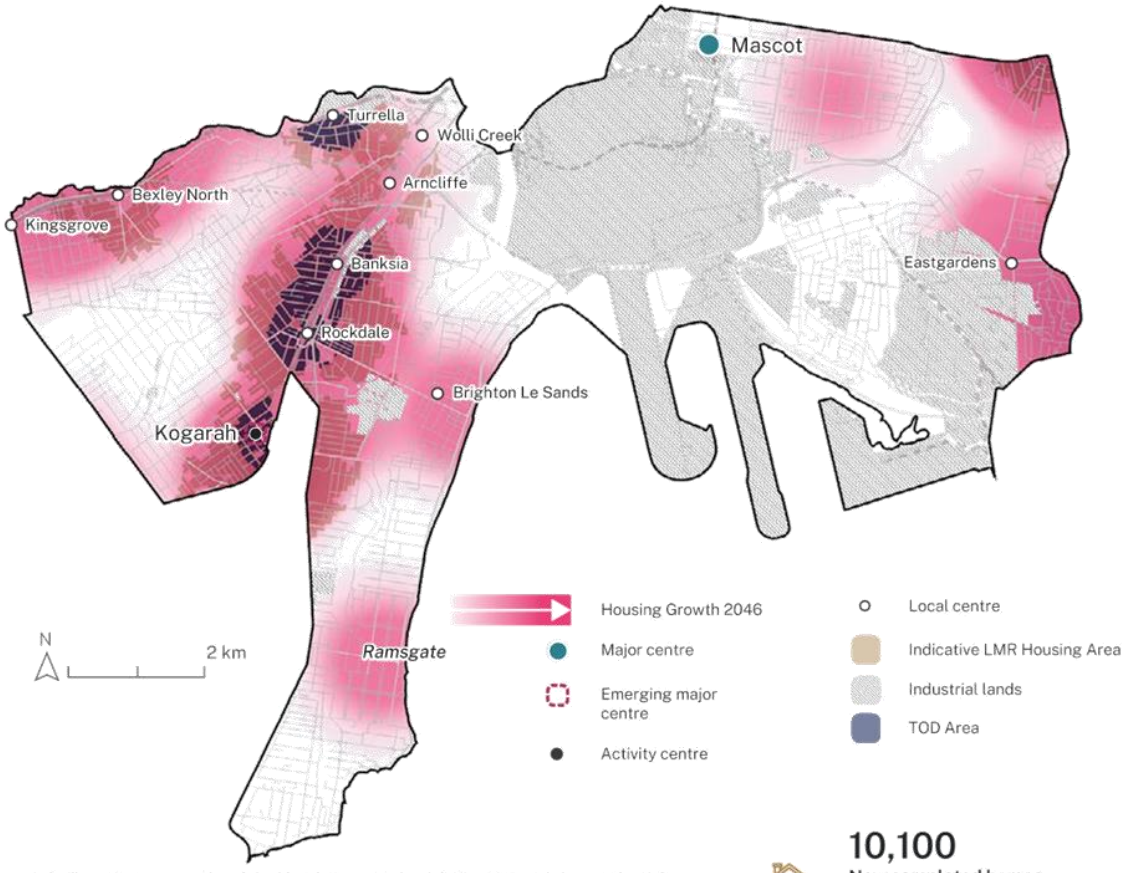
26%
of people work and live in the LGA

74%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 14

Housing and Employment Guidance – Bayside

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

10,100
New completed homes between 2024-2029

Bayside LGA's 5-year housing target of 10,100 additional homes for the 2024 to 2029 National Housing Accord period reflects housing growth largely focused along the T4 and T8 rail corridors, particularly within identified Transport Oriented Development (TOD) Areas and Low and Mid-Rise (LMR) Housing Areas.

The LGA's current housing profile has an even distribution of dwelling types. Detached dwellings comprise just over 30% of the dwelling mix, together with a substantial proportion of higher-density housing across the LGA. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, TOD Areas, LMR Housing Areas and potential infill investigation areas. This will be supported by growth in low and mid-rise categories and a reduction in the proportion of detached dwellings.

The LGA straddles multiple housing submarkets across the City and Eastern Suburbs, the Inner West and the St George Sutherland areas. These varied areas have different housing opportunities based on existing housing stock, accessibility and feasibility. These diverse areas also require Council to collaborate with adjacent councils, in particular Georges River, Canterbury-Bankstown, Randwick and the City of Sydney to maximise housing growth opportunities.

The LGA includes four TOD Areas and seven LMR Housing Areas, some of which extend across LGA boundaries. These locations are well suited for mid and high-rise infill development to support greater housing diversity. Some parts of the LGA adjacent to the Sydney International Airport are impacted by height restrictions.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council has identified areas for housing growth in Rockdale and Kogarah, and the centres between Kingsgrove and Bardwell Park, Arncliffe, Banksia, and Carlton – which reflects current TOD and LMR Housing Areas. **Council must collaborate with Georges River Council on a coordinated master plan and rezoning for Kogarah and Rockdale that facilitates new housing and jobs.** This should include housing for key workers that work within the St George Hospital precinct and allied or ancillary health services.

Furthermore, **Council must focus master planning and rezoning efforts in the short term on Brighton-Le-Sands and Ramsgate centres as well as around Bardwell Park station, where there is transport capacity.** Subject to Council's planning approach, these areas are likely to be considered as state-led rezonings.

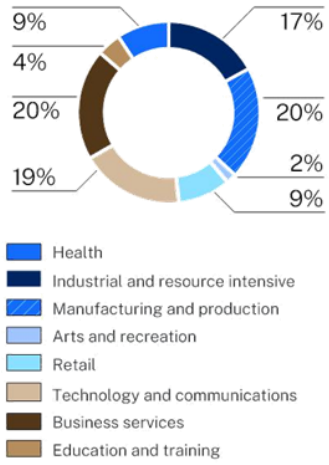
In the medium to longer term, Council investigations should consider areas surrounding Eastgardens shopping centre, Eastlakes shopping centre, Kingsgrove station and centre (in collaboration with Georges River Council) and Southpoint shopping centre, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Bayside

Employment

Bayside LGA 2026 Jobs
102,400
10 year jobs range (2026 – 2036)
+9,600 – 14,300
20 year jobs range (2026 – 2046)
+21,000 – 29,000

Industry split of additional jobs to 2046



LGA employment

Bayside LGA is a significant job location within the Sydney region. Employment across the LGA leverages off strategic infrastructure including Sydney International Airport, Port Botany, surrounding employment land and proximity to Sydney CBD. These areas have a significant contribution to the region's research and innovation function.

Job accessibility is strongest in the north of the LGA, particularly around Mascot, which contains a major concentration of employment floor space that will support growth in business services and technology and communications jobs which together make up 39% of all additional jobs.

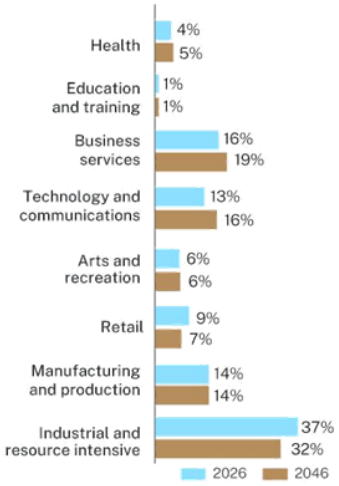
Local centres such as Rockdale, Eastgardens and Brighton-Le-Sands also play an important role in providing local employment, particularly in retail. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

Local planning for employment within Bayside should focus on growth within key centres and employment precincts. This will create opportunity for employment floor space that supports population growth, as well as facilitating land uses that support the role, function and growth of industrial land as important innovation, freight and logistic locations in the Sydney region.

Mascot

Major centre

Mascot 2026 Jobs
27,400
10 year jobs range (2026 – 2036)
+3,200 – 4,500
20 year jobs range (2026 – 2046)
+6,900 – 9,200



Mascot is a key employment centre, with an office market that supports surrounding industrial, logistics, and visitor accommodation land uses linked to Sydney International Airport. It benefits from strong rail and bus connections to the Sydney CBD and southern Sydney.

The centre is focused around the train station, with established mixed-use and office development. Key commercial activity occurs south of Mascot station concentrated along Bourke Road.

In 2026, industrial and manufacturing jobs account for around half of total employment and are expected to remain dominant to 2046. The centre's overlap with the Statewide Policy for Industrial Lands reinforces protection of these uses. At the same time, growth in technology, communications, and business services should be supported through additional employment floor space, with half of all additional jobs to 2046 expected in these industries.

Council should review planning controls to leverage the existing infrastructure to support investment and growing employment role of Mascot centre, focusing any new residential development outside the centre core, east of Bourke Street.

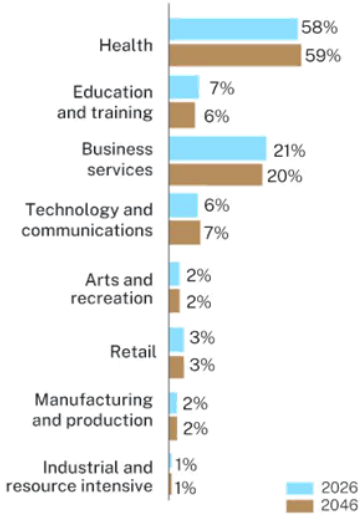
Housing and Employment Guidance – Bayside

Employment

Kogarah

Emerging major centre

Kogarah 2026 Jobs
13,900
10 year jobs range (2026 – 2036)
+1,900 – 2,400
20 year jobs range (2026 – 2046)
+3,600 – 4,400



Kogarah is an emerging major centre, specialised in health-related employment, anchored by St George Hospital, St George Private Hospital and a network of allied health services. By 2046, 63% of new jobs are expected to be in health, followed by business services, with these sectors together accounting for 80% of total jobs growth.

Kogarah benefits from strong public transport connectivity, centred on its train station with direct services to the Sydney CBD, Bondi Junction, Sutherland and Miranda. It also serves nearby high-density residential areas along the T4 line such as Wolli Creek, with further population growth anticipated in the LGA under LMR Policy and TOD provisions.

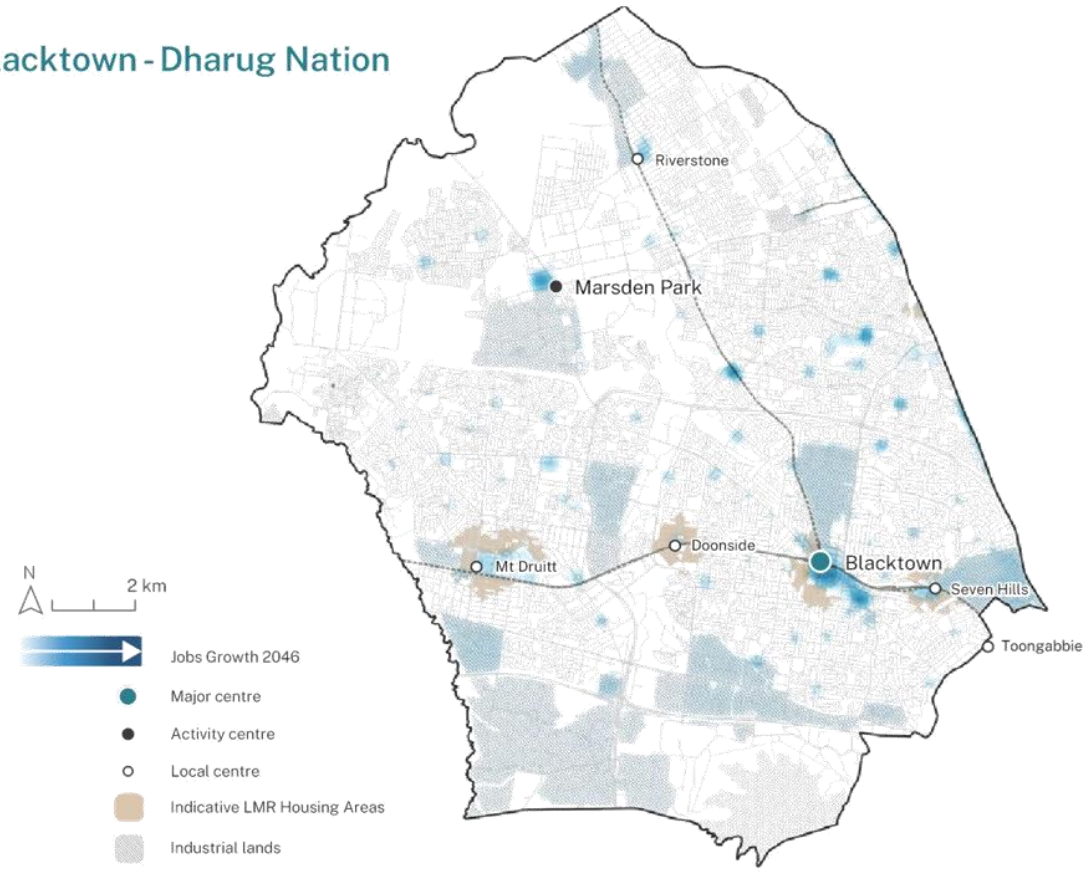
As the centre extends across the Bayside and Georges River LGAs, both councils must collaborate to plan for the economic and employment growth of Kogarah to achieve the centres growing role in the broader network of centres in the region. Local planning must support the creation of opportunity for new employment uses ancillary to the established health facilities, alongside opportunities for key worker housing to enable people to live close to their workplaces. Subject to Council's future planning approach, Kogarah may be considered as a future state-led rezoning.

Employment outside of centres

71 % of jobs are outside of centres, leveraging state significant industrial lands at Port Botany and Sydney International Airport and regionally significant industrial areas in Banksmeadow, Cooks Cove, Matraville and Botany. Bayside accounts for 13% of Sydney's total industrial and resource intensive jobs in 2026 and is expected to maintain a comparable share at 12% through to 2046. The LGA contains the largest concentration of industrial land in eastern Sydney, providing significant opportunities to support growth, innovation and employment associated with the airport, port and broader logistics sectors. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

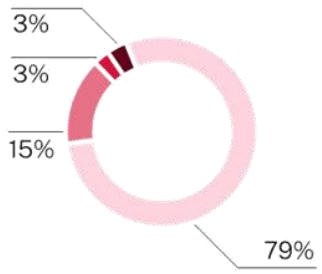
Housing and Employment Guidance – Blacktown

Blacktown - Dharug Nation



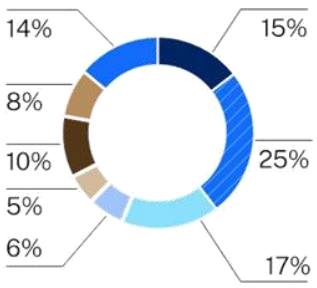
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

458,954
2026 Population Projection

582,760
2046 Population Projection

160,283
2026 Homes

158,000
2026 Jobs

211,800
2046 Jobs

239
km² in size

3.0
Average household size (people)

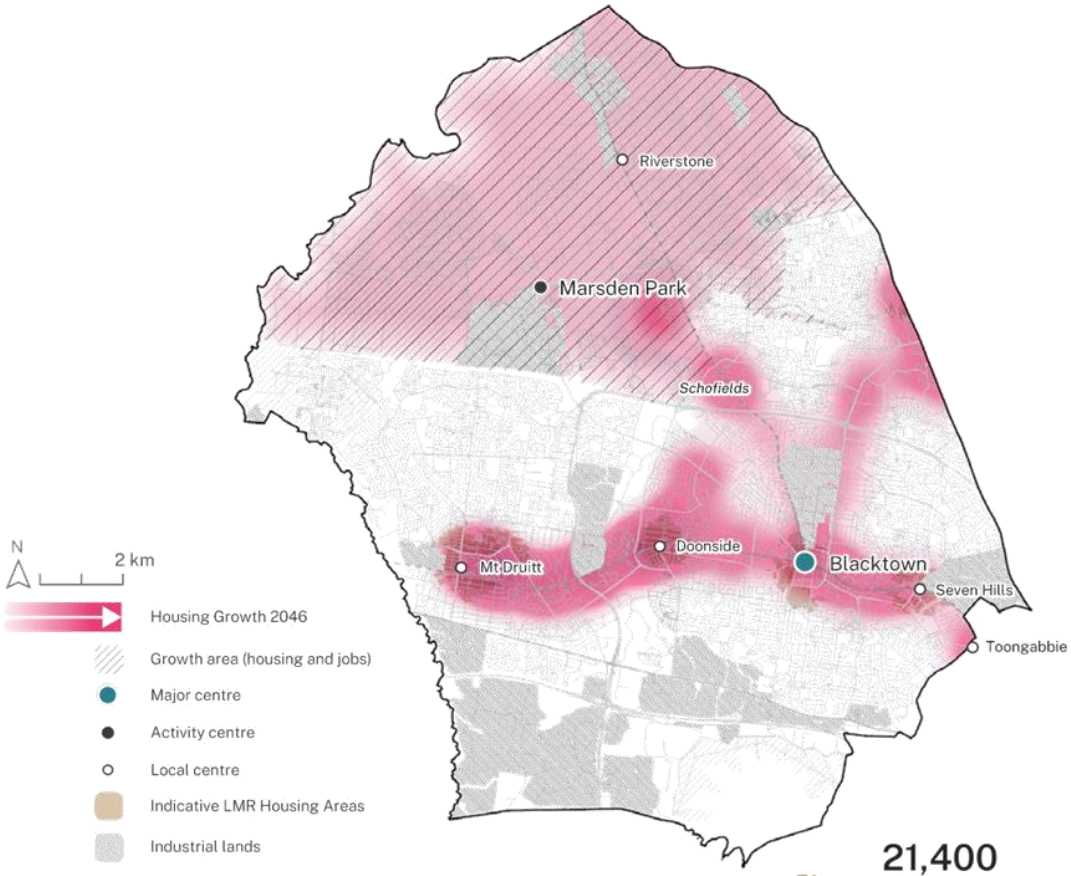
33%
of people work and live in the LGA

67%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 18

Housing and Employment Guidance – Blacktown

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

21,400
New completed homes between 2024-2029

Blacktown LGA's 5-year housing target reflects its role as a major growth area within western Sydney, with a housing target of 21,400 additional homes during the 2024 to 2029 Housing Accord period.

The LGA's current housing profile is dominated by detached dwellings. There will be a growing share of low and mid-rise housing and some high-rise development in centres. In the short term, Council should focus on a greater mix of diverse low-rise housing types in its greenfield and low-rise areas, focusing on smaller lot sizes to support terraces, town houses and semi-detached dwellings. In the medium term as feasibility improves, the LGA's Low and Mid-Rise (LMR) Housing Areas will provide greater opportunities for more mid-rise development, particularly around station catchments, while further high-rise will occur throughout state-led rezoning precincts.

Higher density development will be concentrated along the train line and in larger centres such as Blacktown, Mount Druitt, Riverstone and Tallawong. The four LMR Housing Areas will provide transitional infill within corridor-based growth areas, including state-led rezonings around centres and stations and emerging precinct planning in Schofields and Marsden Park.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council has identified further housing opportunity areas, including Rooty Hill, Schofields, Quakers Hill, Mount Druitt, Doonside, Blacktown and Seven Hills (with City of Parramatta Council).

Aside from the LMR Housing Areas and the existing state-led rezonings, **Council must focus further master planning and rezoning efforts in the short term on the area around Woodcroft Village shopping centre where there is transport capacity to facilitate new housing and jobs**. Subject to Council's planning approach, these areas may be considered as future state-led rezonings.

Council should also focus on planning and delivering local and regional infrastructure that enable new greenfield communities alongside the state infrastructure identified in the Infrastructure Opportunity Plan. Local and regional infrastructure should be coordinated and sequenced to those state infrastructure items in these areas.

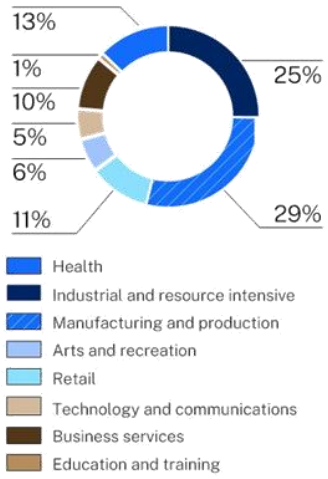
Medium term opportunities should focus on areas along heavy rail and T-Way corridors and the Mount Druitt to Toongabbie corridor, to support future housing growth, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Blacktown

Employment

Blacktown LGA 2026 Jobs
158,000
10 year jobs range (2026 – 2036)
+23,000-28,600
20 year jobs range (2026 – 2046)
+44,900-53,800

Industry split of additional jobs to 2046



LGA employment

Blacktown LGA is expected to experience substantial employment growth to 2046, with jobs increasing by 34%. This growth will be driven by a growing population, expansion within employment-focused precincts, and could be further supported by a potential Metro extension from Tallawong through Marsden Park.

Approximately 87% of the LGA's employment is located outside Blacktown and Marsden Park centres, supported by local centres and industrial precincts. Established local centres such as Mount Druitt, together with growing centres like Riverstone, will provide an important source of local employment. As surrounding populations grow, these centres will need to attract additional service-based employment to support increasing demand for retail, hospitality, health, education and other local services. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

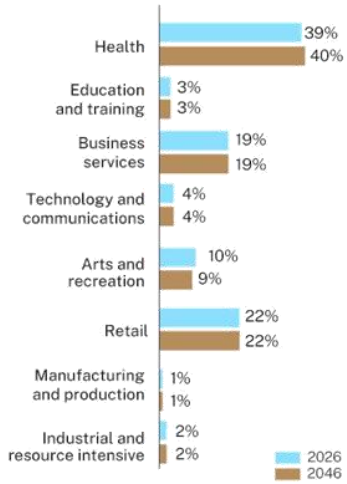
The LGA has a strong existing specialisation in industrial and manufacturing sectors, which are projected to account for around 43% of total employment by 2046. Much of this growth will be accommodated within regionally significant industrial precincts dispersed throughout the LGA, including the Western Sydney Employment Area and Marsden Park which support the LGA as well as the broader Sydney region. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

Employment throughout the LGA is also expected to remain strong in health, retail and business services sectors. **Council should plan for jobs growth in these sectors that responds to population needs, including housing growth, as well as leveraging established transport connections and health and education infrastructure.**

Blacktown

Major centre

Blacktown centre 2026 Jobs
15,200
10 year jobs range (2026 – 2036)
+1,500 – 2,000
20 year jobs range (2026 – 2046)
+2,600 – 3,400



Blacktown is a major centre supporting western and central Sydney with a strong civic and service role. It has strong rail transport connections east to Parramatta and Sydney CBDs, as well as west to St Marys and Penrith. Blacktown is also well connected by buses including the North-West T-way to Rouse Hill and Parramatta, as well as local centres where substantial population growth is expected.

The centre extends north to Third Avenue, east to the hospital precinct, south to Newton Road and west to Balmoral Street. Key commercial activity is south of the railway line, including Main Street.

Blacktown has an established specialisation in health, with future jobs growth building on this, leveraging infrastructure such as Blacktown Hospital and TAFE NSW. Health and retail are expected to remain the dominant sectors, together accounting for over 60% of total employment in 2046.

Ongoing investment in urban renewal, including upgrades in the commercial core, new private housing, and a council administration building, will support additional jobs in retail and business services. Continued investment over time will further strengthen commercial activity and drive employment growth.

Council should monitor and review planning controls to enable continued employment growth through the provision of additional commercial floor space and the facilitation of mixed-use development to leverage Blacktown's industry strengths and strategic role in the broader network of centres.

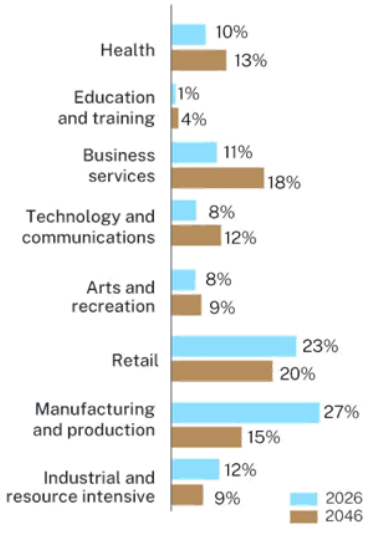
Housing and Employment Guidance – Blacktown

Employment

Marsden Park

Activity centre

Marsden Park 2026 Jobs
5,300
10 year jobs range (2026 – 2036)
+4,000 – 4,300
20 year jobs range (2026 – 2046)
+6,800 – 7,400



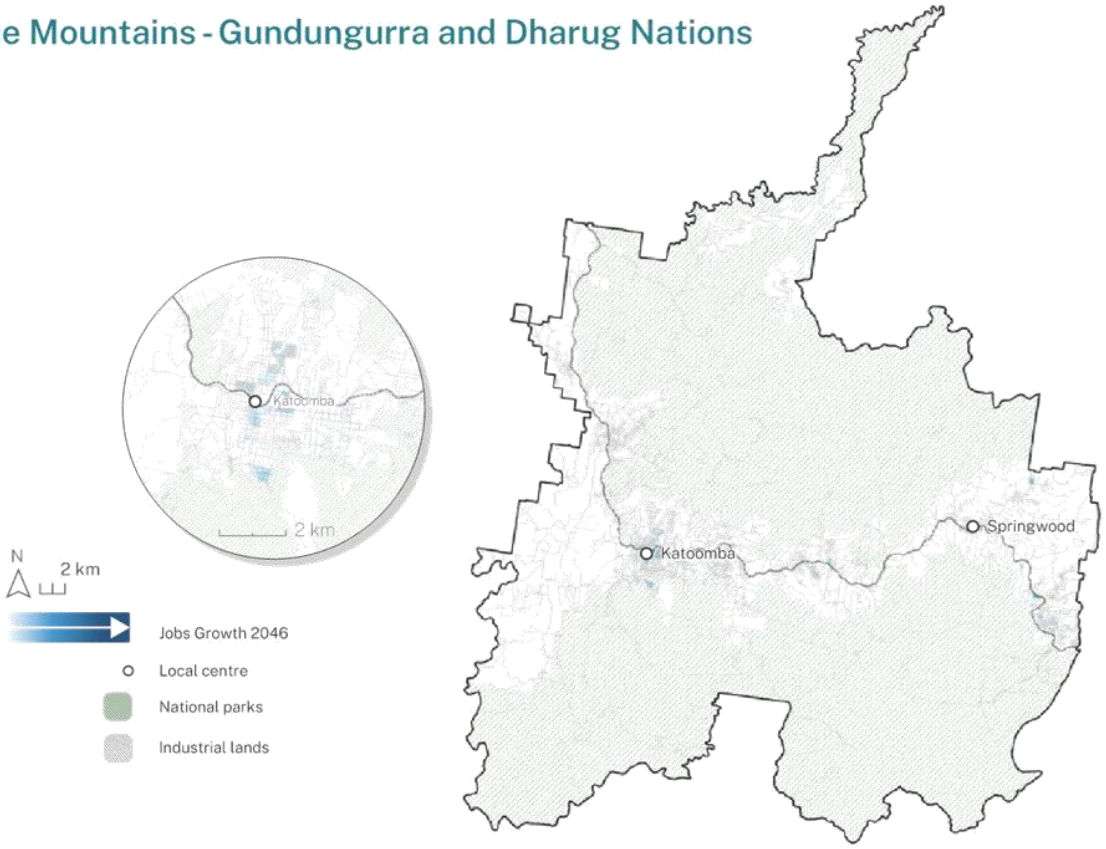
Marsden Park is a growing activity centre, that continues to be an important location for jobs growth in Sydney's north west. The ambitious 7,400 additional jobs by 2046 represents a 139% increase on current employment, signalling significant expansion. This could be further expanded if future connectivity improvements are delivered.

In 2026, employment in Marsden Park was largely concentrated in industrial and manufacturing sectors. However, supported by new infrastructure and increasing residential densities, future jobs growth is expected to shift toward service-based industries including business services, retail, and technology and communication sectors.

Managing this transition will be critical, particularly given much of the centre will continue to comprise of regionally significant industrial lands, and the development of the adjoining Marsden Park North Precinct. **Council should investigate how to support emerging growth, while maintaining and integrating its established industry strengths.**

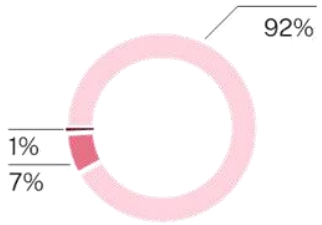
Housing and Employment Guidance – Blue Mountains

Blue Mountains - Gundungurra and Dharug Nations



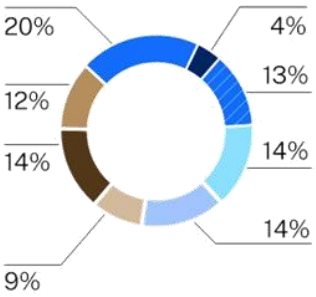
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2026 Housing Profile



- Detached
- Low-rise attached
- High-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

79,198
2026 Population Projection

80,199
2046 Population Projection

37,646
2026 Homes

25,100
2026 Jobs

30,600
2046 Jobs

1,431
km² in size

2.3
Average household size (people)

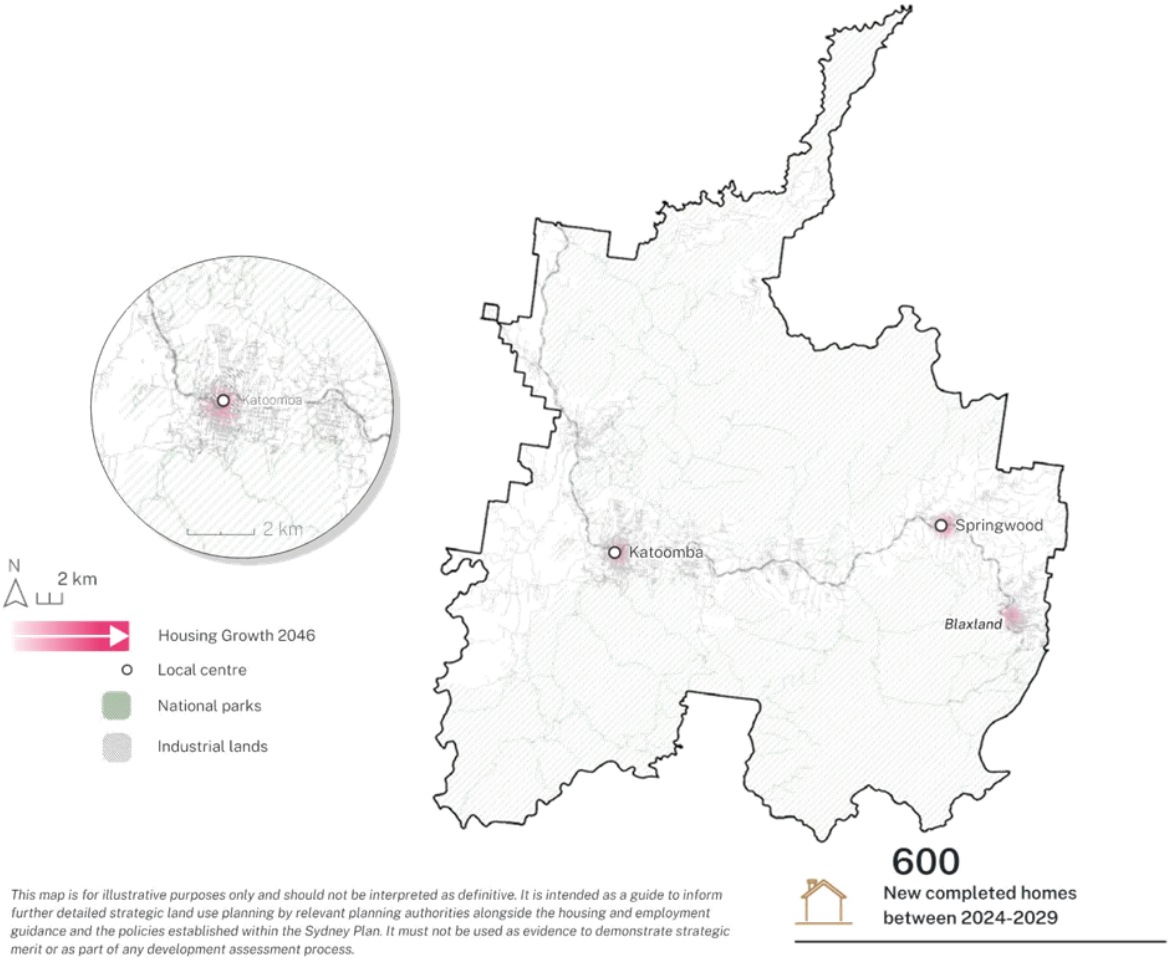
49%
of people work and live in the LGA

51%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 22

Housing and Employment Guidance – Blue Mountains

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

600
New completed homes between 2024-2029

Blue Mountains LGA has a 5-year housing target of 600 additional homes during the 2024 to 2029 National Housing Accord period.

The Blue Mountains has a distinct settlement pattern, with housing concentrated within an established urban corridor located between extensive areas of national park and environmentally sensitive land. The LGA's housing profile is dominated by detached dwellings, reflecting its low density suburban and village character, with a limited but growing share of low and mid-rise housing in centres. Housing demand in the Blue Mountains remains high, while supply remains low. The LGA can take more well-planned growth to activate its centres where hazards are appropriately managed.

As required in the Sydney Plan, Council must provide sufficient feasible housing capacity at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council must focus on master planning and rezoning for additional growth in Katoomba and Springwood and Blaxland where there is opportunity for mid-rise housing but also a greater diversity of low-rise housing types, where hazard and evacuation issues can be managed. Council must consult with government agencies regarding infrastructure and hazard risk matters as part of these rezonings.

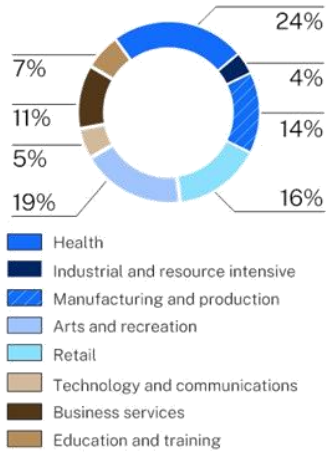
Over the medium term, housing growth is expected to shift toward greater delivery of low and mid-rise housing within local centres, supporting increased housing diversity and more efficient use of infrastructure.

Housing and Employment Guidance – Blue Mountains

Employment

Blue Mountains LGA 2026 Jobs
25,100
10 year jobs range (2026 – 2036)
+2,200 - 3,700
20 year jobs range (2026 – 2046)
+3,300 - 5,500

Industry split of additional jobs to 2046



Blue Mountains LGA is expected to experience moderate employment growth of around 22% to 2046. The local economy is strongly influenced by tourism, with the LGA recording one of the highest concentrations of arts and recreation employment in the Sydney region. This reflects an established specialisation supported by its World Heritage-listed landscapes, visitor attractions and tourism centres, particularly at Katoomba, Leura, Glenbrook and Blackheath.

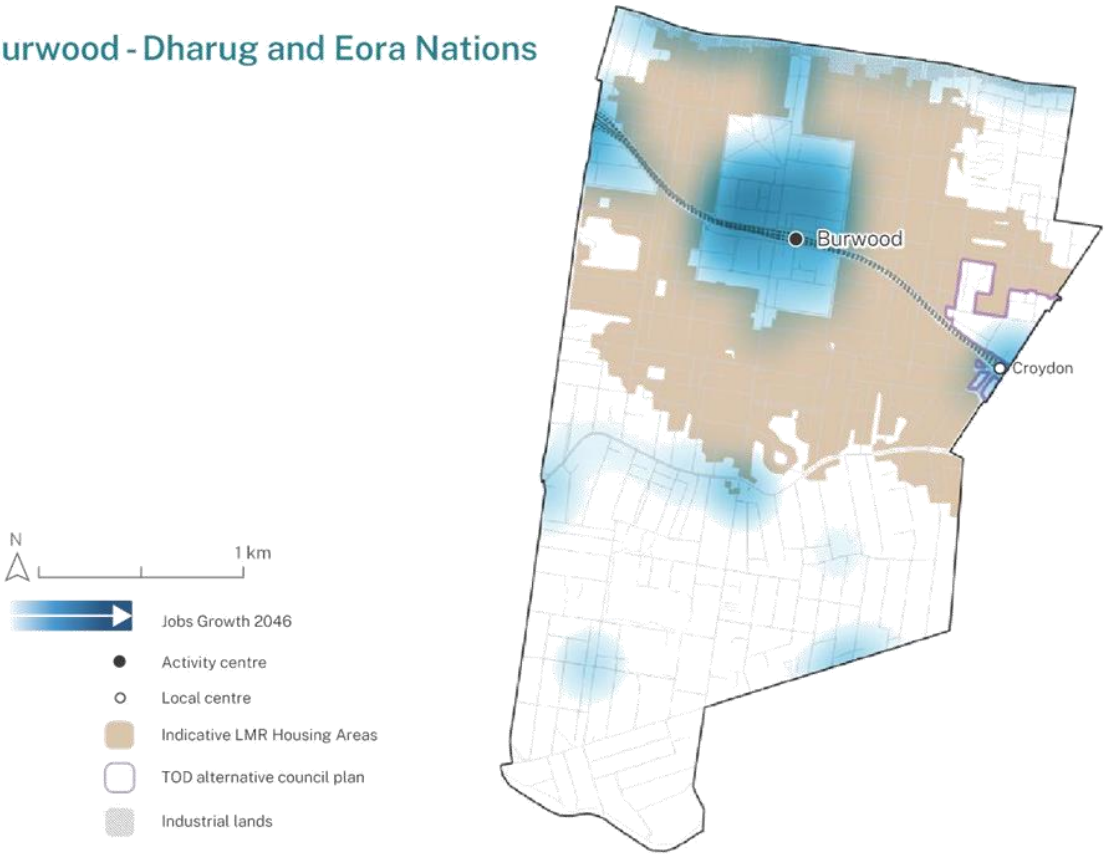
Health will remain the LGA's largest employment sector, supported by Blue Mountains Hospital, Springwood Hospital and a network of local health and allied health services. However, limited access to major employment centres contributes to a high level of residents commuting to jobs outside the area, with around half of residents leaving the LGA for work travelling to Penrith LGA.

While employment is dispersed across the LGA, local centres such as Katoomba and Springwood will serve as focal points providing jobs, shops and services for residents and visitors. **Council should make sure that there is sufficient floor space for goods and services capacity in local centres to support the needs of growing housing supply throughout the LGA.**

Outside of centres, the LGAs regionally significant industrial lands in Katoomba, Springwood and Blaxland, provide key locations for industrial and manufacturing jobs which combined should make up 18% of new employment to 2046. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

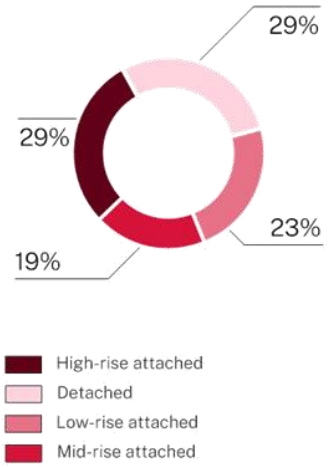
Housing and Employment Guidance – Burwood

Burwood - Dharug and Eora Nations

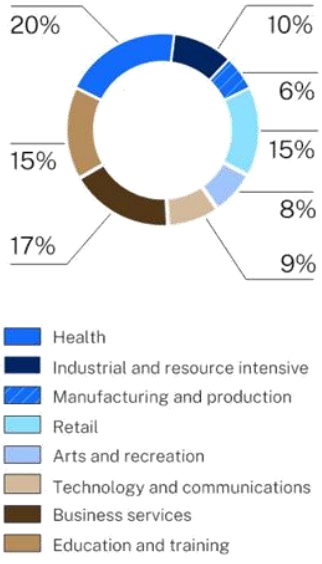


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2026 Housing Profile



2026 Employment Profile



45,113
2026 Population Projection

59,386
2046 Population Projection

17,788
2026 Homes

20,500
2026 Jobs

24,500
2046 Jobs

7
km² in size

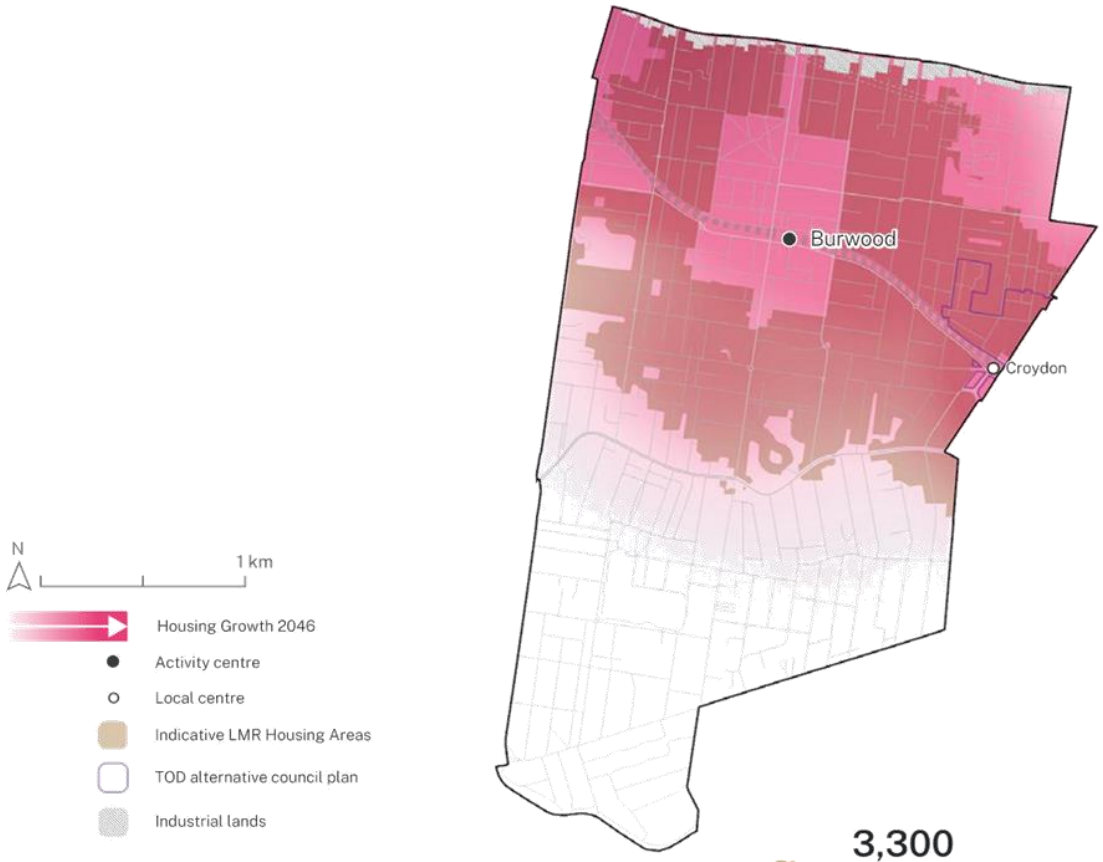
2.6
Average household size (people)

18%
of people work and live in the LGA

82%
of people work outside the LGA

Housing and Employment Guidance – Burwood

Housing



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3,300
New completed homes between 2024-2029

Burwood LGA's 5-year housing target of 3,300 additional homes during the 2024 to 2029 National Housing Accord period reflects its role in delivering substantial housing growth within identified centres and transport corridors. Higher density development will be concentrated within state-led rezoning, Transport Oriented Development (TOD) and Low and Mid-Rise (LMR) Housing Areas. Because of the LGA's small footprint and highly accessible location, with multiple heavy rail, a new metro line and multiple high frequency bus routes, the housing profile of Burwood will change significantly over the next 20 years.

The LGA's current housing profile is highly diverse, with detached dwellings representing less than one-third of the dwelling mix and a significant proportion of medium and higher-density housing. Over the medium term, the housing mix is expected to reduce its proportion of detached dwellings and experience a significant shift towards more mid and high-rise growth across centres, TOD Areas and LMR Housing Areas.

Burwood shares a housing submarket with Strathfield, Canada Bay and Inner West LGAs. All of these LGAs benefit from high transport accessibility with multiple heavy rail lines, light rail and high frequency bus routes. They will also benefit from improved transport access with the delivery of Metro West improving access to the Parramatta and Sydney CBDs. Because of these infrastructure investments, **Council must collaborate with neighbouring councils to plan for continued housing growth in well-located areas.**

Councils must also plan collectively for the local infrastructure improvements across their LGAs to match this growth. Higher density development will occur in Burwood around the existing heavy rail station, the new Metro station at Burwood North, and within the Croydon TOD Area. The Burwood North state-led rezoning is planning for significant housing growth along the Parramatta Road corridor and the new Metro station that will support the LGA's housing growth over the mid to longer term.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

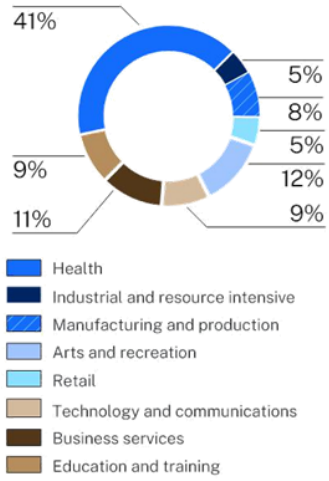
Council must focus on enabling more low and mid-rise housing diversity across its LGA in key areas that are not the subject of recent or ongoing rezonings. More low-rise diversity in the areas south of Burwood centre in Enfield, Burwood Heights and Croydon Park should be encouraged by enabling the permissibility of terraces, townhouses and low-rise apartment buildings and adjusting planning controls to facilitate these typologies.

Housing and Employment Guidance – Burwood

Employment

Burwood LGA 2026 Jobs
20,500
10 year jobs range (2026 – 2036)
+1,200 - 2,300
20 year jobs range (2026 – 2046)
+2,100 - 4,200

Industry split of additional jobs to 2046



LGA employment

Burwood LGA is expected to experience a 20% increase in employment over the next two decades. As a relatively small LGA, Burwood accounts for a small share of Sydney's current and projected future jobs. Around 62% of the LGA's jobs will be concentrated in Burwood centre, reinforcing its role as the LGA's primary employment centre. Additional employment growth is expected to be supported by the emergence of Burwood North around the future Metro station.

The LGA's employment profile reflects its role as an accessible and densely populated LGA, with strong concentrations of health, education and training, business services and retail jobs. These sectors support the daily needs of residents while contributing to a vibrant mixed-use economy.

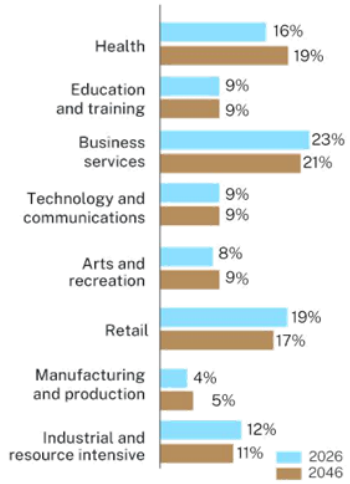
Burwood benefits from strong public transport connectivity, anchored by Burwood station and an extensive bus network providing links to other employment destinations including Macquarie Park, Hurstville, Mascot and Bankstown. The LGA also records one of the lowest rates of job containment in the region, reflecting its role as a major residential and commuter hub within Sydney.

While the LGA has a small proportion of local significant industrial land along Parramatta Road, Council must collaborate with adjoining councils including Strathfield, Canada Bay and Inner West to support employment growth, supply chains and investment opportunities within the broader region.

Burwood

Activity centre

Burwood centre 2026 Jobs
12,500
10 year jobs range (2026 – 2036)
+900 – 1,500
20 year jobs range (2026 – 2046)
+1,700 – 2,600



Burwood is a key activity centre in Sydney's inner west, with a strong civic, retail and service role supporting a high-density residential population. Its position between the Sydney CBD and Greater Parramatta reinforces Burwood as a key destination for shopping, education and community services, with a growing commercial presence that serves both the inner west and broader region. The night-time economy is also a key strength, with Burwood centre emerging as a regional destination for dining, entertainment and cultural activity.

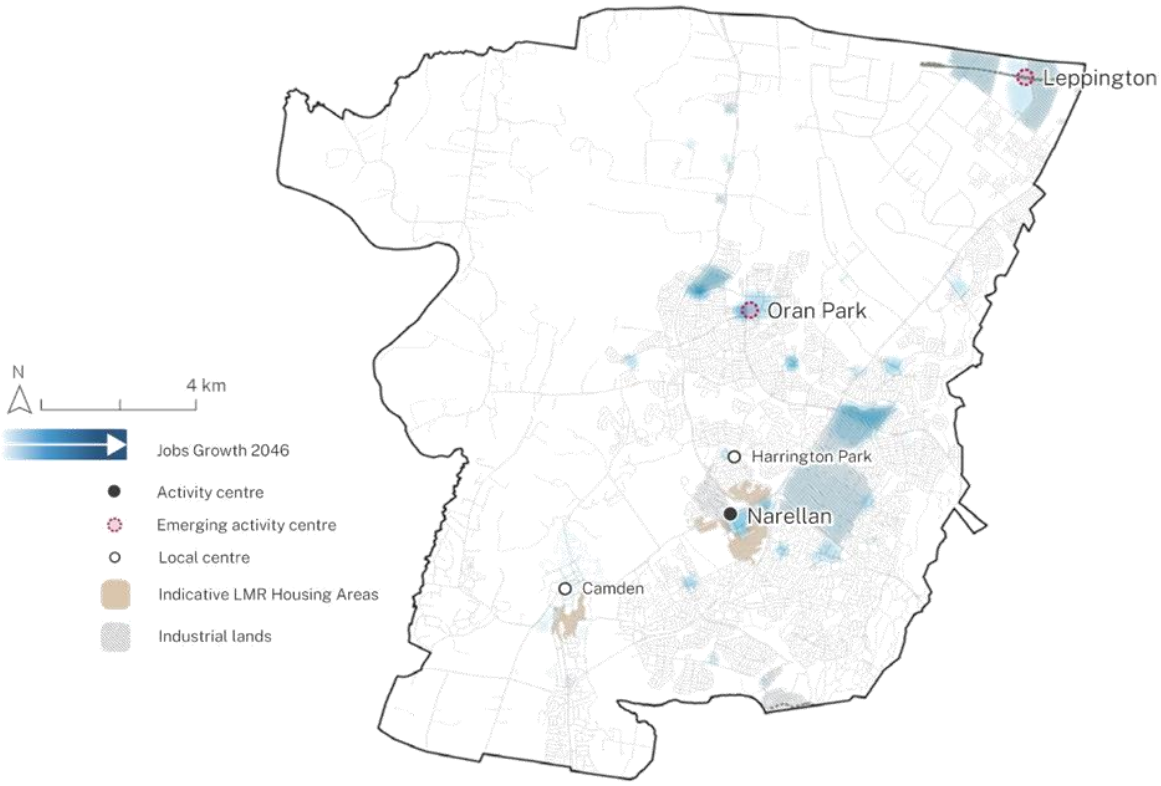
The centre benefits from excellent transport connectivity, anchored by Burwood station with frequent services to the Sydney CBD, North Shore and western Sydney. The future Burwood North Metro station will further improve accessibility to the centre, and is anticipated to facilitate additional employment floor space as the centre extends northwards towards the new Metro station.

Employment growth to 2046 is expected to increase jobs by approximately 21% and strengthen Burwood's specialisation in retail, health and business services. These sectors are anticipated to account for the majority of new jobs, together accounting for 57%, supported by Burwood's established role as a regional shopping destination and proximity to major education providers.

Council should monitor and implement planning controls that enable future employment growth through the provision of additional commercial floor space and the facilitation of mixed-use development.

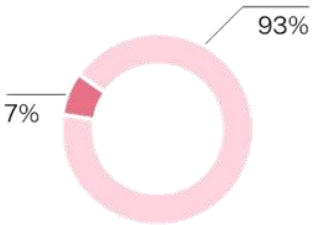
Housing and Employment Guidance – Camden

Camden - Gundungurra and Dharug Nations

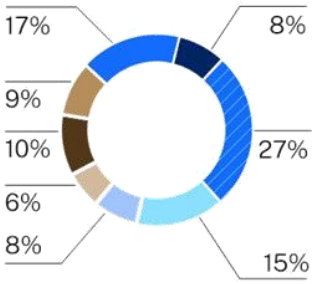


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2026 Housing Profile



2026 Employment Profile



154,044
2026 Population Projection

300,593
2046 Population Projection

53,762
2026 Homes

47,600
2026 Jobs

78,600
2046 Jobs

202
km² in size

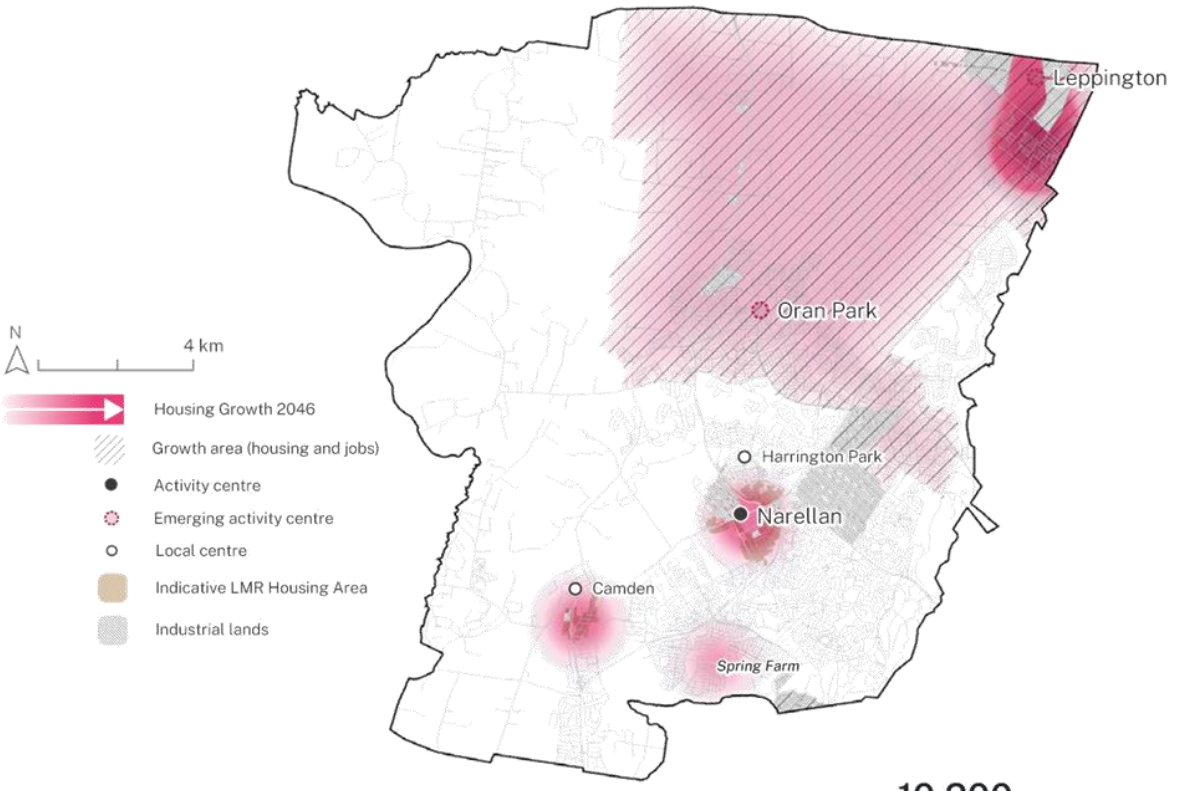
3.0
Average household size (people)

34%
of people work and live in the LGA

66%
of people work outside the LGA

Housing and Employment Guidance – Camden

Housing



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10,200
New completed homes between 2024-2029

Camden LGA's 5-year housing target of 10,200 additional homes for the 2024 to 2029 National Housing Accord period reflects its role in delivering housing growth within identified centres and greenfield growth areas. Housing delivery will be supported by Leppington, Oran Park and Catherine Field. Higher density development will be concentrated around Low and Mid-Rise (LMR) Housing Areas of Narellan and Camden centres and as feasibility matures, in Leppington and Oran Park.

The LGA's current housing profile is dominated by detached dwellings, with some low and mid-rise in centres. Over the medium term, housing growth is expected to shift toward greater delivery of more diverse low and mid-rise housing as feasibility improves, supporting increased housing density and more efficient use of infrastructure.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

In the short term, Council should help facilitate greater greenfield diversity by encouraging different low-rise housing types, focusing on smaller lot sizes to support terraces, town houses and semi-detached dwellings.

This increased housing diversity will support housing close to jobs growth opportunities in the adjoining Western Sydney Aerotropolis to the north of the LGA.

Council should also focus on local infrastructure delivery and staging in the Leppington centre in the short term to coordinate with the state infrastructure identified in the Infrastructure Opportunity Plans to unlock the 11,500 homes in the next 20 years. Council must work with Liverpool Council to deliver local infrastructure required to enable the Leppington precinct. Further stages for Leppington have capacity for 47,000 additional dwellings, however, sequencing and staging of infrastructure is instrumental before further rezoning occurs.

Council should also focus on planning and delivering local and regional infrastructure that enable other greenfield communities alongside the state infrastructure identified in the Infrastructure Opportunity Plan. Local and regional infrastructure should be coordinated and sequenced to those state infrastructure items in these areas.

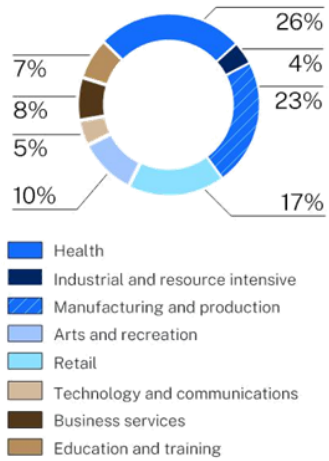
Further master planning and rezoning efforts in the medium term on areas around Menangle Road and Catherine Field precinct should be undertaken by Council to facilitate new housing and jobs. Subject to Council's planning approach, these areas may be considered as future state-led rezonings.

Housing and Employment Guidance – Camden

Employment

Camden LGA 2026 Jobs
47,600
10 year jobs range (2026 – 2036)
+12,400 - 15,600
20 year jobs range (2026 – 2046)
+25,300 - 31,000

Industry split of additional jobs to 2046



LGA employment

Camden LGA is expected to experience significant employment growth of around 65% to 2046, reflecting both historic and future population growth and the transformative impact of the Western Sydney International Airport.

Growing jobs in south west Sydney is a primary focus. The LGA has strong links with neighbouring areas, with around half of nonresident workers coming from Campbelltown and Wollondilly, and 66% of Camden residents working outside the LGA — mostly in Campbelltown and Liverpool. Councils must collaborate to leverage their industry strengths and broader regional investment.

Camden has established strengths in manufacturing and production, which is expected to remain a major contributor to the local economy, accounting for around 25% of all jobs in 2046. Growth will leverage the Aerotropolis, supported by state and regionally significant industrial precincts such as Glenlee Intermodal and Smeaton Grange. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

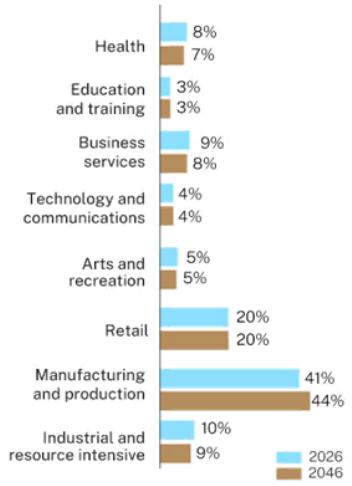
Employment growth to 2046 is expected to be broadly distributed across industry sectors. Health is expected to account for 21% of total employment in 2046, supported by Camden Hospital and associated health infrastructure. Retail trade is expected to account for 17% of new jobs in 2046, reflecting strong population growth.

As an emerging activity centre, Leppington is expected to accommodate a large share of employment growth, while local centres such as Camden and Harrington Park will continue to support retail, hospitality and community services for a rapidly expanding population. **Council should ensure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

Narellan

Activity centre

Narellan 2026 Jobs
15,400
10 year jobs range (2026 – 2036)
+900 – 1,700
20 year jobs range (2026 – 2046)
+2,000 – 3,400



Narellan is an established activity centre anchored by Narellan Town Centre and surrounding retail uses. Industrial and manufacturing activity remains it key employment strength — supported by the regionally significant Smeaton Grange industrial precinct. The growth of Narellan will be influenced by the evolving role of nearby Oran Park.

Employment in Narellan is expected to grow steadily to 2046, with manufacturing and production remaining the dominant sector — accounting for around 41% of total employment in 2026 and increasing to approximately 44% by 2046. Retail will continue to be the second largest contributor, maintaining around 20% of total employment across the same period.

As it is not located on a major transport line, Narellan has a relatively low employment catchment by public transport. **As key infrastructure is planned and delivered, Council should regularly review planning controls to ensure Narellan is strategically aligned to the Sydney Plan and continues to play its role in the network of surrounding centres.**

Housing and Employment Guidance – Camden

Employment

Leppington

Emerging activity centre

Leppington is an emerging activity centre in Sydney's South West Growth Area, positioned across Camden and Liverpool LGAs and supported by its proximity to Bradfield. As surrounding neighbourhoods grow, Leppington will play an increasingly important mixed-use role in meeting local retail and service needs.

The centre is anchored by Leppington station, providing direct rail connections to Liverpool and wider western Sydney, with bus routes extending its catchment across rapidly developing suburbs. Future transport upgrades linked to Bradfield City and Western Sydney International Airport will further strengthen access and support commercial growth.

Employment is expected to increase significantly to 2046, driven by rapid population growth. Retail and hospitality will form a large share of new jobs reflecting Leppington's role as a key local destination.

As key infrastructure is planned and delivered, Council should regularly review planning controls to make sure Leppington is strategically aligned to the Sydney Plan and continues its role in the network of surrounding centres.

Oran Park

Emerging activity centre

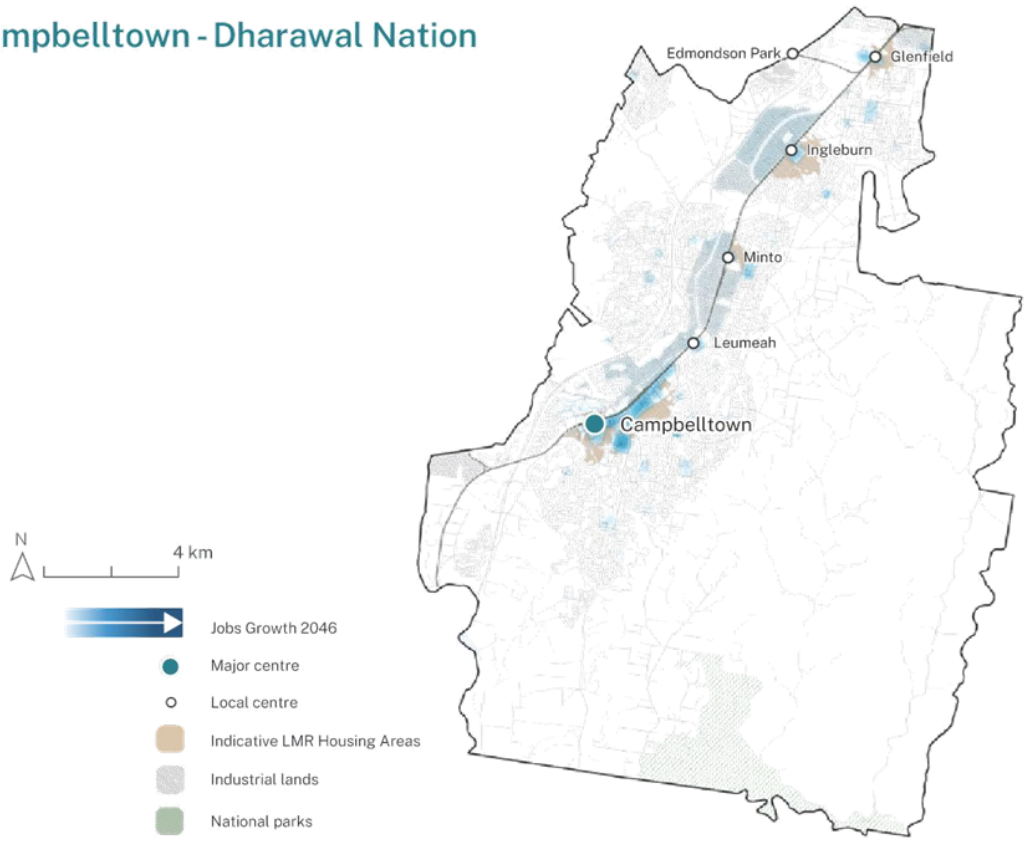
Oran Park has experienced substantial growth over the past decade and is emerging as an activity centre in south west Sydney. Its large and expanding population catchment will continue to drive demand for retail, services and community uses, supporting its evolution into a higher employment centre. The centre also benefits from close proximity to Narellan.

Future employment growth will be enabled by accommodating additional commercial floor space and creating opportunities for mixed-use development as the centre matures. Investment in future rail connections to Bradfield would significantly improve accessibility and expand Oran Park's employment catchment, reinforcing its role within the south west region.

As key infrastructure is staged and delivered, Council should regularly review planning controls to make sure Oran Park is strategically aligned to the Sydney Plan and continues its role in the network of surrounding centres.

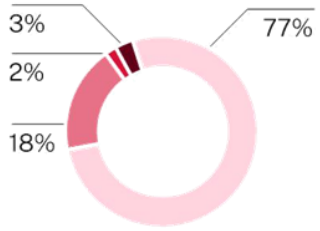
Housing and Employment Guidance – Campbelltown

Campbelltown - Dharawal Nation



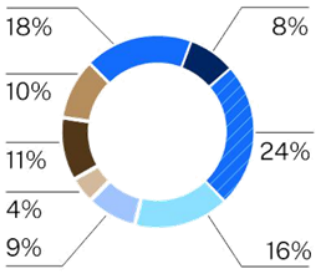
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

191,722
2026 Population Projection

233,049
2046 Population Projection

70,508
2026 Homes

69,800
2026 Jobs

89,700
2046 Jobs

311
km² in size

2.8
Average household size (people)

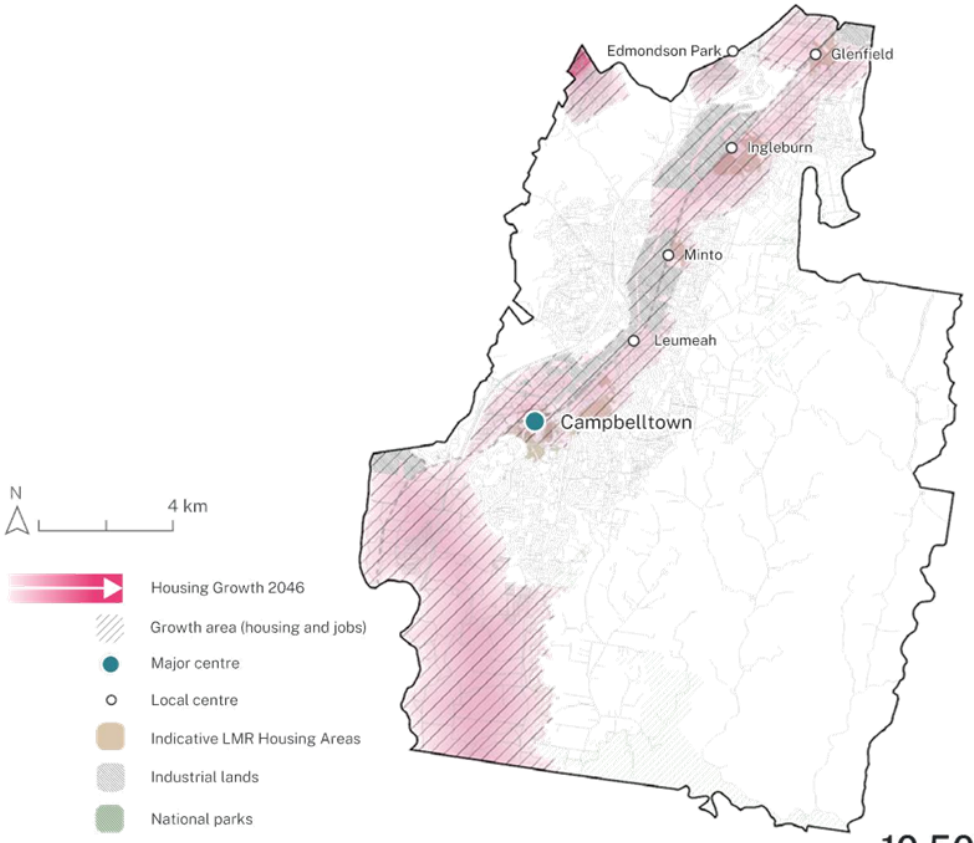
37%
of people work and live in the LGA

63%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 32

Housing and Employment Guidance – Campbelltown

Housing



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10,500
New completed homes between 2024-2029

Campbelltown LGA has a 5-year housing target of 10,500 additional homes for the 2024 to 2029 National Housing Accord period. Higher density development will be concentrated within state significant rezoning sites, including Glenfield West and Macarthur Gardens North and along the T8 rail corridor as feasibility matures in these areas. This will be supported by Low and Mid-Rise (LMR) Housing Areas around Campbelltown, Glenfield, Ingleburn, Macarthur and Minto stations, which are well suited for mid-rise infill development and greater housing diversity.

The LGA's current housing profile is dominated by detached dwellings, with a growing share of low and mid-rise housing in centres. Over the medium term, housing growth is expected to shift toward a greater share of mid and high-rise housing within local centres and around train stations, supporting increased housing diversity and more efficient use of infrastructure.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

In the short term, Council should continue to deliver the rezoning for the Campbelltown centre to enable more high-density housing outcomes in its major centre. Council must facilitate greater greenfield housing diversity by encouraging diverse low-rise housing types, focusing on smaller lot size controls to support terraces, town houses and semi-detached dwellings.

Council should also focus on planning and delivering local and regional infrastructure that enable new greenfield communities alongside the state infrastructure identified in the Infrastructure Opportunity Plan. Local and regional infrastructure should be coordinated and sequenced to those state infrastructure items in these areas.

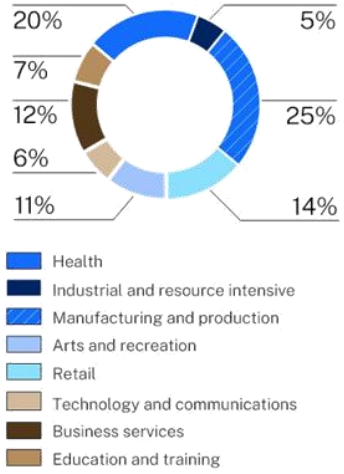
In the medium to longer term, Council investigations should consider additional density around Leumeah station and key government land sites in Campbelltown centre to support future housing growth, subject to infrastructure capacity and consultation with government agencies. Depending on Council's planning approach, these locations may be considered for future state-led rezonings.

Housing and Employment Guidance – Campbelltown

Employment

Campbelltown LGA 2026 Jobs
69,800
10 year jobs range (2026 – 2036)
+7,300 -11,400
20 year jobs range (2026 – 2046)
+13,300-19,900

Industry split of additional jobs to 2046



LGA employment

Campbelltown LGA is expected to grow its employment base by 29% to 2046, reinforcing its role as a major employment area for south west Sydney. The LGA is strategically located between the Western Sydney Aerotropolis and Illawarra Shoalhaven region and will be an increasingly important centre along that corridor.

Growing jobs in south west Sydney is a primary focus, with Campbelltown having strong labour market links with neighbouring LGAs, including Camden and Wollondilly. Councils must collaborate to leverage their industry strengths and broader regional investment.

Campbelltown major centre will continue to serve as the LGA's key location for health, civic, commercial and service-based employment. Employment growth will be supported by a network of local centres that serve growing communities across the LGA. Ingleburn, Minto and Leumeah will play an important role in providing access to jobs, services and retail opportunities close to where people live. Additionally, Glenfield will continue to perform a strategic connectivity function, linking Macarthur with western Sydney and towards the Sydney CBD. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

Employment outside of centres

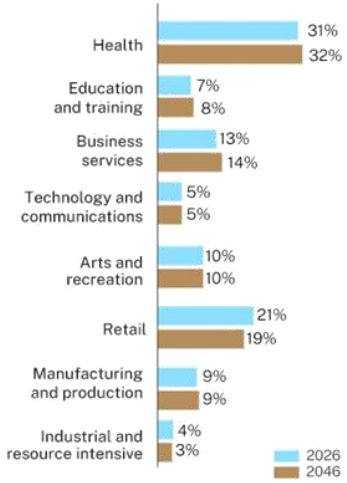
In 2046, 64% of jobs will be located outside Campbelltown centre, supported by the LGA's local centres and industrial lands.

Manufacturing and production are projected to contribute the largest share of new jobs (25%), supported by the regionally significant industrial precincts of Ingleburn and Minto, which will continue to accommodate manufacturing, logistics and local industry uses. The state significant Glenlee Intermodal Terminal will also provide opportunities to support growth in freight and logistics, manufacturing and production-related employment. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

Campbelltown

Major centre

Campbelltown centre 2026 Jobs
24,600
10 year jobs range (2026 – 2036)
+2,900 – 4,400
20 year jobs range (2026 – 2046)
+5,500 – 7,900



Campbelltown is a major centre for western Sydney, extending from Campbelltown station through to Macarthur station. It plays a critical role in supporting the broader region, anchored by significant health, education and cultural infrastructure including Campbelltown Hospital, Western Sydney University, TAFE NSW and Campbelltown Arts Centre. Employment growth within the centre will also leverage off the new South West Sydney Community and Justice Precinct.

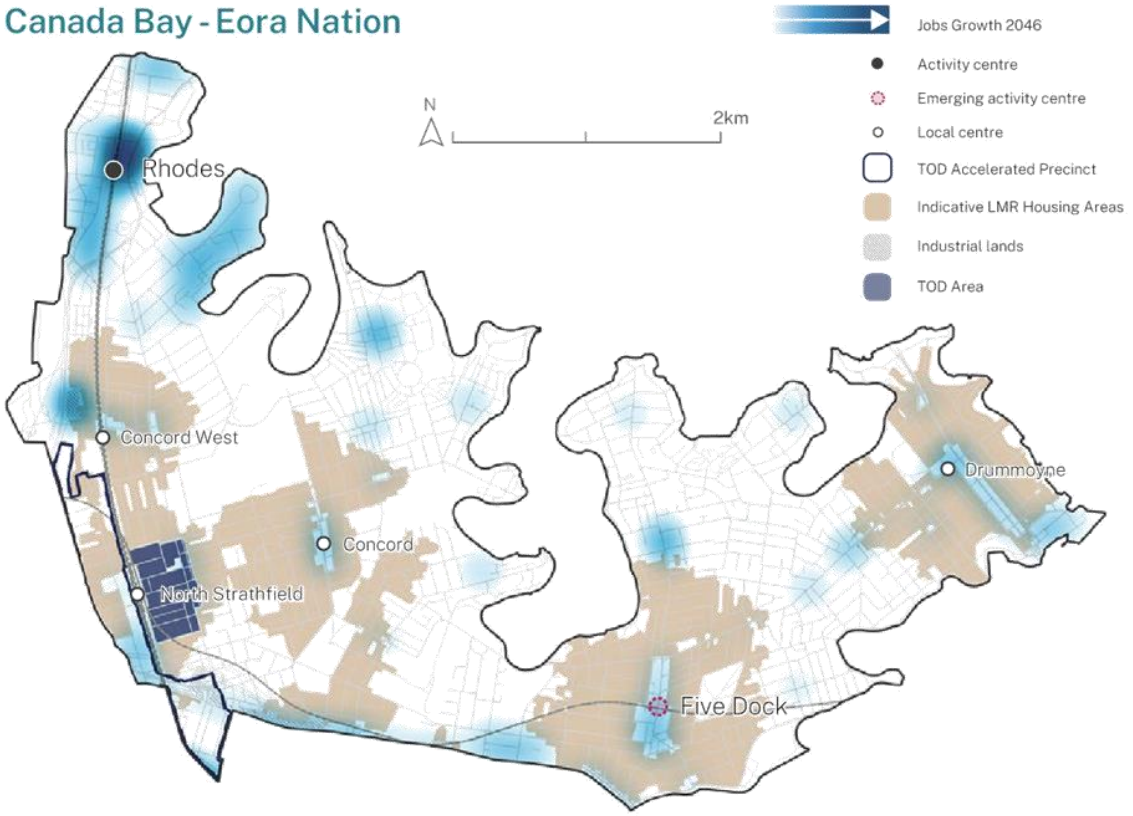
Jobs in health are expected to account for more than 30% of total employment, reflecting Campbelltown's established industry strength. By 2046, it is anticipated that other key industries will be retail and business services aligned with the centre's population serving function and expanding regional role.

Campbelltown is the most accessible employment centre in the south west, with direct rail links to Liverpool and the Sydney CBD, as well as bus connections serving surrounding growth areas. This connectivity supports a wide labour catchment and underpins Campbelltown's significance as a strategic hub for jobs and services in the south west.

Council must undertake work to leverage existing and future infrastructure to support investment and growing the employment role of the centre. Council should regularly review planning controls to make sure Campbelltown is strategically aligned to the Sydney Plan and continues to play its role in the network of surrounding centres.

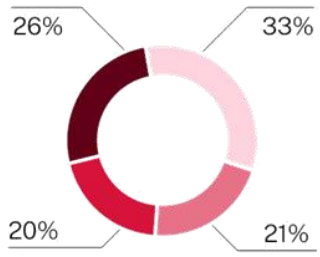
Housing and Employment Guidance – Canada Bay

Canada Bay - Eora Nation



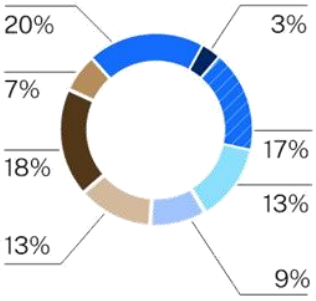
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

93,394
2026 Population Projection

113,231
2046 Population Projection

41,159
2026 Homes

40,300
2026 Jobs

46,100
2046 Jobs

20
km² in size

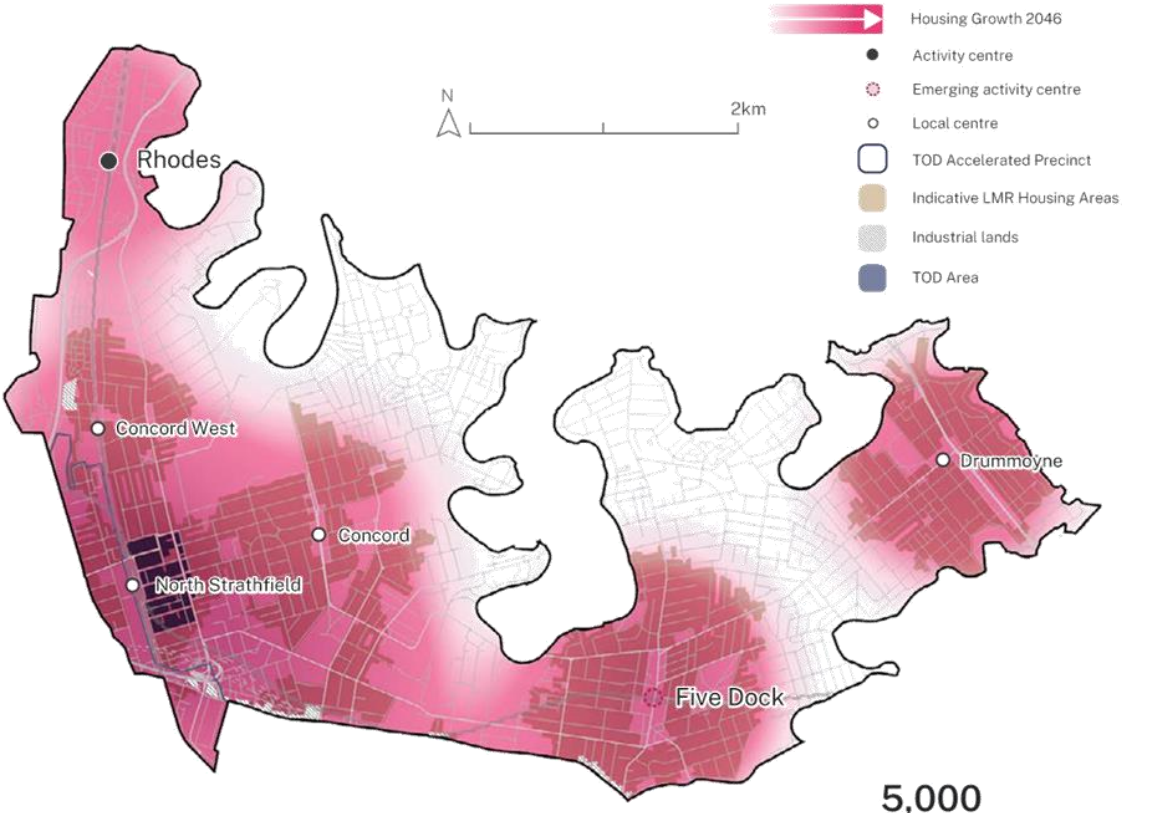
2.4
Average household size (people)

23%
of people work and live in the LGA

77%
of people work outside the LGA

Housing and Employment Guidance – Canada Bay

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

5,000
New completed homes between 2024-2029

Canada Bay LGA's 5-year housing target of 5,000 additional homes for the 2024 to 2029 National Housing Accord period reflects its role in delivering housing growth across local centres and on the future metro line, particularly within state-led rezoning areas, Transport Oriented Development (TOD) Areas and Low and Mid-Rise (LMR) Housing Areas.

The LGA's current housing profile comprises a balanced mix of dwelling types, with detached dwellings accounting for one-third of the housing stock and a substantial proportion of medium and high-density housing. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, future metro stations, TOD Areas, LMR Housing Areas and potential infill investigation areas. This will be supported by growth in diverse low and mid-rise typologies and a reduction in the proportion of detached dwellings.

Canada Bay shares a housing submarket with Strathfield, Burwood and Inner West LGAs. These LGAs benefit from high transport accessibility with multiple rail lines, light rail and high frequency bus routes along Parramatta and Victoria Roads. They will also benefit from improved transport access with the delivery of Metro West. Because of these infrastructure investments, **Council must collaborate with its neighbouring councils to plan for continued housing growth in well-located areas, monitor recent rezonings for uptake and plan collectively for the local infrastructure improvements across their LGAs to match this growth.**

The LGA includes one TOD Accelerated Precinct, one TOD Area, and five LMR Housing Areas, some of which extend across LGA boundaries. These locations are well suited for mid and high-rise infill development to support greater housing diversity.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council has identified priority centres and station precincts to accommodate growth, and the Department has or is undertaking planning for Homebush Accelerated TOD Area Strathfield Triangle and Burwood North state-led rezoning in collaboration with Council. **In the short-term Council should continue to deliver the rezoning for the Five Dock precinct to enable more high-density housing outcomes around the Metro station, and also investigate additional housing opportunities around Concord West station. Council must focus master planning and rezoning efforts in the short term on these identified locations to support future housing and employment growth.**

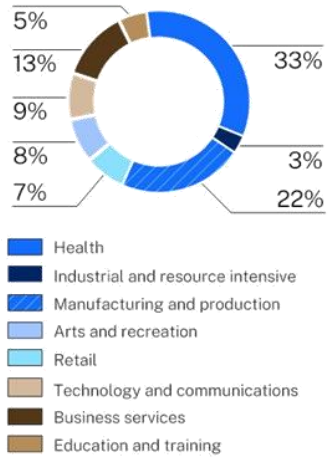
Subject to Council's planning approach, some of these areas are likely to be considered state-led rezonings. **In the medium to longer term, Council should also investigate the area surrounding North Strathfield for higher future housing growth beyond the TOD controls, subject to infrastructure capacity, collaboration with adjoining councils and consultation with government agencies.**

Housing and Employment Guidance – Canada Bay

Employment

Canada Bay LGA 2026 Jobs
40,300
10 year jobs range (2026 – 2036)
+1,500 - 3,000
20 year jobs range (2026 – 2046)
+3,400 - 5,800

Industry split of additional jobs to 2046



LGA employment

Canada Bay LGA is expected to experience moderate employment growth of 14% to 2046. Employment growth will be concentrated in Rhodes, the LGA's largest employment centre and a key location for higher-density commercial and mixed-use development. Five Dock is also emerging as an important future activity centre that will support population growth, while expanding the LGA's service, retail and commercial employment base.

Health will remain the LGA's largest employment sector, anchored by Concord Hospital and supported by a growing network of local medical and allied health services. Employment in business services, technology and communications and retail will also remain strong.

A network of well-connected local centres across the LGA, including Drummoyne, Concord, Concord West and North Strathfield, will continue to provide local employment opportunities and support a diverse range of service-based industries. Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.

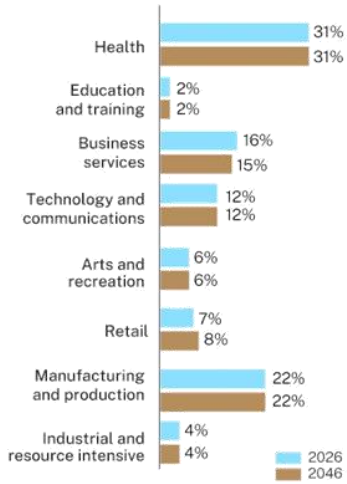
The delivery of three Sydney Metro West stations within the LGA at Five Dock, Burwood North and North Strathfield will further improve accessibility, enhancing opportunities for commercial activity, investment and jobs growth across the LGA.

While the LGA has a small proportion of local significant industrial land along Parramatta Road, Council must collaborate with adjoining councils, including Strathfield, to support employment growth, supply chains and investment opportunities within the broader region.

Rhodes

Activity centre

Rhodes 2026 Jobs
15,600
10 year jobs range (2026 – 2036)
+1,400 – 2,100
20 year jobs range (2026 – 2046)
+2,800 – 4,000



Rhodes is an activity centre on the western edge of eastern Sydney, serving a growing residential population and functioning as a key destination for retail and other local services. Its location along the Parramatta River positions it as an important hub within the inner west employment network.

The centre benefits from strong transport connectivity, anchored by Rhodes station on the T9 line with frequent services to the Sydney CBD, North Shore and and western Sydney via Strathfield.

Over the next 20 years, jobs growth will be required to support its growing residential population and continued infrastructure investment. Concord Hospital and surrounding medical facilities will drive growth in health employment, projected to comprise approximately 35% of new jobs.

Council must review local planning controls to enable future employment growth through the provision of additional commercial floor space and the facilitation of mixed-use development. Opportunities should also be created for complementary employment uses that leverage the presence of established health facilities, alongside the delivery of key worker housing to support workforce retention and enable employees to live in proximity to employment centres.

Housing and Employment Guidance – Canada Bay

Employment

Five Dock

Emerging activity centre

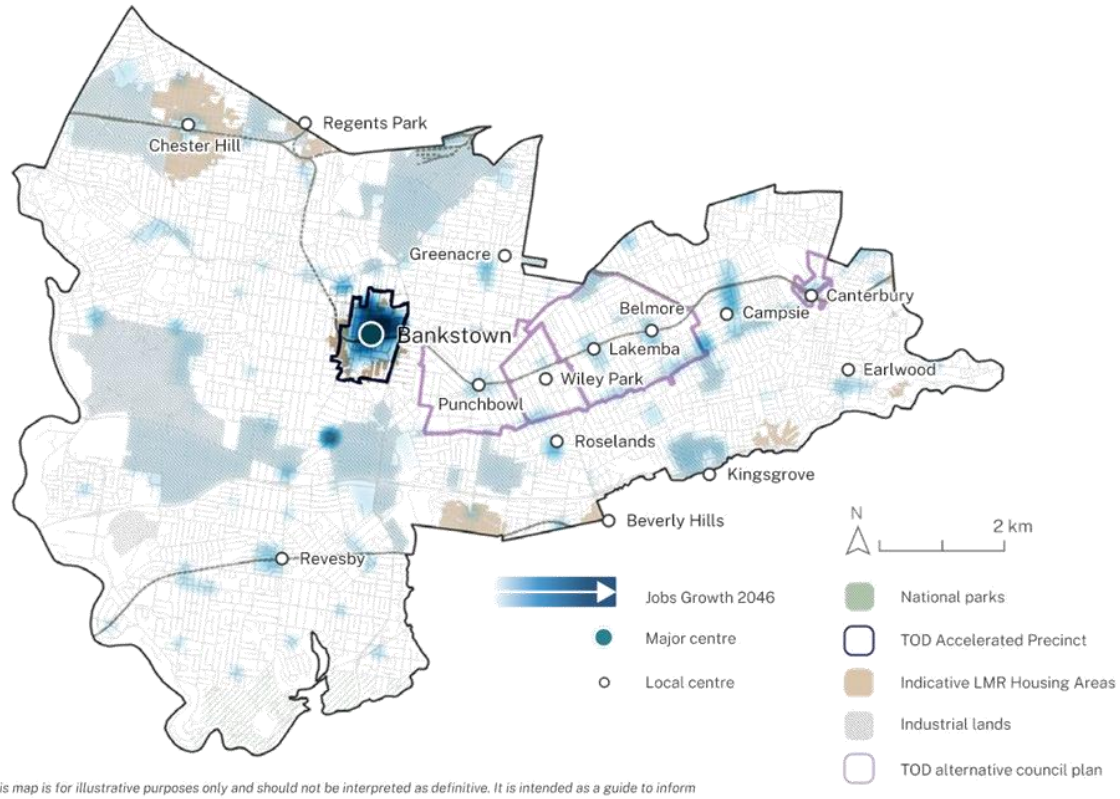
Five Dock is an emerging activity centre in Sydney's inner west, serving a growing residential population and acting as a focal point for everyday community activity and local services. Its location along the Parramatta Road corridor places it within a network of centres undergoing renewal, supported by the delivery of Sydney Metro West. As an established residential community, Five Dock will expand in role and function as the Metro improves accessibility to the Sydney CBD and Greater Parramatta.

The centre benefits from strong transport connectivity, including frequent bus services to nearby centres such as Burwood and Rhodes, with future upgrades expected to broaden its catchment and support increased activity. Planned growth in surrounding neighbourhoods will further strengthen demand for local services and commercial uses.

Council must review local planning controls to support Five Dock's evolving role, enable future employment growth by accommodating additional commercial floor space and enable mixed-use development around the new Metro station.

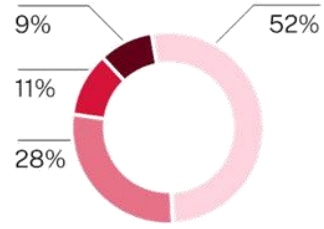
Housing and Employment Guidance – Canterbury-Bankstown

Canterbury-Bankstown - Dharug and Eora Nations



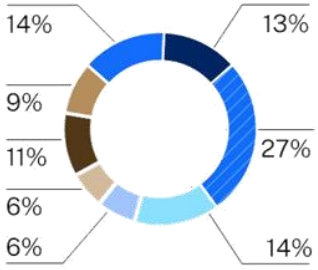
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

387,484
2026 Population Projection

457,820
2046 Population Projection

142,518
2026 Homes

124,500
2026 Jobs

149,400
2046 Jobs

110
km² in size

2.8
Average household size (people)

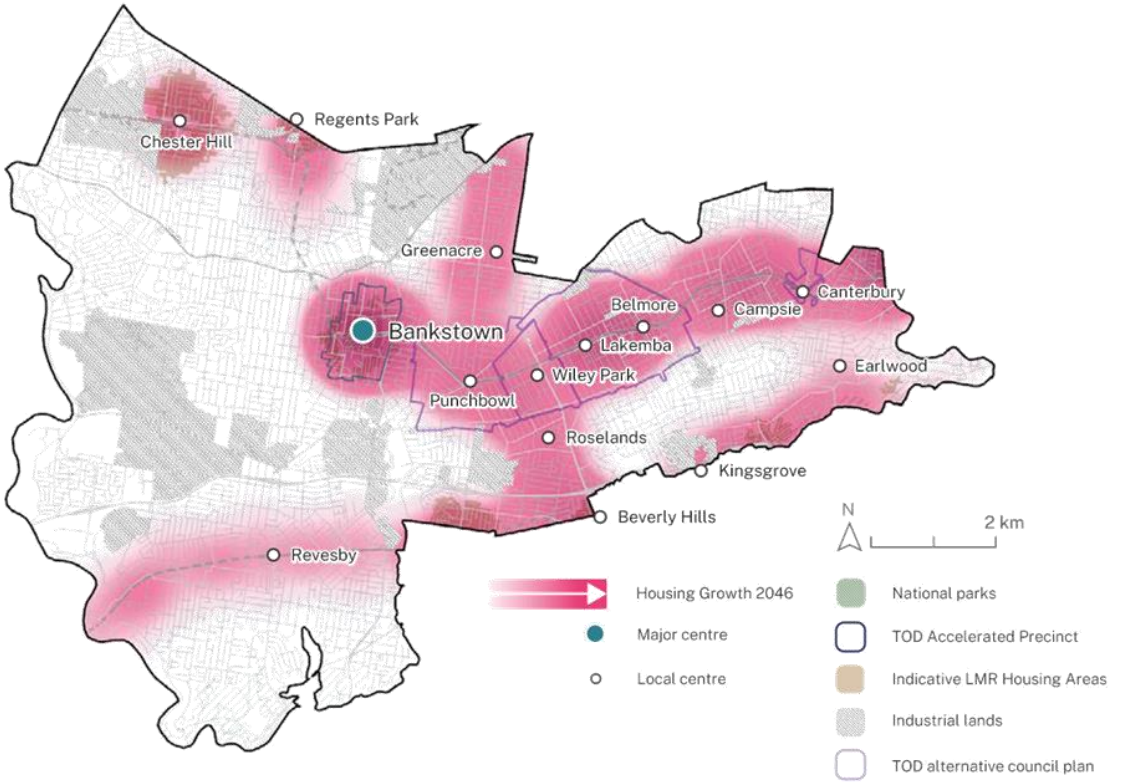
33%
of people work and live in the LGA

67%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 39

Housing and Employment Guidance – Canterbury-Bankstown

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

14,500
New completed homes between 2024-2029

Canterbury-Bankstown LGA's 5-year housing target of 14,500 additional homes for the 2024 to 2029 National Housing Accord period reflects its role in delivering housing growth across local centres, T8 rail line and along the former T3 rail line which is undergoing conversion to a high frequency metro line.

The LGA's current housing profile has a moderately diverse distribution of dwelling types. Detached dwellings make up just over 50% of the current dwelling mix, with the remaining proportion being low-rise attached and medium-density housing, along with a small proportion high-density housing. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, Transport Oriented Development (TOD) Areas, Low and Mid-Rise (LMR) Housing Areas and potential infill investigation areas. The improved connectivity of the metro line between Bankstown and the Sydney CBD means Canterbury Bankstown's growth along the rail corridor will accommodate more housing, while jobs will still be located in key centres and industrial areas.

Council, in collaboration with the NSW Government, has recently undertaken multiple rezonings as part of the TOD Program, building significant housing supply capacity into these well-located areas. Since November 2024, Council and the Department have rezoned a TOD Accelerated Precinct at Bankstown and five TOD alternate schemes at Canterbury, Belmore, Lakemba, Wiley Park and Punchbowl. Five LMR Housing Areas in the LGA are well suited for mid and high-rise infill development to support greater housing diversity. Higher density development will be concentrated around future Metro stations and TOD Areas.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Noting the significant housing supply enabled through the TOD Accelerated Precinct, five recent TOD alternative council plans and the LMR Housing Areas, Council should focus ensuring the controls in these areas are delivering the housing envisaged, while making amendments to controls where necessary. Council must also focus on finalising the Campsie centre rezoning to enable more homes to support the hospital precinct.

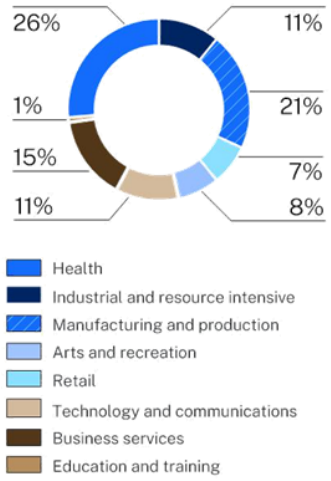
To support future jobs and housing growth, Council must focus master planning and rezoning efforts in the short to medium term on additional locations including East Hills, Padstow, Revesby, Hurlstone Park and Birrong stations, Chullora Marketplace shopping centre, Earlwood and Greenacre centres and Roselands Centro shopping centre. Subject to Council's planning approach, these areas may be considered future state-led rezonings. **In the medium to longer term, Council should also investigate the area surrounding Panania station for housing growth, subject to infrastructure capacity and consultation with government agencies.**

Housing and Employment Guidance – Canterbury-Bankstown

Employment

Cantebury-Bankstown LGA 2026 Jobs
124,500
10 year jobs range (2026 – 2036)
+10,500 - 14,800
20 year jobs range (2026 – 2046)
+18,700 - 25,100

Industry split of additional jobs to 2046



LGA employment

Canterbury-Bankstown LGA is expected to experience employment growth of around 20% to 2046, supported by strong transport connections and network of local centres. Around 44% of additional jobs for the LGA to 2046 are expected to be in Bankstown, reflecting its role as a key contributor to employment across central Sydney.

The delivery of Metro Southwest will enhance accessibility to Bankstown and surrounding centres, supporting both population serving and strategic employment growth. Employment growth will be strongest in health, which is expected to account for around 26% of all additional jobs to 2046. Manufacturing and production will remain the largest sector overall, making up approximately 26% of total jobs in 2046.

A network of local centres, including Campsie, Chester Hill, Roselands and Revesby, will serve the growing population and support additional retail, hospitality and community focused employment. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

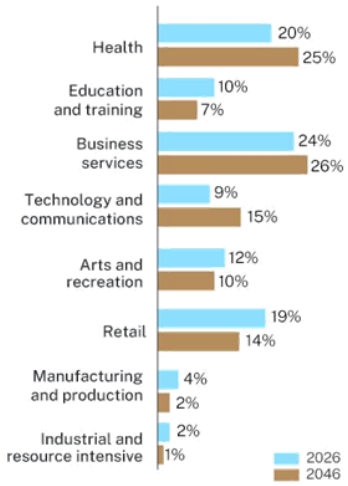
Employment outside of centres

The LGA has established strengths in manufacturing and production, supported by a substantial industrial land base that provides a strong foundation for freight, logistics and manufacturing activities. This includes the Chullora and Enfield Intermodals, both identified as state significant industrial land, along with regionally significant industrial precincts at Chullora, Condell Park, Milperra and Padstow. Industrial and aviation-related employment associated with Bankstown Airport further strengthens this role. Canterbury-Bankstown also supports higher-value manufacturing employment through research and innovation, anchored by Western Sydney University's Factory of the Future. Together, these strategic assets will support growth in industrial, manufacturing and production-based employment, with the industrial and manufacturing sectors projected to contribute 32% of new jobs by 2046. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

Bankstown

Major centre

Bankstown 2026 Jobs
11,700
10 year jobs range (2026 – 2036)
+6,400 – 7,000
20 year jobs range (2026 – 2046)
+10,000 – 10,900



Bankstown is a major centre in central Sydney. It plays a significant civic, cultural and employment role, anchored by key infrastructure including Western Sydney University's Bankstown City Campus and the new Bankstown Hospital.

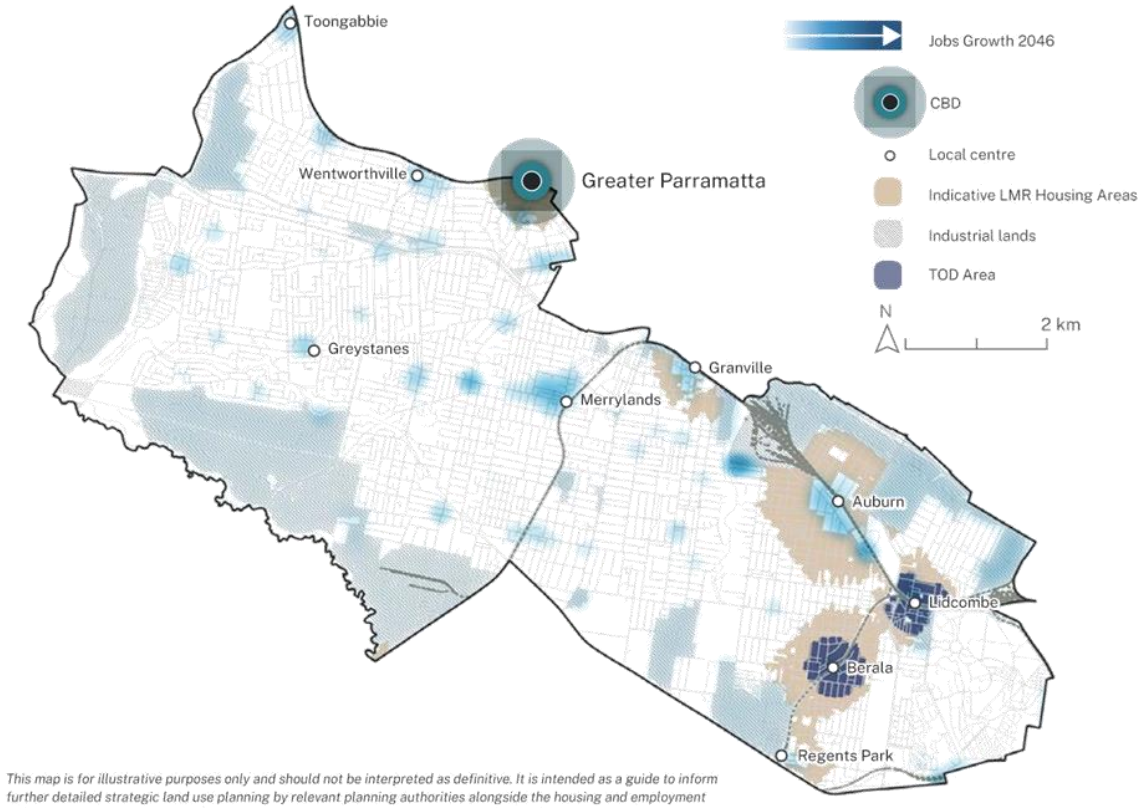
Employment in Bankstown is expected to increase substantially to 2046, with total jobs increasing by 93%. Business services will see significant growth, projected to account for 29% of additional jobs. Employment in health is anticipated to be the largest contributor, comprising around 30% of new jobs, supported by investment in health and education infrastructure.

Bankstown is a major transport interchange, with the Sydenham–Bankstown line conversion to Metro, once operational, improving travel times and connectivity to the Sydney CBD. Potential future transport improvements between Bankstown and Greater Parramatta could further expand its catchment and support additional employment growth.

Bankstown's commercial core is centred around the Metro station, extending north up Chapel Road and south to Bankstown Memorial Park. Outside this area, mixed-use zoning should support a balance of employment and non-employment uses with a focus on activation and vitality within the centre. Bankstown's role will continue to strengthen as the population grows and investment enhances its commercial core. **Council should regularly review planning controls to ensure Bankstown is strategically aligned to the Sydney Plan and continues to play its role in the network of surrounding centres.**

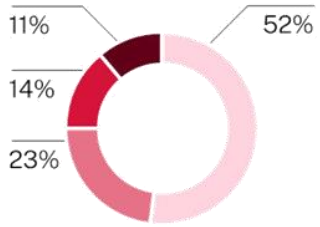
Housing and Employment Guidance – Cumberland

Cumberland - Dharug Nation



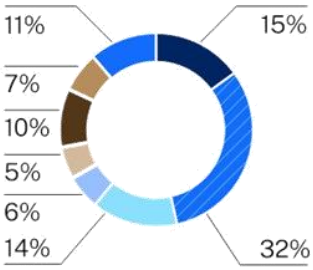
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

260,911
2026 Population Projection

305,344
2046 Population Projection

92,011
2026 Homes

90,000
2026 Jobs

103,900
2046 Jobs

73
km² in size

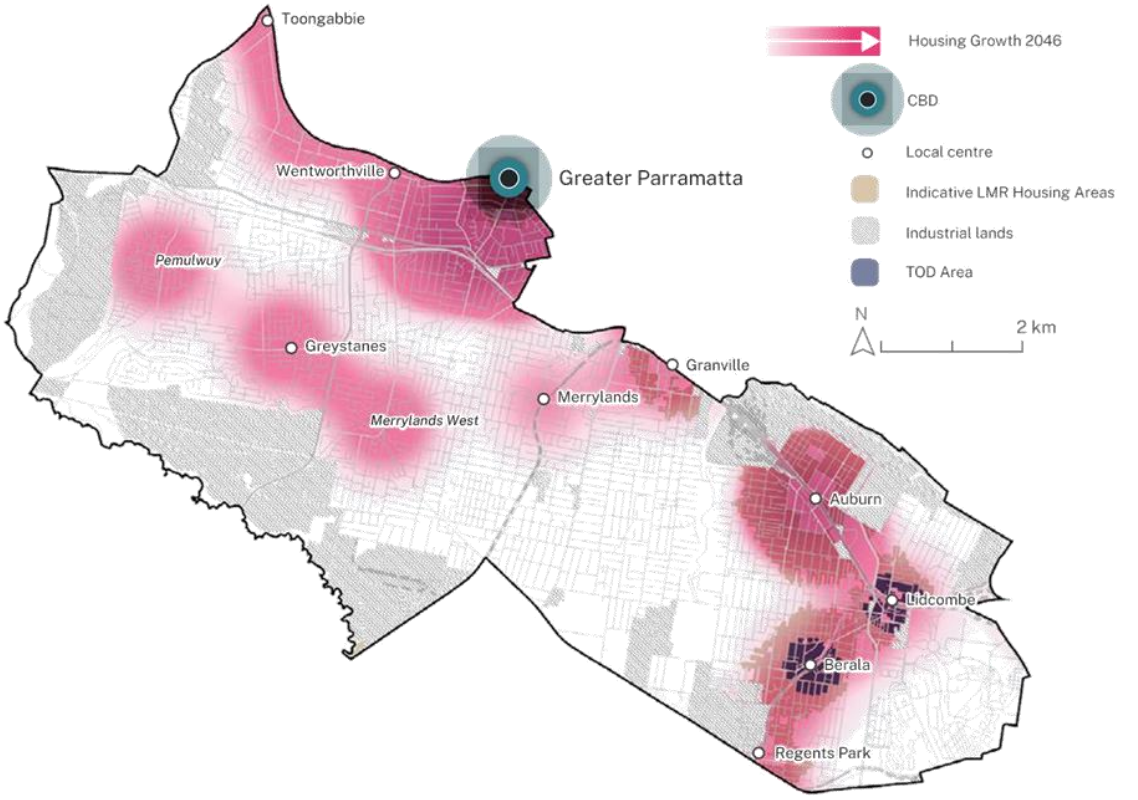
3.0
Average household size (people)

26%
of people work and live in the LGA

74%
of people work outside the LGA

Housing and Employment Guidance – Cumberland

Housing



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12,200
New completed homes between 2024-2029

Cumberland LGA's 5-year housing target of 12,200 additional homes for the 2024 to 2029 National Housing Accord period reflects its role in delivering housing growth mainly along transport corridors. Higher density development will be concentrated within the Westmead South state-led rezoning area, Transport Oriented Development (TOD) Areas and Low and Mid-Rise (LMR) Housing Areas.

The LGA's current housing profile comprises a broad mix of dwelling types, with detached dwellings accounting for just over half of all dwellings and a notable proportion of medium and high-density housing across the LGA. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, TOD Areas, LMR Housing Areas and potential infill investigation areas.

Cumberland shares a housing submarket with Parramatta, Fairfield and parts of Canterbury-Bankstown LGAs. This means housing growth will be shared across these LGA boundaries and require councils to collaborate to support this growth through master planning, rezoning and infrastructure delivery.

The LGA includes two TOD Areas and six LMR Housing Areas, some of which extend across LGA boundaries. These locations are well suited for mid and high-rise infill development to support greater housing diversity. Higher density development will be concentrated around TOD Areas, at Lidcombe and Berala stations.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

To support future jobs and housing growth, **Council must focus master planning and rezoning efforts in the short term on additional locations including Greystanes local centre, and centres at Pemulwuy and Merrylands West**. Subject to Council's planning approach, these areas may be future state-led rezonings.

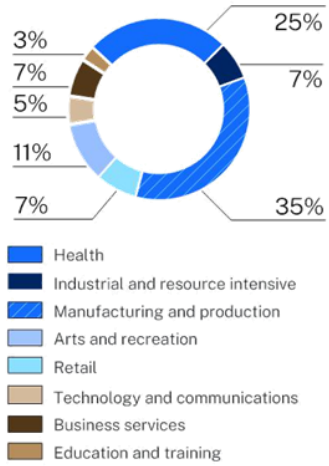
In the medium to longer term, Council should investigate growth opportunities along the Parramatta to Liverpool T-way line. Council should also consider the areas surrounding Pendle Hill local centre, Wentworthville local centre and Toongabbie station (in collaboration with Parramatta Council) for future housing growth, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Cumberland

Employment

Cumberland LGA 2026 Jobs
90,000
10 year jobs range (2026 – 2036)
+3,700 - 6,600
20 year jobs range (2026 – 2046)
+9,500-13,900

Industry split of additional jobs to 2046



LGA employment

Cumberland LGA is expected to experience moderate employment growth of 15% by 2046, driven by its strong industrial base and network of local centres. The LGA's employment profile is dominated by industrial and manufacturing activity, with these sectors together expected to retain the largest share of jobs to 2046. Health will be the fastest growing sector, with these jobs comprising 25% of additional jobs, reflecting proximity to major health infrastructure at Westmead which forms part of the Greater Parramatta CBD.

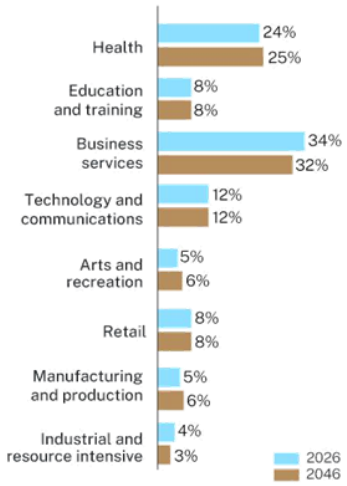
Cumberland's established industrial strengths are supported by regionally significant industrial precincts across Smithfield, Yennora, Greystanes, Pemulwuy, Regents Park, and parts of Lidcombe and Auburn. These industrial precincts drive diverse employment activity across the LGA and are complemented by local centres. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

Merrylands is a major local centre with a strong civic, social and public transport role, complemented by other local centres such as Wentworthville, Lidcombe, and Regents Park. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

Greater Parramatta

CBD

Greater Parramatta 2026 Jobs
104,200
10 year jobs range (2026 – 2036)
+27,800 – 32,000
20 year jobs range (2026 – 2046)
+45,800 – 52,300



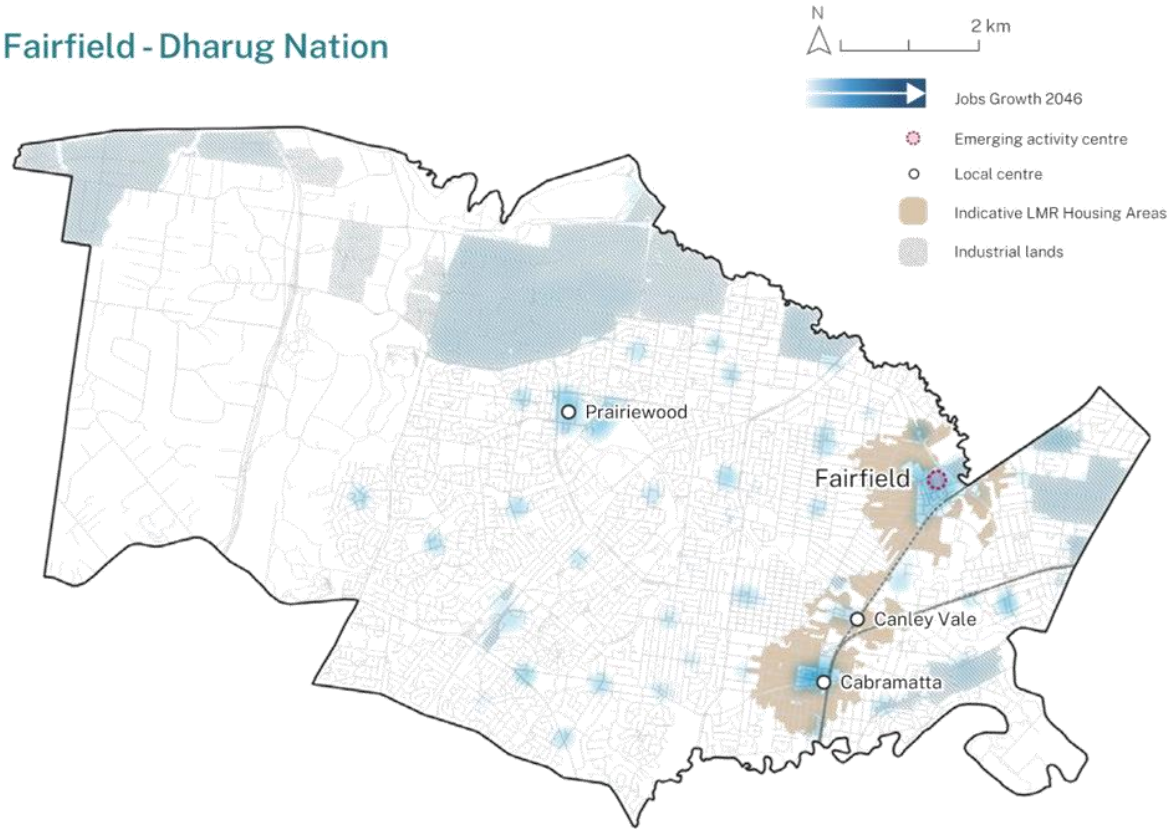
Greater Parramatta is a cluster of centres forming a strong and interconnected network from Westmead to Rosehill, spanning both the Cumberland and Parramatta LGAs. It includes Harris Park, North Parramatta, Parramatta CBD, Rosehill and Westmead — each contributing civic, cultural and employment functions that underpin the centres role as Sydney's second CBD. Most of Greater Parramatta is within the Parramatta Council, however, Westmead South is considered as part of Greater Parramatta.

Employment in Greater Parramatta is expected to grow substantially by 2046, with total jobs increasing by around 50%. Business services are expected to account for 32% of total jobs, while health-related sectors will account for 25%. Continued investment in health, education, transport and cultural infrastructure will support commercial development and mixed-use growth across the cluster, making sure Greater Parramatta remains a vibrant and diverse CBD. **As the centre is shared with Parramatta Council, coordinated planning and strategic alignment will be essential to bring additional floor space to market. Local planning must leverage the centres existing infrastructure to support investment and grow the employment role of the centres.**

Within the Cumberland LGA, Westmead South adjoins the broader Westmead Health Precinct within the Parramatta LGA. Westmead is an internationally renowned health precinct comprising of a public hospital, a public children's hospital and a private hospital as well as university campuses, private education campuses and ancillary medical facilities. **Council must collaborate with Parramatta Council and other stakeholders to align planning outcomes that leverage infrastructure to create opportunity for new employment uses, alongside opportunities for key worker housing to enable people to live close to their workplaces.**

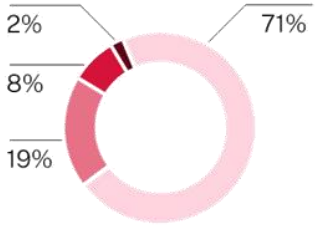
Housing and Employment Guidance – Fairfield

Fairfield - Dharug Nation



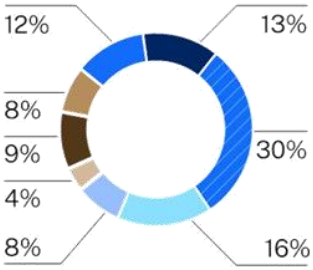
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

214,252
2026 Population Projection

226,913
2046 Population Projection

73,288
2026 Homes

70,500
2026 Jobs

85,800
2046 Jobs

102
km² in size

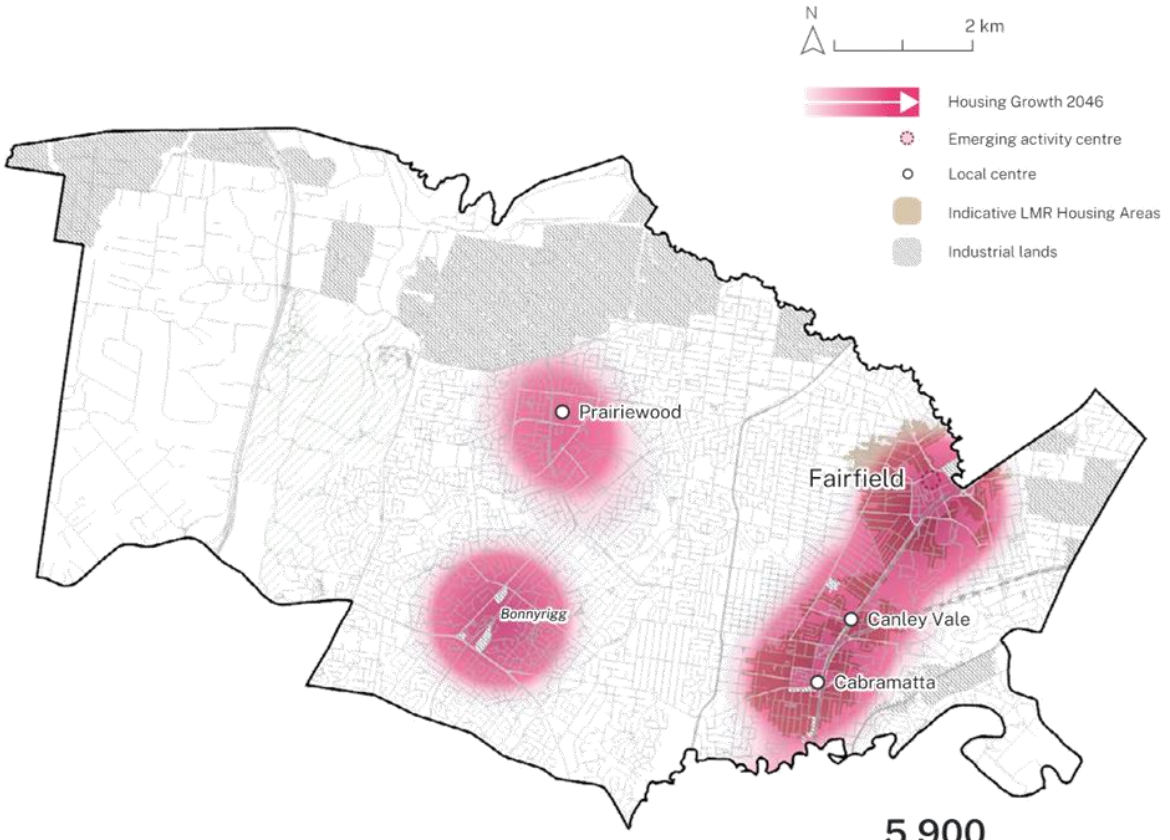
3.0
Average household size (people)

35%
of people work and live in the LGA

65%
of people work outside the LGA

Housing and Employment Guidance – Fairfield

Housing



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5,900
New completed homes between 2024-2029

Fairfield LGA has a 5-year housing target of 5,900 additional homes over the 2024 to 2029 National Housing Accord period. Higher density development will be concentrated within Low and Mid-Rise (LMR) Housing Areas at Cabramatta, Canley Vale and Fairfield.

The LGA's current housing profile is dominated by detached dwellings, with a growing share of mid and high-rise development in centres. Over the medium term, housing growth is expected to shift toward greater delivery of low and mid-rise housing within local centres, supporting increased housing diversity and more efficient use of existing infrastructure.

Fairfield shares a housing submarket with Parramatta, Cumberland and parts of Canterbury-Bankstown LGAs. This means housing growth will be shared across these LGA boundaries and require councils to collaborate to support this growth through master planning, rezoning and infrastructure delivery.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council has identified priority centres and station precincts to accommodate growth, including Fairfield, Cabramatta and Canley Vale, which align with identified LMR Housing Areas. In addition, **Council has noted the potential of housing opportunities in Horsely Park and Cecil Park and should also investigate areas for housing uplift opportunity at Prairiewood.**

Council must focus master planning and rezoning efforts in the short term on these locations to facilitate new housing growth. Subject to Council's planning approach, some of these areas may be considered future state-led rezonings.

Council should also focus on planning and delivering local and regional infrastructure that enables new greenfield communities alongside the state infrastructure identified in the Infrastructure Opportunity Plan. Local and regional infrastructure should be coordinated and sequenced to those state infrastructure items in these areas.

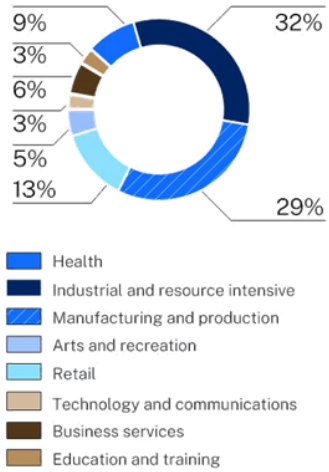
In the medium to longer term, Council should also investigate Bonnyrigg Plaza shopping centre including the Bonnyrigg T-Way stop to support future housing growth, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Fairfield

Employment

Fairfield LGA 2026 Jobs
70,500
10 year jobs range (2026 – 2036)
+7,300-11,400
20 year jobs range (2026 – 2046)
+9,000-15,300

Industry split of additional jobs to 2046



LGA employment

Employment across the **Fairfield** LGA is broadly distributed and will see growth of around 22% by 2046. In 2046, most jobs in the LGA will be in industrial lands and local centres. Industrial and manufacturing industries will account for more than 60% of additional jobs, reinforcing the LGA's established specialisation in industrial and manufacturing activities.

Much of this growth will occur within the regionally significant industrial areas of Yennora, Smithfield and Wetherill Park, with further opportunities being explored through planning for the Horsley Park greenfield investigation area. Consideration when planning for these areas should be given to the LGAs proximity to state significant industrial lands in nearby LGAs including the Aerotropolis, Mamre Road and Yennora intermodals. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

Retail and health will also remain important sectors of employment, reflecting the needs of a growing and diverse population. Fairfield is the LGA's emerging activity centre, building on its established service, civic and transport functions. Other local centres, including Prairiewood, Cabramatta and Canley Vale will continue to provide jobs, shops and services close to where people live, whilst also contributing to a vibrant and growing night-time economy for western Sydney. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

Fairfield

Emerging activity centre

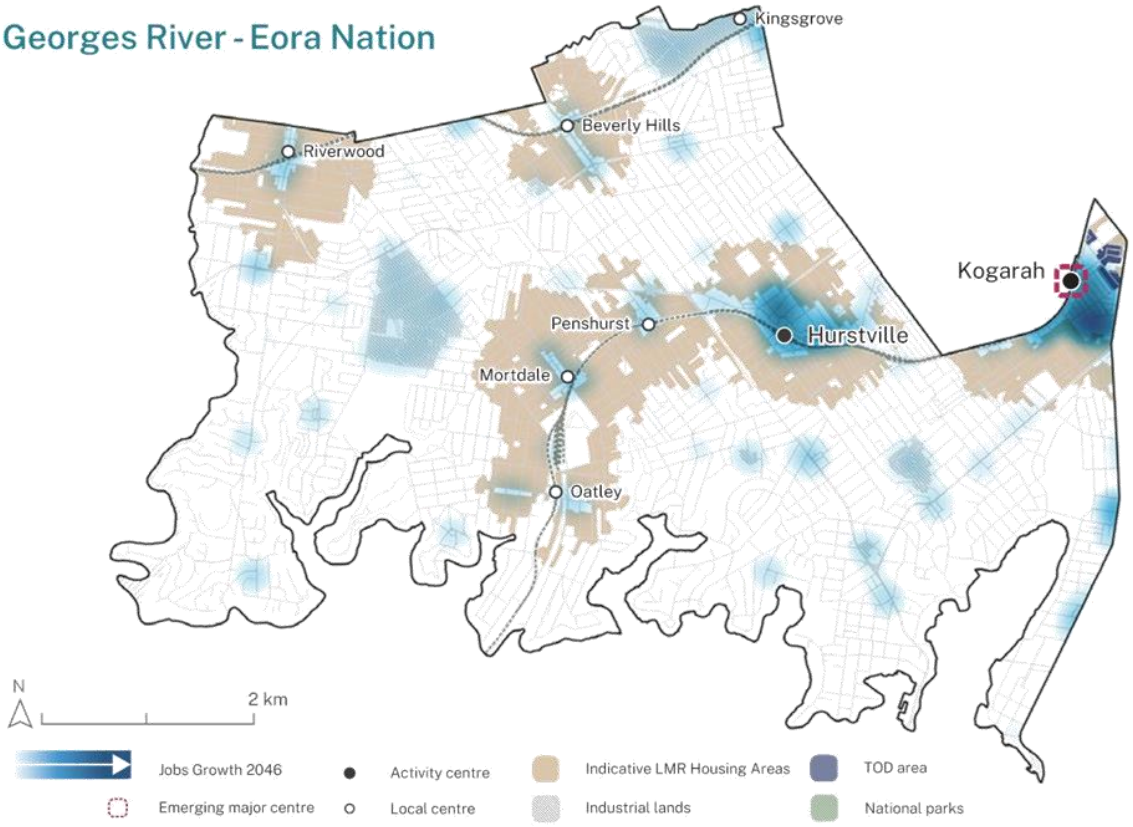
Fairfield is an emerging activity centre in western Sydney with strong public transport connectivity and zoned capacity for job creation. Fairfield has direct links to Greater Parramatta and Sydney CBD, as well as toward Liverpool.

Public and private investment, including centre activation initiatives and improvements to local transport connections, will help attract and support future employment growth. Enhanced access to nearby industrial precincts and potential upgrades to health, education or civic infrastructure would further strengthen Fairfield's role to become an employment centre.

Council must review planning controls within the centre to enable future employment growth through the provision of additional commercial floor space and the facilitation of mixed-use development. Subject to Council's future planning approach, Fairfield may be considered as a future state-led rezoning.

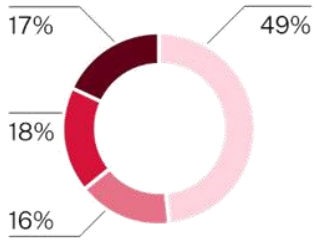
Housing and Employment Guidance – Georges River

Georges River - Eora Nation



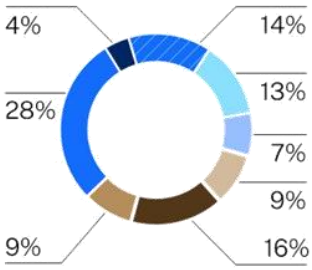
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

162,953
2026 Population Projection

180,969
2046 Population Projection

64,315
2026 Homes

55,000
2026 Jobs

66,200
2046 Jobs

38
km² in size

2.7
Average household size (people)

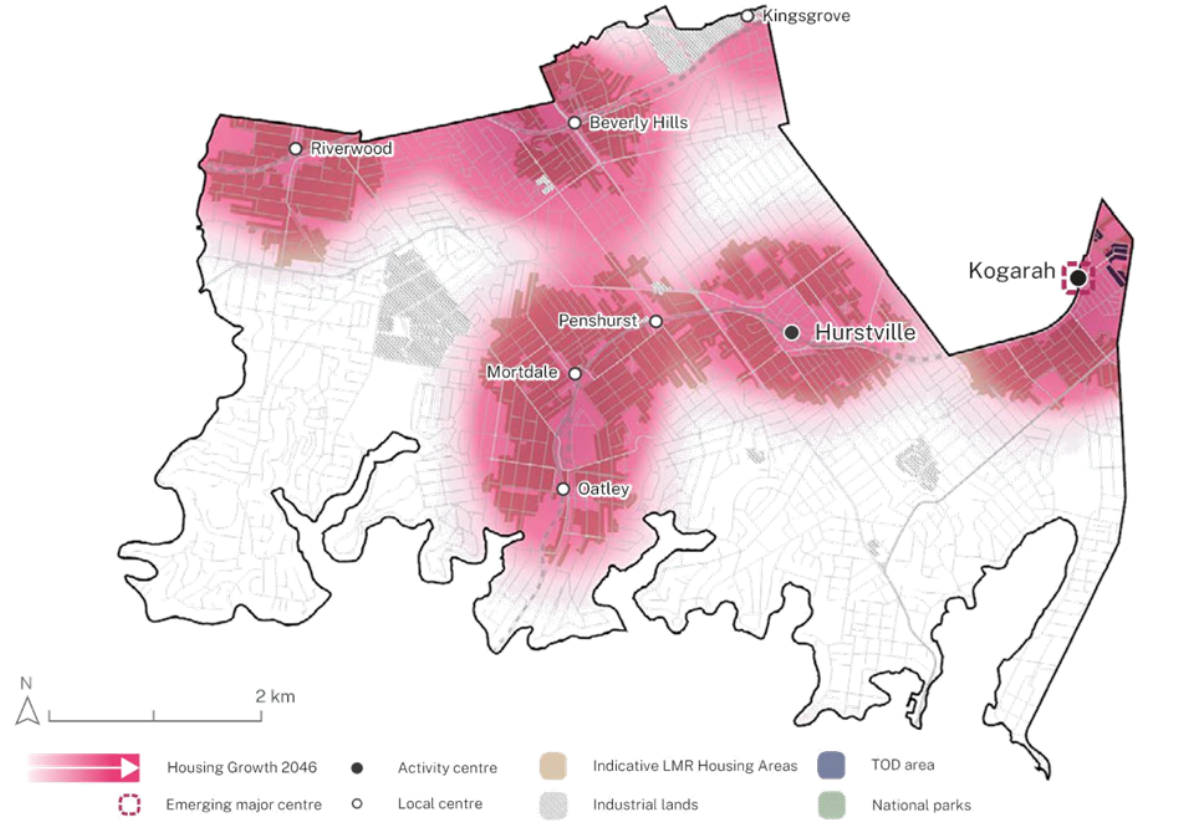
26%
of people work and live in the LGA

74%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 48

Housing and Employment Guidance – Georges River

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

6,300
New completed homes between 2024-2029

Georges River LGA has a 5-year housing target of 6,300 additional homes for the 2024 to 2029 National Housing Accord period. Higher density development will be concentrated along the T4 and T8 rail lines, within the Beverly Hills centre state significant rezoning area, Transport Oriented Development (TOD) Area and Low and Mid-Rise (LMR) Housing Areas.

The LGA's current housing profile has a varied mix of dwelling types. Detached dwellings account for more than 50% of the dwelling mix, along with an even distribution of attached, mid and high-rise housing across the LGA. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, TOD Areas, LMR Housing Areas and potential infill investigation areas.

Georges River shares a complex boundary with the Bayside LGA particularly at Kogarah, while also sharing key centres along its boundary with Canterbury-Bankstown LGA. Council must collaborate with Bayside and Canterbury-Bankstown councils to enable housing growth and plan and deliver local infrastructure to match this growth across the LGA boundaries.

The LGA includes one TOD Area and seven LMR Housing Areas, some of which extend across council boundaries into adjoining LGAs. These locations are well suited for mid and high-rise infill development to support greater housing diversity. Higher density development will be concentrated around the Kogarah station TOD Area and LMR Housing Areas.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

To support future jobs and housing growth, Council must enable further housing opportunities around Rockdale and Kogarah centres in collaboration with Bayside Council via a joint master plan and rezoning. Council must also collaborate with Canterbury-Bankstown Council in the short term on master planning and rezoning prospects for the Narwee and Beverly Hills centres. Subject to Council's planning approach, these areas may be considered future state-led rezonings.

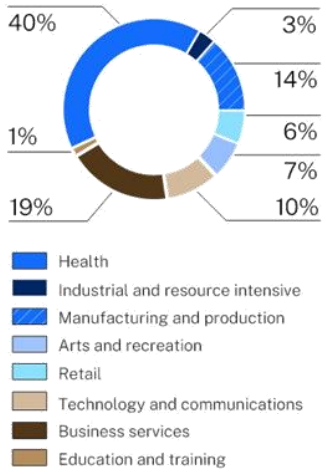
In the medium to longer term, Council should investigate opportunities around the Kingsgrove station and centre in collaboration with Bayside Council for future housing growth, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Georges River

Employment

Georges River LGA 2026 Jobs
55,000
10 year jobs range (2026 – 2036)
+4,500 - 6,300
20 year jobs range (2026 – 2046)
+8,400 - 11,200

Industry split of additional jobs to 2046



LGA employment

Georges River LGA is expected to experience moderate employment growth of around 20% to 2046. Growth in the health sector will leverage St George Hospital and existing concentration of private health facilities, accounting for around 40% of additional employment over the period.

Employment across the LGA is relatively dispersed, with more than half of all jobs in 2046 expected to outside Kogarah and Hurstville centres. Regionally significant industrial precincts at Peakhurst, Kingsgrove and Carlton will continue to support industrial employment, contributing to a diverse local economy. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

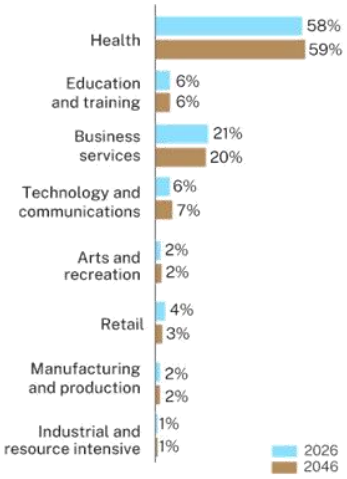
A strong network of local centres, including Penshurst, Mortdale, Oatley and Beverly Hills, will continue to provide employment opportunities, services and community infrastructure close to where people live. These centres will become increasingly important in supporting the needs of a growing population and facilitating access to local jobs. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

Georges River benefits from strong regional accessibility, with the T4 Eastern Suburbs and Illawarra Line and T8 Airport and South Lines rail corridors providing connections to key employment centres Sydney CBD and Mascot, and Sydney Airport. The LGA also attracts a significant number of workers from neighbouring Sutherland and Canterbury-Bankstown LGAs, reflecting its role as an important employment destination in southern Sydney.

Kogarah

Emerging major centre

Kogarah 2026 Jobs
13,900
10 year jobs range (2026 – 2036)
+1,900 – 2,400
20 year jobs range (2026 – 2046)
+3,600 – 4,400



Kogarah is an Emerging major centre, with strength in health-related employment, anchored by St George Hospital, St George Private Hospital and a network of allied health services. By 2046, over 63% of new jobs are expected to be in health, followed by business services, with these sectors together accounting for 80% of total jobs growth.

Kogarah benefits from strong public transport connectivity, centred on its train station with direct services to the Sydney CBD, Bondi Junction, Sutherland and Miranda. It also serves nearby high-density residential areas along the T4 line such as Wolli Creek, with further population growth anticipated in the LGA under the Low and Mid-Rise Housing Policy and Transport Oriented Development provisions.

As the centre extends across Georges River and Bayside LGAs, both councils must collaborate to plan for the economic and employment growth of the Kogarah to achieve the centres growing role in the broader network of centres in the region. Local planning must support the creation of opportunity for new employment uses ancillary to the established health facilities, alongside opportunities for key worker housing to enable people to live close to their workplaces. Subject to Council's future planning approach, Kogarah may be considered as a future state-led rezoning.

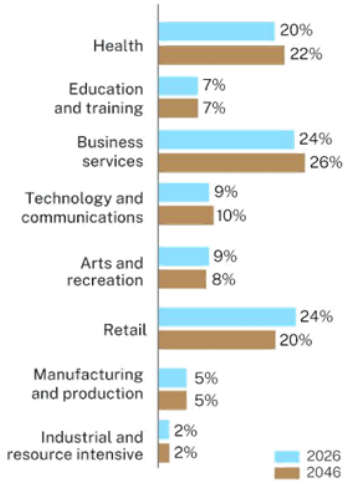
Housing and Employment Guidance – Georges River

Employment

Hurstville

Activity centre

Hurstville 2026 Jobs
10,400
10 year jobs range (2026 – 2036)
+1,500 – 1,900
20 year jobs range (2026 – 2046)
+2,400 – 3,000



Hurstville is an established activity centre supported by a strong residential population in Sydney's south. The centre plays an important retail, civic and cultural role for the surrounding area, offering a mix of shopping centre and highstreet retail, commercial services and community uses.

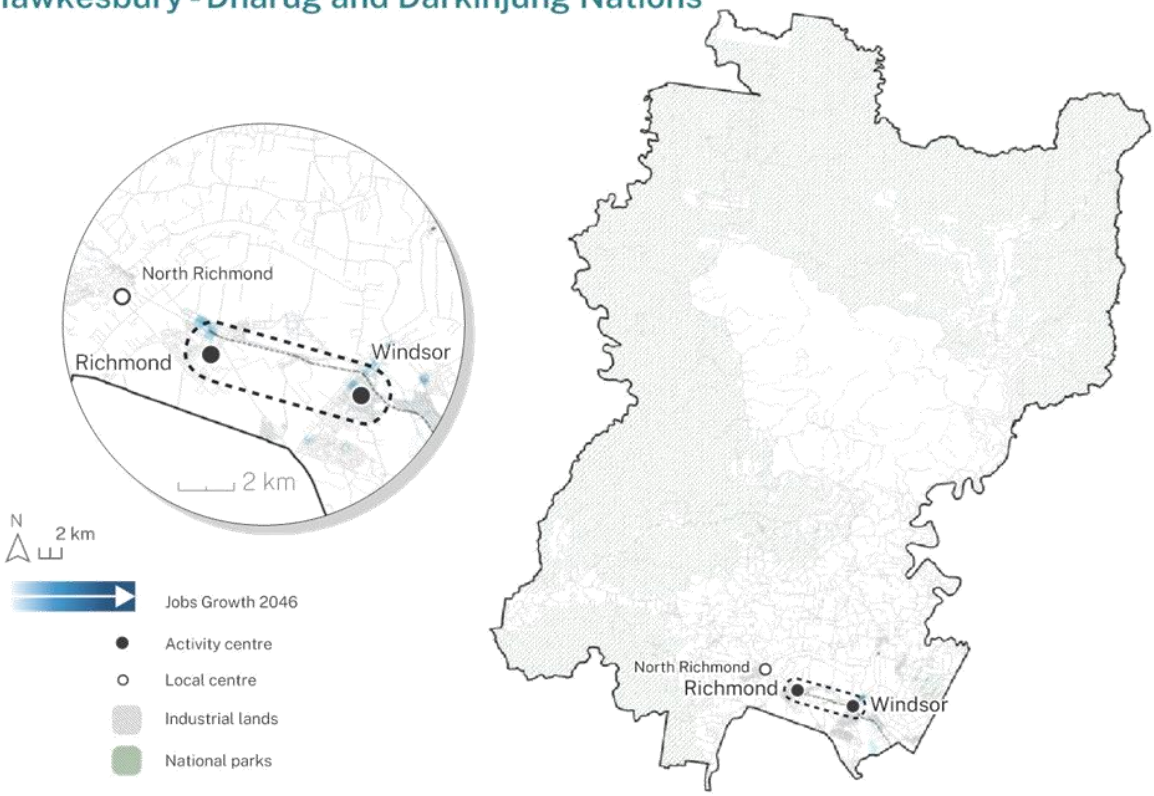
Hurstville benefits from strong public transport connections through the south east, with Hurstville station operating as a major interchange, linking the Sydney CBD with Sydney's south, as well further onto Wollongong.

Further population and employment growth is anticipated over the next 20 years and will leverage off Hurstville's existing strengths. Employment is expected to grow by 29% to 2046, with retail, business services and health account to make up the largest share of these additional jobs.

As the centre continues to evolve and transition away from a higher employment role, Council must undertake a master plan and rezoning to accommodate the increasing mixed-use and residential role of the centre, alongside population driven employment growth to support new residents.

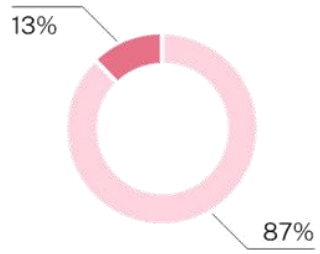
Housing and Employment Guidance – Hawkesbury

Hawkesbury - Dharug and Darkinjung Nations



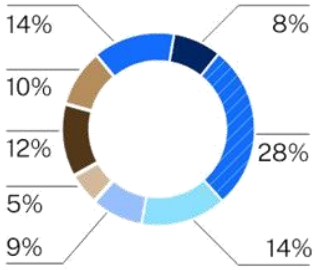
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

70,642
2026 Population Projection

78,643
2046 Population Projection

28,330
2026 Homes

34,700
2026 Jobs

46,700
2046 Jobs

2,775
km² in size

2.6
Average household size (people)

52%
of people work and live in the LGA

48%
of people work outside the LGA

Housing and Employment Guidance – Hawkesbury

Housing



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1,300
New completed homes between 2024-2029

Hawkesbury LGA has a 5-year housing target of 1,300 additional homes over the 2024 to 2029 National Housing Accord period.

The LGA's current housing profile is dominated by detached dwellings, with most housing located within the existing urban area centred on Richmond-Windsor activity centre and North Richmond. Outside these areas, the LGA comprises a network of rural villages and smaller local centres dispersed across a predominantly rural landscape characterised by large lots and agricultural properties.

Many parts of Hawkesbury LGA are constrained by natural hazards, especially flood. The urban growth area identified in Hawkesbury LGA may be updated in response to disaster adaptation planning, as it is undertaken for the Hawkesbury-Nepean Valley.

Over the medium term, housing growth is expected to continue in the low and mid-rise housing categories across existing urban areas, supporting increased housing diversity and more efficient use of existing infrastructure.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

In the short term, Council must consider the impacts of hazards including flood and evacuation pressures to its current housing supply areas and examine whether there are more appropriate lands within its LGA that could be considered for housing growth. Council must do this while also examining infrastructure provision required to manage growth for any new proposed housing areas.

Council should also focus on planning and delivering local infrastructure to enable new greenfield communities alongside the state infrastructure identified in the Infrastructure Opportunity Plan.

Council should also investigate enabling greater low-rise housing diversity in its existing centres and housing areas.

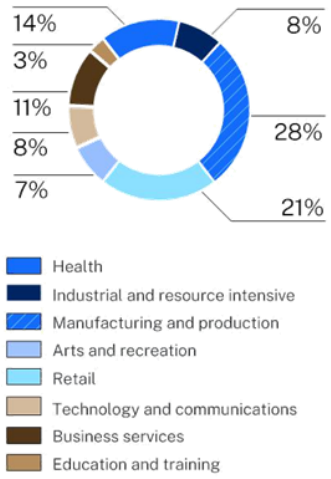
In the medium to longer term, Council investigations should consider more attached housing and higher density in existing urban areas, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Hawkesbury

Employment

Hawkesbury LGA 2026 Jobs
34,700
10 year jobs range (2026 – 2036)
+5,500 - 7,600
20 year jobs range (2026 – 2046)
+8,600 - 12,000

Industry split of additional jobs to 2046



LGA employment

Hawkesbury LGA is expected to experience moderate employment growth of around 12,000 additional jobs by 2046 reflecting strong employment growth across the LGA's dispersed employment areas. Hawkesbury LGA has one of the highest rates of employment self-containment in Sydney. The LGA also draws non-resident workers predominantly from Blacktown and Penrith, followed by The Hills LGA.

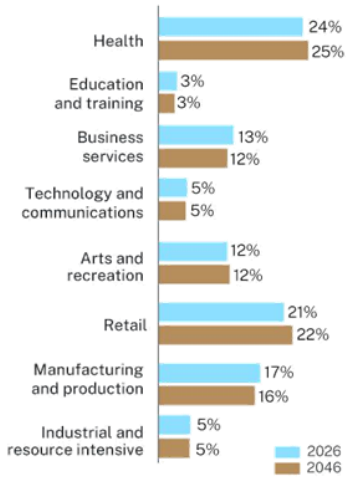
Richmond-Windsor will account for a substantial portion of this growth, however, employment will also increase in the LGA's southern urban areas and local centres including North Richmond. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

Manufacturing and production, together with retail, are expected to generate the largest share of new jobs to 2046. Growth in manufacturing and production will be supported by regionally significant industrial precincts at Mulgrave and Windsor, as well as locally significant industrial lands at North Richmond. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

Richmond-Windsor

Activity centre

Richmond-Windsor 2026 Jobs
10,500
10 year jobs range (2026 – 2036)
+1,300 – 2,000
20 year jobs range (2026 – 2046)
+2,300 – 3,300



Richmond–Windsor is a unique activity centre comprising two geographically separate locations that function collectively to serve the northern extent of western Sydney. The centre provides essential local services for communities across the Hawkesbury LGA, including more rural areas to the north. Richmond–Windsor has a strategic employment focus supported by the regionally significant industrial area south of Windsor, Western Sydney University and TAFE NSW campuses, as well as links to Royal Australian Air Force (RAAF) Base Richmond and Hawkesbury District Hospital.

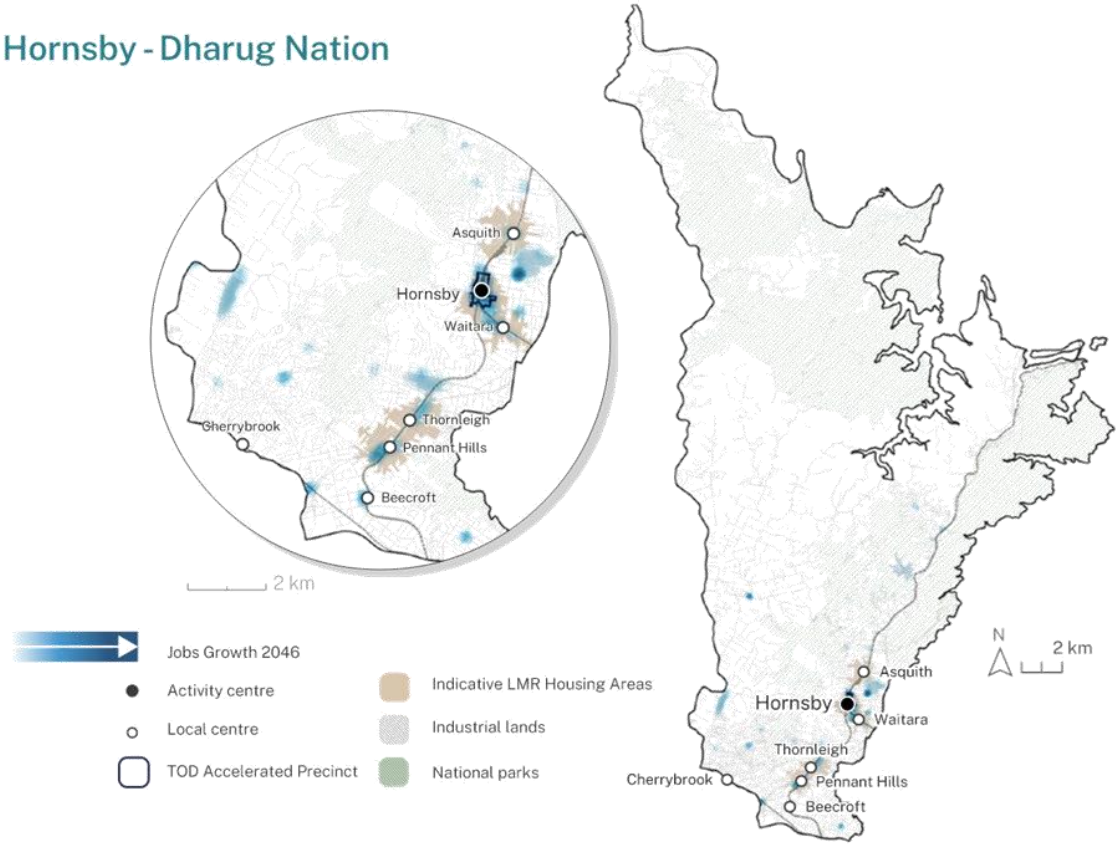
In 2026, retail, health, and manufacturing and production are the centre's largest employment sectors. These sectors are expected to remain the primary contributors to employment through to 2046, with total jobs projected to increase by more than 30%. The centre also supports the broader north west area through a mix of civic uses, health services and retail activity, including both shopping centre and highstreet formats.

Richmond benefits from strong transport access via the T1 North Shore & Western Line and the T5 Cumberland Line, providing connections to the Sydney CBD, Parramatta and Liverpool. The centres are also served by various bus routes, supporting access to jobs, services and retail activity across the broader LGA.

Council should regularly review planning controls to ensure Richmond-Windsor is strategically aligned to the Sydney Plan and continues to play its role in the network of surrounding centres.

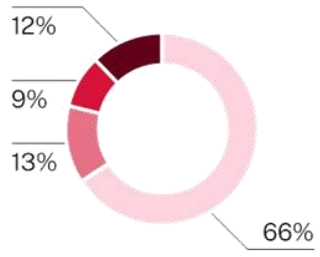
Housing and Employment Guidance – Hornsby

Hornsby - Dharug Nation



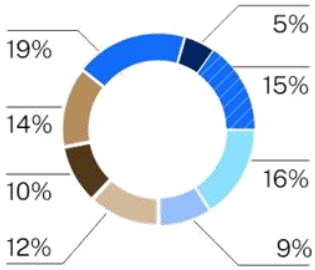
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

155,051
2026 Population Projection

173,777
2046 Population Projection

58,439
2026 Homes

56,100
2026 Jobs

78,200
2046 Jobs

455
km² in size

2.7
Average household size (people)

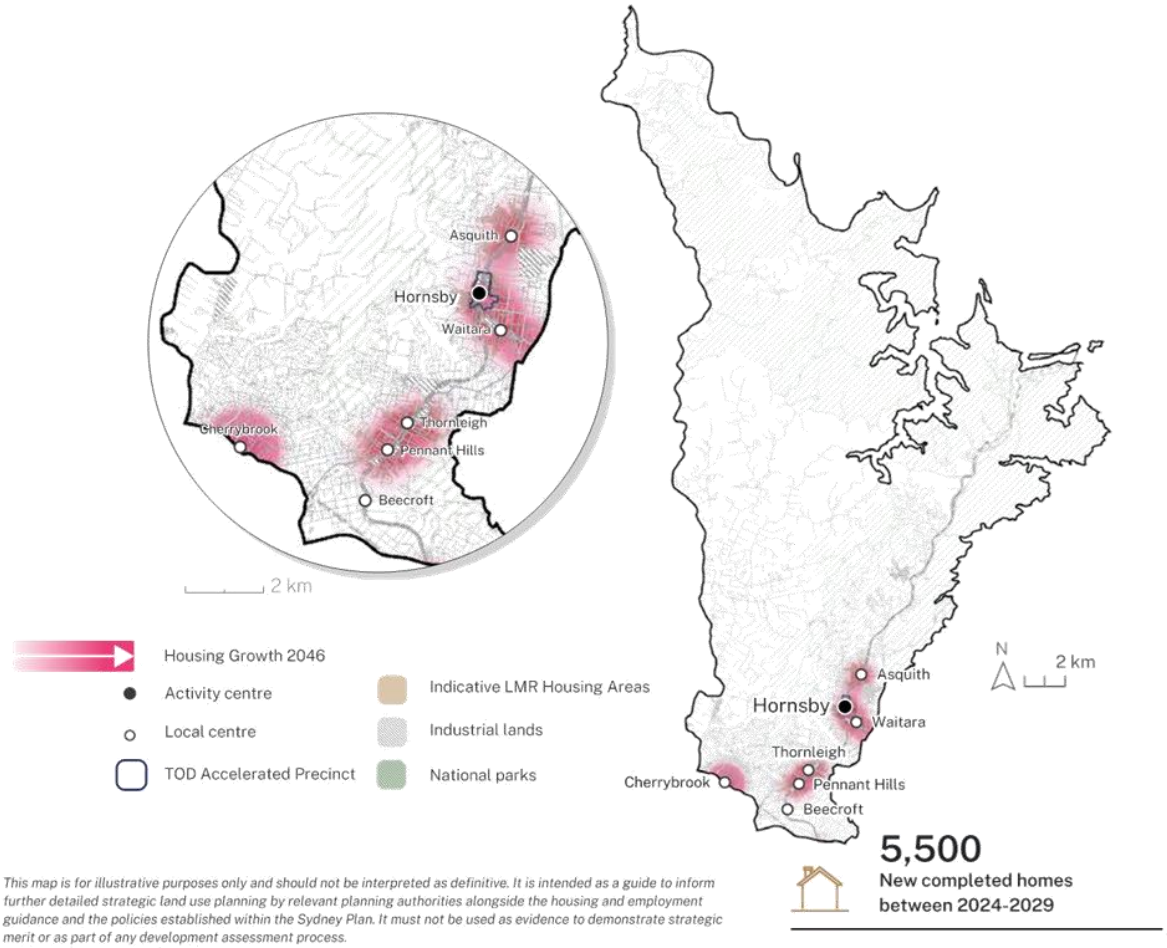
32%
of people work and live in the LGA

68%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 55

Housing and Employment Guidance – Hornsby

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

5,500
New completed homes between 2024-2029

Hornsby LGA has a 5-year housing target of 5,500 additional homes for the 2024 to 2029 National Housing Accord period. Higher density development will be concentrated within the Cherrybrook Precinct state-led rezoning area, Transport Oriented Development (TOD) Accelerated Precinct at Hornsby and Low and Mid-Rise (LMR) Housing Areas. The LGA's current housing profile is primarily made up of detached dwellings located within Sydney's existing urban area surrounding Hornsby centre, as well as some higher density housing around stations. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, TOD Areas and LMR Housing Areas. This will be supported by growth in the low and mid-rise categories and a reduction in the proportion of detached dwellings.

The LGA includes one TOD Accelerated Precinct at Hornsby, and five LMR Housing Areas, some of which extend across LGA boundaries. These locations are well suited for mid and high-rise infill development to support greater housing diversity.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

In the short term, Council must encourage a greater mix of low-rise housing by enabling more low-rise housing typologies in areas such as Cheltenham, West Pennant Hills, Thornleigh (outside of the LMR Housing Area) and Normanhurst. This can be achieved by permitting terraces, town houses and manor homes in these areas, with smaller lot size controls to match. **Council should also monitor uptake of the Hornsby TOD Accelerated Precinct and amend controls to facilitate greater housing delivery in this area as required.**

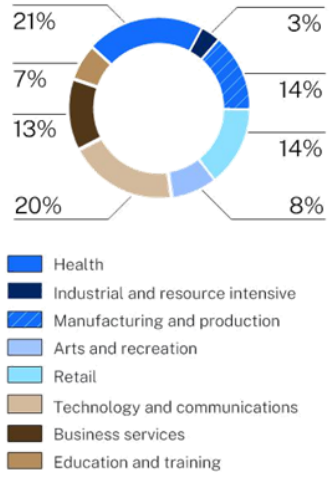
Council should undertake master planning and rezoning of well-located areas including Thornleigh and Pennant Hills in the medium term for more medium and high-rise housing, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Hornsby

Employment

Hornsby LGA 2026 Jobs
56,100
10 year jobs range (2026 – 2036)
+8,300-13,600
20 year jobs range (2026 – 2046)
+13,100-22,100

Industry split of additional jobs to 2046



LGA employment

Employment across **Hornsby** LGA is expected to grow by approximately 39% by 2046, with the health, technology and communications sectors accounting for a significant share of this growth. Together, these industries are expected to make up around 40% of all additional jobs. By 2046, employment will be broadly distributed across a diverse range of sectors and locations, with approximately 78% of jobs situated outside Hornsby centre.

Jobs outside of centres will be supported by industrial lands and local centres. The LGAs regionally significant industrial lands in Thornleigh, Dural and Mount Kuring-gai will support the growth in manufacturing and production employment. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

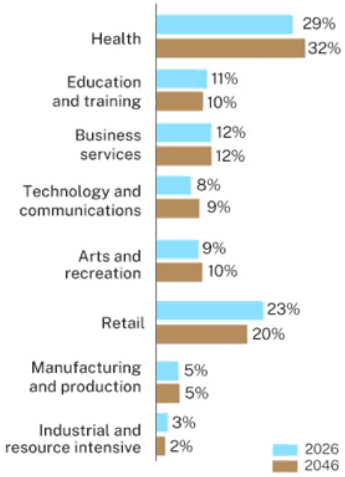
The LGAs network of local centres – including Asquith, Waitara, Pennant Hills, Beecroft, Cherrybrook and Thornleigh – serve as important employment hubs, accommodating a range of retail, hospitality, commercial and community-based jobs. Collectively, these centres provide accessible job opportunities close to where people live.

Council should plan for local centres to facilitate a diverse mix of employment opportunities that respond to the needs of a growing population and housing supply, while leveraging existing transport connections. This will help sustain accessible job opportunities and strengthen the role of local centres as hubs for employment, services and community activity.

Hornsby

Activity centre

Hornsby centre 2026 Jobs
14,000
10 year jobs range (2026 – 2036)
+1,500 – 2,700
20 year jobs range (2026 – 2046)
+2,700 – 4,900



Hornsby is an activity centre expected to experience significant population growth following the finalisation of the Hornsby TOD Accelerated Precinct. To support this increase in population, overall employment is expected to grow by around 35% by 2046. The centre's role in providing services for Sydney's north will strengthen as new housing and commercial development is delivered. Hornsby also benefits from its strategic location on the rail corridor connecting Sydney with the Central Coast and Newcastle, enhancing access to a broader workforce.

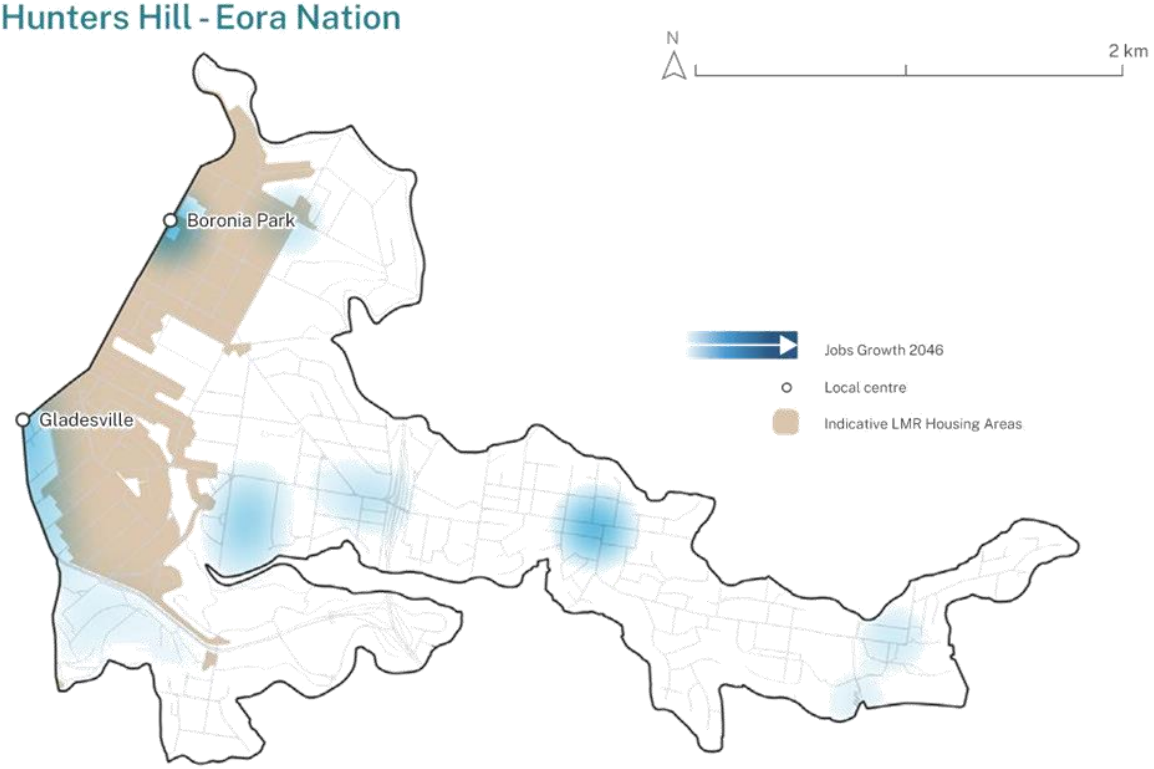
Hornsby Ku-ring-gai Hospital and surrounding health facilities are major drivers of employment growth, with health jobs expected to form the largest share of total employment at around 32% by 2046. Continued investment in hospital infrastructure and associated health services will reinforce this trend.

Hornsby's role in supporting a growing residential catchment will be supported by the delivery of service-based employment in business services and arts and recreation industries. Additionally, industrial and manufacturing jobs will continue to be supported by industrial lands in the northern and southern parts of the centre.

Council should regularly review planning controls to make sure Hornsby is strategically aligned to the Sydney Plan and continue to play its role in the network of surrounding centres.

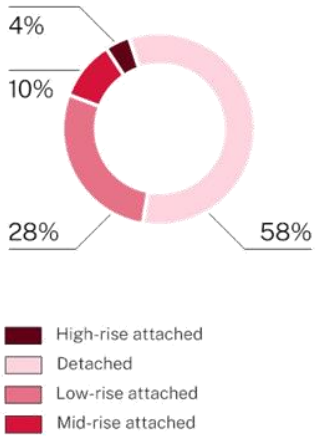
Housing and Employment Guidance – Hunters Hill

Hunters Hill - Eora Nation

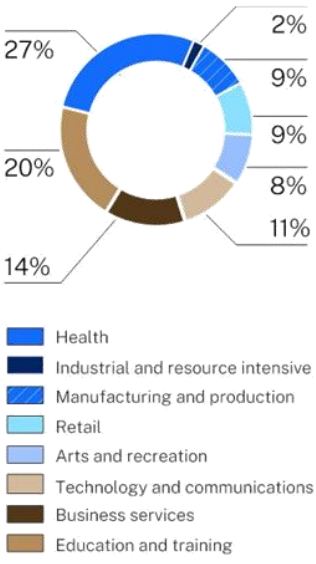


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2026 Housing Profile



2026 Employment Profile



13,709
2026 Population Projection

14,141
2046 Population Projection

5,437
2026 Homes

5,700
2026 Jobs

7,400
2046 Jobs

6
km² in size

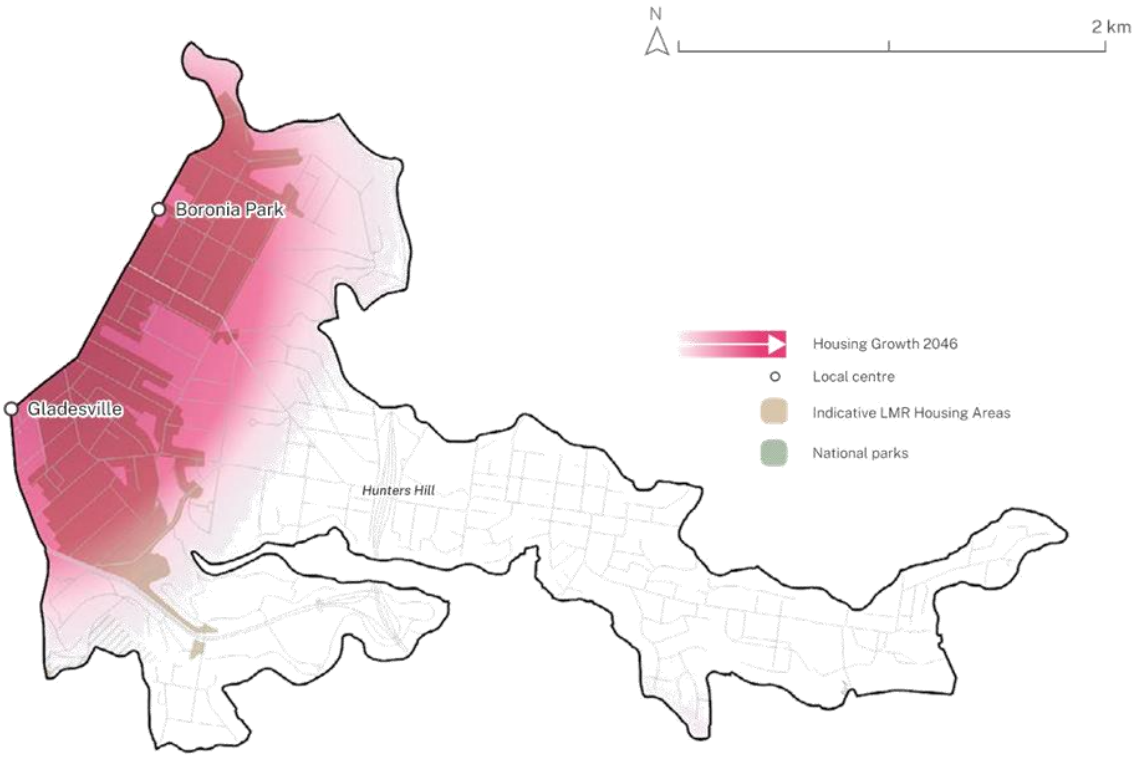
2.5
Average household size (people)

27%
of people work and live in the LGA

73%
of people work outside the LGA

Housing and Employment Guidance – Hunters Hill

Housing



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400
New completed homes between 2024-2029

Hunters Hill LGA has a 5-year housing target of 400 additional homes for the 2024 to 2029 National Housing Accord period. Higher density development will be concentrated within Low and Mid-Rise (LMR) Housing Areas, including Boronia Park and Gladesville.

The LGA's current housing profile has a substantial proportion of detached and low-rise attached housing. Detached dwellings comprise more than 50% of the dwelling mix. Medium-density housing is concentrated in a small number of locations, while high-density housing forms only a limited component of the dwelling stock. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, LMR Housing Areas and potential infill investigation areas.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Given the LGA's small footprint and location of its local centres along the LGA boundary with Ryde, **Council must collaborate with the Ryde Council to coordinate future housing growth for the Gladesville local centre to deliver an integrated approach across both LGAs.**

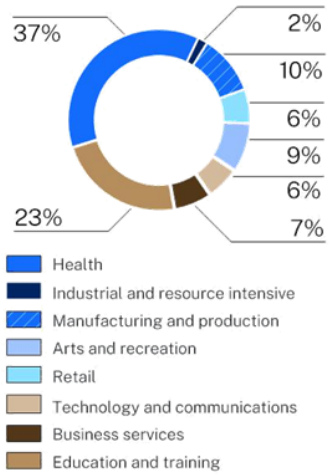
Council has identified the former Gladesville Hospital site as an opportunity for affordable housing and must focus master planning and rezoning efforts in the short term on its potential. Subject to Council's planning approach, this area may be considered a future state-led rezoning site. **Council should also amend its planning controls to enable a greater diversity of low-rise and some mid-rise housing in the Hunters Hill and Woolwich areas, including smaller lot size controls to enable this opportunity.**

Housing and Employment Guidance – Hunters Hill

Employment

Hunters Hill LGA 2026 Jobs
5,700
10 year jobs range (2026 – 2036)
+500-1,000
20 year jobs range (2026 – 2046)
+900-1,700

Industry split of additional jobs to 2046



LGA employment

Employment in **Hunters Hill** LGA is expected to increase by up to 1,700 new jobs by 2046, which reflects a 30% increase on the LGA's current employment base). As a relatively small and primarily residential LGA, Hunters Hill accounts for a small share of Sydney's current and future jobs.

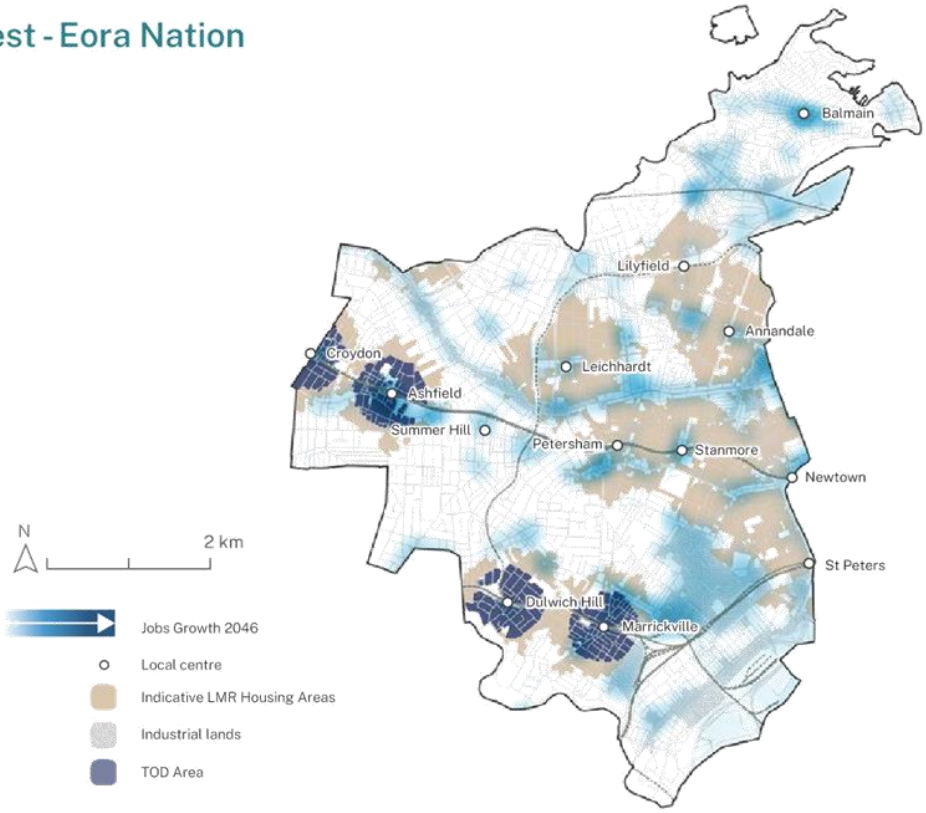
Hunters Hill LGA benefits from geographic proximity to major employment centres, with connections to Macquarie Park, St Leonards and the Sydney CBD providing residents with access to a diverse range of jobs and services. Hunters Hill attracts workers from neighbouring Ryde LGA.

Positioned along the shared LGA boundary with the Ryde, the local centres of Boronia Park and Gladesville continue to play an important role in supporting local communities by providing convenient access to shops, services and local employment opportunities close to where people live. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing population and housing supply throughout the LGA.**

As the population grows, it will be important to strengthen local employment opportunities within these centres to support residents' daily needs. **Council must collaborate with neighbouring councils to identify opportunities for additional non-residential floor space to support employment growth.**

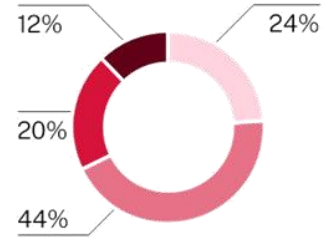
Housing and Employment Guidance – Inner West

Inner West - Eora Nation



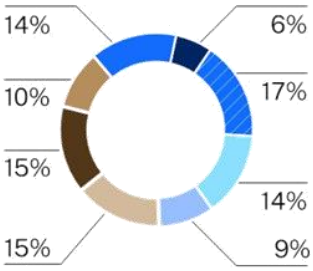
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Industrial and resource intensive
- Manufacturing and production
- Arts and recreation
- Retail
- Technology and communications
- Business services
- Education and training
- Health

195,223
2026 Population Projection

233,556
2046 Population Projection

91,929
2026 Homes

86,100
2026 Jobs

107,700
2046 Jobs

35
km² in size

2.2
Average household size (people)

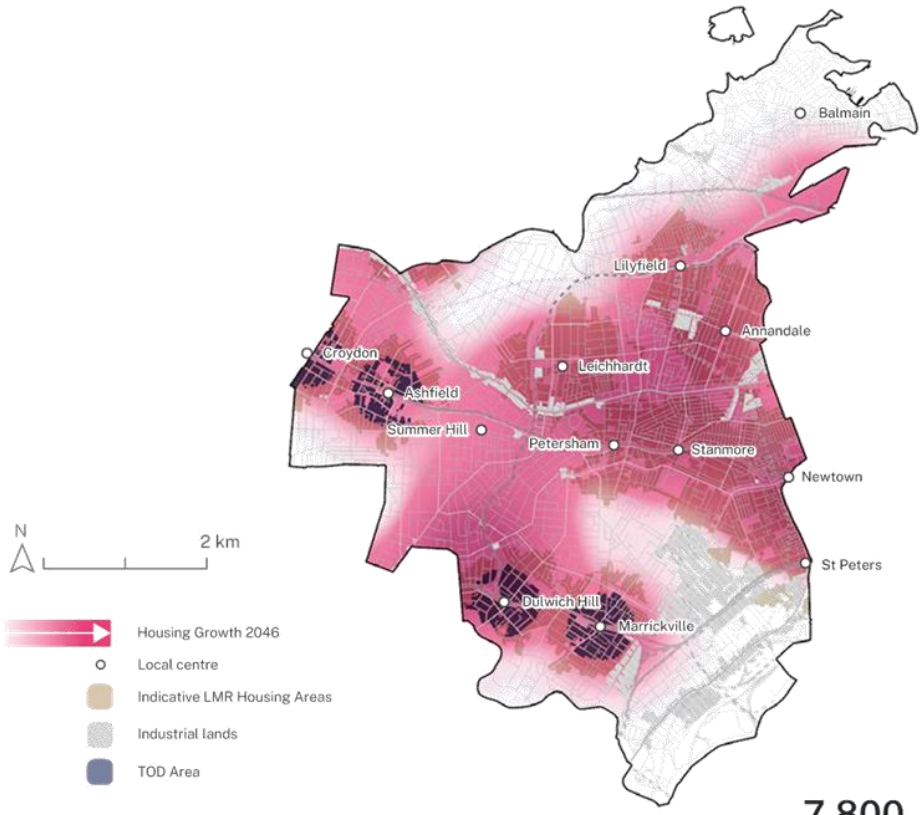
24%
of people work and live in the LGA

76%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 61

Housing and Employment Guidance – Inner West

Housing



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7,800
New completed homes between 2024-2029

Inner West LGA's 5-year housing target of 7,800 additional homes over the 2024 to 2029 National Housing Accord period reflects its role in delivering substantial housing growth predominately along the Inner West rail corridor, newly converted metro line, light rail line and high frequency bus routes along Parramatta and Victoria Roads. Higher density development will be concentrated within state-led rezoning sites, Transport Oriented Development (TOD) Areas and Low and Mid-Rise (LMR) Housing Areas.

The LGA has an existing diverse housing profile and is expected to continue to accommodate strong growth across mid and high-rise housing categories.

Inner West shares a housing submarket with Burwood, Canada Bay and Strathfield LGAs. All these LGAs benefit from high transport accessibility with multiple heavy rail lines, light rail and high frequency bus routes. They will also benefit from improved transport access with the opening of Metro Southwest and the delivery of Metro West improving access to the Parramatta and Sydney CBDs. Because of these infrastructure investments, Council must collaborate with its neighbouring councils to plan for continued housing growth in well-located areas. Councils must also plan collectively for the local infrastructure improvements across their LGAs to match this growth.

The LGA has multiple state-led rezoning precincts, comprising the WestConnex dive site at Annandale, Parramatta Road Corridor Stage 1, Parramatta Road along Leichhardt and Camperdown and the Bays West TOD Accelerated Precinct.

The LGA includes four TOD Areas and 11 LMR Housing Areas across the Inner West, some of which extend across LGA boundaries into adjoining LGAs. These locations are well suited for mid and high-rise infill development to support greater housing diversity.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council has initiated a major review of its planning controls. The proposal, 'Our Fairer Future', is currently with the Department for consideration of the appropriate planning pathway. Components of the proposal are alternatives to the TOD and LMR Policy initiatives. It is likely that the alternative master plans for the TOD Areas will be state-led rezonings. **Council must undertake a planning proposal to amend its LEP for those elements of 'Our Fairer Future' that are not state-led within 18 months.**

In the short term, Council must also collaborate with the City of Sydney to investigate housing opportunities along the boundary of Newtown and Erskineville. Subject to Council's planning approach, these areas may be considered future state-led rezonings.

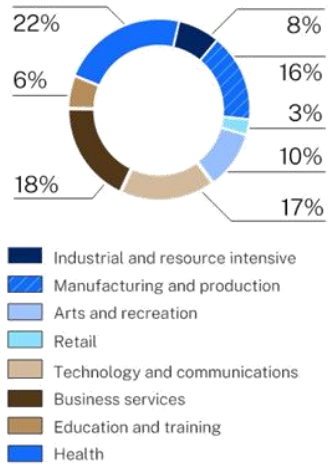
In the medium term, Council should investigate additional housing growth in suburbs including Rozelle, Balmain and Balmain East given their significant transport access to the Sydney CBD via high frequency bus and ferry routes.

Housing and Employment Guidance – Inner West

Employment

Inner West LGA 2026 Jobs
86,100
10 year jobs range (2026 – 2036)
+7,000 - 10,900
20 year jobs range (2026 – 2046)
+15,000 - 21,600

Industry split of additional jobs to 2046



LGA employment

Employment across the **Inner West** LGA is broadly distributed, supported by a strong network of local centres and industrial precincts that provide a diverse range of jobs and economic activities. Overall employment is expected to grow by approximately 25% by 2046, driven by a growing population, demand for local services and intensification of key employment precincts.

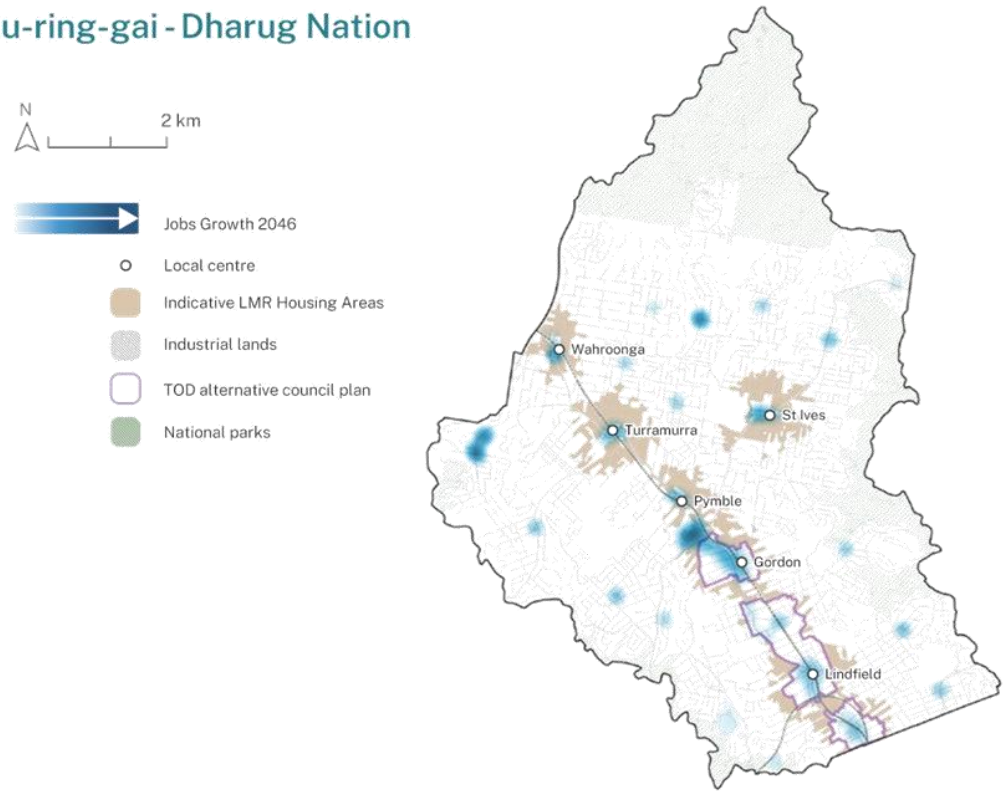
The LGA's well-connected local centres, including Ashfield, Leichhardt, Balmain, Dulwich Hill and Marrickville, serve as important employment hubs, accommodating a range of retail, hospitality, commercial and community-based jobs. Collectively, these centres support a decentralised pattern of employment, providing accessible job opportunities close to where people live.

Industrial and manufacturing employment within the Inner West is anchored by the regionally significant industrial precincts in Marrickville and Tempe. These areas accommodate manufacturing, logistics, creative production and local services, and will remain critical to supporting industry in Sydney's east. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

The Inner West LGA benefits from one of the most comprehensive public transport networks in the region, where residents have access to rail, the Inner West Light Rail, extensive bus services and Metro. This high level of connectivity supports access to jobs both within and beyond the LGA. Despite this, the LGA records one of the lowest levels of employment self-containment across the Sydney region, reflecting its function as a major commuter hub. **Council should make sure there is sufficient local employment floor space to support residents, as well as collaborate with adjoining councils to facilitate additional and diverse employment opportunities for residents across the region.**

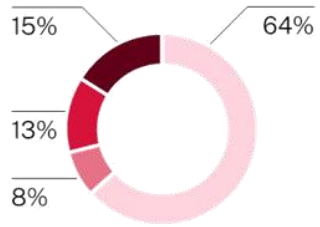
Housing and Employment Guidance – Ku-ring-gai

Ku-ring-gai - Dharug Nation



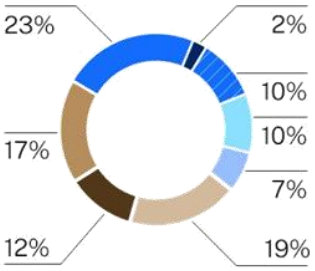
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

127,459
2026 Population Projection

161, 850
2046 Population Projection

47,858
2026 Homes

41,000
2026 Jobs

57,300
2046 Jobs

85
km² in size

2.8
Average household size (people)

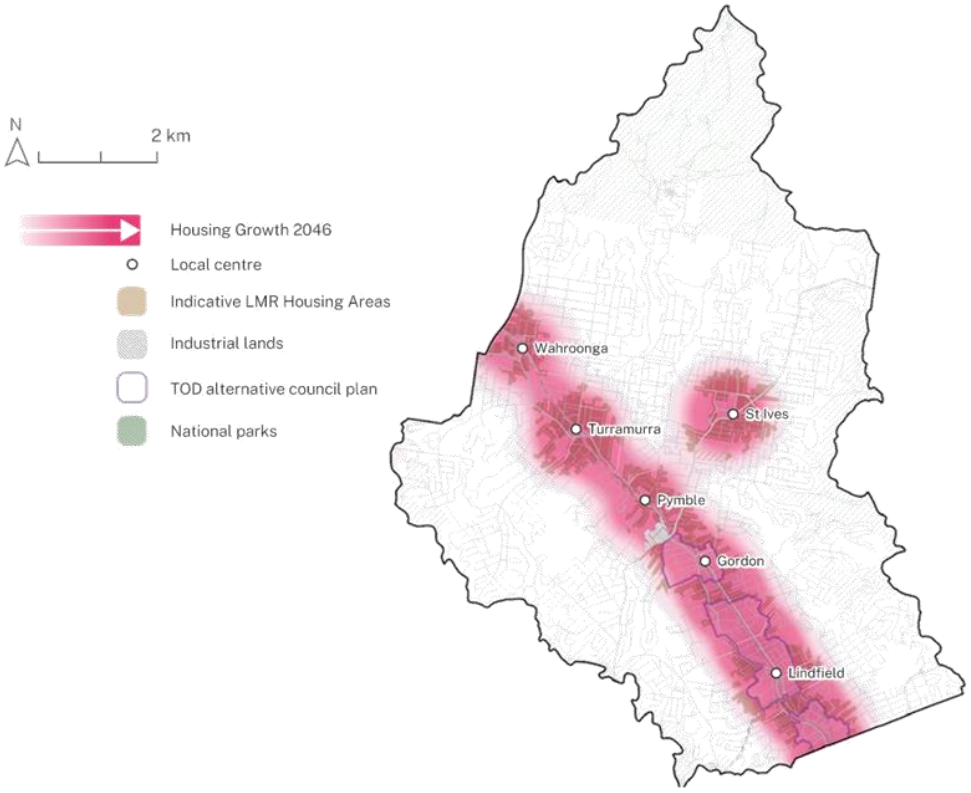
29%
of people work and live in the LGA

71%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 64

Housing and Employment Guidance – Ku-ring-gai

Housing



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7,600
New completed homes between 2024-2029

Ku-ring-gai LGA's 5-year housing target of 7,600 additional homes during the 2024 to 2029 National Housing Accord period reflects its role in delivering housing growth mostly along the T1 rail line and identified centres and within the urban area.

The LGA's current housing profile comprises a significant proportion of detached dwellings at over 60%, along with an even spread of attached housing. Over the short and medium term, the housing mix is expected to shift towards more mid and high-rise growth across the four TOD alternative council plan sites and eight Low and Mid-Rise (LMR) Housing Areas.

Council initiated an alternative scheme in response to the NSW Government's TOD Program and introduced rezoning changes to four main rail stations – Gordon, Killara, Lindfield and Roseville. The alternative scheme was supported and replaced the original TOD provisions for those four station sites.

The LGA also includes eight LMR Housing Areas. The LMR Housing Areas are well suited for medium and higher density infill development to support greater housing diversity.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Despite undertaking significant rezonings at the four TOD stations, **Council must continue to plan for increased housing growth in the short term at Pymble, Turramurra and Wahroonga stations through master planning and rezoning of these areas. Council must also consider its lot size controls and permissibility for more diverse low-rise housing typologies outside of the LMR Housing Areas to improve housing density, particularly in areas with significant existing lot sizes.**

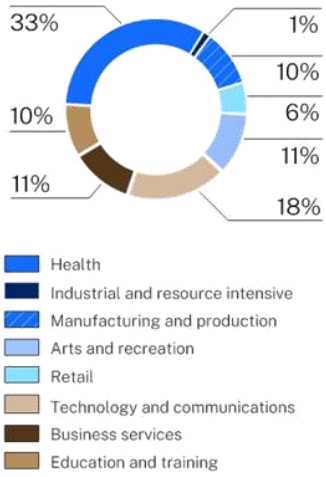
In the medium to longer term, council investigations should consider additional centres including St Ives and corridors to support future housing growth, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Ku-ring-gai

Employment

Ku-ring-gai LGA 2026 Jobs
41,000
10 year jobs range (2026 – 2036)
+4,800 - 8,500
20 year jobs range (2026 – 2046)
+9,800 - 16,300

Industry split of additional jobs to 2046



LGA employment

Jobs growth in **Ku-ring-gai** will be driven by increased activity in local centres with overall employment expected to grow by around 40% by 2046. Employment will be dispersed across the LGA, supported by population growth, rising demand for local services and the continued intensification of key employment areas.

The health sector is expected to account for the largest share of additional jobs, supported by the presence of private hospitals and established medical and allied health services. Growth in technology and communications, business services, arts and recreation, and other service industries will further diversify the local economy.

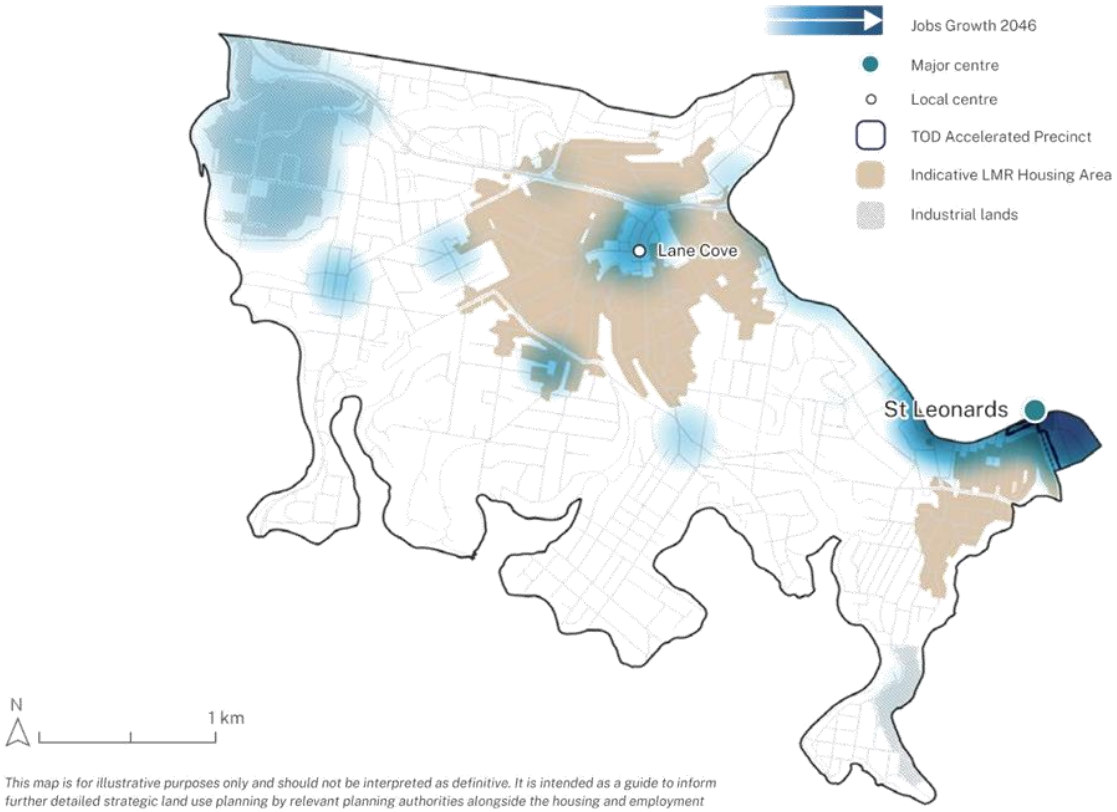
Ku-ring-gai has a network of well-connected local centres with most located along the T1 North Shore rail corridor. The local centres of Gordon, Pymble, Lindfield, Wahroonga, St Ives and Turramurra serve as important employment hubs, accommodating a range of retail, hospitality, commercial and community-based jobs. Collectively, these centres provide local employment opportunities close to where people live, supporting local economies and improving access to employment.

As housing supply increases, Council should make sure sufficient commercial and non-residential floor space is available to support growing demand for jobs, goods and services.

The LGA also plays an important employment role within northern Sydney, attracting non-resident workers primarily from Hornsby, the Northern Beaches and the Central Coast, reflecting strong regional connections. **Council must collaborate with neighbouring councils to facilitate additional and diverse employment opportunities for residents across the region.**

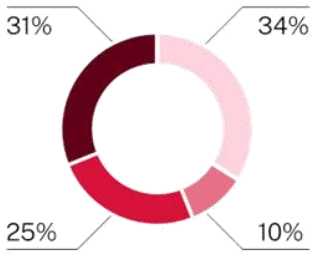
Housing and Employment Guidance – Lane Cove

Lane Cove - Eora Nation



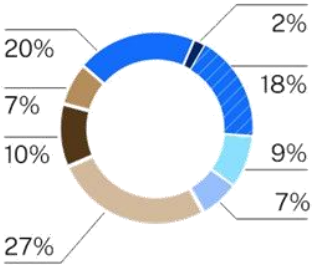
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

45,415
2026 Population Projection

53,043
2046 Population Projection

20,005
2026 Homes

23,000
2026 Jobs

29,000
2046 Jobs

11
km² in size

2.4
Average household size (people)

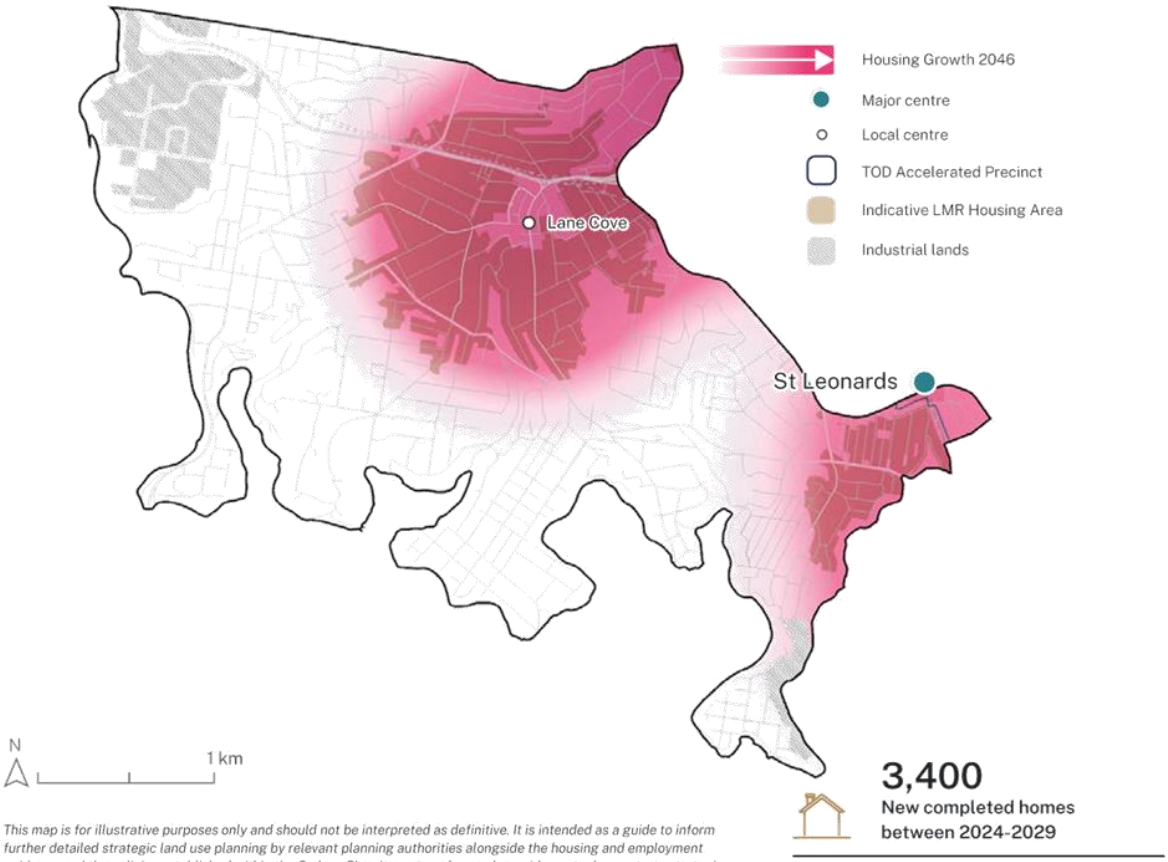
20%
of people work and live in the LGA

80%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 67

Housing and Employment Guidance – Lane Cove

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

3,400
New completed homes between 2024-2029

Lane Cove LGA's 5-year housing target of 3,400 additional homes over the 2024 to 2029 National Housing Accord period reflects its role in delivering housing growth within identified centres and transport corridors. Higher density development will be concentrated within its Transport Oriented Development (TOD) Accelerated Precinct at Crows Nest and Low and Mid-Rise (LMR) Housing Areas.

The LGA's current housing profile has a strong concentration of attached, low, medium and high-rise housing, with detached dwellings accounting for only 34% of all dwellings. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, TOD and LMR Housing Areas. This will be supported by stable growth in the low and mid-rise categories and a significant reduction in the proportion of detached dwellings.

Lane Cove shares a housing submarket and complex LGA boundaries with North Sydney and Willoughby LGAs. Lane Cove Council must collaborate with its neighbouring councils to plan for additional housing growth in well-located areas and centres along its boundaries. It must also plan and deliver local infrastructure in collaboration with these councils to support this growth. The lag between finalising the St Leonards Crows Nest 2036 Plan (in 2019) and the delivery of the rezoning for the Crows Nest TOD Accelerated Precinct (2024) shows that councils must coordinate their rezoning efforts or the Department may need to undertake this work via a state-led pathway.

Higher density development will occur around the Metro Northwest station at the Crows Nest TOD which is within a catchment that also includes two adjacent councils. This will be supported by additional low and mid-rise housing around Lane Cove centre, St Leonards, and Wollstonecraft stations which are well suited for higher density infill development to support greater housing diversity.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

In the short term, Council must collaborate with North Sydney Council to coordinate uplift and planning around Wollstonecraft station where there is transport capacity to achieve an integrated approach for future growth. Council must also investigate further opportunities for mid-rise housing in Lane Cove centre and adjust planning controls as necessary.

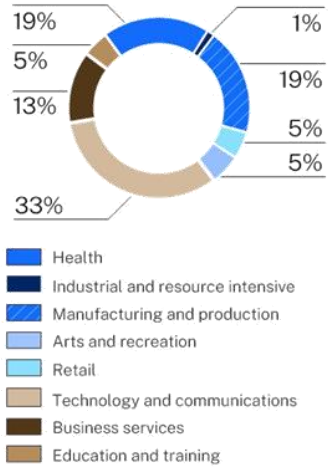
Council must encourage further low-rise housing diversity in its suburban areas (outside the LMR Housing Areas) by expanding permissibility of low-rise housing types and amending lot size controls to enable these changes.

Housing and Employment Guidance – Lane Cove

Employment

Lane Cove LGA 2026 Jobs
23,000
10 year jobs range (2026 – 2036)
+1,600 - 3,600
20 year jobs range (2026 – 2046)
+2,700 - 6,000

Industry split of additional jobs to 2046



LGA employment

Lane Cove LGA has an ambitious target of up to 6,000 additional jobs by 2046, supported by employment growth within Lane Cove's local centres and its strategic location sharing the St Leonards major centre and the Royal North Shore Hospital. The LGA will continue to grow a diverse range of jobs, with technology and communications, health, and manufacturing and production to account for more than 70% of all new jobs.

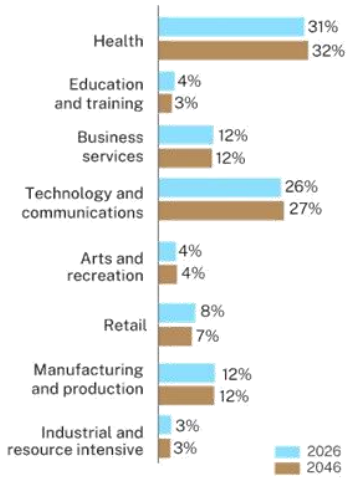
The Lane Cove West Industrial Area is a regionally significant industrial precinct that will continue to support manufacturing, local services and production-based employment. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

Lane Cove local centre will need will continue to evolve and provide service-based employment to meet the needs of a growing residential population. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing population and housing supply throughout the LGA.**

St Leonards

Major centre

St Leonards 2026 Jobs
55,600
10 year jobs range (2026 – 2036)
+7,500 – 12,600
20 year jobs range (2026 – 2046)
+12,100 – 20,900



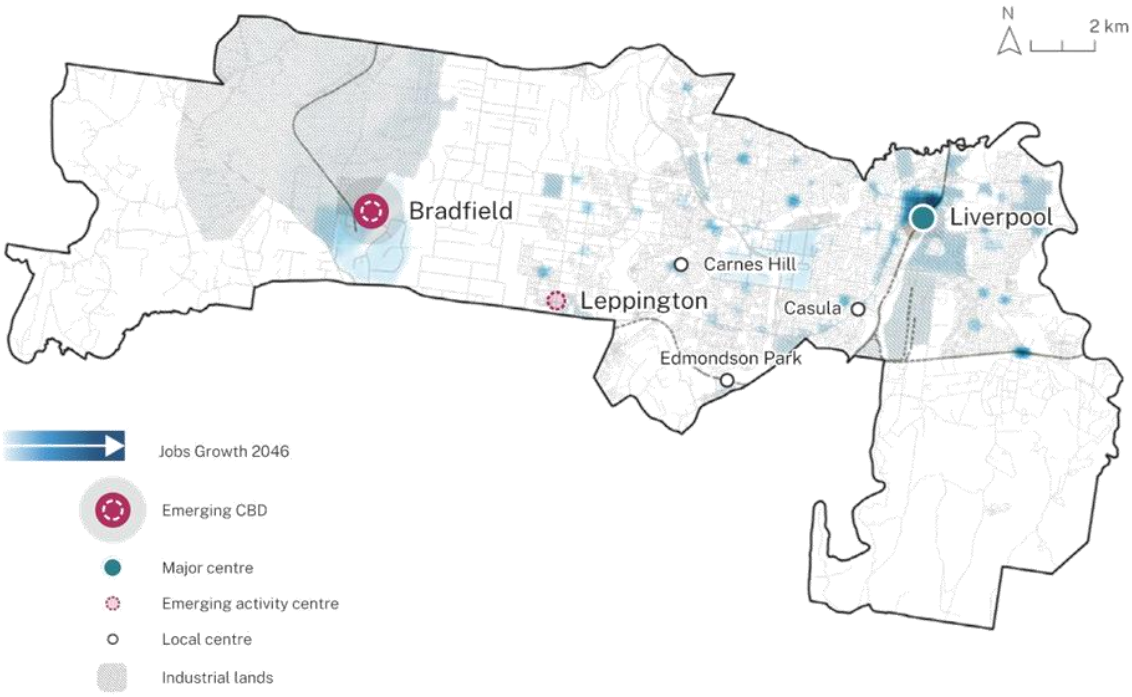
St Leonards is a major centre located along the corridor between Sydney's north west and the Sydney CBD. Future employment growth by 2046 is expected to build on the centre's existing strengths in health, technology and communications, and manufacturing and production industries. This will be supported by Royal North Shore Hospital and regionally significant industrial land in Artarmon.

The centre's proximity to St Leonards rail station and Crows Nest Metro station will increase worker accessibility, support greater levels of commercial activity and expand employment opportunities in the centre.

As the centre extends across both Willoughby and North Sydney LGAs, **councils must coordinate planning, infrastructure requirements and strategic alignment to bring additional floor space to market,** or the Department may need to undertake this work via a state-led pathway. Local planning should balance housing and employment in line with guidance set out in the Sydney Plan. This includes creating opportunity for new employment uses ancillary to the established health facilities, alongside opportunities for key worker housing to enable people to live close to their workplaces.

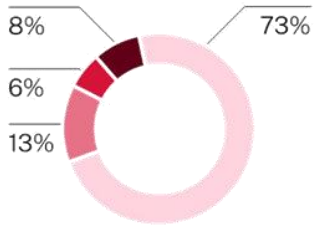
Housing and Employment Guidance – Liverpool

Liverpool - Dharug and Dharawal Nation



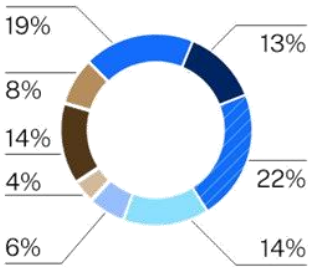
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

277,387
2026 Population Projection

383,318
2046 Population Projection

92,464
2026 Homes

103,600
2026 Jobs

211,800
2046 Jobs

306
km² in size

3.1
Average household size (people)

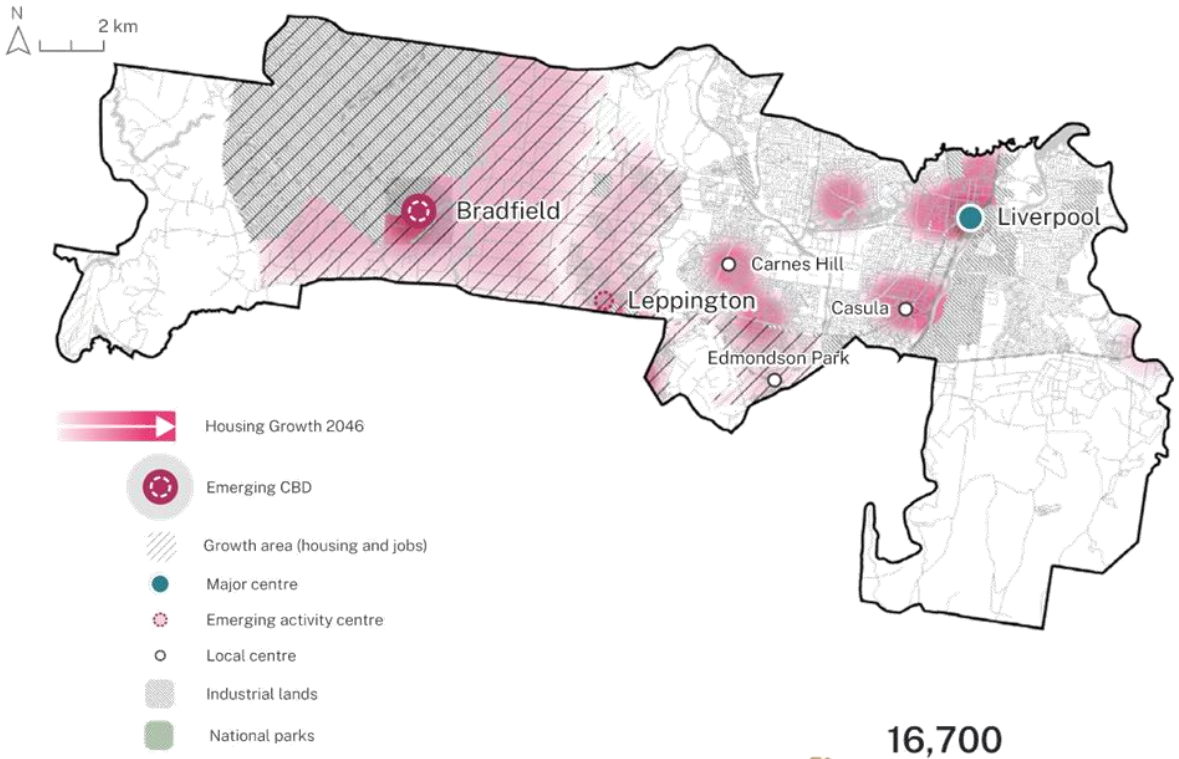
35%
of people work and live in the LGA

65%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 70

Housing and Employment Guidance – Liverpool

Housing



16,700
New completed homes between 2024-2029

This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

Liverpool LGA has a 5-year housing target of 16,700 additional homes over the 2024 to 2029 National Housing Accord period. Higher density development will be concentrated within state-led rezoning sites at Mannix Parade, Warwick Farm and Leppington centre, as well as the Low and Mid-Rise (LMR) Housing Area surrounding Liverpool station.

The LGA's current housing profile is dominated by detached dwellings, with a growing share of mid and high-rise development in centres. Over the medium term, housing growth is expected to shift toward greater delivery of low and mid-rise housing in places like Edmondson Park and Austral, supporting increased housing diversity and more efficient use of existing infrastructure.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council has identified priority precincts to accommodate growth, including at Warwick Farm which is an existing state-led rezoning precinct. **Council should also investigate areas around the Casula station and Casula Mall shopping centre, and Miller Central shopping centre where there is transport capacity for additional housing. Council must focus master planning and rezoning efforts in the short term on these locations to facilitate new housing growth.**

Subject to Council's planning approach, these areas may be considered future state-led rezonings.

Council should also focus on planning and delivering local and regional infrastructure that enable new greenfield communities alongside the state infrastructure identified in the Infrastructure Opportunity Plan. Local and regional infrastructure should be coordinated and sequenced to those state infrastructure items in these areas.

Council must encourage further low-rise housing diversity in its suburban and greenfield areas (outside the LMR Housing Area) by expanding permissibility of low-rise housing types and amending lot size controls to enable these dwelling types.

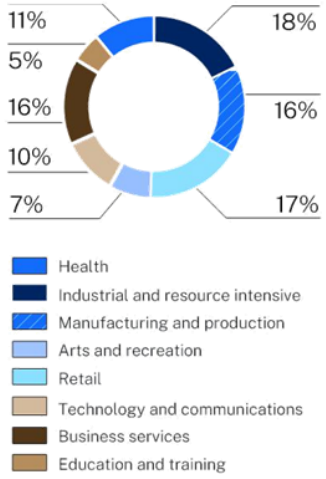
In the medium to longer term, Council should also investigate the Bonnyrigg Plaza shopping centre precinct including the Bonnyrigg T-Way for potential housing growth, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Liverpool

Employment

Liverpool centre 2026 Jobs
103,600
10 year jobs range (2026 – 2036)
+58,000 - 66,600
20 year jobs range (2026 – 2046)
+92,800 - 108,200

Industry split of additional jobs to 2046



LGA employment

Liverpool LGA is expected to experience the strongest employment growth in the Sydney region outside of the Sydney LGA, with jobs expected to be more than doubled by 2046. This growth will be driven by the development of Western Sydney International Airport, emergence of Bradfield as a new CBD, the continued growth of Liverpool major centre and the expansion of local centres and employment precincts.

The share of jobs located within centres is projected to increase substantially from 34% to 50%, reflecting the growing role of Liverpool and Bradfield as major employment centres for western Sydney. Despite significant growth in Liverpool centre and Bradfield, around half of all jobs across the LGA are expected to remain outside these centres, highlighting the ongoing importance of industrial lands and local centres in supporting employment.

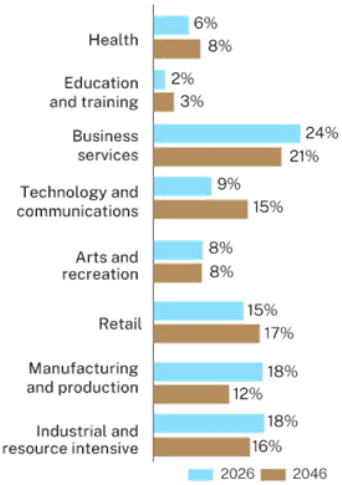
Moore Point will continue to play a significant industrial and productivity role into the future. **Council should work with the Department to review opportunities for a broader range of employment uses, as well as well-located housing, within Orange Grove and the wider Moorebank precinct south of Newbridge Road and east of the Georges River.** As part of these reviews, Council should consider land constraints and affectations, such as flooding, that may influence future opportunities and planning outcomes for these areas. Until these reviews are completed, the industrial precincts will retain their current categorisation under the Statewide Industrial Lands Policy.

Although job accessibility is improving through major infrastructure investment, access to employment remains comparatively lower than in more established parts of Sydney. As a result, local centres such as Casula, Edmondson Park and Carnes Hill will play an increasingly important role in providing local jobs and services. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing population and housing supply throughout the LGA.**

Bradfield

Emerging CBD

Bradfield 2026 Jobs
3,500
10 year jobs range (2026 – 2036)
+ 31,500 - 33,400
20 year jobs range (2026 – 2046)
+53,500 - 58,000



Bradfield is an emerging CBD enabled by significant public and private investment, positioned alongside the 24/7 Western Sydney International Airport and supported by new Metro connections. As the largest future centre in Western Sydney, Bradfield will reshape the economic geography of the region and become a focal point for advanced industries, research, education and high-value employment.

Major infrastructure investment — including the Metro Western Sydney Airport line, new road connections and the adjoining Western Sydney International Airport — will underpin Bradfield's growth and attract future-focused industries. Government support is substantial, with early investment in the Advanced Manufacturing Readiness Facility (AMRF), and the development of a comprehensive master plan guiding long-term delivery. This investment is expected to drive significant employment growth.

Employment is expected to grow by 58,000 jobs by 2046. Business services and technology and communications are projected to be the largest employment sectors, accounting for around 36% of all jobs. Industrial and manufacturing industries will also play a significant role, collectively representing approximately 28% of employment.

As an emerging CBD, Bradfield will evolve over time. While Bradfield is expected to generate significant employment in the short to medium term through industrial, logistics and advanced manufacturing activities, over the long term it will evolve to more diverse jobs opportunities. Parramatta is an example of this evolution, demonstrating how employment precincts can transition over time to support a broader mix of business, professional and commercial services. This evolution was facilitated by a land use structure and lot pattern that enabled the gradual establishment and growth of office-based employment.

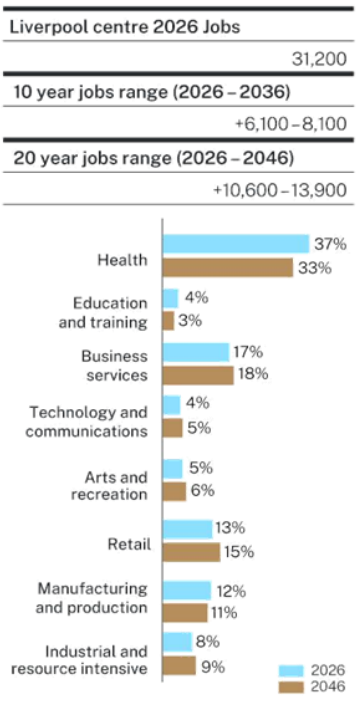
Council should support the Bradfield Development Authority in the delivery of Bradfield City, as well as the broader Bradfield centre through collaboration with key agencies to encourage investment, including the delivery of local infrastructure.

Housing and Employment Guidance – Liverpool

Employment

Liverpool

Major centre



Liverpool is a major centre with a significant existing employment base. Its proximity to Bradfield and Western Sydney International Airport positions Liverpool to benefit from substantial regional growth, particularly in health, education, business services and retail. The centre supports a broad catchment through its commercial, civic and retail functions, offering both shopping centre and high street formats.

Liverpool Hospital, TAFE NSW and university campuses provide a strong foundation for future employment growth, reinforcing the centre's specialisation in health and its growing education focus. The centre supports a broad catchment and benefits from strong transport connectivity, with rail and bus connections to Parramatta, Sydney CBD and surrounding centres. Future transport investment could further improve accessibility and support continued growth.

Employment is projected to increase to around 45,000 jobs by 2046, making Liverpool centre a key commercial and population serving centre in western Sydney. Health is expected to account for around 25% of additional jobs, followed by business services and retail jobs.

Liverpool will also play a critical role in strengthening western Sydney's innovation economy, supported by a growing concentration of health, education and research institutions that underpin a cluster of knowledge-intensive industries focused on research, development and innovation in health. **Council should monitor and review planning controls to enable continued employment growth through the provision of additional commercial floor space and the facilitation of mixed-use development to leverage Liverpool's industry strengths and strategic role in the broader network of centres.**

Leppington

Emerging activity centre

Leppington is an emerging activity centre in Sydney's South West Growth Area, positioned across Camden and Liverpool LGAs and supported by its proximity to Bradfield. As surrounding neighbourhoods grow, Leppington will play an increasingly important mixed-use role in meeting local retail and service needs.

The centre is anchored by Leppington station, providing direct rail connections to Liverpool and wider western Sydney, with bus routes extending its catchment across rapidly developing suburbs. Future transport upgrades linked to Bradfield City and Western Sydney International Airport will further strengthen access and support commercial growth.

Employment is expected to increase significantly to 2046, driven by rapid population growth. Retail and hospitality will form a large share of new jobs reflecting Leppington's role as a key local destination.

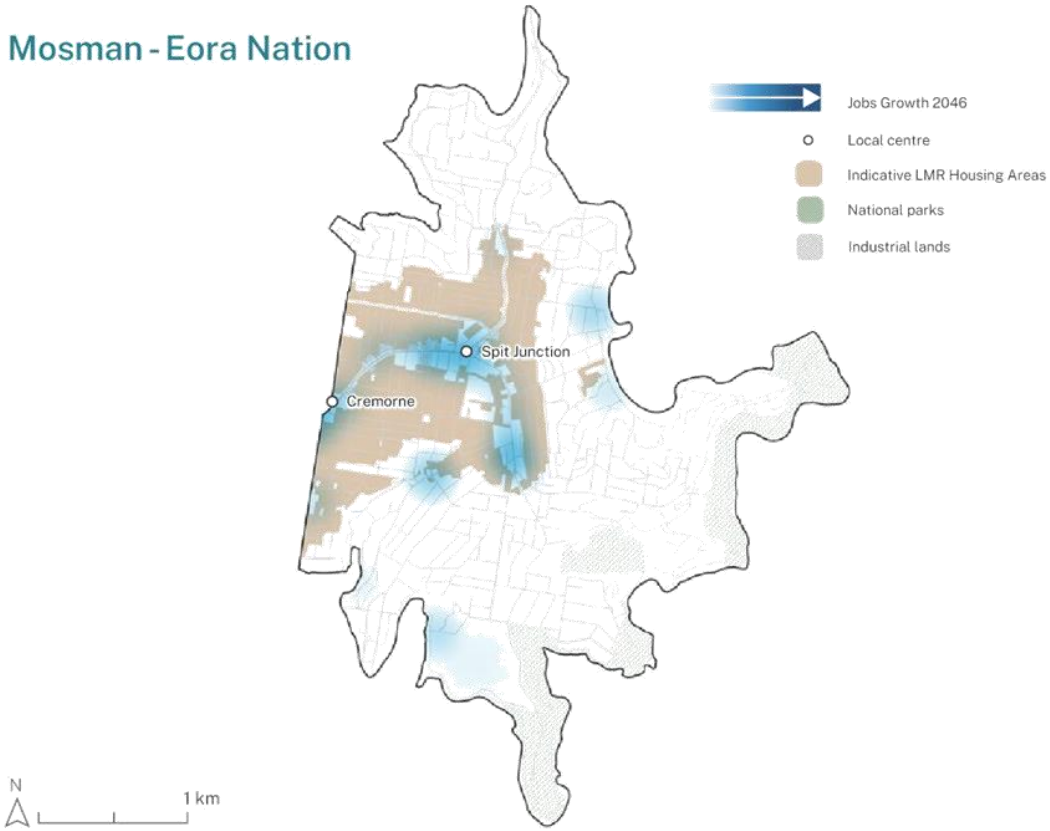
As key infrastructure is planned and delivered, Council should regularly review planning controls to make sure Leppington is strategically aligned to the Sydney Plan and continues to play its role in the network of surrounding centres.

Employment outside of centres

Liverpool's industrial areas are a key employment driver. Industrial and manufacturing sectors are expected to account for the largest share of additional jobs, building on Liverpool's established specialisation in industrial employment. This growth will be supported by state significant industrial precincts at Moorebank Intermodal and Western Sydney Aerotropolis, as well as surrounding regionally significant industrial land. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

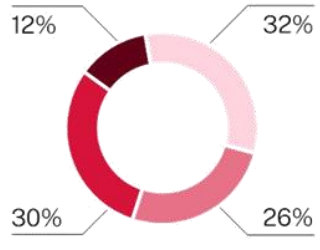
Housing and Employment Guidance – Mosman

Mosman - Eora Nation



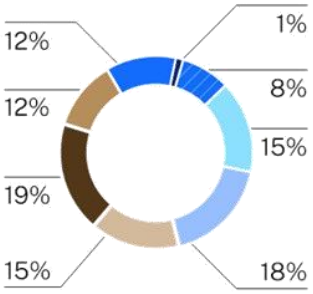
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

28,755
2026 Population Projection

29,526
2046 Population Projection

14,048
2026 Homes

10,700
2026 Jobs

12,700
2046 Jobs

9
km² in size

2.2
Average household size (people)

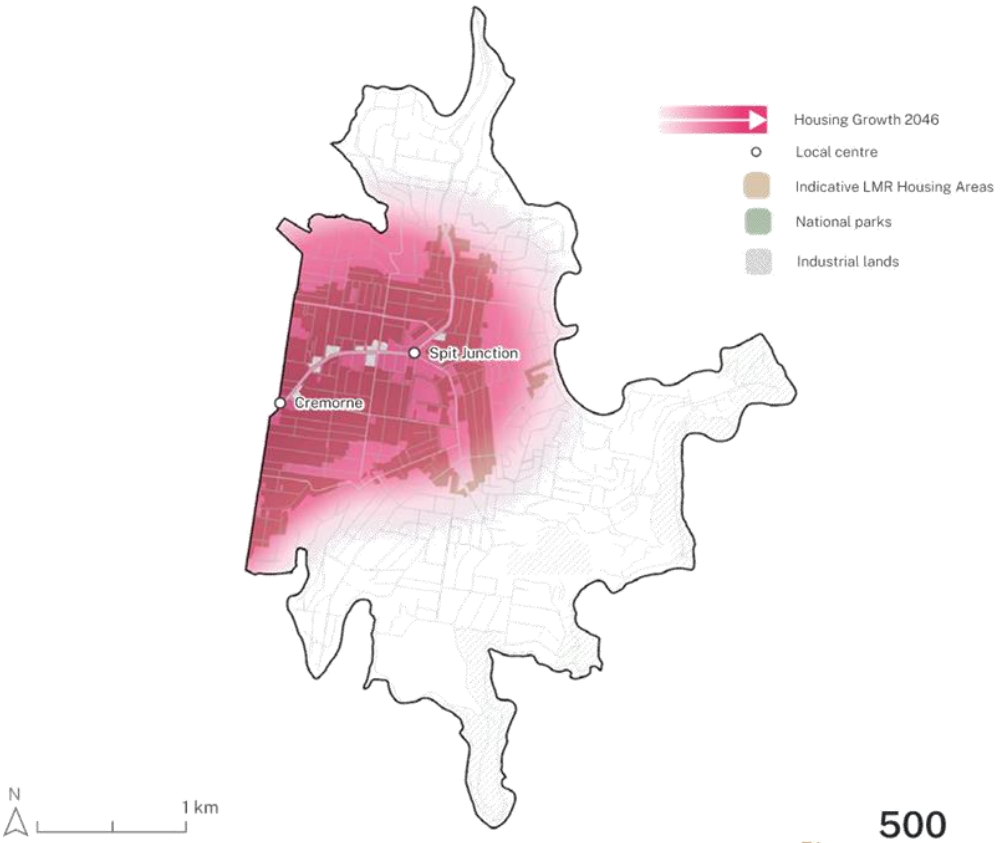
28%
of people work and live in the LGA

72%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 74

Housing and Employment Guidance – Mosman

Housing



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500
New completed homes between 2024-2029

Mosman LGA has 5-year housing target of 500 additional homes for the 2024 to 2029 National Housing Accord period. Higher density development will be concentrated within Low and Mid-rise (LMR) Housing Areas, some of which extend across council boundaries into North Sydney LGA. These locations are well suited for mid and high-rise infill development to support more housing diversity, and include the Cremorne and Spit Junction centres. Mosman LGA benefits from significant transport access with high frequency bus routes along Spit and Military Roads as well as ferry terminals in the harbour.

The LGA has a diverse housing profile and is expected to accommodate moderate growth across low, mid and high-rise housing.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

In the short term, Council must encourage further low-rise housing diversity in its suburban areas (outside the LMR Housing Areas) by expanding permissibility of low-rise housing types and amending lot size controls to enable these dwelling types. Council should also seek to encourage a diversity of high-rise apartment mix within new developments, including a variety of one, two and three-bedroom as well as family-friendly apartments. Mandating a mix is not encouraged, and Council must consider floor space and height bonuses or dispensations to foster the delivery of a greater mix of apartments.

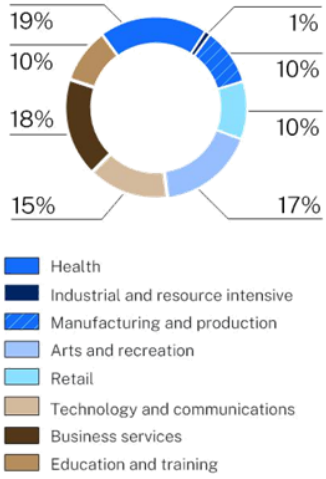
In the medium to longer term, council investigations should consider additional high-rise opportunities along Spit and Military Roads to support future housing growth, subject to infrastructure capacity and consultation with government agencies. A local master plan has recently been prepared as an alternative to the NSW Government's LMR Policy. **Council must consider how its master plan can complement the LMR Housing Areas and go beyond the LMR controls to enable greater housing growth, rather than replace this policy.**

Housing and Employment Guidance – Mosman

Employment

Mosman LGA 2026 Jobs
10,700
10 year jobs range (2026 – 2036)
+200 - 1,000
20 year jobs range (2026 – 2046)
+500 - 2,000

Industry split of additional jobs to 2046



LGA employment

Mosman LGA is expected to experience moderate employment growth of around 19% by 2046, reflecting its relatively small size and established focus on service-based industries. Employment growth is anticipated to be broadly distributed across industries, primarily concentrated along the Military Road corridor as the key location of the LGA's commercial floor space.

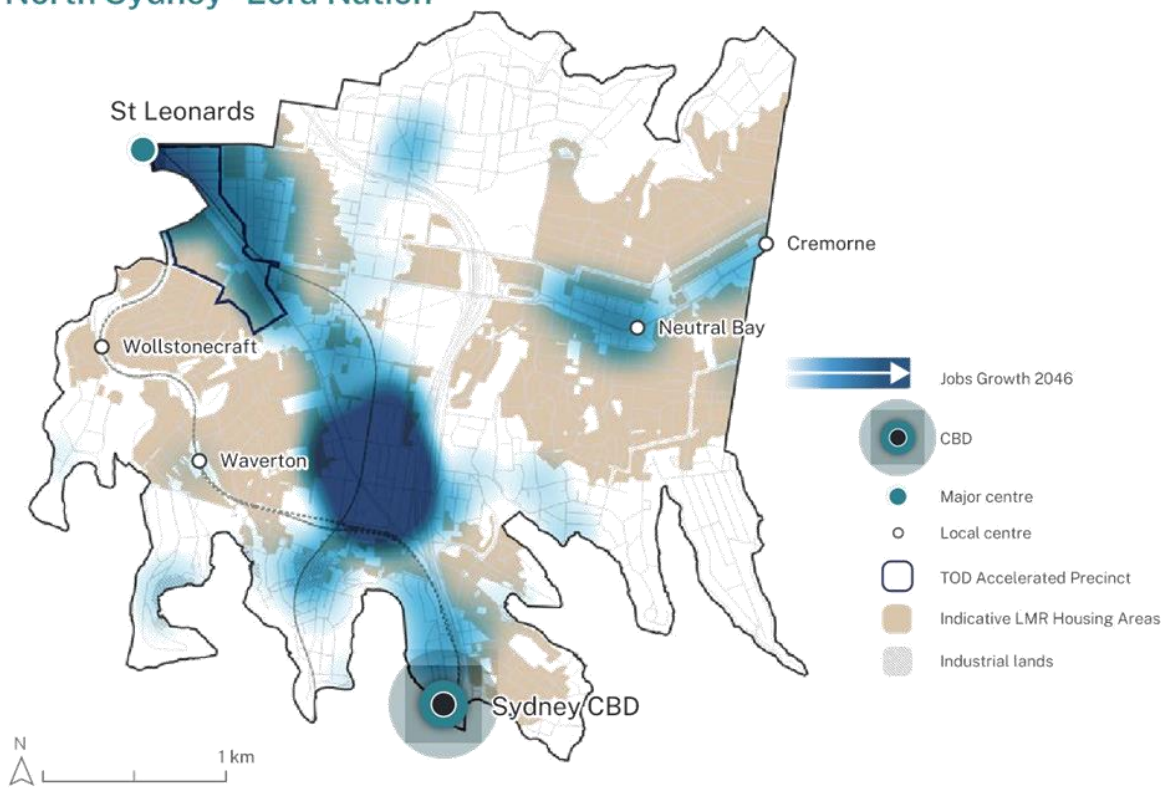
Mosman has a distinctive specialisation in arts and recreation employment, with the highest proportion of these jobs in Sydney. This reflects the LGA's unique harbourside setting, including Taronga Zoo as a major anchor, which serves as a significant local employer and visitor destination.

The LGA also benefits from its proximity to the Sydney CBD and the St Leonards major centre, providing residents with access to a broad range of employment opportunities.

As the population grows, local centres Cremorne and Spit Junction will continue to play an important role in providing local jobs, services and community facilities. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing population and housing supply throughout the LGA. Council must also collaborate with neighbouring councils to identify opportunities for additional non-residential floor space to support employment growth.**

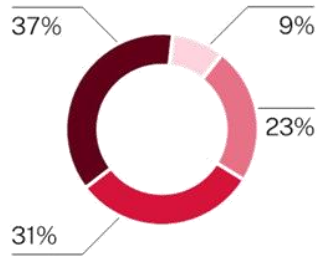
Housing and Employment Guidance – North Sydney

North Sydney - Eora Nation

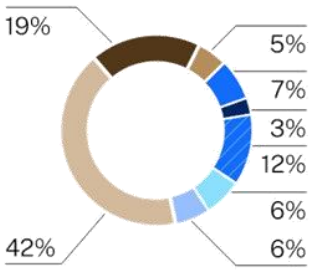


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2026 Housing Profile



2026 Employment Profile



72,074
2026 Population Projection

86,697
2046 Population Projection

40,462
2026 Homes

100,100
2026 Jobs

130,700
2046 Jobs

11
km² in size

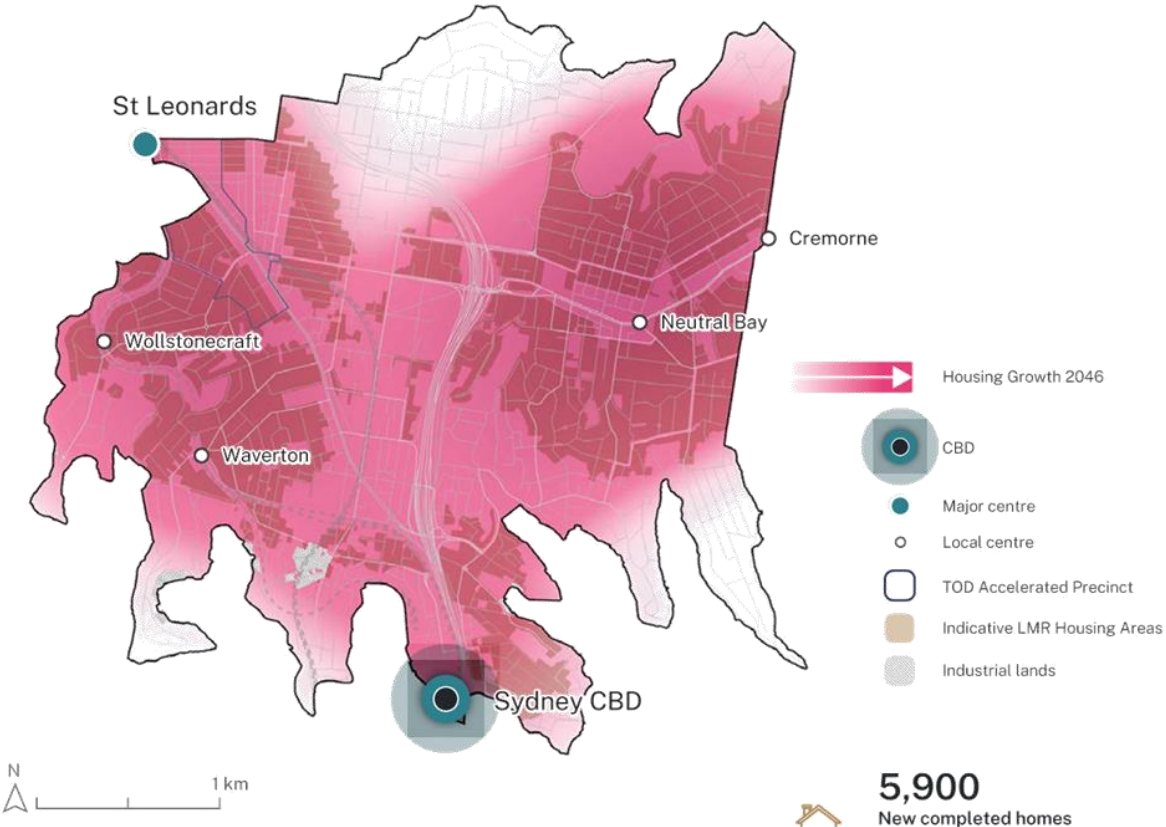
2.0
Average household size (people)

28%
of people work and live in the LGA

72%
of people work outside the LGA

Housing and Employment Guidance – North Sydney

Housing



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5,900
New completed homes between 2024-2029

North Sydney LGA's 5-year housing target of 5,900 additional homes for the 2024 to 2029 National Housing Accord period reflects its role in delivering housing growth within identified centres and along transport corridors. Higher density development will be concentrated within the Transport Oriented Development (TOD) Accelerated Precinct at Crows Nest and Low and Mid-Rise (LMR) Housing Areas.

The LGA's current housing profile is mixed, with attached dwelling types comprising 90% of housing. Detached dwellings make up less than 10% of the dwelling mix, with the remaining dwelling stock mostly taken up by mid and high-rise housing. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, TOD Accelerated Precinct and LMR Housing Areas. This will be supported by stable growth in the low-rise category and a reduction in the proportion of detached dwellings.

North Sydney shares a housing submarket and complex LGA boundaries with Lane Cove, Mosman and Willoughby LGAs. **Council must collaborate with its neighbouring councils to plan for additional housing growth in well-located areas and centres along its boundaries. It must also plan and deliver local infrastructure in collaboration with these councils to support this growth.** The lag between finalising the St Leonards and Crows Nest 2036 Plan (in 2019) and the delivery of the rezoning for the Crows Nest TOD Accelerated Precinct (2024) shows that councils must coordinate their rezoning efforts or the Department may need to undertake this work via a state-led pathway.

Higher density development will occur around the Metro Northwest station at Crows Nest TOD Accelerated Precinct that also covers two adjacent councils. This will be supported by LMR Housing Areas around Cremorne centre, Milsons Point station, Neutral Bay centre, Waverton station, Wollstonecraft, St Leonards station, and Victoria Cross Metro station, which are well suited for higher density infill development to support greater housing diversity.

In the medium to longer term, Council should investigate opportunities between Neutral Bay and Cremorne, and along Military Road, for future housing growth, subject to infrastructure capacity and consultation with government agencies.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

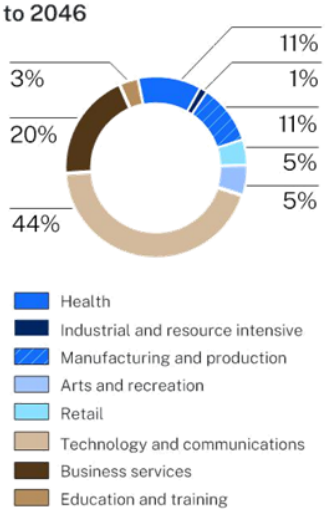
To support future housing growth, **Council must investigate further housing opportunities around Waverton station via a master plan and rezoning. Council must also collaborate with Lane Cove Council in the short term on master planning and rezoning the Wollstonecraft station precinct for greater housing.** Subject to Council's planning approach, these areas may be considered for future state-led rezonings.

Housing and Employment Guidance – North Sydney

Employment

North Sydney LGA 2026 Jobs
100,100
10 year jobs range (2026 – 2036)
+11,800 - 20,900
20 year jobs range (2026 – 2046)
+15,500 - 30,500

Industry split of additional jobs to 2046



LGA employment

North Sydney LGA is projected to experience strong employment growth of around 30% by 2046, reinforcing its role as one of Sydney's most significant business and employment locations. Approximately 88% of jobs are expected to be concentrated within North Sydney (as part of Sydney CBD) and St Leonards major centre, which will continue to accommodate high-density commercial development and office-based employment.

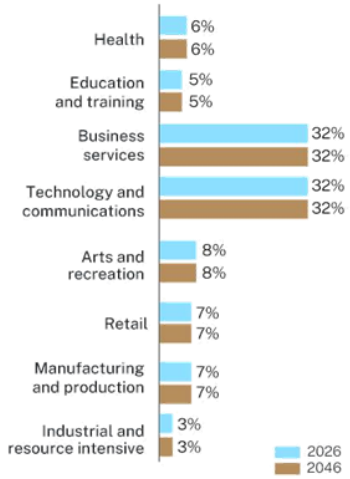
Growth will be driven primarily by the technology and communications, and business services sectors, building on North Sydney's established industry strengths as an LGA for professional, knowledge-intensive and corporate industries. Enhanced public transport connectivity, including Metro services, further strengthen access to these employment hubs and expand their workforce catchment across Sydney.

Local centres such as Neutral Bay, Waverton and Wollstonecraft will also continue to play an important role in supporting a growing residential population through the provision of local jobs and services. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

Sydney CBD

CBD

Sydney CBD 2026 Jobs
706,300
10 year jobs range (2026 – 2036)
+59,600 - 94,700
20 year jobs range (2026 – 2046)
+103,900 - 162,300



North Sydney forms part of the broader Sydney CBD and plays a complementary role by providing significant commercial office floor space and supporting a strong concentration of business services employment. Its role is particularly important in connecting the Sydney CBD with northern Sydney and north west jobs corridor. Around 14% of additional jobs for the Sydney CBD are expected to be in the North Sydney LGA.

The centre is well-positioned to support employment growth due to its strong rail and Metro connectivity. These connections provide direct access to the southern part of the Sydney CBD, Chatswood and other centres along the north-west corridor.

The centre has an established commercial office role and a strong specialisation in the technology and communications industries. Combined with strong transport connectivity and proximity to the Sydney LGA, business services and technology and communications are expected to remain the centre's dominant employment sectors, accounting for approximately 64% of total employment by 2046.

As the centre is shared with the Sydney LGA, coordinated planning and strategic alignment will be essential to bring additional floor space to market in the right parts of this broader CBD. **In the short term, Council must work with City of Sydney Council to undertake a long-term strategic plan for the total area set out in the Central Sydney Planning Strategy including the North Sydney CBD. Councils must then undertake a rezoning with the City of Sydney Council to extend the SP5 zone to the North Sydney LGA to enable a mix of uses and incentivise additional employment floor space to support business services and technology and communications jobs. Council should balance employment and residential floor space in line with the housing and employment guidance set out in the Sydney Plan.**

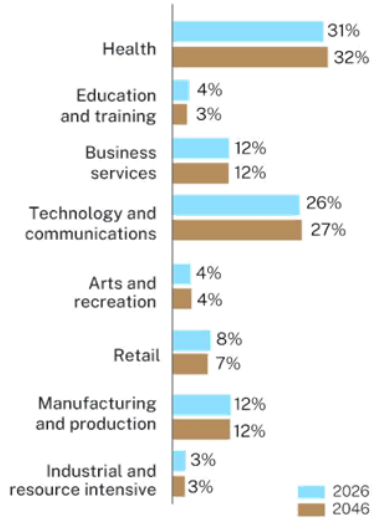
Housing and Employment Guidance – North Sydney

Employment

St Leonards

Major centre

St Leonards 2026 Jobs
55,600
10 year jobs range (2026 – 2036)
+7,500 – 12,600
20 year jobs range (2026 – 2046)
+12,100 – 20,900



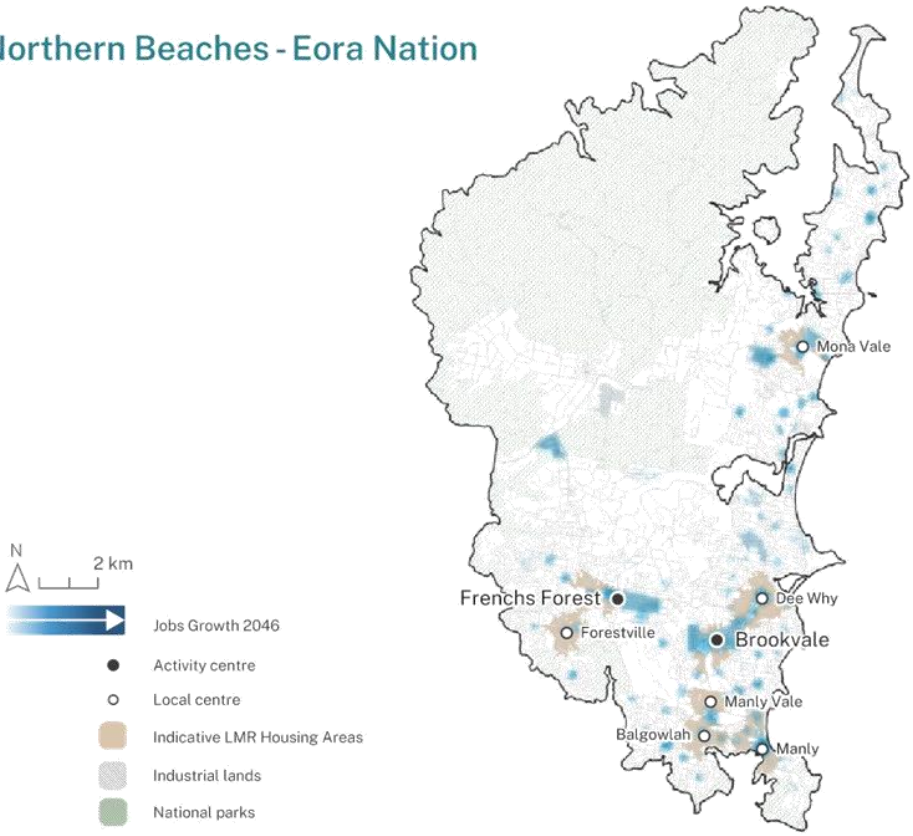
St Leonards is a major centre located along the corridor between Sydney's north west and the Sydney CBD. Future employment growth by 2046 is expected to build on the centre's existing strengths in health, technology and communications, and manufacturing and production industries. This will be supported by Royal North Shore Hospital and regionally significant industrial land in Artarmon.

The centre's proximity to St Leonards rail station and Crows Nest Metro station will increase worker accessibility, support greater levels of commercial activity and expand employment opportunities in the centre.

As the centre is shared with Willoughby and Lane Cove LGAs, councils must coordinate planning, infrastructure requirements and strategic alignment to bring additional floor space to market, or the Department may need to undertake this work via a state-led pathway. Local planning should balance housing and employment in line with guidance set out in the Sydney Plan. This includes creating opportunity for new employment uses ancillary to the established health facilities, alongside opportunities for key worker housing to enable people to live close to their workplaces.

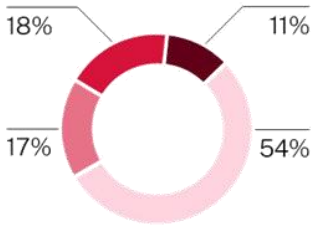
Housing and Employment Guidance – Northern Beaches

Northern Beaches - Eora Nation



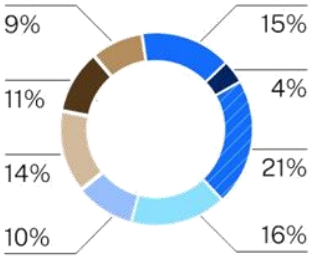
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

268,826
2026 Population Projection

279,449
2046 Population Projection

114,087
2026 Homes

126,500
2026 Jobs

157,000
2046 Jobs

254
km² in size

2.5
Average household size (people)

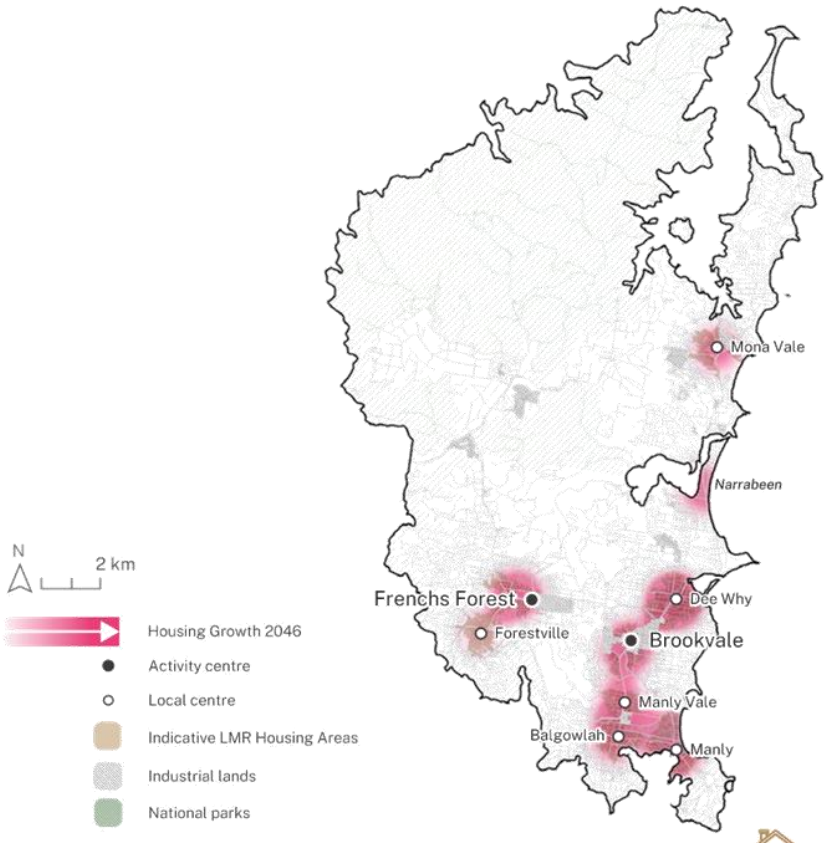
58%
of people work and live in the LGA

42%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 81

Housing and Employment Guidance – Northern Beaches

Housing



5,900
New completed homes between 2024-2029

This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

Northern Beaches LGA has a 5-year housing target of 5,900 additional homes for the 2024 to 2029 National Housing Accord period. Higher density development will be concentrated across nine Low and Mid-Rise (LMR) Housing Areas. These locations are well suited for mid and higher density infill development to support greater housing diversity.

The LGA's current housing profile is dominated by detached dwellings, which comprise more than 50% of the dwelling mix, with the balance being an even spread of attached housing. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, LMR and potential infill investigation areas.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council must focus master planning and rezoning efforts in the short term on the Narrabeen and Manly centres where there is transport capacity for additional housing growth. Subject to Council's planning approach, these areas may be considered for future state-led rezoning. **In the short term, Council must also review the planning controls set out in the Frenchs Forest centre to find additional housing growth, opportunities for key worker housing to support the Northern Beaches Hospital and incorporate lands to west and south of the current proposed centre, including the Forest Way shopping centre.**

While medium and high-density development should be focused in well-located areas, the Northern Beaches, with its larger lot sizes across the suburbs of its LGA, lower density profile and its higher feasibility, make it a prime LGA for additional low-rise diversity including dual occupancies, terraces, town houses and small apartment buildings. **Council must review its permissibility and planning controls, including smaller lot size controls, in areas outside the LMR Housing Areas for low-rise housing typologies to encourage this type of development in its LGA.** This type of housing is appropriate for the existing urban areas of the Northern Beaches to manage infrastructure capacity.

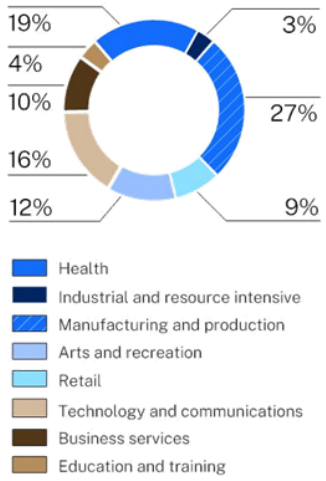
In the medium to longer term, Council investigations should consider areas surrounding the Forestville centre and Warringah Mall and Brookvale centre, subject to consultation with government agencies. Additional areas to investigate for medium-density development are Manly Vale, Mona Vale and Seaforth centres.

Housing and Employment Guidance – Northern Beaches

Employment

Northern Beaches LGA 2026 Jobs
126,500
10 year jobs range (2026 – 2036)
+5,800-16,600
20 year jobs range (2026 – 2046)
+12,500-30,500

Industry split of additional jobs to 2046



LGA employment

Employment across the **Northern Beaches** LGA is diverse and broadly distributed, with approximately 77% of jobs located outside the primary employment centres of Brookvale and Frenchs Forest. Regionally significant industrial precincts in Brookvale centre, Balgowlah, Cromer and Mona Vale play a critical role in supporting local manufacturing. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

The Northern Beaches has the second-highest rate of residents working within their own LGA in the region, behind the Sydney LGA, demonstrating the importance of local employment opportunities to the area's economy. As total employment is expected to increase by approximately 24% over the next 20 years, **Council should make sure planning controls support adequate employment floor space capacity across the LGA, as this will be critical to accommodating this growth.**

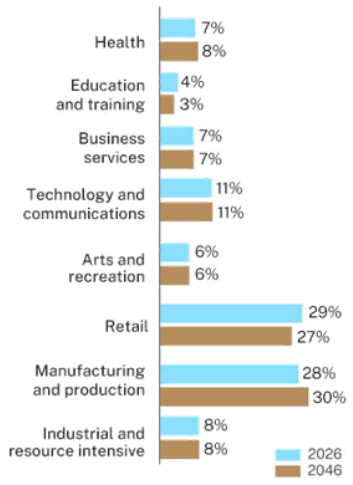
Larger local centres such as Manly, Dee Why and Forestville will also serve an important function by providing a wide range of goods, services and employment opportunities for residents. These centres will become increasingly important in supporting the needs of a growing population and facilitating access to local jobs. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing population and housing supply throughout the LGA.**

Within this network of centres, Brookvale acts as an anchor with the most significant concentration of jobs and services in the LGA. Its ongoing role as a focal point for economic activity means it is essential that Council secures sufficient employment floor space to support growth over the next 20 years.

Brookvale

Activity centre

Brookvale 2026 Jobs
15,900
10 year jobs range (2026 – 2036)
+500 – 1,900
20 year jobs range (2026 – 2046)
+1,200 – 3,400



Brookvale is a major activity centre and the primary industrial precinct in northern Sydney. Anchored by Warringah Mall, it encompasses extensive industrial lands to the east and west, with industrial uses accounting for more than half of the centre's total area. It has a strong employment base across manufacturing, production and retail services, supported by extensive industrial lands that accommodate a diverse range of businesses, including breweries, mechanics, gyms, showrooms and construction related enterprises.

Overall jobs are expected to increase by more than 20% from 2026 to 2046. Manufacturing and production will be the major contributor, accounting for about 40% of new jobs to 2046. Retail will be the second largest sector, contributing up to 16% of new jobs, driven largely by Warringah Mall and surrounding high street activity. Together, these two industries will make up approximately 57% of Brookvale's total employment base, reflecting its dual role as both an industrial and retail destination.

Brookvale benefits from strong transport access, with multiple bus services, including the B-Line, providing direct connections to the Sydney CBD at Wynyard. This accessibility, combined with significant retail infrastructure and a large industrial base, positions Brookvale to support continued growth in industrial, commercial and retail employment.

Council must monitor and review planning controls to enable continued employment growth through the provision of additional commercial floor space and the facilitation of mixed-use development to leverage Brookvale's industry strengths and strategic role in the broader network of centres.

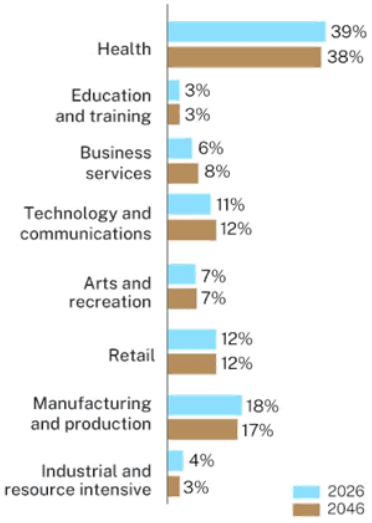
Housing and Employment Guidance – Northern Beaches

Employment

Frenchs Forest

Activity centre

Frenchs Forest 2026 Jobs
12,400
10 year jobs range (2026 – 2036)
+1,300 – 2,400
20 year jobs range (2026 – 2046)
+2,400 – 4,400



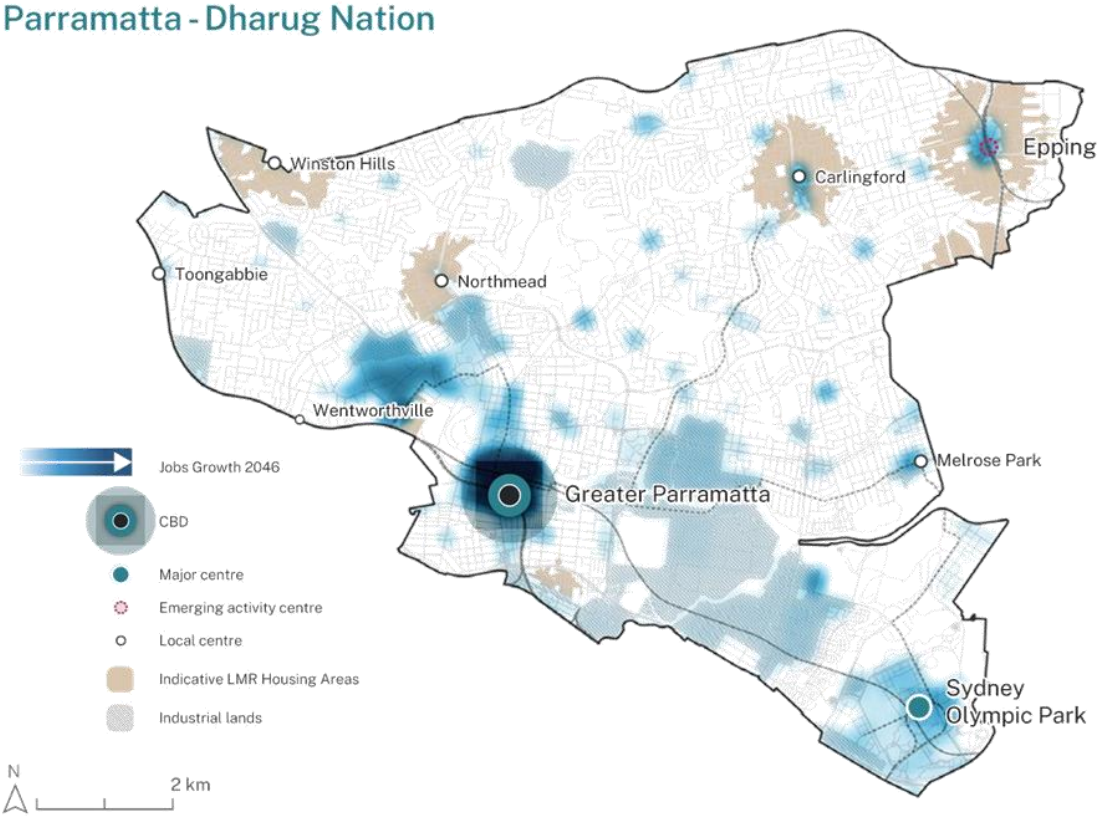
Frenchs Forest is an activity centre anchored by the Northern Beaches Hospital precinct and the business park south of Warringah Road. The centre has shifted from a historically technology focused area to a diverse mix of health, commercial and light industrial uses. The relocation of The Forest High School will create a new retail centre to support new jobs reinforcing the centre's role within the broader Northern Beaches region.

Jobs are expected to increase by approximately 35% by 2046, with around 34% of new jobs will be in health-related industries. Manufacturing and production, and technology and communications sectors, will continue to deliver new jobs, together accounting for around 29% new of jobs by 2046. Future investment in hospital infrastructure and surrounding commercial areas will continue to shape the scale and type of employment growth in the centre.

Council must review planning controls to create opportunities for new employment uses supportive to the established health facilities, alongside opportunities for mixed-use development and key worker housing to enable people to live close to their workplaces.

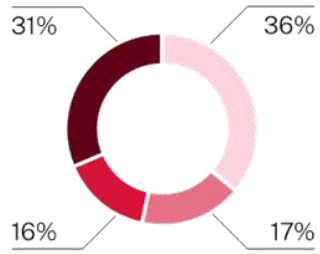
Housing and Employment Guidance – Parramatta

Parramatta - Dharug Nation



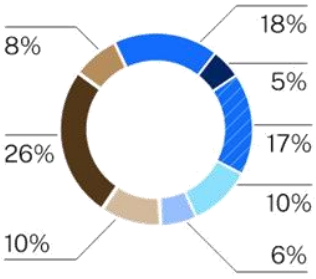
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

284,153
2026 Population Projection

395,099
2046 Population Projection

111,215
2026 Homes

190,400
2026 Jobs

277,500
2046 Jobs

84
km² in size

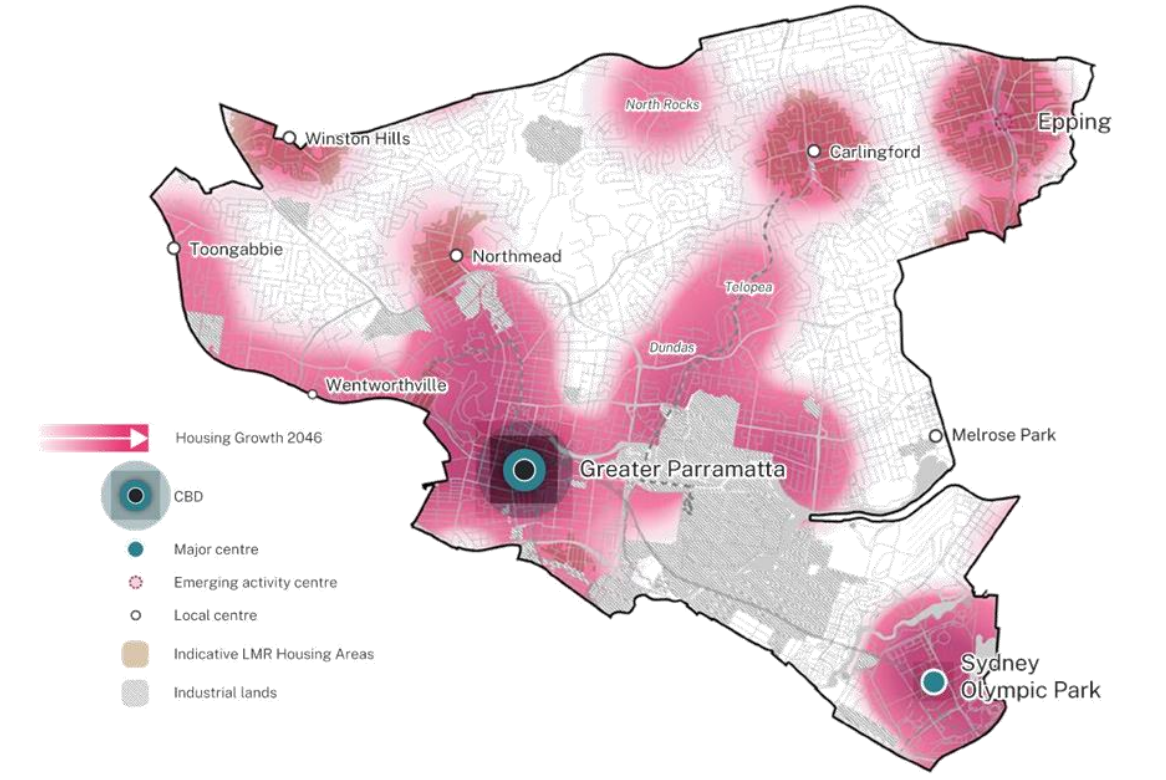
2.7
Average household size (people)

30%
of people work and live in the LGA

70%
of people work outside the LGA

Housing and Employment Guidance – Parramatta

Housing



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19,500
New completed homes between 2024-2029

Parramatta LGA's 5-year housing target of 19,500 additional homes for the 2024 to 2029 National Housing Accord period reflects its role in delivering high housing growth across multiple state-led rezoning precincts, including Sydney Olympic Park, Parramatta North and the Fitzwilliam Street rezoning, and also in the Low and Mid-Rise (LMR) Housing Areas across the LGA.

The LGA's current housing profile comprises a diverse mix of dwelling types, with detached dwellings accounting for 36% of the housing stock and higher-density housing representing nearly one-third of all dwellings. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres and LMR Housing Areas. This will be supported by stable growth in the low-rise category and a reduction in the proportion of detached dwellings.

Further mid-rise housing will be concentrated across seven LMR Housing Areas, some of which extend into adjoining LGAs. These locations are well suited for mid and high-rise infill development to support greater housing diversity.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council has identified the need to complete master plans and state-led rezoning precinct studies for Metro West, Parramatta Light Rail Stage 2 and rapid bus networks as a priority. However, there are also a number of additional housing growth opportunities that should be maximised in other existing stations and centres.

Council should focus master planning and rezoning efforts in the short term around Epping, Pendle Hill and Toongabbie stations and centres in collaboration with Cumberland Council, as well as along the light rail line, including stops at Carlingford, Telopea and Yallamundi. Subject to Council's planning approach, these areas may be considered for future state-led rezonings.

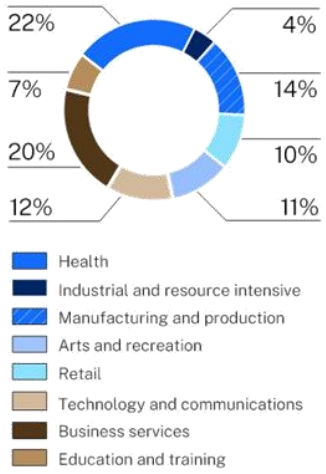
In the medium to longer term, Council investigations should consider the areas surrounding Mays Hill T-way stop, Dundas light rail stop, North Rocks shopping centre and stops along the future Parramatta Light Rail Stage 2.

Housing and Employment Guidance – Parramatta

Employment

Parramatta LGA 2026 Jobs
190,400
10 year jobs range (2026 – 2036)
+41,700 - 49,000
20 year jobs range (2026 – 2046)
+75,500 - 87,100

Industry split of additional jobs to 2046



LGA employment

Parramatta LGA has the second-largest concentration of jobs in Sydney and is expected to experience substantial employment growth of around 46% by 2046. This growth will be underpinned by ongoing investment in Greater Parramatta and Sydney Olympic Park, which together are projected to accommodate around 66% of all jobs across the LGA and continue to strengthen their roles as employment centres for the region.

Business services are expected to remain the LGA's largest employment sector, reflecting Parramatta's role in providing high-value office-based employment for central Sydney. Health employment is also projected to grow significantly, making up 22% of all additional jobs for the LGA, driven by the significant health infrastructure in Westmead.

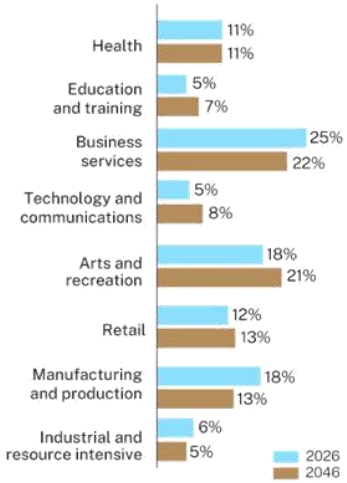
Epping as an emerging activity centre, together with local centres such as Carlingford and Northmead, will also play an important role in providing jobs, services and amenities close to where people live. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing population and housing supply throughout the LGA.**

Regionally significant industrial precincts at Camellia, Silverwater, Rydalmere and Northmead will also continue to support supply chains, local industry and employment, contributing to a diverse local economy. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

Sydney Olympic Park

Major centre

Sydney Olympic Park 2026 Jobs
14,900
10 year jobs range (2026 – 2036)
+4,400 – 5,000
20 year jobs range (2026 – 2046)
+11,800 – 13,000



Sydney Olympic Park is a major centre located along the corridor linking Sydney CBD and Parramatta. Employment is expected to grow by up by 13,000 jobs to 2046. Historically, the centre has supported a strong base of office-based employment, however future employment growth is expected to be driven primarily by entertainment, tourism, recreation and population-serving activities.

Sydney Olympic Park remains a major destination within the broader Sydney region, anchored by largescale venues such as Accor Stadium, Afterpay Arena, Sydney Showground Stadium and URBNSURF Sydney. As the centre evolves, its proximity to Greater Parramatta positions it to play a complementary role in the scale and type of future jobs growth.

The centre benefits from strong transport connections, including train and bus services that link it to Greater Parramatta and Sydney CBD. The delivery of Sydney Metro West will significantly enhance accessibility by providing fast, high frequency rail services, better connecting Parramatta and Sydney CBDs, and expanding the number of workers who can reach Sydney Olympic Park.

Employment growth to 2046 will reflect the centre's shift towards service based and entertainment related industries. Business services will decline slightly to 22% of total jobs in 2046, while arts and recreation will increase to make up 21% of total employment. As residential development expands and Metro West reshapes accessibility, Sydney Olympic Park is likely to reposition as part of the Greater Parramatta CBD's broader employment ecosystem. **Planning should support the centre's growing residential role while making sure sufficient employment, retail, community and visitor-serving uses are provided to support new residents.**

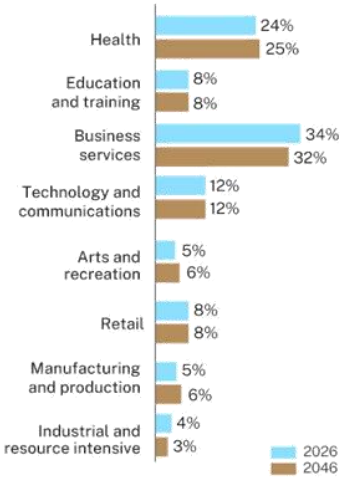
Housing and Employment Guidance – Parramatta

Employment

Greater Parramatta

CBD

Parramatta CBD 2026 Jobs
104,200
10 year jobs range (2026 – 2036)
+27,800 – 32,000
20 year jobs range (2026 – 2046)
+45,800 – 52,300



Greater Parramatta is a cluster of centres forming a strong and interconnected network from Westmead to Rosehill, spanning both the Cumberland and Parramatta LGAs. It includes Harris Park, North Parramatta, Parramatta CBD, Rosehill and Westmead — each contributing civic, cultural and employment functions that underpin the centres role as Sydney's second CBD. The area accommodates a concentration of public administration, finance, legal and education services.

Employment across Greater Parramatta is expected to increase substantially to 2046, with total jobs rising by around 50%. Business services will be the strongest area of growth, accounting for around 32% of total employment in 2046. Health related employment will be the second largest contributor, comprising around 25% of total employment in 2046. Jobs growth in Greater Parramatta is diverse based on the different centres within the broader network. Continued investment in health, education, transport and cultural infrastructure will support commercial development and mixed-use growth across the cluster, making sure Greater Parramatta remains a vibrant and diverse CBD. **As the centre is shared with Cumberland Council, coordinated planning and strategic alignment will be essential to bring additional floor space to market. Local planning must leverage the centres existing infrastructure to support investment and growing employment role of the centres.**

Key high concentration employment areas within Greater Parramatta are the Parramatta CBD and the Westmead Health Precinct.

The Parramatta CBD core is centred around Parramatta train station and generally aligns with the extent of a small portion of E2 zoned land. The core is broadly bounded by Phillip Street to the north, Valentine Avenue to the south, Charles Street to the east, and is largely contained east of Church Street. This area accommodates Parramatta's principal current and future commercial activity, with Parramatta Square as a focal point. **Local planning should explore opportunities to expand the E2 commercial core to support greater floor space opportunities and must leverage the centres existing infrastructure to support investment and growing employment role of the centre. Council must also investigate for more opportunities to support greater mixed-use development, including tourism accommodation and uses to grow the cultural and civic qualities of the centre, including increasing planning controls in the corridor south to Harris Park. Council must review and rezone land in the low-rise residential suburbs to the east, south and west of the centre to support greater density to activate this centre.**

The Westmead Health Precinct is an internationally renowned health precinct comprising of a public hospital, a public children's hospital and a private hospital as well as university campuses, private education campuses and ancillary medical and education facilities. As Westmead South is in the adjoining Cumberland LGA, Council must collaborate with Cumberland Council and other stakeholders to align planning outcomes that leverage infrastructure to create opportunity for new employment uses, alongside opportunities for key worker housing to enable people to live close to their workplaces.

Epping

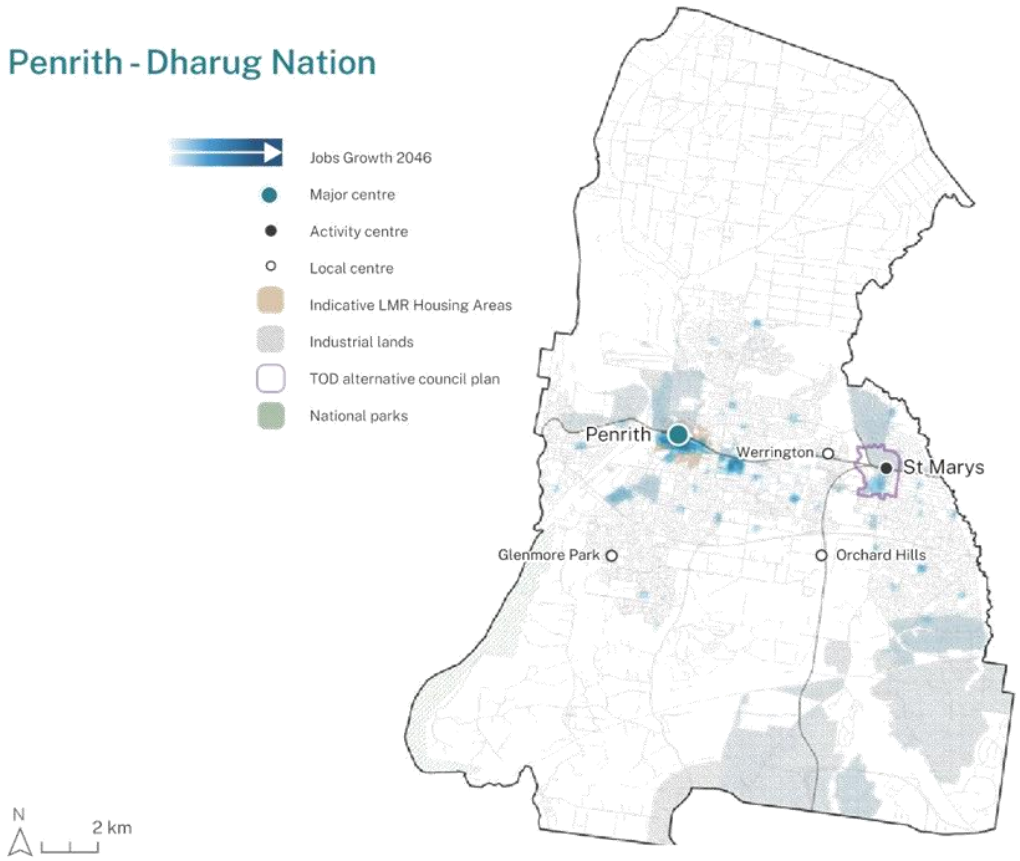
Emerging activity centre

Epping is an emerging activity centre supported by strong transport connections and a growing mix of technology, retail and health services. Significant local infrastructure, including multiple schools and civic facilities, underpins Epping's continued growth and diversification. Epping Interchange provides one of the most comprehensive transport connections in northern Sydney, with Metro, train and bus services converging in a single location. These links provide fast access to most parts of Sydney, including the CBD, Chatswood, Macquarie Park and Parramatta.

With substantial residential growth in the immediate area, Epping has a growing role in supporting employment beyond its immediate local catchment, due to its strategic location as one of the most connected centres in Sydney. Epping has the opportunity to grow both in terms of jobs and homes with greater high-density opportunities across the precinct, given the high transport access of the suburb to both the Parramatta and Sydney CBDs. **Local planning must leverage the centres existing infrastructure to support investment and growing employment role of the centre. Council must undertake a master plan and increase in controls to accommodate the increasing residential role of the centre, alongside population driven employment growth to support new residents.**

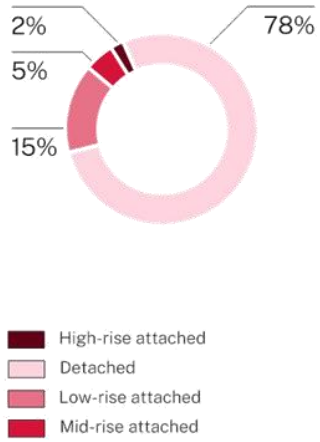
Housing and Employment Guidance – Penrith

Penrith - Dharug Nation

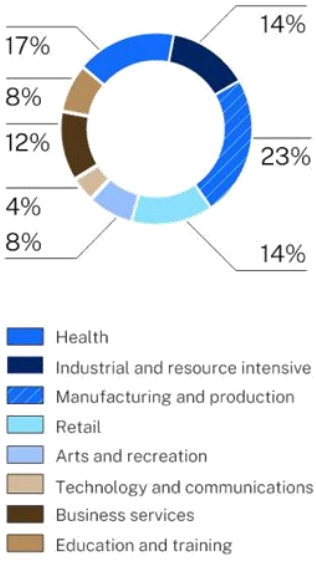


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2026 Housing Profile



2026 Employment Profile



231,023
2026 Population Projection

289,791
2046 Population Projection

88,466
2026 Homes

106,600
2026 Jobs

173,200
2046 Jobs

405
km² in size

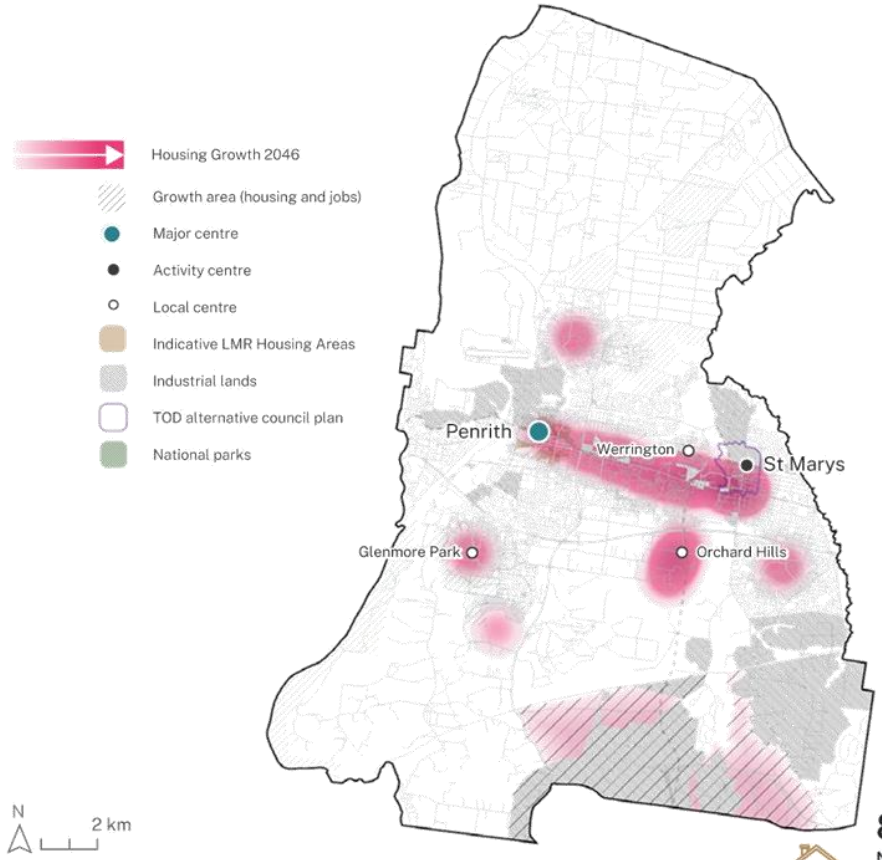
2.7
Average household size (people)

44%
of people work and live in the LGA

56%
of people work outside the LGA

Housing and Employment Guidance – Penrith

Housing



8,400
New completed homes between 2024-2029

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Penrith LGA's 5-year housing target of 8,400 additional homes for the 2024 to 2029 National Housing Accord period reflects its role in delivering high housing growth across multiple state-led rezoning projects, including Western Sydney University in Werrington and Orchard Hills. Higher density development will be located within the St Marys, Penrith centre – subject to flooding considerations – and the Penrith station Low and Mid-rise (LMR) Housing Area.

The LGA's current housing profile is dominated by detached dwellings, with a growing share of mid and high-rise development in centres. Over the medium term, housing growth is expected to shift towards greater delivery of low and mid-rise housing within local centres, supporting increased housing diversity and more efficient use of existing infrastructure.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

To support future jobs and housing growth, **Council must investigate short to medium term housing growth opportunities in Kingswood, around Cranebrook Village shopping centre, Glenmore Park centre, and St Clair shopping centre having regard to infrastructure capacity and in consultation with government agencies. Council must plan appropriately subject to hazard mitigation and evacuation requirements.** Subject to Council's planning approach, these areas may be considered for future state-led rezonings.

Council should also focus on planning and delivering local and regional infrastructure that enable new greenfield communities alongside the state infrastructure identified in the Infrastructure Opportunity Plan. Local and regional infrastructure should be coordinated and sequenced to those state infrastructure items in these areas.

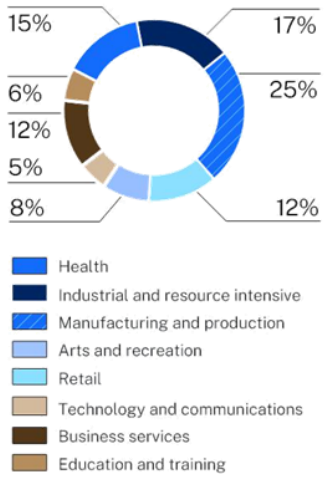
Council must encourage further low-rise housing diversity in its suburban and greenfield areas (outside the LMR Housing Area) by expanding permissibility of low-rise housing types and amending lot size controls to enable these dwelling types.

Housing and Employment Guidance – Penrith

Employment

Penrith LGA 2026 Jobs
106,600
10 year jobs range (2026 – 2036)
+33,900 - 41,500
20 year jobs range (2026 – 2046)
+54,000 - 66,600

Industry split of additional jobs to 2046



LGA employment

Employment in **Penrith** LGA is expected to grow by around 62% by 2046, making it one of the fastest-growing employment areas in the Sydney region. This growth will build on major assets including Nepean public and private hospitals, Western Sydney University and TAFE NSW Nepean.

Employment is also expected to increase across health, retail and business services, supporting a growing residential population. Growth in arts and recreation employment will be driven by investment and activity associated with the Nepean River, Penrith Lakes and Penrith Beach and further strengthening the LGA's tourism role.

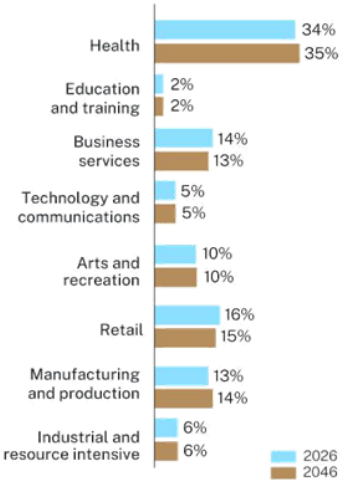
Penrith benefits from comparatively high levels of job self-containment, reflecting its role as a major employment centre for western Sydney. Future growth will be supported by continued investment in transport infrastructure, including the Metro Western Sydney Airport line, with stations at St Marys, Orchard Hills and Luddenham improving access to jobs and strengthening connectivity.

While industrial lands and Penrith and St Marys centres will accommodate a significant share of employment growth, local centres such as Orchard Hills, Werrington and Glenmore Park will continue to play an important role in providing daily goods and services and improving access to local jobs. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing population and housing supply throughout the LGA.**

Penrith

Major centre

Penrith centre 2026 Jobs
34,100
10 year jobs range (2026 – 2036)
+2,500 – 4,500
20 year jobs range (2026 – 2046)
+5,000 – 8,000



Penrith is Sydney's western-most major centre and serves as a key employment, health, education and visitor destination for western Sydney. The centre extends from the Nepean River and includes the Penrith commercial core, east to Kingswood and north to the North Penrith industrial precinct. Penrith provides a significant concentration of jobs and services with a catchment extending outside of the LGA.

Penrith is well connected by public transport, with Penrith and Kingswood railway stations providing access to the wider Sydney region rail network and bus services connecting the centre to surrounding residential areas and employment precincts.

Over the next two decades, employment in the centre is projected to increase by up to 8,000 jobs, driven by growth in health industries, which are expected to account for approximately 36% of new jobs by 2046, reinforcing Penrith's established specialisation in health services. Retail trade is expected to remain the second largest industry by 2046, accounting for approximately 15% of total employment. Employment is also expected to increase within the regionally significant industrial precinct to the north. This precinct will continue to support industrial, logistics and manufacturing activities, providing a diverse range of employment opportunities.

Penrith's growing visitor economy, supported by attractions such as the Nepean River, Penrith Stadium and associated entertainment and recreation destinations, is expected to contribute to employment growth in tourism, and recreation-related industries.

Council must review planning controls to create opportunities for new employment uses supportive to the established health facilities, alongside opportunities for key worker housing to enable people to live close to their workplaces, whilst reflecting the adaptive management framework for Penrith Centre.

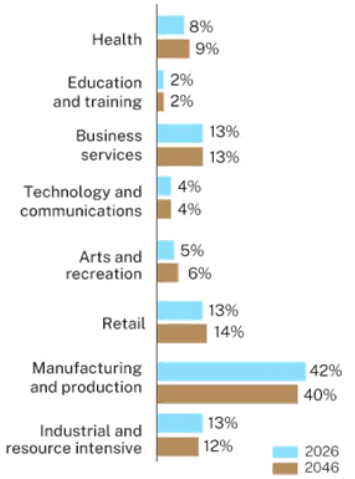
Housing and Employment Guidance – Penrith

Employment

St Marys

Activity centre

St Marys 2026 Jobs
9,500
10 year jobs range (2026 – 2036)
+2,400 – 3,000
20 year jobs range (2026 – 2046)
+4,500-5,600



St Marys is a key activity centre in western Sydney, providing a range of retail, commercial, community and health services for surrounding residential communities. Extending from the industrial area to the north of the rail line through to Queen Street to the south of the rail line, St Marys includes significant infrastructure that can be leveraged for jobs growth.

St Marys benefits from strong transport connectivity through St Marys railway station, which provides access to the wider Sydney rail network. The opening of the Metro Western Sydney Airport will significantly enhance the centre's strategic role by establishing St Marys as a gateway between metropolitan Sydney and Western Sydney International Airport. This improved connectivity is expected to expand the centre's labour catchment, attract investment and support increased employment and economic activity.

Employment in St Marys is projected to grow by approximately 59% over the next two decades. Manufacturing and production, combined with industrial and resource intensive sectors, are expected to remain the dominant industries, accounting for around 52% of total employment by 2046. This growth builds on St Marys' established specialisation in industrial activities and its proximity to the regionally significant industrial precinct surrounding the intermodal located north of the rail line. Other sectors including retail and health are expected to grow as the surrounding population increases and demand for services expands.

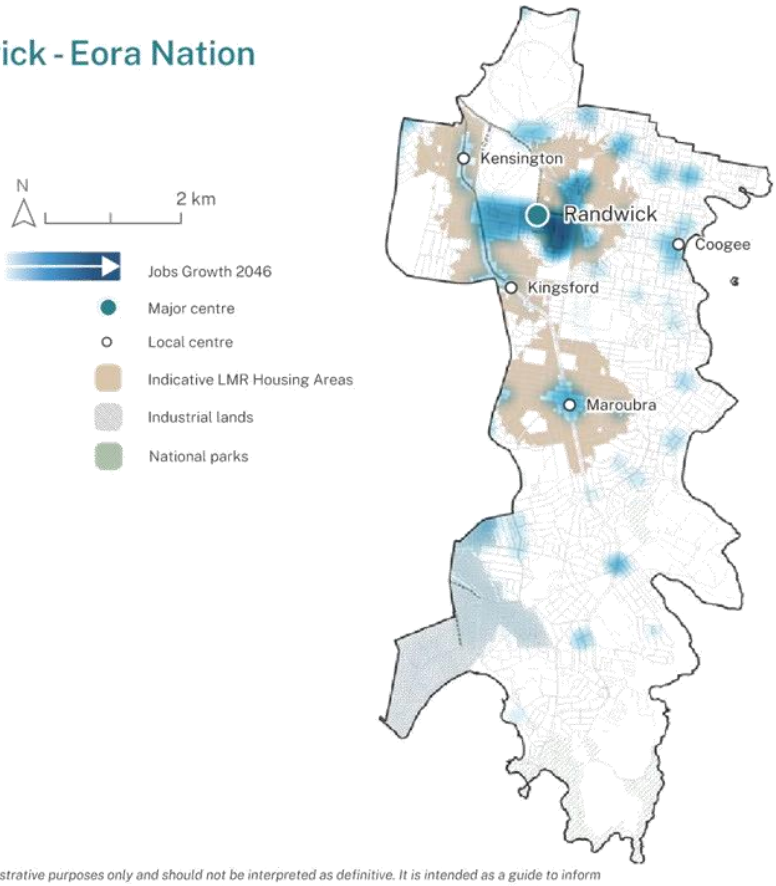
Council should regularly review planning controls to make sure St Marys is strategically aligned to the Sydney Plan and continues to play its role in the network of surrounding centres.

Employment outside of centres

Penrith's employment growth will be strongly supported by its extensive industrial lands, with around 67% of jobs expected to be located outside centres by 2046. Penrith LGA is well positioned to leverage key investment including the Western Sydney International Airport and Western Sydney Aerotropolis, as well as the future proposed Western Sydney Intermodal to continue to grow industrial employment. Key industrial precincts at the Northern Gateway, Erskine Park and Mamre Road, including more than 850-ha of state and regionally significant industrial land, will reinforce the LGA's established specialisation in industrial and resource intensive employment. Together with manufacturing and production, these sectors are projected to account for around 39% of all jobs in the LGA by 2046. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

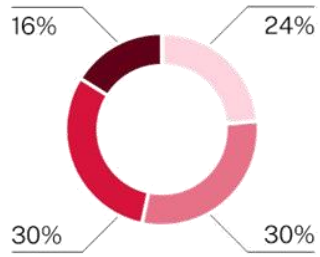
Housing and Employment Guidance – Randwick

Randwick - Eora Nation



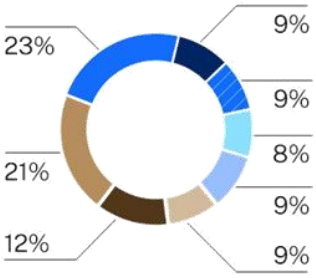
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

148,558
2026 Population Projection

157,873
2046 Population Projection

65,838
2026 Homes

64,300
2026 Jobs

77,900
2046 Jobs

36
km² in size

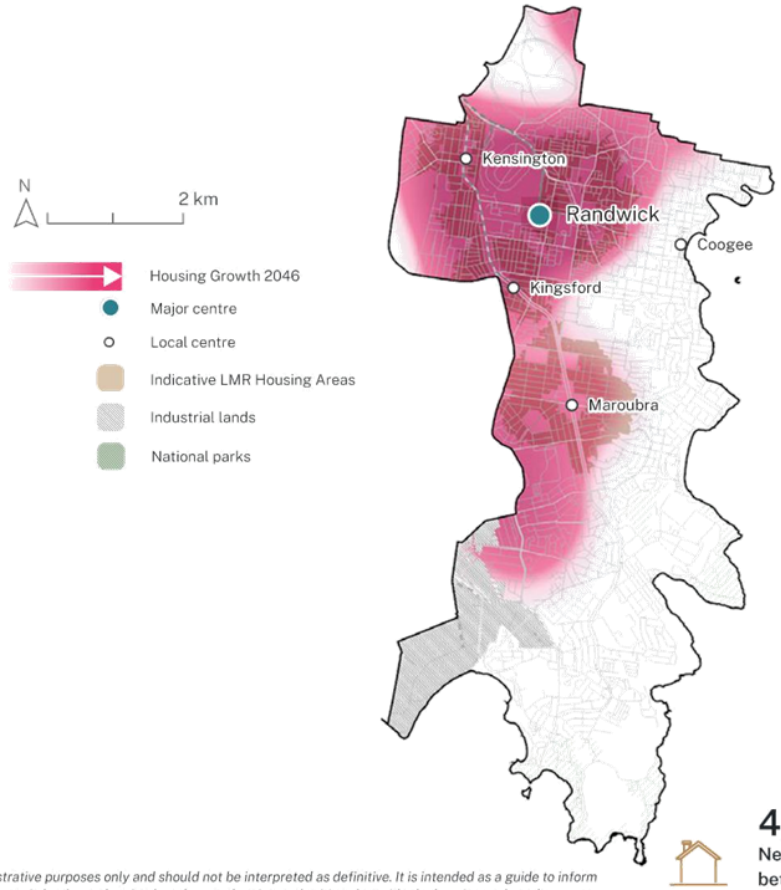
2.3
Average household size (people)

32%
of people work and live in the LGA

68%
of people work outside the LGA

Housing and Employment Guidance – Randwick

Housing



4,000
New completed homes between 2024-2029

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Randwick LGA has a 5-year housing target of 4,000 additional homes for the 2024 to 2029 National Housing Accord period. Housing growth will be delivered within light rail corridors, major centres, Kingsford state significant rezoning precinct, Low and Mid-Rise (LMR) Housing Areas and potential infill investigation areas.

The LGA includes five LMR Housing Areas. These locations are well suited for mid and high-rise infill development to support increased housing diversity. The LGA has a diverse housing profile and is expected to accommodate strong growth across low, mid and high-rise housing categories.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

To support further jobs and housing growth, **Council must investigate housing opportunities along the L2 and L3 light rail lines and the Maroubra Junction centre. This includes light rail stops at ES Marks, Kensington, UNSW Anzac Parade, Kingsford, Juniors Kingsford, Cook Street, UNSW High Street and Randwick centre. This should build on the Kensington to Kingsford strategy but expand further beyond the planned corridor for additional housing growth. Other housing opportunities include Belmore Road and Clara Street, along the express bus route.** Subject to Council's planning approach, these areas may be considered future state-led rezonings.

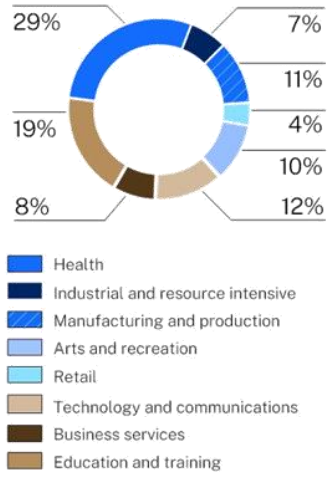
In the medium to longer term, Council should investigate other bus routes for future housing growth including Anzac Parade where it intersects with Botany Street, Byng Street, Fitzgerald Avenue, Middle Street, and along Clovelly Road, and the Matraville centre precinct.

Housing and Employment Guidance – Randwick

Employment

Randwick LGA 2026 Jobs
64,300
10 year jobs range (2026 – 2036)
+4,400 - 7,200
20 year jobs range (2026 – 2046)
+8,800-13,600

Industry split of additional jobs to 2046



LGA employment

Randwick LGA is expected to grow its employment base by 21% to 2046. Health and education will continue to be the primary drivers of growth within the LGA, together accounting for 44% of total jobs. This growth is underpinned by the concentration of institutions including the University of New South Wales (UNSW), Prince of Wales Hospital and Sydney Children's Hospital and several private sector medical anchors, which support a nationally significant cluster of health, education and research activity. Randwick LGA has a strong existing specialisation in education and training and has the highest concentration of this sector across the region.

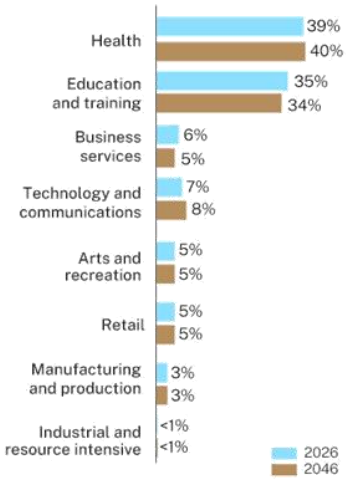
Around 42% of employment within the LGA is concentrated in the Randwick major centre, reflecting its role as the focal point for health, education and innovation activity. Beyond the centre, regionally significant industrial lands at Matraville support logistics and freight-related activities linked to Port Botany, as well as providing important local industrial services that support the broader eastern suburbs. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

The larger local centres of Maroubra, Kingsford, Kensington and Coogee will also continue to play an important role in supporting local communities, providing access to shops, services and local employment opportunities close to where people live. Together, these centres complement Randwick's specialised economic functions and contribute to a diverse and accessible local economy. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing housing supply throughout the LGA.**

Randwick

Major centre

Randwick centre 2026 Jobs
25,100
10 year jobs range (2026 – 2036)
+3,000 – 4,200
20 year jobs range (2026 – 2046)
+5,400 – 7,400



Randwick is a nationally important health and education centre, supported by the co-location of major hospitals, universities and research organisations including the UNSW, Prince of Wales Hospital and Sydney Children's Hospital.

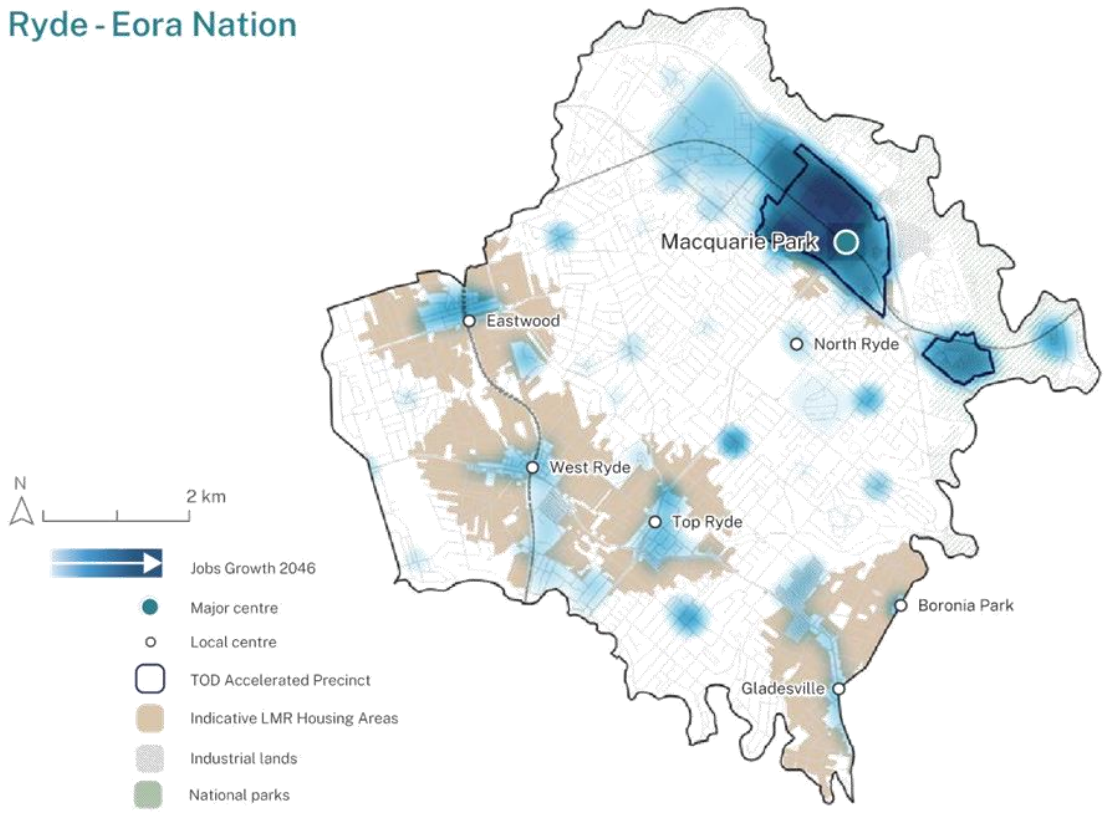
The centre benefits from strong public transport connections for residents, workers, students and visitors, including the light rail, which provides direct access to Sydney CBD via Moore Park. Frequent bus services operating along Anzac Parade and Alison Road further connect the centre to surrounding suburbs, across the eastern suburbs and the wider Sydney region.

Employment growth over the next two decades is expected to provide an additional 7,400 jobs, with almost 70% of these new jobs to be in health and education. Health will remain the centre's largest employment sector, accounting for approximately 40% of all jobs by 2046, while education will represent up to 34% of total employment. Randwick's agglomeration of health and education land uses supports jobs growth in these industries, particularly in innovation and research.

Council must review planning controls to create opportunity for new employment uses supportive to the established health and education facilities, alongside opportunities for key worker housing to enable people to live close to their workplaces.

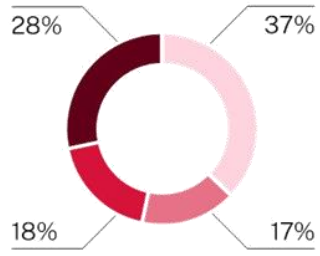
Housing and Employment Guidance – Ryde

Ryde - Eora Nation



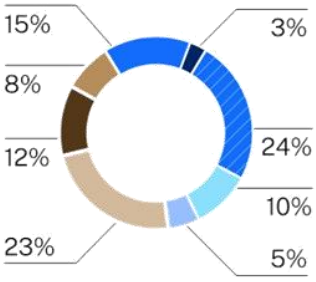
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

140,729
2026 Population Projection

187,055
2046 Population Projection

58,576
2026 Homes

118,000
2026 Jobs

166,300
2046 Jobs

41
km² in size

2.5
Average household size (people)

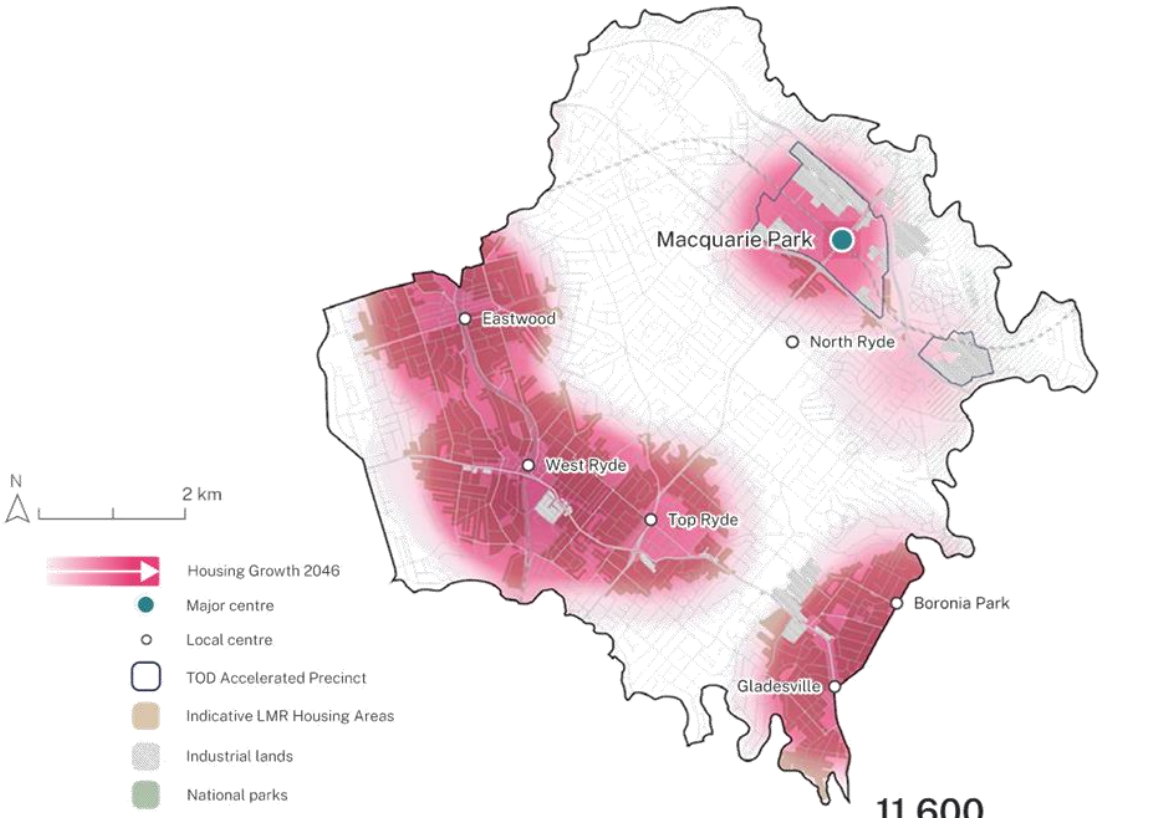
31%
of people work and live in the LGA

69%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 96

Housing and Employment Guidance – Ryde

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

Ryde LGA's 5-year housing target of 11,600 additional homes during the 2024 to 2029 National Housing Accord period reflects its role in delivering housing growth across local centres and stations including the Macquarie Park Metro station which is a Transport Oriented Development (TOD) Accelerated Precinct.

The LGA comprises eight Low and Mid-Rise (LMR) Housing Areas, some of which extend across council boundaries into adjoining LGAs. These locations are well suited for mid and high-rise infill development to support greater housing diversity.

The LGA's current housing profile is varied with detached dwellings comprising less than 40% of the dwelling mix and the balance including a substantial proportion of higher-density housing. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres like Macquarie Park, Ryde, TOD and LMR Housing Areas. This will be supported by stable growth in the low and mid-rise categories and a reduction in the proportion of detached dwellings.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

To support future jobs and housing growth, **Council must investigate further housing opportunities in West Ryde and Eastwood. Council must also collaborate with Hunters Hill Council in the short term on master planning and rezoning prospects for the Boronia Park and Gladesville precincts.** Subject to Council's planning approach, these areas may be considered future state-led rezonings.

In the medium to longer term, Council should consider further housing growth options around North Ryde and Top Ryde shopping centre, subject to infrastructure capacity and consultation with government agencies.

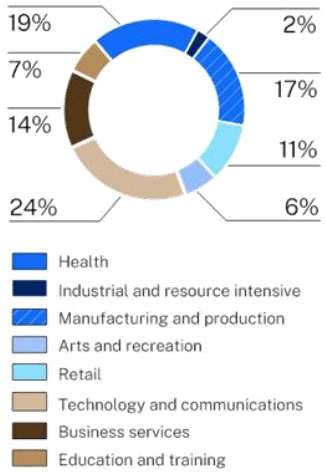
Council must encourage further low-rise housing diversity in its suburban areas (outside the LMR Housing Area) by expanding permissibility of low-rise housing types and amending lot size controls to enable these dwelling types.

Housing and Employment Guidance – Ryde

Employment

Ryde LGA 2026 Jobs
118,000
10 year jobs range (2026 – 2036)
+19,000-30,100
20 year jobs range (2026 – 2046)
+29,300-48,300

Industry split of additional jobs to 2046



LGA employment

Ryde LGA is expected to experience significant growth in employment of 41% by 2046. More than 75% of this growth will be concentrated in Macquarie Park, alongside housing growth and anchored by Macquarie University, Macquarie Hospital and an established innovation economy. Technology and communications is an established industry specialisation of the LGA, which will continue to grow, accounting for 24% of additional jobs to 2046.

Manufacturing and production will also remain a key economic strength, representing 17% of new jobs to 2046. Regionally significant industrial precincts in Macquarie Park, West Ryde and Gladesville support a diverse range of activities, including logistics, wholesale trade and advanced manufacturing. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

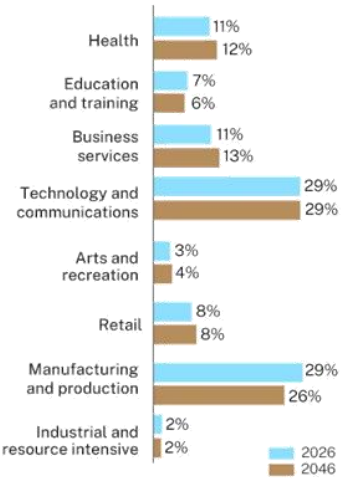
Local centres of Top Ryde, West Ryde, Eastwood and North Ryde, will also continue to play an important role in meeting the daily needs of residents by providing access to shops, services and local employment opportunities close to where people live. **Council should make sure that there is sufficient floor space for goods and services in local centres to support the needs of growing population and housing supply throughout the LGA.**

Employment throughout the LGA is also expected to remain strong in health, retail and business services. Planning for this growth should respond to the needs of a growing population by leveraging the LGA's established transport network, supporting accessible jobs and services, and encouraging mixed-use development in centres.

Macquarie Park

Major centre

Macquarie Park 2026 Jobs
81,900
10 year jobs range (2026 – 2036)
+15,700 – 23,600
20 year jobs range (2026 – 2046)
+23,900 – 37,600



Macquarie Park is a significant major centre in Sydney, serving as the largest non-CBD office market in the region. Employment growth is expected to increase by 46% by 2046, the centre is a major destination for education, healthcare and technology-based employment.

The centre is anchored by Macquarie University, Macquarie University Hospital and Macquarie Centre in the east, with employment uses extending south to the North Ryde Business Park. The commercial core surrounding Macquarie Park Metro station accommodates a substantial share of the centre's commercial activity,

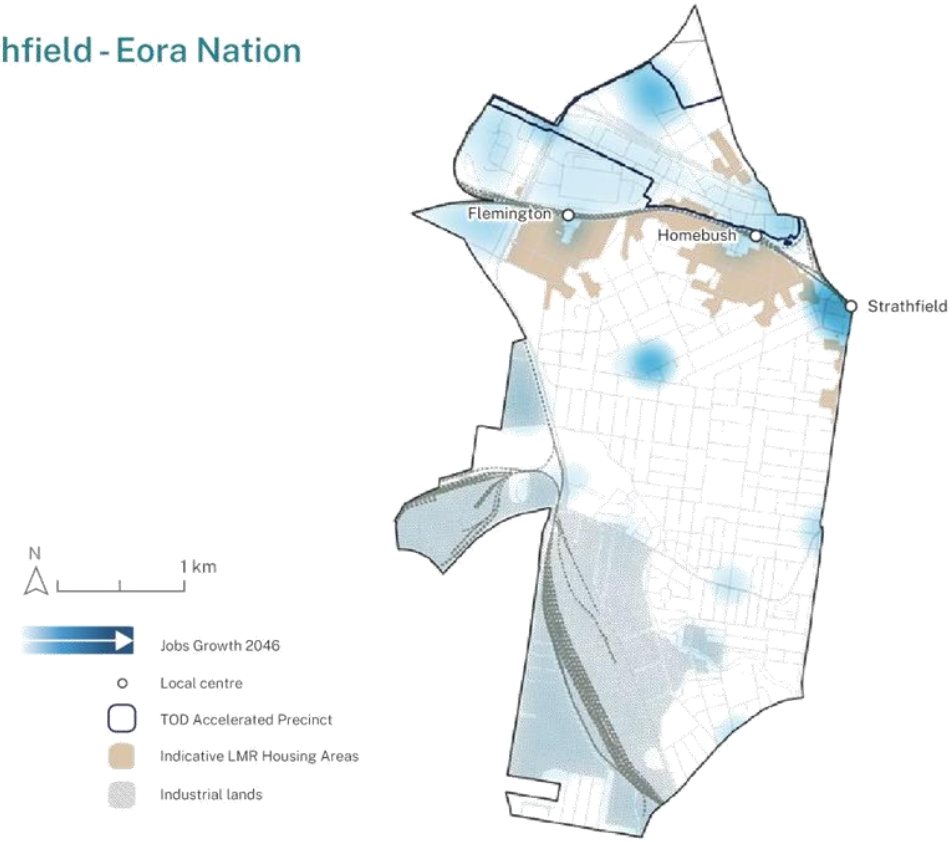
Macquarie Park benefits from substantial transport connectivity, including multiple Metro stations, providing direct access to Chatswood, the Sydney CBD and north-west Sydney. Connections to major road corridors, including the M2 Motorway, also support access for workers, students and visitors from across the region.

By 2046, manufacturing and production, together with technology and communications, will account for up to 55% of employment within the centre. Other sectors projected to grow strongly over the next two decades include business services, health, and arts and recreation. Growth in these industries will support a more diverse and resilient employment base. Activation opportunities in and around the commercial core should be explored to support a vibrant mixed-use environment and promote greater day-to-night activity within the centre.

Council must make sure planning controls reflect the centres role, enable flexibility and leverage the centres existing infrastructure to support investment, encourage appropriate mixed-use development and student housing to support the employment role of the centre.

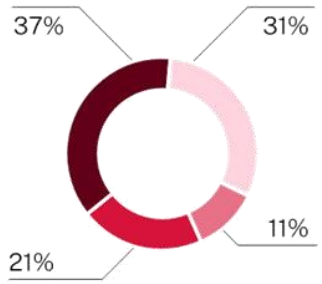
Housing and Employment Guidance – Strathfield

Strathfield - Eora Nation



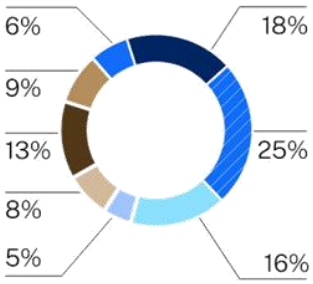
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

52,032
2026 Population Projection

61,820
2046 Population Projection

20,156
2026 Homes

26,100
2026 Jobs

29,300
2046 Jobs

14
km² in size

2.7
Average household size (people)

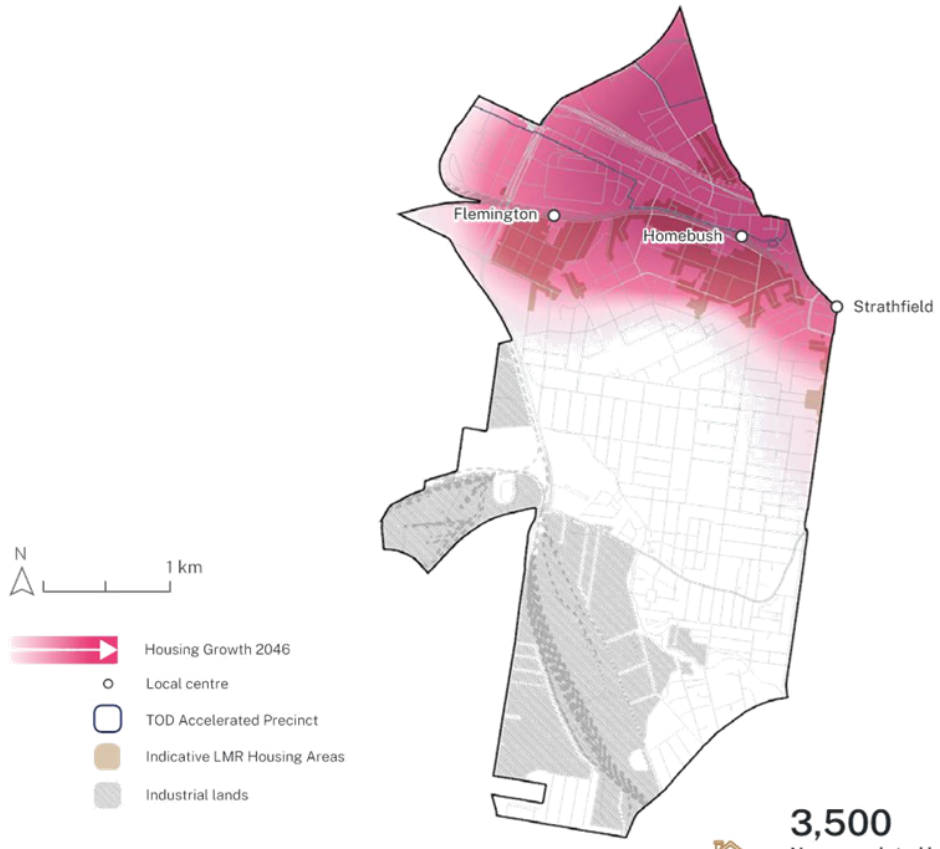
16%
of people work and live in the LGA

84%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 99

Housing and Employment Guidance – Strathfield

Housing



3,500
New completed homes between 2024-2029

This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

Strathfield LGA has a 5-year housing target of 3,500 additional homes for the 2024 to 2029 National Housing Accord period. It will deliver housing growth within the Sydney Markets state-led rezoning area, Transport Oriented Development (TOD) Accelerated Precinct at Homebush and Low and Mid-Rise (LMR) Housing Areas.

The LGA's current housing profile has a diverse mix of dwelling types. Detached dwellings comprise just over 30% together with a significant proportion of mid and high-rise housing across the LGA. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, TOD and LMR Housing Areas. This will be supported by growth in the low and mid-rise categories and a reduction in the proportion of detached dwellings.

Strathfield shares a housing submarket with Burwood, Canada Bay and Inner West LGAs. All of these LGAs benefit from high transport accessibility with multiple heavy rail lines, light rail and high frequency bus routes. They will also benefit from improved transport access with the opening of Metro South West and the delivery of Metro West improving access to the Parramatta and Sydney CBDs. Because of these infrastructure investments, **Council must collaborate with its neighbouring councils to plan for continued housing growth in well-located areas. Councils must also plan collectively for the local infrastructure improvements across their LGAs to support this growth.**

The LGA includes one TOD Accelerated Precinct and two LMR Housing Areas, some of which extend into adjoining LGAs. These locations are well suited for mid and high-rise infill development to support greater housing diversity.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council should consider higher density development potential along the rail corridor in the northern parts of the LGA. **In the short to medium term, Council must master plan and rezone for additional housing around Strathfield station.** Subject to Council's planning approach, this area may be considered for future state led rezoning.

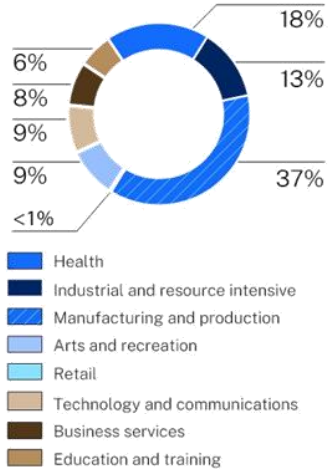
Council must encourage further low-rise housing diversity in its suburban areas (outside the LMR Housing Area) by expanding permissibility of low-rise housing types and amending lot size controls to enable these dwelling types.

Housing and Employment Guidance – Strathfield

Employment

Strathfield LGA 2026 Jobs
26,100
10 year jobs range (2026 – 2036)
+700 - 1,800
20 year jobs range (2026 – 2046)
+1,400 - 3,200

Industry split of additional jobs to 2046



LGA employment

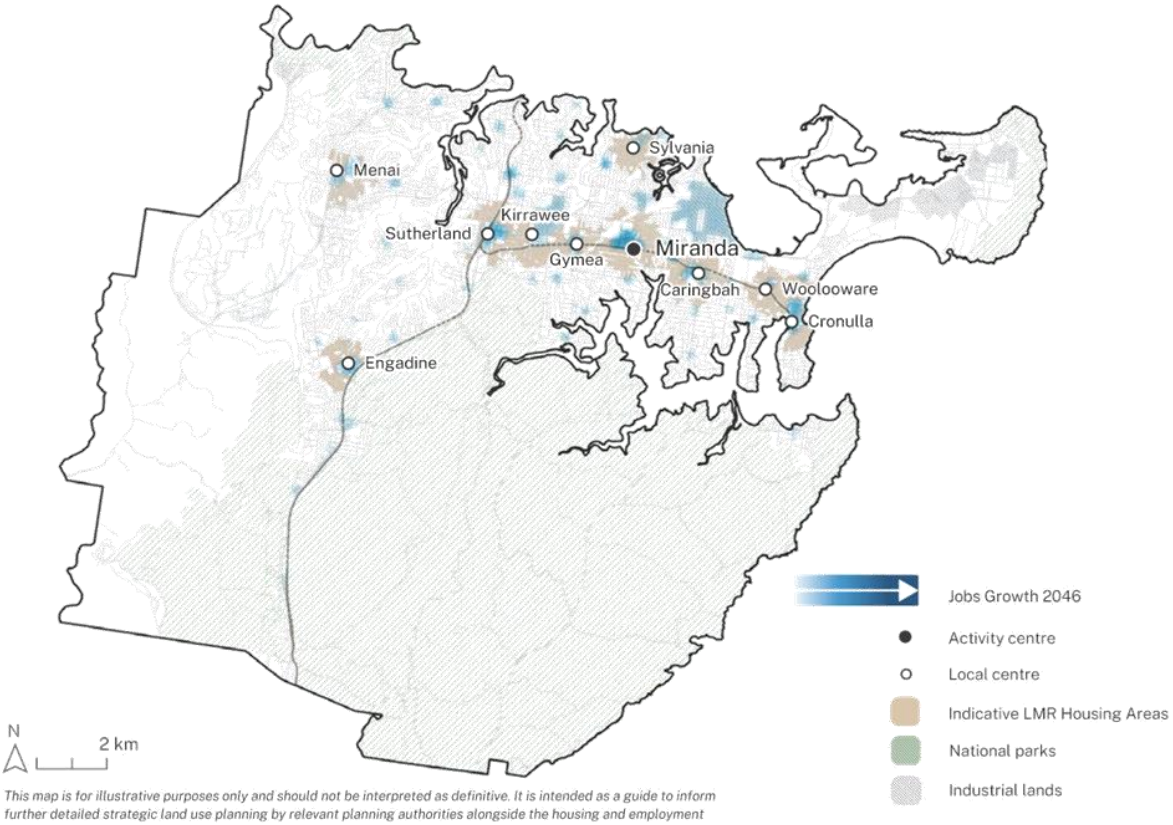
3,200 new jobs are expected in the **Strathfield** LGA by 2046, mainly in industrial and manufacturing sectors. While the LGA does not contain any employment centres, it includes key employment hubs including the industrial areas of Enfield and Strathfield South. These industrial areas not only service Strathfield LGA but provide important employment and industry functions to surrounding LGAs including Burwood and Canada Bay. They contain the state significant Enfield Intermodal Terminal and regionally significant industrial lands, that support freight and logistics, local manufacturing, and local services for Sydney's inner west. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

The LGA also benefits from being well-connected and its geographic proximity to the Parramatta CBD and the major centres of Sydney Olympic Park and Bankstown, as well as the activity centres of Burwood and Rhodes, providing residents with access to a diverse range of jobs.

To support population growth and meet residents' daily needs, Council should make sure that there is sufficient floor space for goods and services in local centres, including Strathfield, Homebush and Flemington, to support the needs of growing population and housing supply throughout the LGA.

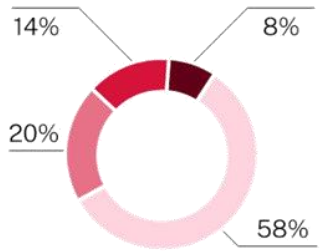
Housing and Employment Guidance – Sutherland

Sutherland - Dharawal Nation



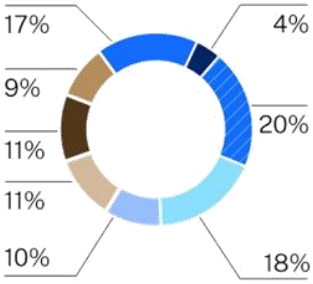
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

241,051
2026 Population Projection

255,925
2046 Population Projection

97,990
2026 Homes

91,800
2026 Jobs

104,000
2046 Jobs

334
km² in size

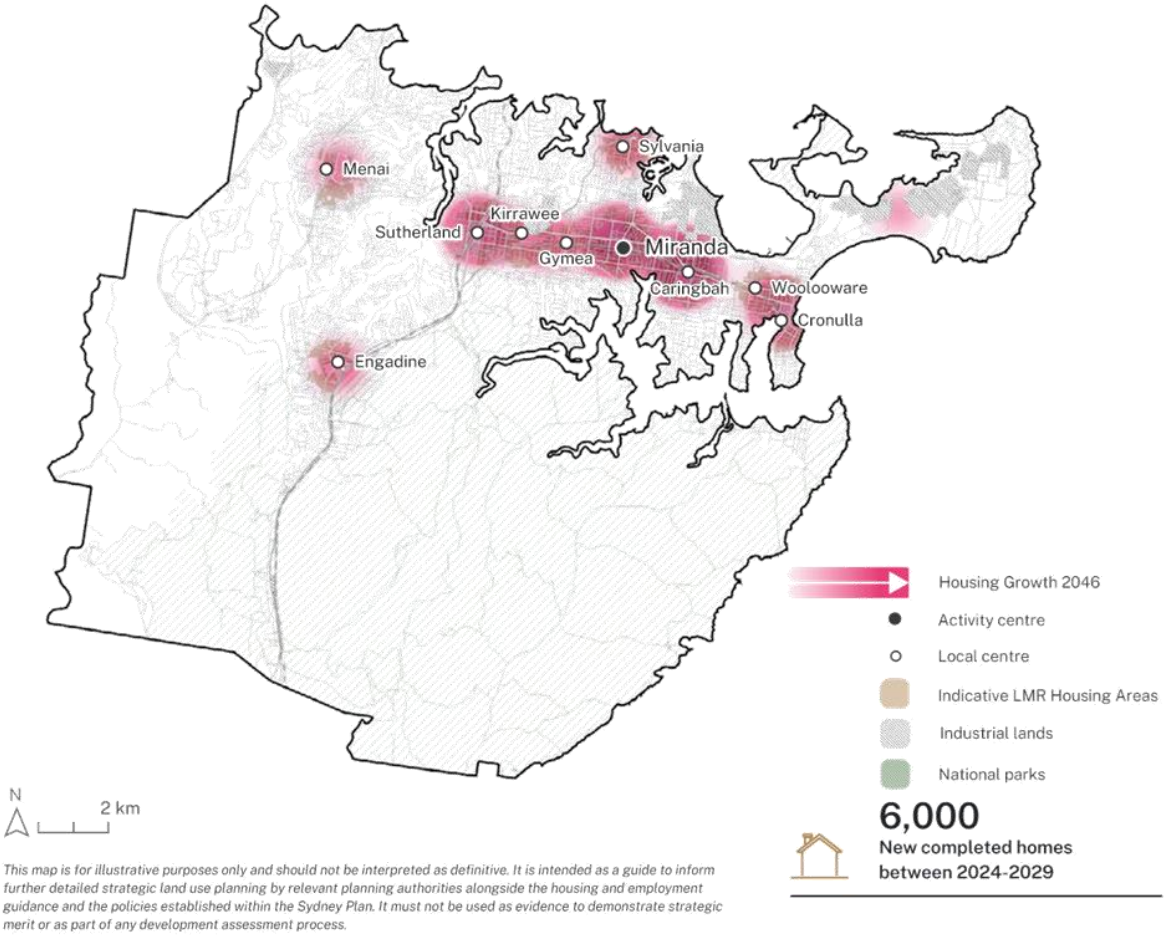
2.6
Average household size (people)

46%
of people work and live in the LGA

54%
of people work outside the LGA

Housing and Employment Guidance – Sutherland

Housing



This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

Sutherland LGA has a 5-year housing target of 6,000 additional homes for the 2024 to 2029 National Housing Accord period. It is expected to deliver housing growth in existing centres along the rail corridor and state-led rezoning projects at Flinders Street in Caringbah and the Kurnell Peninsula.

Higher density development will be concentrated across ten Low and Mid-Rise (LMR) Housing Areas. These locations are well suited for mid and higher density infill development to support greater housing diversity.

The LGA's current housing profile is dominated by detached dwellings which comprise over 50% of housing, with the attached dwelling categories accounting for the balance of the housing stock. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres, LMR Housing Areas and potential infill investigation areas.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for growth.

Council must focus master planning and rezoning efforts in the short term on the Miranda and Sutherland centres to support further housing growth. Subject to Council's planning approach, these areas may be considered for future state-led rezoning.

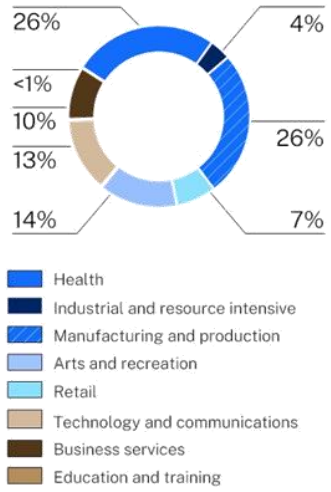
While medium and high-density development should be focused in well-located areas, parts of the Sutherland Shire, with larger lot sizes across the suburbs of its LGA, lower density profile and higher feasibility, make it a prime LGA for additional low-rise diversity like dual occupancies, terraces, town houses and small apartment buildings. **Council must review its permissibility and planning controls, including smaller lot size controls, in areas outside the LMR Housing Areas for low-rise housing typologies to encourage this type of development in its LGA.** This type of housing is appropriate for the urban areas of the Sutherland Shire to manage infrastructure capacity impacts.

Housing and Employment Guidance – Sutherland

Employment

Sutherland LGA 2026 Jobs
91,800
10 year jobs range (2026 – 2036)
+2,500 - 6,400
20 year jobs range (2026 – 2046)
+5,800 - 12,200

Industry split of additional jobs to 2046



LGA employment

Sutherland LGA is expected to grow employment by approximately 12,200 jobs by 2046 and these new jobs will be dispersed across the LGA. Employment growth will be driven primarily by the health and manufacturing and production sectors, which will together account for more than half of all additional jobs. This reflects the LGA's established strengths in healthcare, supported by Sutherland Hospital and private medical facilities, as well as its extensive industrial precincts.

Manufacturing and production employment will continue to be supported across regionally and locally significant industrial lands at Taren Point, Kurnell, Menai, Kirrawee and Caringbah, which accommodate a range of urban services, manufacturing and logistics activities. Australian Nuclear Science and Technology Organisation (ANSTO) at Lucas Heights is also a key strategic asset, supporting research, development and innovation within the Sydney region, as well as Lucas Heights being a critical waste infrastructure location for the broader region. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses to support their ongoing role in the region.**

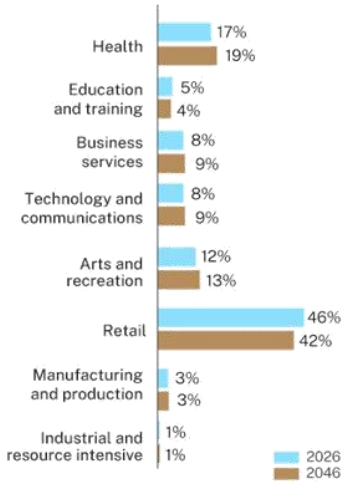
Sutherland LGA also has one of the highest rates of employment self-containment in the Sydney region, although Sydney LGA remains the primary destination for residents who commute outside the LGA for work.

To support future employment growth, Council must review planning controls across employment lands to identify opportunities for additional jobs and provide essential goods and services to support housing growth. Local centres, such as Sutherland and Engadine, may also provide opportunities for expanding commercial floor space.

Miranda

Activity centre

Miranda 2026 Jobs
7,600
10 year jobs range (2026 – 2036)
+400 – 800
20 year jobs range (2026 – 2046)
+900 – 1,400



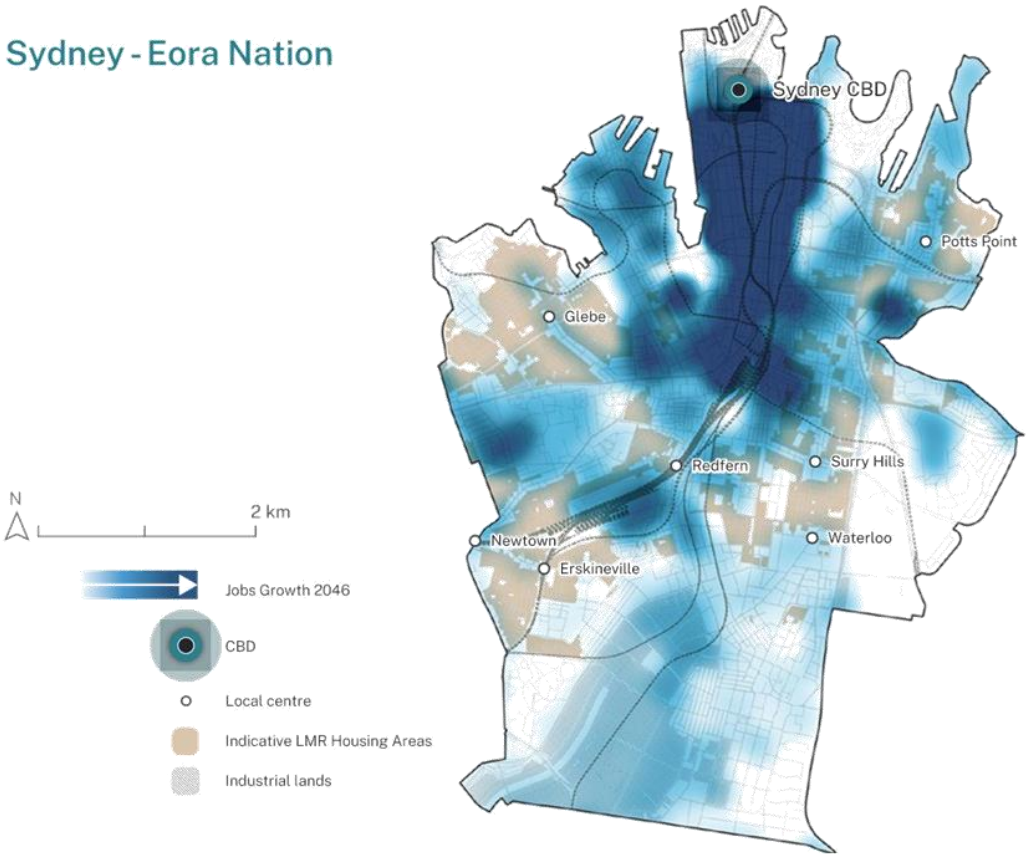
Miranda is an established activity centre serving as the key employment centre for the Sutherland LGA. Miranda is centred around the train station, providing direct access to key employment centres including the Hurstville, Kogarah and Sydney CBD via the T4 train line, in addition to Wollongong via Sutherland.

Overall employment growth in the centre is projected to be around 18% by 2046. Retail, health, and arts and recreation services are expected to be the key employment industries in Miranda. Consistent with Miranda's role as the primary retail destination for southern Sydney, retail is expected to remain the dominant employment sector. The health sector is expected to generate the largest share of new jobs, supported by Miranda's proximity to Sutherland Hospital and the broader health and medical services cluster.

Council must monitor and review planning controls to enable continued employment growth through the provision of additional commercial floor space and the facilitation of mixed-use development to leverage Miranda's industry strengths and strategic role in the broader network of centres. Opportunities for continued investment in transport accessibility, public domain improvements and housing delivery will support the centre's ability to accommodate future employment growth while reinforcing its role as a vibrant and accessible centre in the region's south.

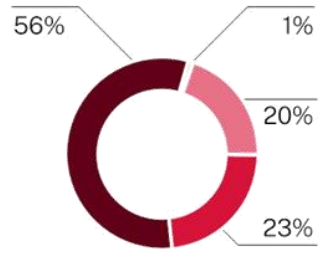
Housing and Employment Guidance – Sydney

Sydney - Eora Nation



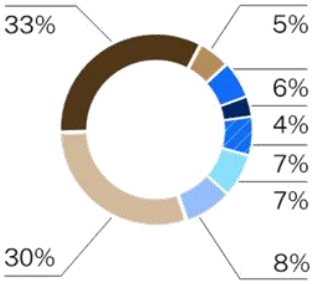
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

244,560
2026 Population Projection

278,141
2046 Population Projection

134,394
2026 Homes

664,300
2026 Jobs

807,300
2046 Jobs

27
km² in size

1.9
Average household size (people)

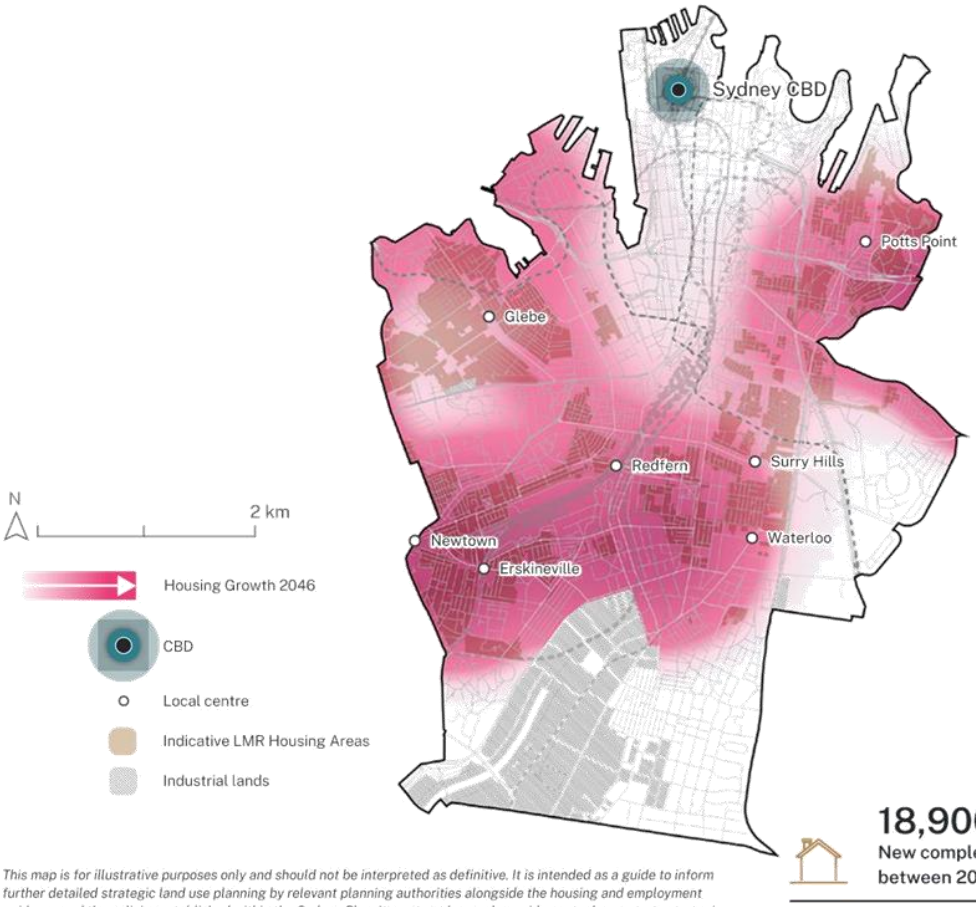
66%
of people work and live in the LGA

34%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 105

Housing and Employment Guidance – Sydney

Housing



18,900
New completed homes between 2024-2029

This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

Sydney LGA has a 5-year housing target of 18,900 additional homes over the 2024 to 2029 National Housing Accord period. It is expected to deliver housing growth across several state-led rezoning precincts, including Waterloo Estate, Explorer Street, Eveleigh, Central Precinct, former Sydney Fish Market site in Blackwattle Bay and Central Place Sydney.

Further mid-rise housing will be concentrated across eight Low and Mid-Rise (LMR) Housing Areas and in established planned precincts including Green Square. These locations are well suited for attached housing infill development to support greater housing diversity.

As the region's major CBD, its current housing profile is dominated by a large proportion of high-rise attached housing making up almost 60% of the dwelling mix. Over the medium term, the housing mix is expected to shift towards more higher density growth across the broader centres, and LMR Housing Areas.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council has identified several areas for potential future rezonings to accommodate housing growth and it should seek to rezone these as quickly as possible. Pyrmont-Ultimo, supported by the return of open space at Wentworth Park, also has further major housing opportunities that should be rezoned for greater uplift in the short term. Council should also collaborate with Inner West Council in the short term to investigate further high-density housing opportunities around Newtown and Erskineville.

Council must investigate further opportunities for medium and high-rise housing growth in Paddington between Oxford Street and Moore Park Road, as well as the area around the Entertainment Quarter. Council must review its heritage conservation areas of Surry Hills, Darlinghurst and Potts Point-Elizabeth Bay to find more opportunities for housing within these suburbs.

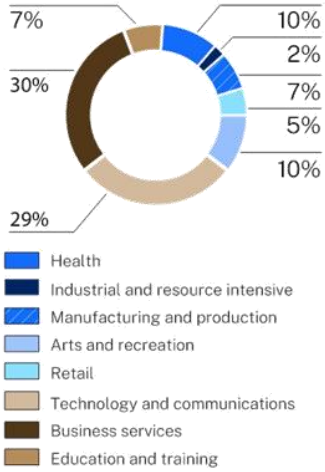
In the medium to longer term, Council should consider housing opportunities around the Surry Hill light rail stops, subject to infrastructure capacity and consultation with government agencies. Council should consider the evolution of locally significant industrial land within its LGA that could be transitioned to mixed-use opportunities.

Housing and Employment Guidance – Sydney

Employment

Sydney LGA 2026 Jobs
664,300
10 year jobs range (2026 – 2036)
+50,500 - 80,200
20 year jobs range (2026 – 2046)
+93,500-143,000

Industry split of additional jobs to 2046



LGA employment

Employment across the **Sydney** LGA is expected to increase by approximately 142,900 additional jobs by 2046, making this the largest employment increase within the region. Business services and technology and communications are expected to account for the largest share of employment growth, building on the LGA's established strengths in office-based and technology and communications jobs. Sydney is also the region's leading innovation hub, with Tech Central and a concentration of health, education and research institutions — including the University of Sydney, the University of Technology Sydney, Royal Prince Alfred Hospital and St Vincent's Hospital — supporting high-value industries, emerging industries and technologies, investment and highly-skilled employment.

Regionally significant industrial lands in Alexandria and locally significant industrial lands in Roseberry will continue to support industrial and, manufacturing employment. **As identified within the Sydney Plan, Council must align planning controls to reflect the significance of these industrial lands, including opportunities for mixed-use within locally significant industrial lands. Additionally, opportunities to intensify industrial uses should also be investigated.**

Sydney has the highest level of employment self-containment in the region, with 66% of employed residents working within the LGA. At the same time, it attracts workers from across the Sydney region, reflecting its role as the primary employment destination, supported by being the most accessible area by public transport.

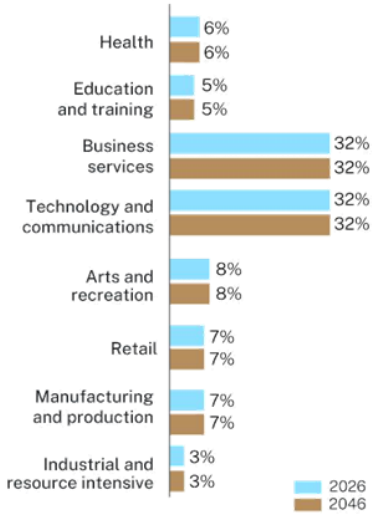
Housing and Employment Guidance – Sydney

Employment

Sydney CBD

CBD

Sydney CBD 2026 Jobs
706,300
10 year jobs range (2026 – 2036)
+59,600 - 94,700
20 year jobs range (2026 – 2046)
+103,900 - 162,300



Sydney CBD is the primary economic centre for the Sydney region, accommodating a significant concentration of employment, business activity, cultural institutions and visitor destinations. Spanning from North Sydney to Green Square through to Camperdown, the Sydney CBD accommodates a diverse mix of commercial, civic, education, research, health and entertainment uses. As the largest employment hub in the State, the centre will account for around 23% of all jobs across the Sydney region by 2046 and will remain a critical driver of economic productivity and innovation. 86% of additional jobs for Sydney CBD are expected to be within the Sydney LGA.

The centre benefits from the highest level of public transport accessibility within the Sydney region, supported by an extensive rail, metro, light rail, ferry and bus network. Direct connections to major centres including Parramatta, Bankstown, Chatswood, North Sydney and western Sydney support workforce accessibility and facilitate access to employment opportunities from across the Sydney region.

The Sydney CBD is characterised by a series of interconnected commercial cores rather than a single centre. The northern core extends from Wynyard and Martin Place to Circular Quay, while a second core is focused around Town Hall station and Gadigal Metro station, broadly between Elizabeth Street and Kent Street. Further south, the area surrounding Central station is evolving into a significant commercial precinct, reflecting ongoing investment in transport infrastructure, urban renewal, and employment-generating development. These are the key growth employment cores across the Sydney CBD where jobs growth will occur over the next 20 years. Planning for the Sydney CBD was undertaken before COVID-19 and the change in workplace occupancy patterns.

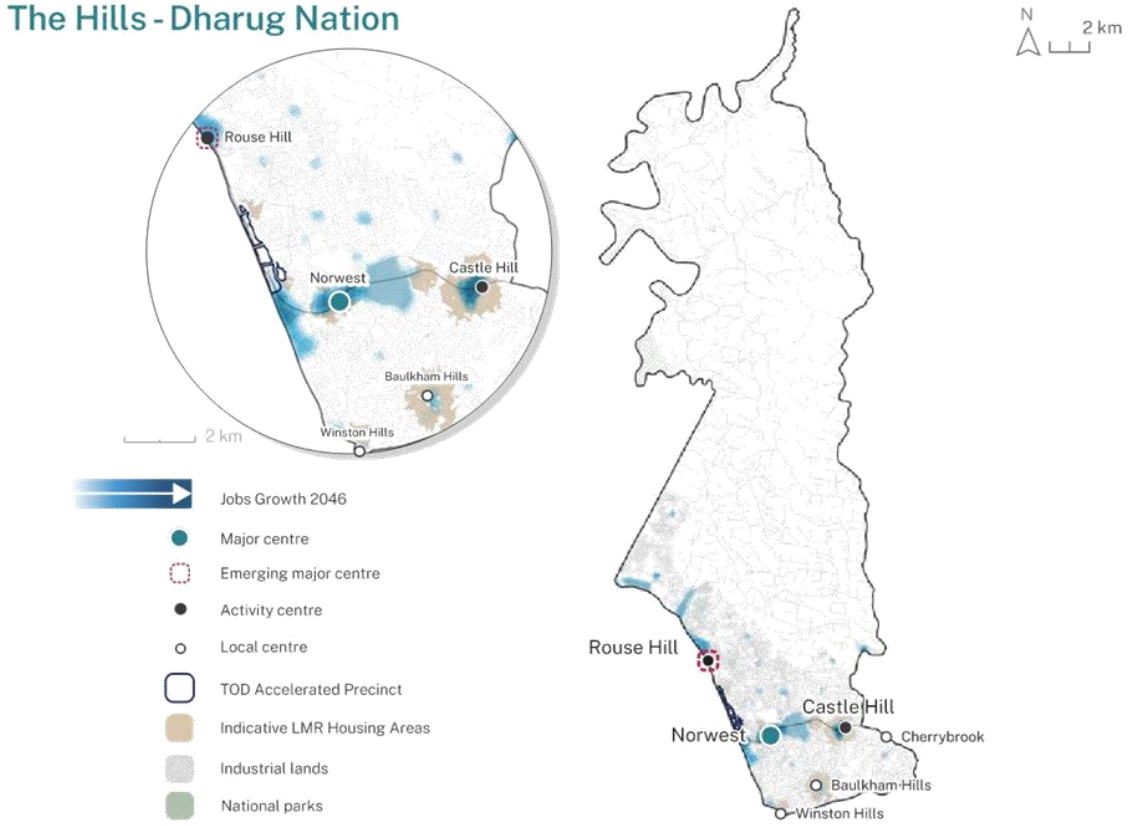
In the long term, Green Square may transition to an activity centre subject to strategic planning work to grow employment in the E3 area surrounding Green Square station. The ongoing transition from traditional industrial activities creates an opportunity to diversify land uses, delivering services for local residents and accommodating a range of retail, commercial, and knowledge-intensive employment opportunities.

By 2046, employment in the centre is anticipated to grow by 23%. Technology and communications and business services are together expected to account for around 64% total employment, reflecting the centres role as the principal commercial, financial and innovation cluster in the region. Growth in these leading sectors will be supported by the concentration of commercial office space, major corporate headquarters and strategic investments, including Tech Central, which are strengthening the centres position as a leading location for technology, research, education and knowledge-intensive industries.

As the centre is shared with North Sydney Council, coordinated planning and strategic alignment will be essential to bring additional floor space to market in the right parts of this broader CBD. **In the short term, Council must work with North Sydney Council to undertake a long-term strategic plan for the total area set out in the Central Sydney Planning Strategy including the North Sydney CBD. Councils must then undertake a master plan and rezoning with North Sydney Council to extend the SP5 zone to the North Sydney LGA to enable a mix of uses and incentivise additional employment floor space to support business services and technology and communication jobs. Council should balance employment and residential floor space in line with the housing and employment guidance set out in the Sydney Plan.**

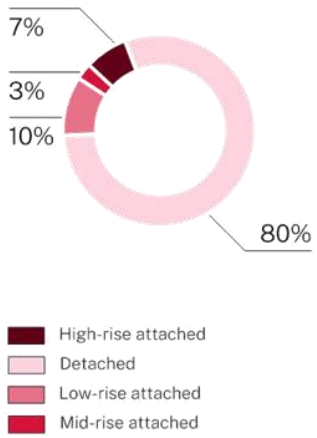
Housing and Employment Guidance – The Hills

The Hills - Dharug Nation

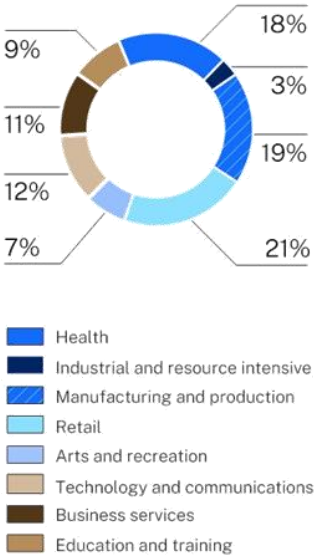


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2026 Housing Profile



2026 Employment Profile



241,274
2026 Population Projection

342,660
2046 Population Projection

80,658
2026 Homes

96,300
2026 Jobs

154,100
2046 Jobs

386
km² in size

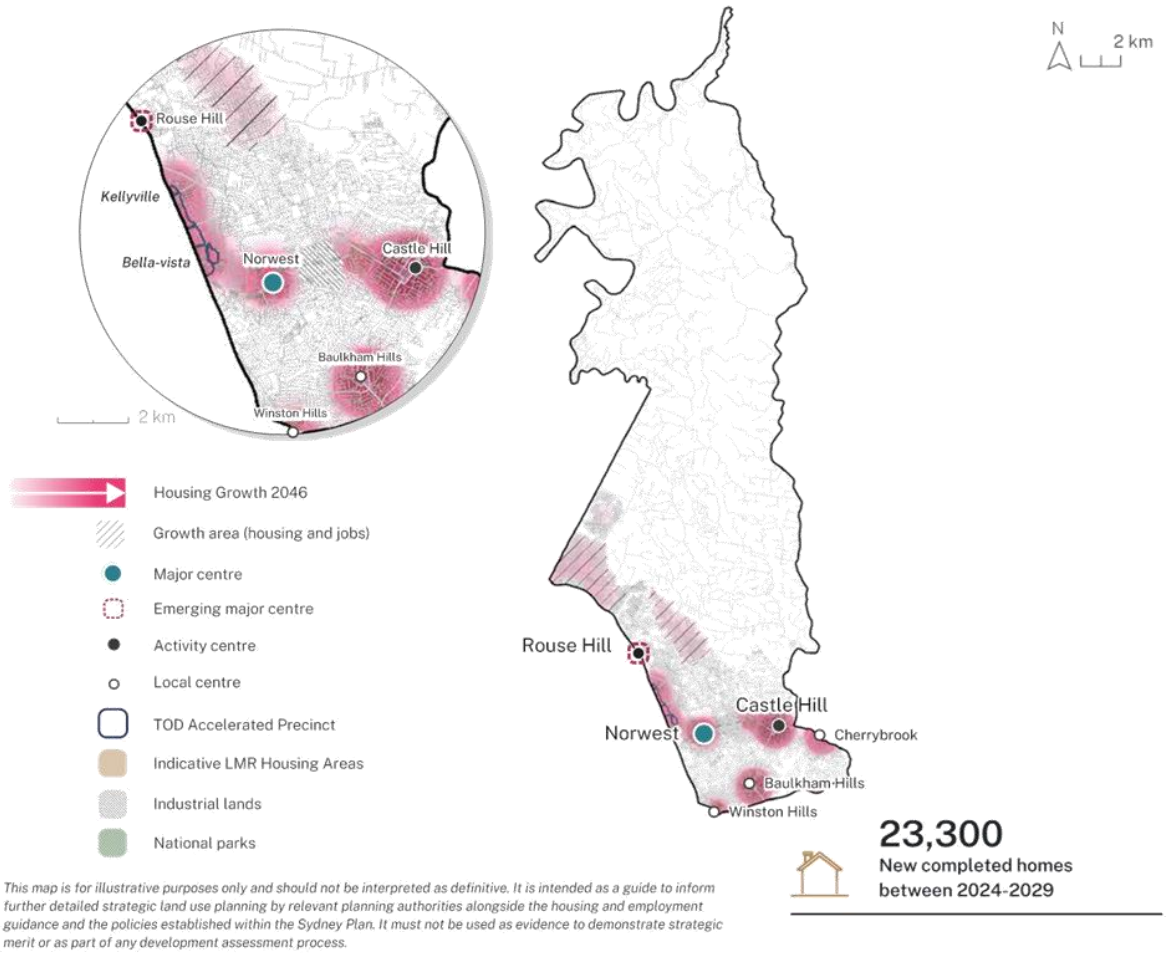
3.1
Average household size (people)

34%
of people work and live in the LGA

66%
of people work outside the LGA

Housing and Employment Guidance – The Hills

Housing



23,300
New completed homes between 2024-2029

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The Hills LGA's 5-year housing target of 23,300 additional homes for the 2024 to 2029 National Housing Accord period reflects its role in delivering major housing growth within the Cherrybrook Precinct state-led rezoning area, the Bella Vista-Kellyville Transport Oriented Development (TOD) Accelerated Precincts and Low and Mid-Rise (LMR) Housing Areas.

The LGA's current housing profile is dominated by detached dwellings, which make up 80% of all housing. The attached housing mix is relatively low distributed across all typologies. Over the medium term, the housing mix is expected to shift significantly towards more mid and high-rise growth across centres, TOD and LMR Housing Areas. This will result in a significant fall in the proportion of detached housing.

Higher density development will be concentrated within the Bella Vista and Kellyville TOD Accelerated Precinct and LMR Housing Areas, including part of the Baulkham Hills centre catchment, Castle Hill centre and station, Hills Showground station, Norwest centre and station and Winston Hills shopping centre.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

To support future jobs and housing growth, **Council must focus master planning and rezoning efforts in the short term along the Metro Northwest station catchments, as well as in North Kellyville, Norwest Marketown and Castle Hill to find greater opportunities for housing.** Subject to Council's planning approach, these areas may be considered for future state-led rezonings.

Council must encourage further low-rise housing diversity in its suburban areas (outside the LMR Housing Areas) by expanding permissibility of low-rise housing types and amending lot size controls to enable these dwelling types.

Council should also focus on planning and delivering local infrastructure that enables new greenfield communities, alongside the state infrastructure identified in the Infrastructure Opportunity Plan. Local and regional infrastructure should be coordinated and sequenced to those state infrastructure items in these areas.

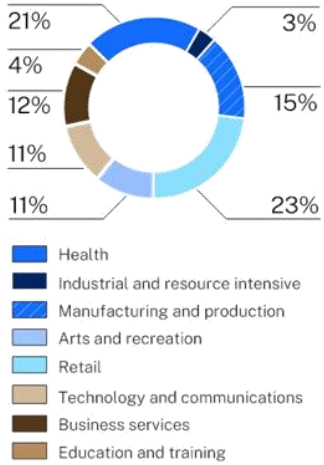
In the medium to longer term, Council must collaborate with Blacktown and Parramatta councils to plan for additional growth in the centres along their shared LGA boundaries, including Winston Hills, Seven Hills, Rouse Hill and others.

Housing and Employment Guidance – The Hills

Employment

The Hills LGA 2026 Jobs
96,300
10 year jobs range (2026 – 2036)
+34,900 - 39,000
20 year jobs range (2026 – 2046)
+51,300 - 57,800

Industry split of additional jobs to 2046



LGA employment

Employment in **The Hills** LGA is expected to increase by approximately 60%, in line with high population growth, and will be driven primarily by growth within centres, with 58% of jobs to be located in Norwest, Castle Hill and Rouse Hill.

Health, retail, and manufacturing and production are expected to comprise the largest employment sectors within the LGA. Growth in health-related employment will be underpinned by major investments, including the new Rouse Hill Hospital, alongside the established concentration of private hospitals, medical services and allied health in Norwest. Retail employment is distributed across the LGA's network of centres, with Castle Hill serving as a major retail destination and local centres such as Baulkham Hills and Cherrybrook providing for daily retail and service needs.

The LGA also has substantial manufacturing and production jobs, supported by regionally significant industrial precincts, including Castle Hill Showground and Annangrove, which continue to play a key role in the local economy. **Council must align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses to support their ongoing role in the region.**

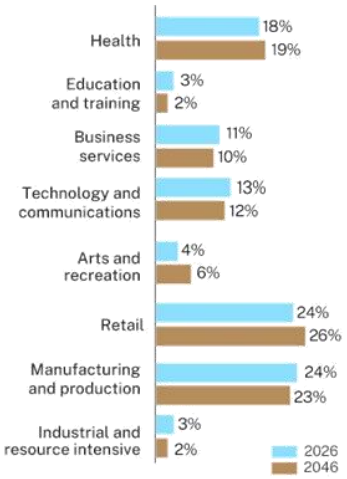
While recent investments in the Metro have significantly improved accessibility across the LGA, connectivity remains comparatively lower than in more central Sydney locations, particularly for areas north of Rouse Hill. Future transport investments, such as a potential Metro extension from Tallawong through Marsden Park, would strengthen this, particularly with Blacktown LGA currently accounting for the largest share of inbound workers (36%).

Future planning should continue to leverage existing transport investments while supporting employment growth in employment centres and industrial precincts to enhance local job opportunities.

Norwest

Major centre

Norwest 2026 Jobs
39,600
10 year jobs range (2026 – 2036)
+9,600 – 11,200
20 year jobs range (2026 – 2046)
+15,600 – 18,000



Norwest is a major centre anchored by Norwest and Bella Vista Metro stations and established business park precincts, positioning it to support strong employment growth. Its location on the north west corridor benefits from strong regional connectivity with Blacktown, Parramatta CBD and Macquarie Park.

The centre has established industry strengths in retail and manufacturing and production, which are expected to remain the largest contributors to total employment in 2046. Overall jobs are projected to increase by around 45%, with significant growth in retail and manufacturing and production industries.

Council should review planning controls, considering Norwest's role within the broader network, identified job targets and associated industry growth. Council should monitor and align local planning controls to leverage the centre's existing infrastructure to support investment and growing employment role of the centre. Opportunities should be explored to introduce or expand mixed-use zoning to strengthen the commercial core, while maintaining its core economic function. Opportunities to intensify and optimise existing industrial lands that support the centre core should also be investigated.

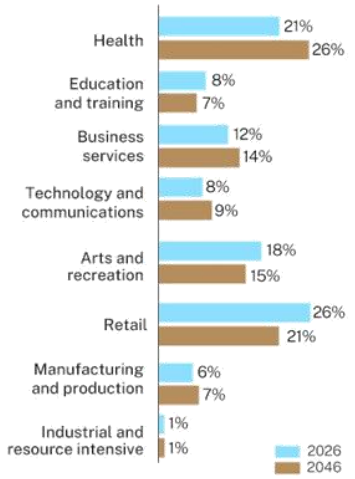
Housing and Employment Guidance – The Hills

Employment

Rouse Hill

Emerging major centre

Rouse Hill 2026 Jobs
8,500
10 year jobs range (2026 – 2036)
+3,700 – 4,000
20 year jobs range (2026 – 2046)
+5,300 – 5,900



Rouse Hill is an established activity centre leveraging significant state and local government investment, emerging into a major centre. Situated on the western boundary of the LGA, it is well located with Metro connections through northern Sydney through to the Sydney CBD. Rouse Hill is also well connected to Greater Parramatta and Blacktown, through dedicated bus links.

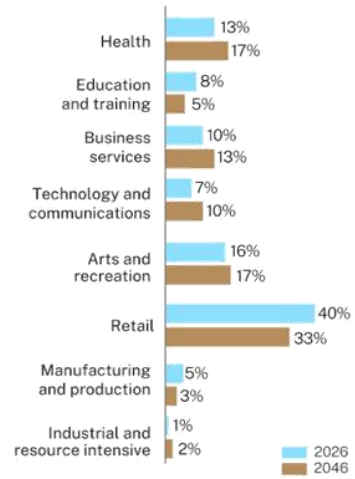
In 2026, jobs within the centre are predominantly in the retail and health industries. Jobs growth over the 20-year period should leverage off significant state and local government infrastructure investments, including the new Rouse Hill Hospital. The focus for jobs growth in this centre includes population serving jobs to support the growing population, as well as specialised jobs in health and business services.

Council must review planning controls to create opportunity for new employment uses supportive to the new hospital, alongside opportunities for key worker housing to enable people to live close to their workplaces.

Castle Hill

Activity centre

Castle Hill 2026 Jobs
8,800
10 year jobs range (2026 – 2036)
+5,100 – 5,500
20 year jobs range (2026 – 2046)
+8,900 – 9,700



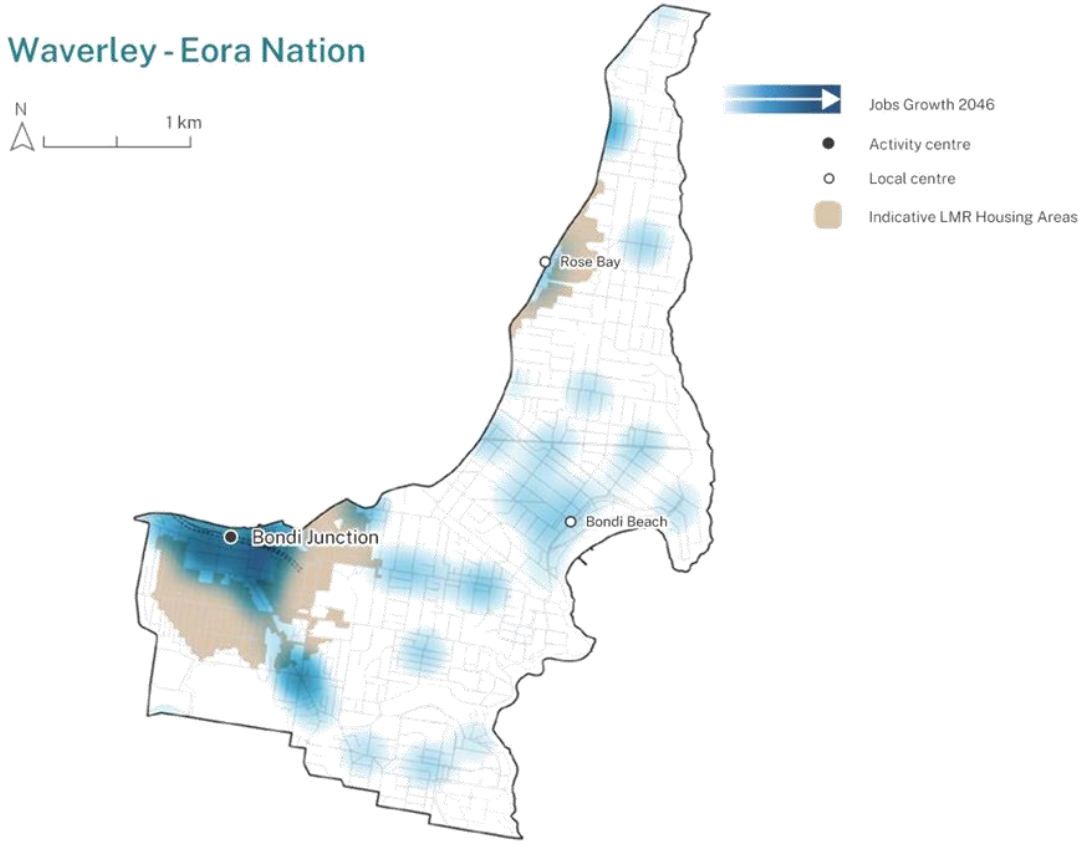
Castle Hill is a significant activity centre serving north west Sydney which will undergo significant population growth to 2046. It benefits from strong regional connectivity with Sydney Metro Northwest, supported by local bus networks.

The centre has an established base of retail and arts and recreation industries, reflected in the share of jobs in these sectors across 2026 and 2046. However, jobs in Castle Hill will need to diversify. Overall employment is expected to more than double by 2046.

Council must focus on strengthening its service role establishing planning controls that facilitate growth in industries that support local and broader communities, as well as balanced residential growth. Local planning should enable future employment growth through the provision of additional commercial floor space and the facilitation of mixed-use development.

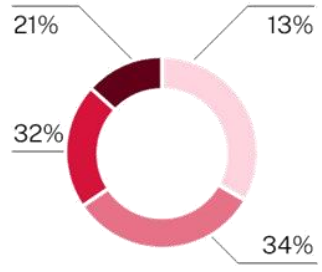
Housing and Employment Guidance – Waverley

Waverley - Eora Nation



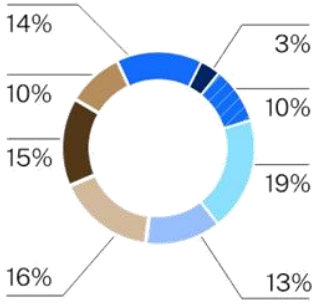
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

73,668
2026 Population Projection

78,219
2046 Population Projection

35,954
2026 Homes

31,000
2026 Jobs

36,800
2046 Jobs

9
km² in size

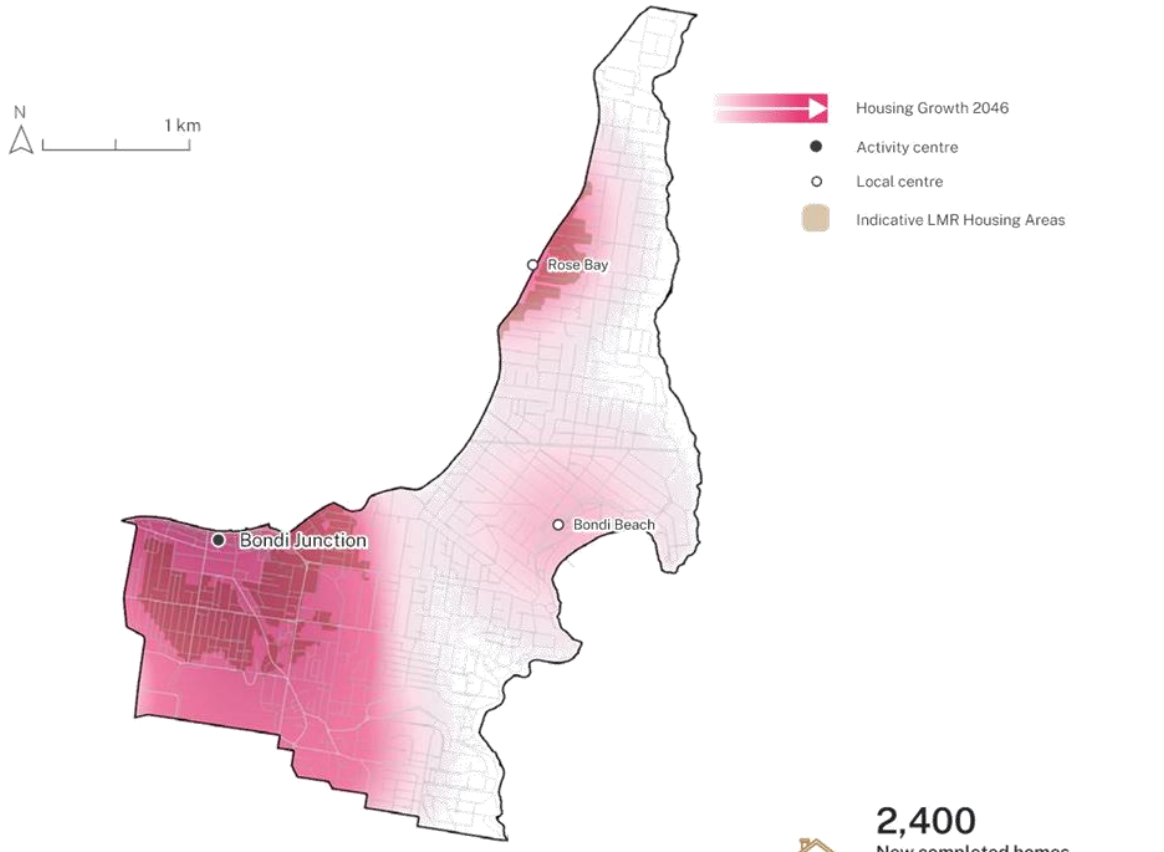
2.2
Average household size (people)

28%
of people work and live in the LGA

72%
of people work outside the LGA

Housing and Employment Guidance – Waverley

Housing



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2,400
New completed homes between 2024-2029

Waverley LGA has a 5-year housing target of 2,400 additional homes for the 2024 to 2029 National Housing Accord period. Higher density development will be concentrated within Low and Mid-Rise (LMR) Housing Areas, including Bondi Junction and Rose Bay.

The LGA has a diverse housing profile with low and mid-rise housing comprising over 60% of the current dwelling mix. Mid-rise attached development is expected to have the strongest growth over the short to medium term.

The Waverley LGA shares a boundary with Woollahra LGA that intersects key centres including Bondi Junction and Rose Bay North. Collaboration between these two councils as they plan for the Woollahra station precinct and Bondi Junction must occur to deliver housing growth and local infrastructure to support the amenity of these areas.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council has initiated a major review of its planning controls for Bondi Junction and surrounding areas, with the aim of delivering 3,000 new homes across five targeted areas. **In the short term, Council must undertake a rezoning to increase housing growth in the Bondi Junction precinct in line with this review and seek to expand this growth beyond the current proposed dwelling total. Council must also collaborate with Woollahra Council to deliver more housing growth in the Rose Bay North centre to complement the density enabled by the LMR Housing Area at Rose Bay.**

Council must encourage further low-rise housing diversity in its suburban areas (outside the LMR Housing Area) by expanding permissibility of low-rise housing types and amending lot size controls to enable these dwelling types.

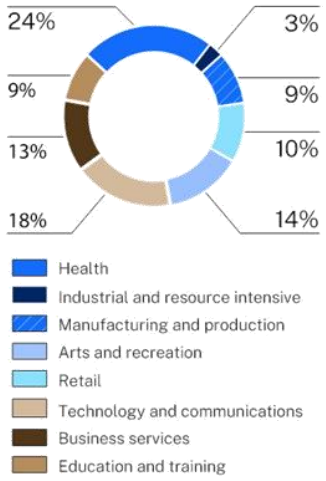
In the medium to long term, Council should also investigate housing opportunities along Bronte Road to Albion Street. Council must also investigate more housing growth opportunities at Bondi Beach. Subject to Council's planning approach, these areas may be considered for future state-led rezonings.

Housing and Employment Guidance – Waverley

Employment

Waverly LGA 2026 Jobs
31,000
10 year jobs range (2026 – 2036)
+1,800 - 3,100
20 year jobs range (2026 – 2046)
+3,500 - 5,800

Industry split of additional jobs to 2046



LGA employment

Employment across **Waverley** LGA is expected to grow by 5,700 jobs by 2046. The LGA has existing industry strengths in arts and recreation jobs, which is expected to account for around 13% of all jobs in both 2026 and 2046. This represents one of the highest concentrations of arts and recreation employment in the Sydney region, behind only Mosman and the Blue Mountains.

Job accessibility is strongest in the western part of the LGA, centred on Bondi Junction, which contains the largest concentration of employment and local services. By 2046, Bondi Junction is expected to accommodate approximately 48% of all jobs in Waverley, reinforcing its role as a primary employment hub for the eastern suburbs.

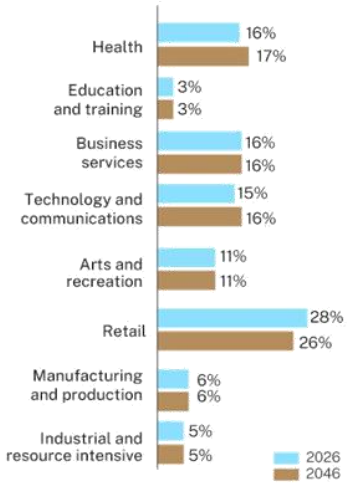
While Bondi Junction will continue to anchor Sydney's eastern suburbs, employment growth is also dispersed in local centres throughout the LGA such as Bondi Beach and Rose Bay. **Council should make sure that there is sufficient floor space for goods and services in local centres that facilitate a diverse mix of employment opportunities and respond to the needs of a growing population and housing supply. Council should also focus on cultural and civic uses to expand the vibrancy of its suburbs.**

While the LGA does not have any industrial land, **Council must collaborate with adjoining Councils including Randwick, to support employment growth, supply chains and investment opportunities within the broader region.**

Bondi Junction

Activity centre

Bondi Junction 2026 Jobs
14,200
10 year jobs range (2026 – 2036)
+1,200 – 1,900
20 year jobs range (2026 – 2046)
+2,400 – 3,400



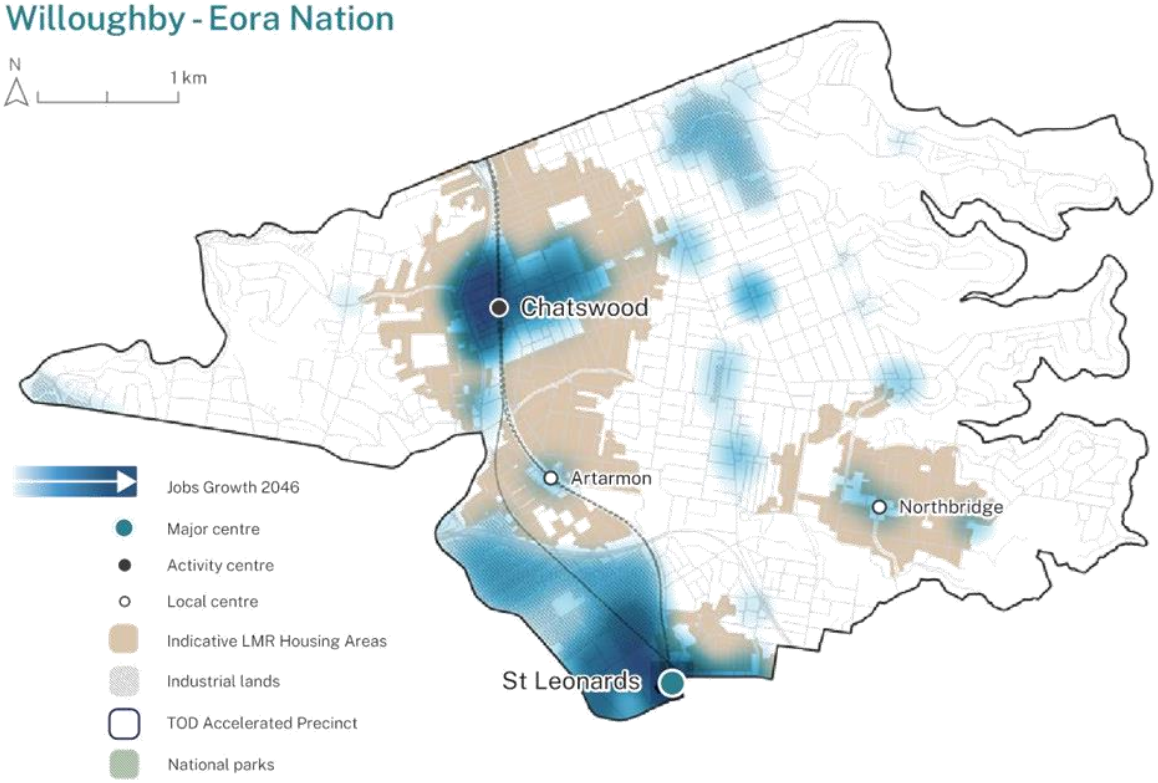
Bondi Junction is a significant activity centre within Sydney's eastern suburbs and serves as a major retail, service and employment destination. As the only established activity centre in the eastern suburbs, Bondi Junction serves a critical role in providing employment, services and retail opportunities.

The centre benefits from dedicated public transport accessibility from the Bondi Junction rail and bus interchange, providing direct connections to the Sydney CBD, eastern suburbs and surrounding employment centres.

Future employment growth by 2046 is expected to build on the centre's established strengths in retail trade, business services, and arts and recreation sectors. Bondi Junction's strong retail foundation will continue to support growth in retail, commercial and professional services employment. Additionally, investment in the night-time economy is expected to create new business, entertainment and hospitality opportunities that increase economic activity and encourage further growth in the LGA. **Council should review planning controls to enable increased employment, social, cultural, mixed-use and residential development to continue activation of the centre.**

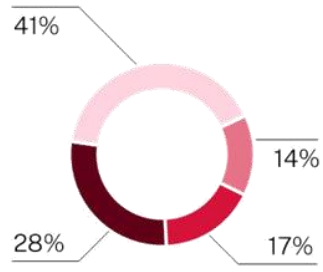
Housing and Employment Guidance – Willoughby

Willoughby - Eora Nation



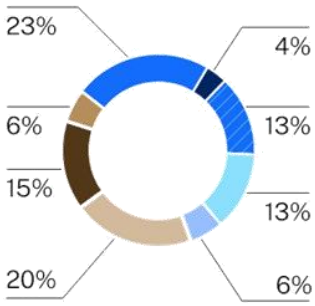
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

79,089
2026 Population Projection

82,586
2046 Population Projection

33,513
2026 Homes

78,900
2026 Jobs

101,300
2046 Jobs

22
km² in size

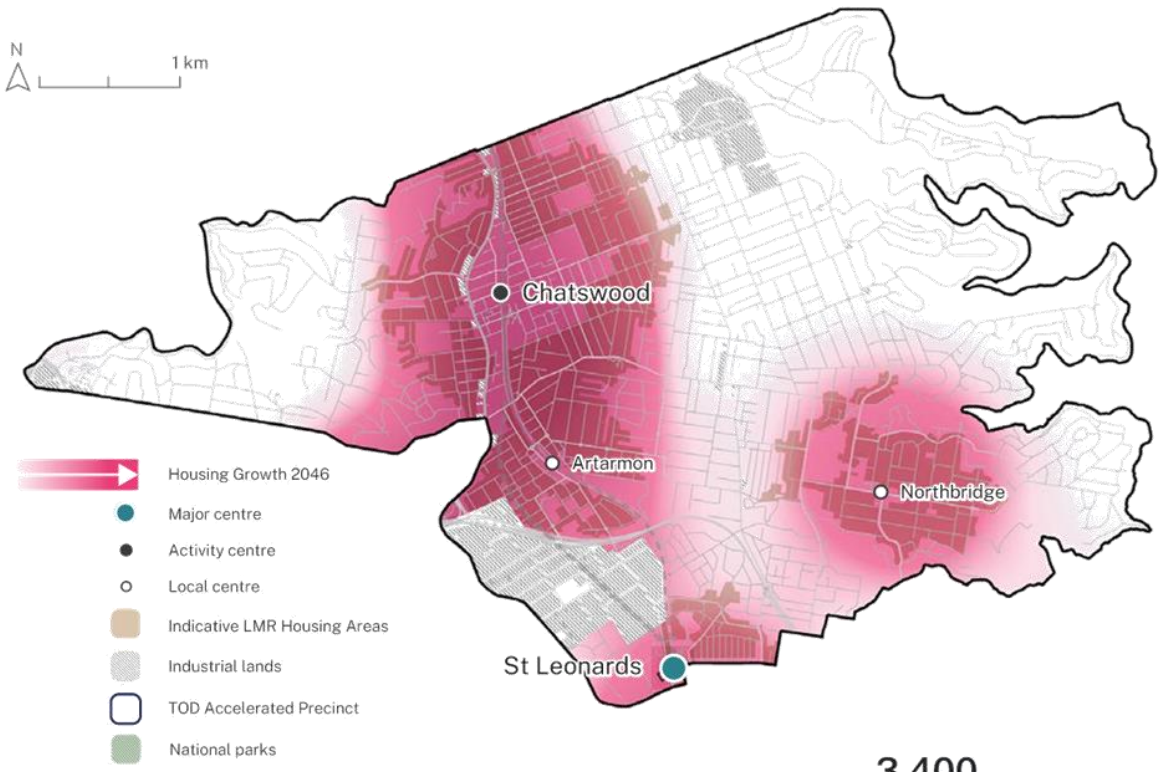
2.5
Average household size (people)

30%
of people work and live in the LGA

70%
of people work outside the LGA

Housing and Employment Guidance – Willoughby

Housing



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3,400
New completed homes between 2024-2029

Willoughby LGA has a 5-year housing target of 3,400 additional homes for the 2024 to 2029 National Housing Accord period. It is expected to deliver housing growth within the Chatswood dive site state-led rezoning area, Crows Nest Transport Oriented Development (TOD) Accelerated Precinct and Low and Mid-Rise (LMR) Housing Areas.

The LGA's current housing profile has a diverse mix of dwelling types. Detached dwellings comprise just over 40% of the dwelling mix, with mid and high-rise housing combined also making up a similar proportion. Over the medium term, the housing mix is expected to shift towards more mid and high-rise growth across centres and LMR Housing Areas. This will be supported by growth in the low and mid-rise categories and a reduction in the proportion of detached dwellings.

Willoughby shares a housing submarket and complex LGA boundaries with North Sydney and Lane Cove councils. **Council must collaborate with its neighbouring councils to plan for additional housing growth in well-located areas and centres along its boundaries. It must also plan and deliver local infrastructure in collaboration with these councils to support this growth.** The lag between finalising the St Leonards Crows Nest 2036 Plan (in 2019) and the delivery of the rezoning for the Crows Nest TOD Accelerated Precinct (2024) shows that councils must coordinate their rezoning efforts or the Department may need to undertake this work via a state-led pathway.

Higher density development will be concentrated within the LGA's part of the Crows Nest TOD Accelerated Precinct and LMR Housing Areas, including Chatswood centre and station, Artarmon station and Northbridge Plaza shopping centre.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

To support future jobs and housing growth, **Council must focus master planning and rezoning efforts in the short term on additional housing in existing centres including Chatswood and Artarmon.** Subject to Council's planning approach, these areas may be future state-led rezonings.

Council must encourage further low-rise housing diversity in its suburban areas (outside the LMR Housing Areas) by expanding permissibility of low-rise housing types and amending lot size controls to enable these dwelling types.

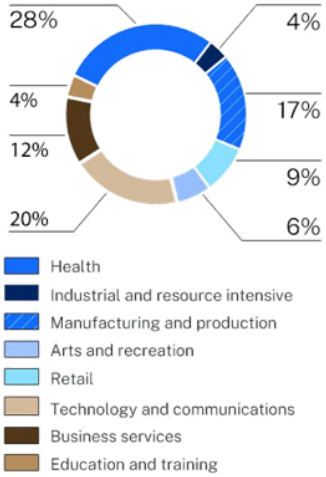
In the medium term, Council should investigate greater housing growth in Northbridge, Willoughby and Chatswood East where there is significant opportunity to redevelop large lot sizes into more medium and high-density development.

Housing and Employment Guidance –Willoughby

Employment

Willoughby LGA 2026 Jobs
78,900
10 year jobs range (2026 – 2036)
+6,200 - 13,100
20 year jobs range (2026 – 2046)
+10,800 - 22,400

Industry split of additional jobs to 2046



LGA employment

Willoughby LGA is expected to experience strong jobs growth of 28% by 2046, supported by its strong accessibility and connectivity across the Sydney region. The LGA benefits from multiple transport links, including the North Shore rail line, Metro, major road corridors, and extensive bus services centred on Chatswood and St Leonards.

Employment growth will be concentrated in the LGA's established employment centres of St Leonards and Chatswood and provide high levels of job accessibility. These centres contain significant concentrations of retail, technology and communications, business services and health sector employment. Health is a key employment specialisation of the LGA, accounting for around 23% of total employment in 2026 and expected to maintain a similar share through to 2046.

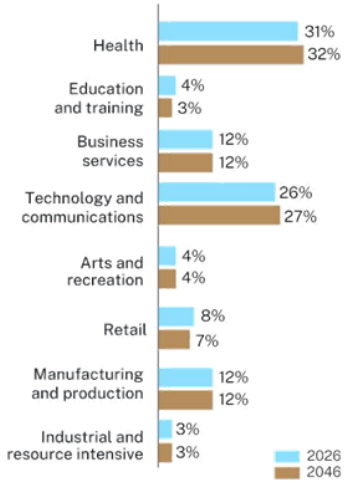
Outside the employment centres, jobs and housing growth is expected in local centres such as Artarmon and Northbridge, which serve surrounding communities and service local needs. **Council should make sure that there is sufficient floor space for goods and services in local centres that facilitate a diverse mix of employment opportunities and respond to the needs of a growing population and housing supply.**

Industrial and manufacturing employment will continue to be supported by the regionally significant industrial lands at Artarmon and Chatswood, helping to maintain a diverse employment base across the LGA. **As identified within the Sydney Plan, Council should align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses.**

St Leonards

Major centre

St Leonards 2026 Jobs
55,600
10 year jobs range (2026 – 2036)
+7,500 – 12,600
20 year jobs range (2026 – 2046)
+12,100 – 20,900



St Leonards is a major centre located along the corridor between Sydney's north west and the Sydney CBD. Future employment growth by 2046 is expected to build on the centre's existing strengths in health, technology and communications, and manufacturing and production industries. This will be supported by Royal North Shore Hospital and regionally significant industrial land in Artarmon.

The centre's proximity to St Leonards rail station and Crows Nest Metro station will increase worker accessibility, support greater levels of commercial activity and expand employment opportunities in the centre.

As a centre that is shared with Lane Cove and North Sydney LGAs, councils must coordinate planning, infrastructure requirements and strategic alignment to bring additional floor space to market, or the Department may need to undertake this work via a state-led pathway. Local planning should balance housing and employment in line with guidance set out in the Sydney Plan and create opportunities for new employment uses ancillary to the established health facilities, alongside opportunities for key worker housing to enable people to live close to their workplaces.

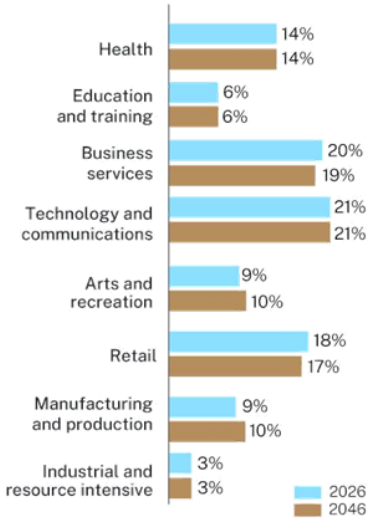
Housing and Employment Guidance – Willoughby

Employment

Chatswood

Activity centre

Chatswood 2026 Jobs
26,800
10 year jobs range (2026 – 2036)
+1,600 – 3,900
20 year jobs range (2026 – 2046)
+2,900 – 6,700

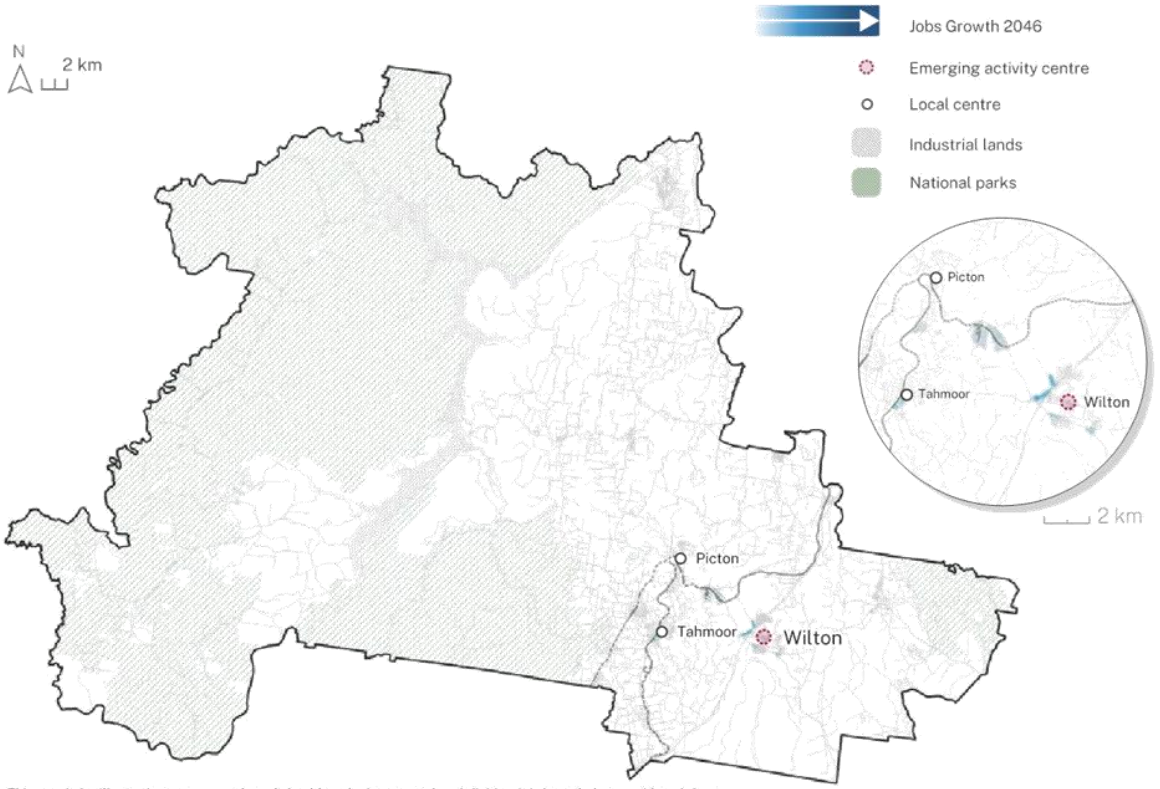


Chatswood is an activity centre transitioning into a key mixed-use location in northern Sydney. Located on the north west corridor, Chatswood is supported by significant transport connectivity, including the Sydney Metro network, North Shore rail line and an extensive bus interchange. These connections provide direct access to major surrounding employment centres such as the Sydney CBD, North Sydney, Macquarie Park and St Leonards. Metro and rail connections will attract employment, especially in the established commercial core.

Strong employment growth is anticipated in Chatswood by 2046, however its role and function is transitioning away from a higher employment role. The centre has an established base of business services and technology and communications jobs, however over the next 20 years, employment growth will increase service-based industries reflective of the centres growing role in supporting the increasing residential population. **As the centre continues to evolve, Council must undertake a master plan and rezoning to accommodate the increasing residential role of the centre, alongside population driven employment growth to support new residents.**

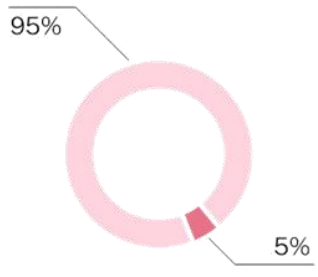
Housing and Employment Guidance – Wollondilly

Wollondilly - Gundungurra and Dharawal Nation



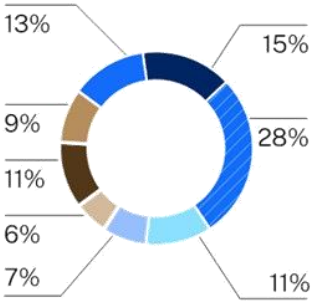
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2026 Housing Profile



- Detached
- Low-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

64,781
2026 Population Projection

118,284
2046 Population Projection

23,527
2026 Homes

17,300
2026 Jobs

38,900
2046 Jobs

2,555
km² in size

2.9
Average household size (people)

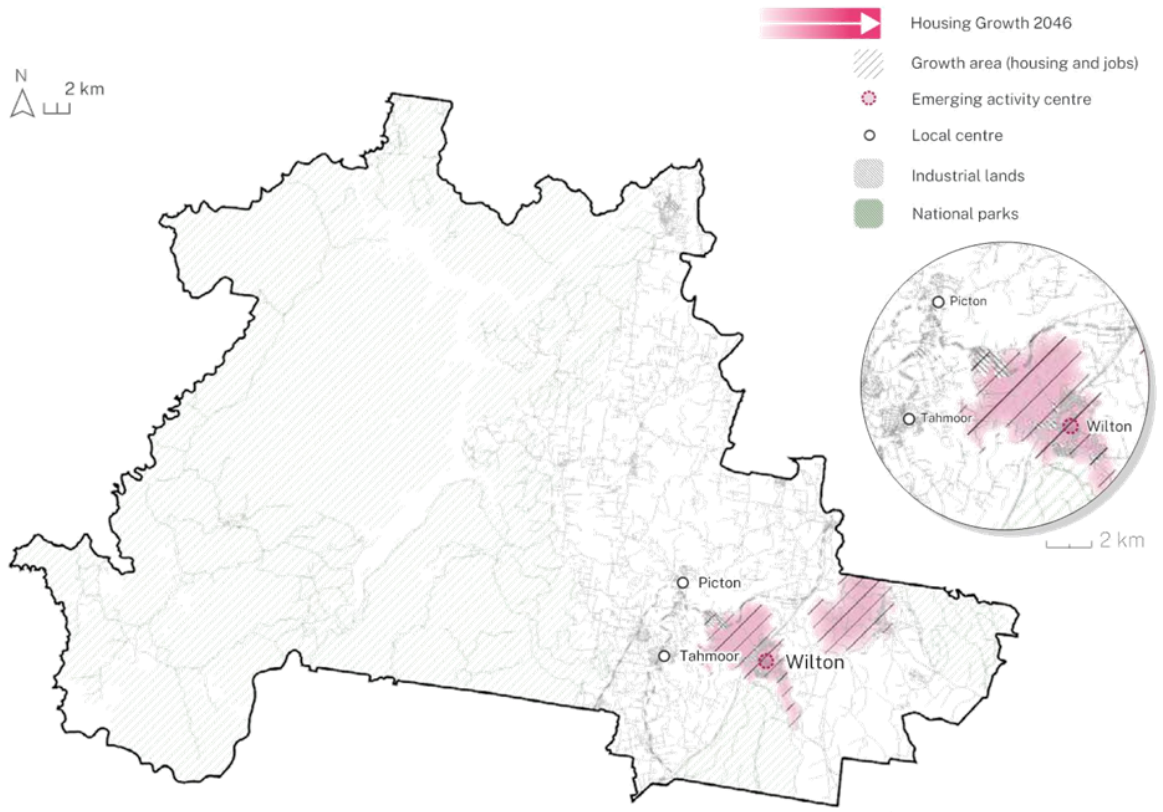
35%
of people work and live in the LGA

65%
of people work outside the LGA

Appendix D: Housing and Employment Guidance | 120

Housing and Employment Guidance – Wollondilly

Housing



5,500
New completed homes between 2024-2029

This map is for illustrative purposes only and should not be interpreted as definitive. It is intended as a guide to inform further detailed strategic land use planning by relevant planning authorities alongside the housing and employment guidance and the policies established within the Sydney Plan. It must not be used as evidence to demonstrate strategic merit or as part of any development assessment process.

Wollondilly LGA's 5-year housing target of 5,500 additional homes for the 2024 to 2029 National Housing Accord period reflects its role in delivering housing growth within state-led rezoning areas at Wilton and Appin and other greenfield sites.

The LGA's current housing profile is dominated by detached dwellings, which make up more than 90% of existing housing. Over the medium term, housing growth is expected to shift toward greater delivery of low-rise housing within local centres, supporting increased housing diversity and more efficient use of infrastructure.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

Council must encourage further low-rise housing diversity in its suburban and greenfield areas by expanding permissibility of low-rise housing types and amending lot size controls to enable these dwelling types, where infrastructure servicing permits additional density.

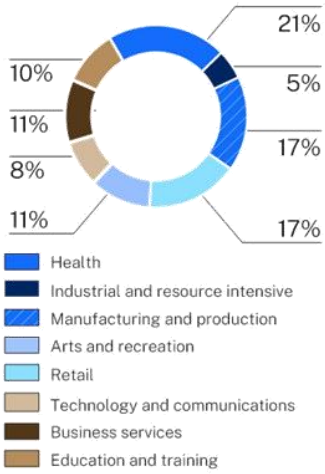
In the medium to longer term, Council should investigate additional housing opportunities within centres and corridors in the urban growth area and greenfield investigation areas to support future housing growth, subject to infrastructure capacity and consultation with government agencies.

Housing and Employment Guidance – Wollondilly

Employment

Wollondilly LGA 2026 Jobs
17,300
10 year jobs range (2026 – 2036)
+8,000 - 9,400
20 year jobs range (2026 – 2046)
+18,800 - 21,600

Industry split of additional jobs to 2046



LGA employment

Wollondilly LGA is expected to experience significant employment growth of approximately 21,600 jobs over the next 20 years, more than doubling the current employment base. This will improve access to jobs for south west Sydney and beyond. As Sydney's southernmost LGA, Wollondilly also serves as an important gateway to the Illawarra Shoalhaven region, with around 25% of Wollondilly's workforce living in the Wollongong LGA.

Most new jobs will be in Wilton, an emerging activity centre in Wilton Growth Area. Outside Wilton, regionally significant industrial precincts, such as at Picton, will be key employment generators, as well as major local centres, including Picton and Tahmoor. As identified within the Sydney Plan, Council should align planning controls to reflect the significance of these industrial lands, as well as investigate opportunities to intensify uses. Infrastructure servicing and public and private investment, including in key employment generating areas such as potential future employment lands in Menangle, will be essential to attract strategic employment and support Wilton's growth.

The LGA has a strong existing specialisation in manufacturing and production activities, which account for approximately 28% of total employment in 2026 and are projected to grow and maintain the largest share of jobs by 2046. Significant employment growth is also anticipated in the health, retail and business services sectors, reflecting the increasing demand for services associated with the LGA's rapidly expanding population.

Council should make sure that there is sufficient floor space for goods and services in local centres that facilitate a diverse mix of employment opportunities and respond to the needs of a growing population and housing supply.

Wilton

Emerging activity centre

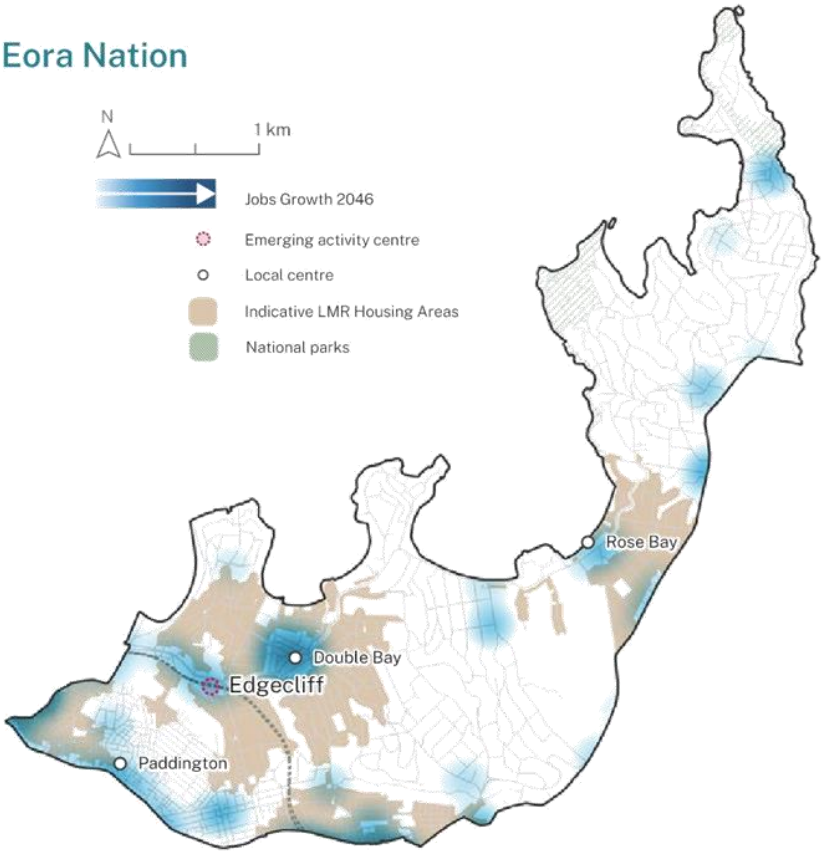
Wilton is an emerging activity centre within the Wilton Growth Area in south west Sydney. Planned as the primary residential, retail and commercial centre for the LGA, Wilton is intended to function as a hub for employment, services, community infrastructure and social activity. The centre is expected to accommodate a diverse mix of land uses that support day-to-day needs of a growing population, while providing opportunities for employment, investment and economic development within the LGA.

Public transport provision within Wilton is limited, resulting in high reliance on private vehicle travel. Despite these constraints, existing bus connections within Wilton provide access to nearby centres, where residents can connect to the broader Sydney rail network.

As the largest centre in the LGA, Wilton is expected to accommodate a significant proportion of the LGA's future retail floor space and provide a substantial concentration of local employment opportunities. Jobs growth in Wilton will play a key role in reducing the need for residents to travel outside of the LGA for employment, retail and services, while supporting the long-term growth of the surrounding community. Council must review planning controls to enable increased employment, social, cultural, mixed-use and residential development to continue activation of the centre. As key infrastructure is planned and delivered, Council must regularly review planning controls to ensure Wilton is strategically aligned to the Sydney Plan and continues to its role in the network of surrounding centres.

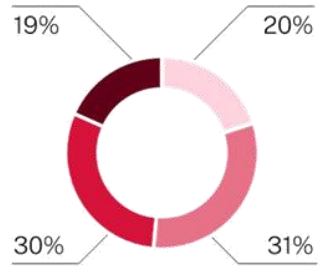
Housing and Employment Guidance – Woollahra

Woollahra - Eora Nation



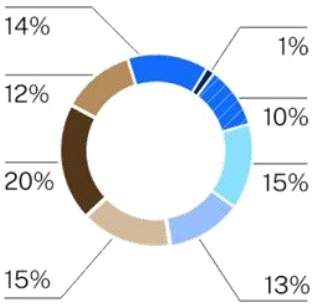
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2026 Housing Profile



- High-rise attached
- Detached
- Low-rise attached
- Mid-rise attached

2026 Employment Profile



- Health
- Industrial and resource intensive
- Manufacturing and production
- Retail
- Arts and recreation
- Technology and communications
- Business services
- Education and training

57,361
2026 Population Projection

59,419
2046 Population Projection

28,951
2026 Homes

25,500
2026 Jobs

28,800
2046 Jobs

12
km² in size

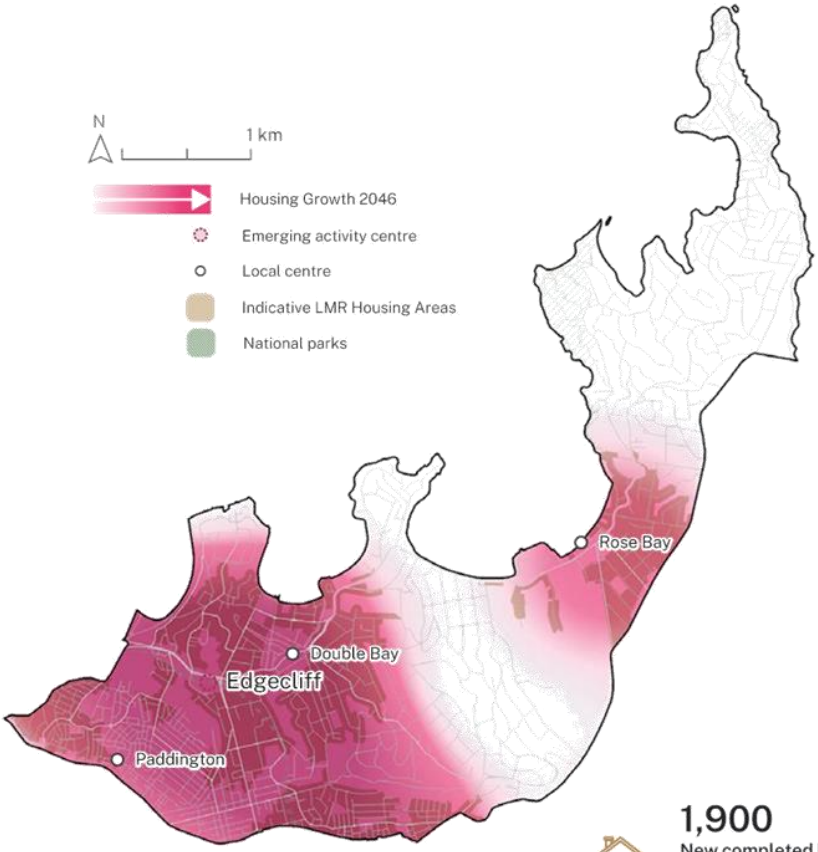
2.2
Average household size (people)

29%
of people work and live in the LGA

71%
of people work outside the LGA

Housing and Employment Guidance – Woollahra

Housing



1,900
New completed homes between 2024-2029

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Woollahra LGA has a 5-year housing target of 1,900 additional homes over the 2024 to 2029 National Housing Accord period. It is expected to deliver substantial housing growth in the Edgecliff-Woollahra stations corridor which is a state-led rezoning and in the various Low and Mid-Rise (LMR) Housing Areas.

The LGA has a diverse housing profile with low and mid-rise attached housing comprising over 60% of the current housing mix. Strong growth is expected across mid-rise attached housing in the short to medium term and then in the high-rise category in the medium to longer term.

The Woollahra LGA shares a boundary with Waverley that intersects key centres including Bondi Junction and Rose Bay North. Councils must collaborate as they plan for the Woollahra station precinct and Bondi Junction to deliver housing growth and local infrastructure to support the amenity of these areas. Council also shares a boundary along Oxford Street with the City of Sydney that requires careful collaboration to support jobs and housing growth. The five LMR Housing Areas include Double Bay, Edgecliff, part of Bondi Junction, Darlinghurst to Paddington catchments and Rose Bay, which are well suited for higher density infill development to support greater housing diversity.

As required in the Sydney Plan, Council must provide sufficient feasible housing at any time to ensure its 5-year housing target can be realised. Council is required to undertake actions to boost its housing capacity in line with the requirements set out in the Sydney Plan and the Feasible Housing Capacity Policy. To meet this requirement, Council is directed to undertake additional planning for further growth.

In the short term, Council must collaborate with Waverley Council to coordinate master planning and uplift around Bondi Junction and deliver more housing growth in the Rose Bay North centre to complement the density enabled by the LMR Housing Area at Rose Bay.

Council must also collaborate with the City of Sydney to coordinate uplift and planning within Paddington along Oxford Street to achieve an integrated approach for future growth.

Council must review its heritage conservation areas of Paddington, Woollahra and Edgecliff in the short term to find more opportunities for housing within these suburbs.

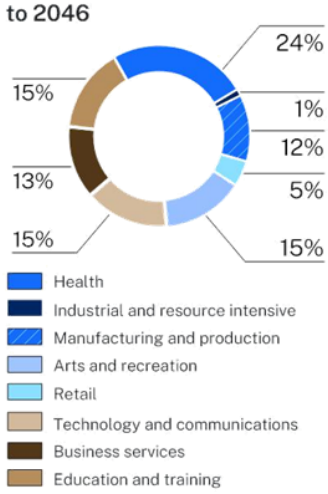
Subject to Council's planning approach towards these short-term priorities, these areas may be considered for future state-led rezonings.

Housing and Employment Guidance – Woollahra

Employment

Woohlara LGA 2026 Jobs
25,500
10 year jobs range (2026 – 2036)
+700 - 1,800
20 year jobs range (2026 – 2046)
+1,500 - 3,300

Industry split of additional jobs to 2046



LGA employment

Woollahra is expected to experience steady employment growth of 13% by 2046. This growth will occur throughout the LGA and be relatively diverse. The distribution of jobs across industry sectors is expected to remain broadly consistent between 2026 and 2046, with business services and technology and communications are expected to continue to account for the largest proportion of total jobs. The most growth is expected in health and arts and recreation, reflective of the area's role in supporting the day-to-day needs of residents through a range of service-based industries.

The new Woollahra train station will strengthen accessibility, as well as attractiveness of the LGA for commercial activity and Edgecliff, as an emerging activity centre, will play an increasingly significant employment role for the LGA. **Council should make sure that there is sufficient floor space in local centres including Double Bay, Paddington and Rose Bay. This will make sure they can continue to play an important role by accommodating retail, commercial and community-serving activities that generate local employment and provide access to goods and services close to where people live.**

Edgecliff

Emerging activity centre

Edgecliff is an emerging activity centre within Sydney's Eastern Suburbs that is well positioned to continue strengthening its role as a retail, commercial and employment.

It is an existing local centre characterised by its highly accessible location, centred on the Edgecliff transport interchange, which provides direct rail and bus connections to the Sydney CBD, Bondi Junction and surrounding centres.

The new station at Woollahra and state rezoning of Edgecliff and Woollahra will deliver substantial housing growth. **Council should monitor the effectiveness of planning controls to enable increased employment, social, cultural, mixed-use and residential development to continue activation of the centre.**

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 93**

SUBJECT: 2027 Fairfield City Council Calendar

FILE NUMBER: 26/21361

REPORT BY: Lisa Mifsud, Manager Communications and Marketing

RECOMMENDATION:

That Council approve the events, activities and significant dates for the 2027 Fairfield City Council Calendar, as outlined in Attachement A of the report.

SUPPORTING DOCUMENTS:

AT-A ⇩	2027 Fairfield City Council Calendar	6 Pages

CITY PLAN

This report is linked to *Theme 1 Community Wellbeing* in the Fairfield City Plan.

SUMMARY

Planning is underway for the 2027 Fairfield City Council Calendar (Calendar) which is an initiative identified in the 2026-2027 Operational Plan. It will be delivered to all households across the City in January 2027.

The Calendar promotes a range of Council events, initiatives and services to the community as outlined in the Operational Plan, as well as highlighting significant dates such as public holidays.

Approval is sought for key dates to be included in the 2027 Calendar. These are provided in Attachment A of this report.

The Calendar includes a disclaimer should event details change which directs residents to our website for the latest information.

Lisa Mifsud
Manager Communications and Marketing

Authorisation:
Director City Living

Outcomes Committee - 6 October 2026

File Name: **OUT06102026_12.DOCX**

***** END OF ITEM 93 *****

Attachment A – 2027 Fairfield City Council Calendar

JANUARY		
Day	**Name of Event, Program, or Activity**	**Type**
2	Recycling Drop Off Centre (RDoC) and Sustainable Resource Centre (SRC) Closed	
4	Sustainable Resource Centre (SRC) Re-open	
5	Best Start Education and Care – Long Day Care and Multipurpose services reopen	
9	Recycling Drop Off Centre (RDoC) Re-open	
15	SUMMER SCHOOL HOLIDAY PROGRAM - FCMG	
19	Best Start Education and Care – Preschool Services reopen	
26	CANLEY VALE AUSTRALIA DAY FIREWORKS 6pm-9pm	FCC major events
26	Australia Day Community Awards Ceremony	FCC major events
26	Australia Day Celebrations (Fairfield and Prairiewood Leisure Centres and FYCC)	FCC major events

FEBRUARY		
Day	**Name of Event, Program, or Activity**	**Type**
7	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
9	GYMS IN PARKS TERM 1 (9 Feb - 26 Mar)	
12	CANLEY HEIGHTS LUNAR NEW YEAR 7pm-8pm	FCC major events
15	GYMS IN PARKS TERM 1 (15 Feb - 1 Apr)	

Attachment A – 2027 Fairfield City Council Calendar

20	CABRAMATTA LUNAR NEW YEAR 11am-9pm	FCC major events
27	'Remember the Mountains' art exhibition opens at FCMG	

MARCH		
Day	**Name of Event, Program, or Activity**	**Type**
7	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
29	Capture Fairfield Visual Arts and Photography Competition Opens	Competition / Campaign

APRIL		
Day	**Name of Event, Program, or Activity**	**Type**
2	Sustainable Resource Centre (SRC) Closed	
3	Recycling Drop Off Centre (RDoC) and Sustainable Resource Centre (SRC) Closed	
4	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
5	Sustainable Resource Centre (SRC) Closed	
10	'Transparent Stories' art and history exhibition opens at FCMG	

MAY		
Day	**Name of Event, Program, or Activity**	**Type**

Attachment A – 2027 Fairfield City Council Calendar

2	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
7	MOTHER'S DAY ACTIVATION IN CABRAMATTA TOWN CENTRE 10am-2pm	
7	MOTHER'S DAY ACTIVATION IN CANLEY VALE 11am-2pm	
7	MOTHER'S DAY ACTIVATION IN CANLEY HEIGHTS 3pm-6pm	
10	GYMS IN PARKS TERM 2 (10 May - 24 Jun)	
20	FREE CHILD RESTRAINT FITTING DAY	
27 May - 3 Jun	NATIONAL RECONCILIATION WEEK	Significant events
27	NATIONAL RECONCILIATION WEEK FLAG RAISING EVENT (Council Administration Building, 9:30am-12noon)	

JUNE		
Day	**Name of Event, Program, or Activity**	**Type**
6	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
21	Capture Fairfield Visual Arts and Photography Competition Closes	

JULY		
Day	**Name of Event, Program, or Activity**	**Type**

Attachment A – 2027 Fairfield City Council Calendar

4	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
6	NAIDOC FAMILY FUN DAY EVENT (Fairfield Showground)	

AUGUST		
Day	**Name of Event, Program, or Activity**	**Type**
1	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
2	GYMS IN PARKS TERM 3 (2 Aug - 16 Sep)	
2	Best Start Education and Care – Long Day Care and Preschool enrolments open for 2028	
2-8	LG Week	
9	Australia Day Community Award Nominations Open	
29	CABRAMATTA MOON FESTIVAL 11am-8pm	FCC major events

SEPTEMBER		
Day	**Name of Event, Program, or Activity**	**Type**
1	Fairfield Child Protection Week at Fairfield Library	
5	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
12	Spring Clean Drop-Off Day (Fairfield Showground)	
17	Australian Citizenship Day	Significant events

Attachment A – 2027 Fairfield City Council Calendar

OCTOBER		
Day	**Name of Event, Program, or Activity**	**Type**
3	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
25	GYMS IN PARKS TERM 4 (25 Oct - 9 Dec)	
29	HALLOWEEN IN CANLEY HEIGHTS 4pm-8pm	

NOVEMBER		
Day	**Name of Event, Program, or Activity**	**Type**
7	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
8	Australia Day Community Award Nominations Close	

DECEMBER		
Day	**Name of Event, Program, or Activity**	**Type**
5	FREE WSCN COMMUNITY BIKE RIDES (Fairfield Showground, 9am-12noon)	
10	SANTA VISITS CANLEY VALE 3pm-5pm	
11	CABRAMATTA TOWN CENTRE CAROLS 10am-1pm	
20-31	Extra Recycling Collection	

Attachment A – 2027 Fairfield City Council Calendar

23-31	Sustainable Resource Centre (SRC) Closed	
25	Recycling Drop Off Centre (RDoC) and Sustainable Resource Centre (SRC) Closed	
31	ILLUMINATE NYE 5pm-10pm	FCC major events

JANUARY 2028		
Day	**Name of Event, Program, or Activity**	**Type**
1	Recycling Drop Off Centre (RDoC) Closed	

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 94**

SUBJECT: Major Projects Update - September 2026

FILE NUMBER: 23/34318, 23/13402

REPORT BY: Mohammad Mamun, Project Manager; Nina Tran, Project Manager; Mario Rajanayake, Senior Contracts and Planning Engineer; Suhail Sayeed, Contracts and Planning Co-ordinator; Mark Gray, Major Projects Co-ordinator; Penelope Scandurra, Customer Service Officer; Leisure Scanlan, Contracts and Planning Officer

RECOMMENDATION:

That the report be received and noted.

SUPPORTING DOCUMENTS:

There are no supporting documents for this report.

CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

SUMMARY

The high-level status of the major projects is shown in the following table.

Project	Status	Summary of Critical or Evolving Risk
Fairfield Showground Community and Events Centre		Contractor for the new access road, car parking and bin wash/storage area progressing to schedule. Head Contractor for the main building construction appointed. Replacement amenities in fabrication with delivery expected in November 2026.
Fairfield Showground Event Oval Stage		Contractor commenced on-site and steel fabrication well advanced.
Fairfield Showground – Multi-Storey Car Park		Project start up commenced (Feasibility). Plan of Management review commenced.
Fairfield Showground – Overflow Parking		Project start up commenced (Design). Plan of Management review commenced.

Project	Status	Summary of Critical or Evolving Risk
Brenan Park		Detailed design is complete and tender preparation is in progress for release to panel in late October and a February 2027 acceptance. Remediation action plan being finalised and coordinated with detailed design plans.
Avenel Park		The Aboriginal Heritage Impact Permit (AHIP) has been authorised and final works to commence in October 2026.
Bold Park Remediation		Construction nearing completion.
Golf Course Driving Range Fences		Acceptance of tender delayed while price and specification resolved.

Key:

	**Critical risk or issue affecting project delivery**
	**Evolving risk to be managed**
	**Project on track**

PROJECT: FAIRFIELD SHOWGROUND COMMUNITY AND EVENTS CENTRE (FCEC)

The Community and Events Centre (SP24913) is a facility integrated with Fairfield Showground's operations.

Project Status Overview

The key tasks and activities in progress are:

- Contractor commenced works for RFT 117-26 Fairfield Showground Construction of Roads, Carpark and Underground Services:
  - Sewer underbore to golf course
  - Power conduits
  - Water service connected and operational
  - Car park construction continues.
- Adjustments to power distribution network across the site to facilitate new building and modular amenities underway.
- Appointment of the head contractor was completed at the 22 September 2026 Council meeting.
- Modification of the project budget also occurred at the 22 September 2026 Council meeting.
- Overflow parking at Smithfield Road and Deerbush area are operational with wet weather options being considered.

With the appointment of the head contractor for construction, reporting arrangements to Council are to be modified as outlined in the tender report. Commencing in November, a separate report on the Fairfield Showground projects will be provided to the Outcomes Committee. The main body of the report will continue to provide advice to the community on progress and general status of the project. A confidential attachment will provide more detailed information on the project and contract performance, including scope changes, variations and budget position.

Project Scope

Council amended the project scope to include:

- upgrading the landscaping between the new building and the existing market awnings. The extent, funding and timing for this work is linked to the appointment of the main contractor.
- The back of house rooms for stage performances (identified as Stage 2 works in the project).

Construction Staging

The commencement of significant civil works on site will result in disruptions. The project team engage with Showground staff and contractors to minimise the impact on circulation, parking and pedestrian movements where possible.

The head contractor is expected to bump into site in late January 2027, prior to commencement of works in early February 2027. The first stage of works is bulk earthworks.

Grant Agreement

Council nominated the Community and Event Centre for the Local Government allocation under the Western Sydney Infrastructure Grants (WSIG) program.

Project Funding

The project involves a significant expenditure of funds to build the new facility. Notification requirements with the Office of Local Government (OLG) are monitored and completed as required.

Council adopted the 2025/26 – 2028/29 Delivery Program at the Council Meeting on 27 May 2025. When appointing the head contractor, Council modified the scope of works and increased funding for the project.

The current funding for the Community and Event Centre is shown in the following table.

Funding Source	2025/26	2026/27	2027/28	2028/29	Total
General	$33				$33
Infrastructure Reserve		$2,639	$16,866		$16,599
Section 7.11		$265	$3,333		$1,500
Section 7.12	$700	$7,300	$4,540		$12,540
WSIG Grant	$1,800	$9,813	$16,398		$28,011
Total	**$2,533**	**$20,017**	**$41,133**		**$63,643**

Note: Values are in '000's and values for 2024/25 not shown.

While the overall cost of the project was set to not exceed $60 million within the defined scope, there have been unexpected cost escalations arising from the recent fuel price increases. When combined with the adopted change in scope (additional landscaping and back of house rooms), the project limit has shifted to $65 million.

Project Milestones

Key Milestones	Target Date	Status
MAIN FACILITY		
Release Select RFT for Main Building Construction	May 2026	Complete
Head Contractor Appointment	Oct 2026	On Track
Construction Commencement	Feb 2027	
Construction Completion for Main Building Works	Aug 2028	
Modular Toilets		
Procurement of Modular Toilets (Exemption)	May 2026	Complete
Manufacture (lead time of 15 weeks)	Nov 2026	Delayed
Delivery and Installation of Modular Toilets	Oct 2026	
Completion Of Modular Toilets	Oct 2026	
Roads And Carparking		
Negotiations	June 2026	Complete
Construction Start for Roads and Carparking	Aug 2026	On Track
Completion of Roads and Carparking	Dec 2026	On Track
Bin Wash and Collection Area		
RFT released to market	Apr 2026	Complete
Construction Start	July 2026	On Track
Construction Completion	Oct 2026	On Track

Project Status

MAIN FACILITY											
Concept Design											100%
Planning Approval											100%
Detailed Design											100%
Procurement											70%
Design & Construction											0%
ANCILLARY BUILDINGS (Temporary Toilets)											
Concept Design											100%
Planning Approval											100%
Detailed Design											100%
Construction											30%
ROADS AND CARPARKING											
Concept Design											100%
Planning Approval											100%
Detailed Design											100%
Construction											20%

Procurement Activity

RFT 112-26 *Design and Construction of the Fairfield Showground Community and Events Centre* tender evaluation was reported to Council at its meeting on the 22 September 2026. Council accepted the offer by Hindmarsh Constructions Australia Pty Ltd as the most advantageous offer received.

Ally Infrastructure has been awarded the early works package for the construction of roads, car park and underground services (water, sewer and power). They were also appointed for the bin wash area.

The current procurement activity is engagement of consultants for advice during the construction phase.

Project Cost Estimate and Contingencies

Project Commitments	$10,733,958.00
Projects Actuals to 31 July 2026	$5,043,846.00
Project Limit	$65,000,000.00

There are cost implications arising from recent fuel price escalation and risk this creates in the marketplace. Stage 1 and Stage 2 can be funded within the current funding envelope, however, this would leave a small contingency to accommodate variations during the construction phase.

Budget Summary 2026/2027 Operational Plan

Project (CAPEX) Budget 26/27	$19,000,000.00
Projects Actuals to 31 July 2026	$5,043,846.00
Forecast Expenditure 26/27 (July 2026 – June 2027)	$19,000,000.00
Budget Position 26/27	Within Budget

Project Risks

The current significant risks for the project are:

- Impact on Showground Operations

  Staging of the works is important to minimise impact on current operations, events and the Wednesday and Saturday markets.

  This is a risk requiring continual monitoring and consideration in decision-making.

- Fuel Shortage

  The fuel shortage has escalated the cost of fuel and impacted transport costs, manufacturing where fuel is a key ingredient and supply chain costs.

  With pricing from the contractor resolved, this risk is diminishing. It will continue to be monitored to assess impact on pricing and cost management during the early stages of the build contract.

- Completion of Access Road and Car Park Construction

  The planning approval has a requirement for the new access road and car park construction to be completed prior to commencing works on the new facility ie. a prerequisite to a construction certificate.

  Completion of this work is on the critical path.

  A revised staging plan is to be submitted to assist in mitigating this risk.

- Delivery of the Modular Toilets

  There has been a delay in the delivery of the Modular Toilets due the Building Code of Australia & Accessibility (DDA) compliance. The original delivery of these toilet blocks was scheduled for September 2026. The revised date is for delivery in early November 2026. This activity is not on the critical path within the program.

- Resolution of the Head Contractor RFT

The appointment of the Head Contractor is on the critical path. Delay in appointment can create a number of adverse outcomes for the project and organisation.

This risk is now resolved with no delay from the scheduled completion date.

- Cost Control

  The large project with many moving parts requires discipline in controlling the different elements and tracking costs against budget allowances. With a large amount to be built and managed, costs can increase rapidly if not managed.

  Managing change during the design finalisation process will be key to keeping the project on schedule and within budget.

PROJECT: FAIRFIELD SHOWGROUND – EVENT OVAL STAGE

The upgrade to the existing stage area fronting the event oval is to assist event holders by providing an all-weather stage for events. The project consists of an awning and an elevated stage area, with some of the inclusions being stage lighting truss, disability access and retractable handrails.

Project Status

Site works have commenced.

The LED sign procurement is underway by the contractor with the scheduled delivery to site in November for installation.

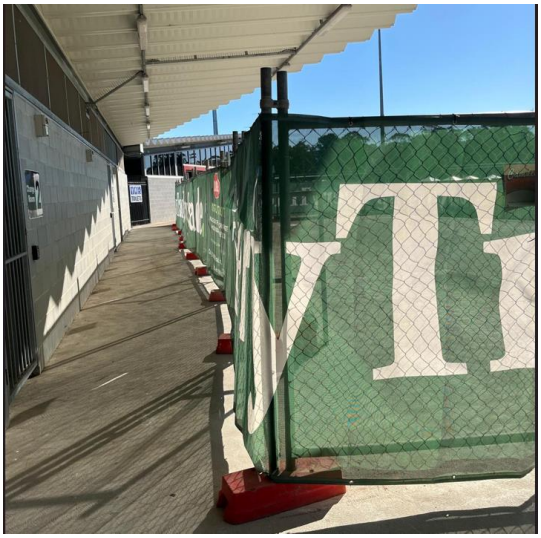




Figure 1: Fairfield Showground AFL Stage – Site established in August

Project Scope

A change in scope was approved to install a video screen across the top of the stage with a height of 600mm.

Project Milestones

Key Milestones	Target Date	Comment
Contract Commencement	5 August 2026	Complete
Site Works Commence	31 August 2026	Complete
Construction Completion	December 2026	On Track

Planning Approval											100%
Detailed Design											100%
RFT for Builder											100%
Construction											10%

Project Cost Estimate and Contingencies

Project Commitments	$690,725.00
Projects Actuals to September 2026	$9,350.00

Budget Summary 2026/2027 Operational Plan – Project ID IN271191

Project (CAPEX) Budget 26/27	$938,183.00
Projects Actuals to September 2026	$9,350.00
Forecast Expenditure 26/27 (Sept 2026 – Oct 2026)	$40,000.00
Budget Position 26/27	Within Budget

Procurement Activity

No active procurement activities.

Project Risks

- Minimising changes to the scope during construction.
- Timeframe for steel availability, manufacture and galvanising (no longer applicable).
- Current event calendar.
- Weather constraints.

PROJECT: FAIRFIELD SHOWGROUND – MULTI-STOREY CAR PARK

The proposed multi-storey car park for the Showground will provide significant uplift for parking to support the larger events and markets at the Showground.

A general area for the car park has been identified with schematic and concept design to be completed to inform the footprint, number of spaces, traffic arrangements, pedestrian movement corridors, site access control points and uses of the ground floor areas.

The final number of spaces to be provided is subject to the concept design process, analysis of traffic impacts and funding availability.

The planning pathway has been identified as

- Modification of the Plan of Management – this is to identify the type and scale of development and
- Part 4 Development Application

The project is in an early development stage with key details yet to be resolved. It is expected to trigger the Office of Local Government's CAPEX Guidelines and notification process.

The timing of the project has close relationship with the completion of the Community Entertainment Centre, the overflow parking and access to Christie Street.

Project Milestones

To be determined (TBD).

Procurement Activity

Initial procurement is to appoint an architect to develop the schematic design and identify a preferred concept plan, cost profile and detailed scope of works.

Project Status

Feasibility Study										20%
Schematic Design										0%
Concept Design										0%
Planning Approval										0%
RFT Design and Construct										0%
Construction										0%

Project Cost Estimate and Contingencies

Project Commitments	TBD
Projects Actuals to 27 March 2026	TBD
Project Limit	TBD

Budget Summary 2026/2027 Operational Plan – SP1230

Project (CAPEX) Budget 26/27	$440,000.00
Projects Actuals	$0
Forecast Expenditure 26/27	$430,000.00
Budget Position 26/27	TBD

Project Risks

The current significant risks for the project are:

- Biodiversity constraints.
- Floodplain and stormwater management.
- Planning application alignment with Plan of Management for the site.
- Mobile phone tower and existing leases.
- Level of disruption on the site from construction activity.

PROJECT: FAIRFIELD SHOWGROUND – OVERFLOW PARKING AT GOLF COURSE

This project is to provide a road and pedestrian link from the Showground to the Golf Course and connect through to Christie Street. This connection will then provide access to overflow parking for the Showground – both during construction of the multi-storey car park and for major events on the site.

The planning approval pathway for the proposal has been identified as:

- Modification of the Plan of Management for the Golf Course.
- Modification of the Plan of Management for Fairfield Showground
- Part 5 Review of Environmental Factors application

Consideration will be given to staging the works as follows:

1. Road and bridge work and
2. Overflow car park.

Project Milestones

To be determined.

Procurement Activity

Initial procurement is to appoint a design team to manage the design and delivery of the road connection and bridge.

Project Status

Feasibility Study											40%
Planning Approval											0%
Detailed Design											0%
RFT Construction											0%
Construction											0%

Project Cost Estimate and Contingencies

Project Commitments	TBD
Projects Actuals	TBD

Budget Summary 2026/2027 Operational Plan – SP1231

Project (CAPEX) Budget 26/27	$390,000.00
Projects Actuals	$0
Forecast Expenditure 26/27	$380,000.00
Budget Position 26/27	TBD

Project Risks

The current significant risks for the project are:

- Environmental considerations
- Floodplain and stormwater management
- Planning application alignment with Plan of Management for the sites
- Possible archaeological finds
- Ground contamination

PLAN OF MANAGEMENT MODIFICATION

The Fairfield Showground projects require modification of the existing Plans of Management (PoMs) for the Fairfield Showground and Golf Course to support additional event parking associated with future precinct activity.

The modifications will align the Plan of Management's with the proposed future use of both sites.

In order to maximise use across the site, responding to demands for event and activity parking is the next step. The Showground has limited footprint for additional parking and future development, so the project proposes to use:

- the adjoining Golf Course (an overflow car park) and
- the Showground site for the multi-storey car park.

This requires changes to the PoM boundaries, permitted activities and land categorisation. The Fairfield Showground PoM will also respond to the SSDA approval and bring the PoM into alignment with existing and future uses.



Figure 1: Proposed overflow car parking area

The proposal includes:

- Including part of the Golf Course for the Showground - to allow for overflow parking associated with the Showground as a permitted use (and allowing for Golf Course maintenance and operational activities).
- Removing the nominated area from the Golf Course PoM and included in the Fairfield Showground PoM.
- Updating the relevant land categorisation, permitted uses and PoM boundaries.



Figure 2: Proposed Plan of Management boundary between the Showground and Golf Course

The PoM modifications are required to be completed to allow planning approval to occur. They form part of the critical path for the overflow and multi-storey car park projects. The overflow car park is required to be completed prior to commencing the multi-storey car park on-site.

The project team has engaged a PoM consultant to manage the PoM review process and an architect to update the Showground Master Plan.

Indicative Program

Milestone	Target
Engage PoM consultant and architect	September 2026
Draft PoMs and Master Plan	October 2026
Early public consultation	October 2026
Council briefing / resolution	End of 2026
Public exhibition	Early 2027
Submission to Council for adoption	April 2027
Planning approval / PoM finalisation	June 2027

The program will be updated following consultant engagement and confirmation of statutory requirements.

PROJECT: BRENAN PARK PLAYGROUND

This project's scope is for a new playground at Brenan Park, near the existing community hall on Bourke Street. The project is funded by the NSW Government's WSIG with contributions from Council.

Council has been successful in acquiring an additional grant to extent the range of works proposed. This includes:

- an off-leash dog park
- improved lighting around the external walking path within Brenan Park
- planting trees to provide colour and shade along the walking path
- extending the network of paths and
- inclusion of toddlers/children's playground.

Council also added a basketball court adjacent to the new playground within the scope of works.

The landscape design is being integrated with the Remediation Action Plan (RAP) requirements. NSW EPA approval of the Chemical Control Order (CCO) is required to finalise the RAP with the design for the cap to be provided underneath the new playground.

The Chemical Control Order has been lodged with NSW EPA. An EPA approval in October is not expected to change the required physical works and will be confirmed prior to Council's appointment of the contractor.

This is considered a low risk to the project and can be managed during the tender timeframe.

Project Milestones

Key Milestones	Target Date	Comment
Concept Plan Approved	Feb 2025	Complete
Detailed Design Completion	Jul 2026	Complete, 100% Issue for Tender (IFT) Documentation to have minor amendments pending environmental consultant comments.
Environmental Reports Finalised (Landfill Gas Assessment and RAP)	Aug 2026	In progress. Landfill Gas Assessment received. RAP to be finalised.
NSW EPA Approval	Oct 2026	In progress
Construction Procurement	Oct 2026 – Feb 2027	In progress
Construction Commencement	Mar 2027	Subject to NSW EPA Approval
Construction Completion	Dec 2027	

Procurement Activity

Procurement falls into 3 main packages:

1. **Brenan Park – Main Construction:** RFT to be released to market in late October 2026**.**
2. **Main Play Tower**: Existing contract design to be confirmed and manufacture of the long lead time for the main tower to commence.
3. **Long Lead Play Equipment:** Equipment to be included in the Main Construction RFT (contractor to secure long-lead time items within the construction program given the preliminary earthworks provide time for this to occur).

Procurement activities will be progressed in parallel with the NSW EPA approval process to minimise further delays to the project program.



Figure Brenan 1: Indicative Render of Main Play Piece (Forge design/manufacture)

Project Status

Planning Approval (REF)											90%
Detailed Design											100%
Environmental Reports											90%
RFT Construction Package											80%
Construction Procurement											0%
Construction											0%



Figure Brenan 2: Playground Site Layout

Project Risks

- **NSW EPA approval:** Any delay to CCO approval impacts the project program, as construction cannot commence without EPA approval.
- **Procurement timing:** Council endorsement is required to commence Head Contractor procurement prior to EPA approval to maintain the early 2027 construction timeframe.
- **Long lead play equipment:** Delays in procurement may impact the construction program.
- **Contamination and RAP requirements:** Further contamination or landfill gas requirements may impact scope, cost and construction methodology.
- **Regulatory requirements:** Changes to NSW EPA requirements may require amendments to the design, RAP or construction methodology.
- **Project cost:** Additional environmental, remediation or construction requirements may impact the project budget.

PROJECT: AVENEL PARK

The new playground focuses on older youths by including a skate area, multi-purpose courts, exercise equipment and a sprint track. The project is jointly funded by the WSIG program and Council.

The bulk of the playground was completed in November 2024 and opened in early December 2024. The remaining works to complete the gym and exercise node required an Aboriginal Heritage Impact Permit by Heritage NSW.

The AHIP was received on 27 August 2026. The contractor is due to commence the remaining works on 26 October 2026. The local Aboriginal land council will be present to induct the contractor on the expected practices while excavating the footing the final piece of equipment.

PROJECT: BOLD PARK REMEDIATION AND PLAYGROUND RENEWAL

Bold Park is located at 109 Bold Street Cabramatta. The project for the renewal and upgrade of playground equipment has resulted in a better layout for the park. The playground equipment, sandstone block seating and bench seats have been installed.

Project Status

- Project is nearing completion.
- Play equipment installation is complete.
- Topsoil & turf installation commenced.
- Play equipment certified.
- Park signage renewed.

Design											100%
Procurement											100%
Construction											85%

Budget Summary

Project CAPEX Budget	Committals	Actuals	Budget Position
$590,000.00	$221,524.00	$180,912.00	Within budget



Figure Bold01: New Play equipment and concrete edging – Bold Park

Project Timeline

Key Milestone	Target Date	Status
RFT Released to Market	January 2026	Complete
Tender Evaluation	February 2026	Complete
Contract Execution	May 2026	Complete
Construction	September 2026	Progressing
Construction Completion	September 2026	On Track

Project Risks

- Lead time on replacement parts (resolved).

PROJECT: FAIRFIELD GOLF COURSE – DRIVING RANGE FENCE

The operation of the golf driving range requires installation of high-level golf ball containment fencing to minimise the risk of golf balls leaving the driving range. This addresses public safety, ensures compliance with operational restrictions for specific launch bays and supports the safe operation of the golf course.

The works involve the design, supply and installation of 2 sections of 12-metre-high golf ball containment fencing along:

- Smithfield Road and
- the Showground / detention basin boundary.

The specification for the fencing is:

- A mesh chain wire fence suitable to stop golf balls.
- A void at the base (2.2m and 1.8m) to minimise impact of debris on the fence for the 1% AEP storm event.
- Fence located out of the zone of influence of the detention basin wall.

The existing boundary fence (shown as a green line in Figure Fence 01) is a 1.8m chain mesh fence and is located in front of the much taller basin walls. With this configuration, there is a very low probability of a golf ball escaping the driving range through the void at the base of the new fences.

Project Status

- Tender completed.
- Evaluation in progress.
- Tender acceptance report drafted for the October 2026 Council meeting.

Design											50%
Procurement											80%
Design and Construct											0%



Figure Fence 01: Fairfield Golf Course Driving Range Fencing Locations

Budget Summary

Project CAPEX Budget	Committals	Actuals	Budget Position
$320,000.00	$6,330.00	$6,330.00	On Track

Project Timeline

Key Milestone	Target Date	Status
RFT Released to Market	July 2026	Completed
Tender Evaluation	September 2026	On Track
Contract Execution	November 2026	On Track
Construction	December 2026	On Track
Construction Completion	March 2026	On Track

Project Risks

- **Cost/Funding Risk**: The design and construct methodology places more risk on the tenderer. This may be reflected in the pricing received by Council being higher than expected.
- **Design/Structural Risk**: The 12 m high fencing requires detailed structural and footing design, including consideration of wind, flood and site-specific conditions.
- **Flood/Detention Basin Risk**: Parts of the fence are located within/adjacent to the detention basin. The design incorporates appropriate ground clearance to reduce the risk of debris accumulation and impacts during flood events.

- **Environmental/Fauna Risk**: The proposed hard chain-wire mesh differs from recommendations in the Flora and Fauna assessment. Final design and maintenance requirements need to minimise potential fauna impacts where practical.

Mohammad Mamun
Project Manager

Nina Tran
Project Manager

Mario Rajanayake
Senior Contracts and Planning Engineer

Suhail Sayeed
Contracts and Planning Co-ordinator

Mark Gray
Major Projects Co-ordinator

Penelope Scandurra
Customer Service Officer

Leisure Scanlan
Contracts and Planning Officer

Authorisation:
Manager Major Projects and Planning
Director City Delivery

Outcomes Committee - 6 October 2026

File Name: **OUT06102026_7.DOCX**

***** END OF ITEM 94 *****

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 95**

SUBJECT: Arts Advisory Committee Minutes - August 2026

FILE NUMBER: 25/19170

REPORT BY: Josie Cavallaro, Community Projects and Partnerships Officer

RECOMMENDATION:

That the minutes of the Arts Advisory Committee meeting held on Wednesday 5 August 2026 be received and noted.

SUPPORTING DOCUMENTS:

AT-A ⇩	Arts Advisory Committee Minutes - August 2026	3 Pages

CITY PLAN

This report is linked to *Theme 1 Community Wellbeing* in the Fairfield City Plan.

SUMMARY

The Arts Advisory Committee (AAC) is comprised of community representatives, councillors and Council officers who have a commitment to arts and cultural development in the Fairfield Local Government Area (LGA).

The AAC provides advice on the Fairfield City Culture and Creativity Plan and other relevant strategic documents. This includes advice on possible funding sources for creative and cultural projects, strategic partnerships and the growth of arts and cultural development opportunities within the LGA.

The AAC met on Wednesday 5 August 2026 and the minutes are provided in Attachment A.

Key points discussed at the meeting include:

- Scoping a Creative Hub
- Fairfield Artist Directory
- Creatives in the Neighbourhood update

CONCLUSION

It is recommended that the minutes of the Arts Advisory Committee meeting held on 5 August 2026 be received and noted.

The next AAC meeting is scheduled to take place on 4 November 2026.

Josie Cavallaro
Community Projects and Partnerships Officer

Authorisation:
Co-ordinator Community Projects and Partnerships
Manager Social Planning and Community Development
Director City Assets

Outcomes Committee - 6 October 2026

File Name: **OUT06102026_6.DOCX**

***** END OF ITEM 95 *****

ARTS ADVISORY COMMITTEE
Minutes
5 AUGUST 2026

Time: 5:45pm to 7:18pm
Venue: Fairfield City HQ, 17 Kenyon Street Fairfield
Chair: Josie Cavallaro
Minutes: Anh Hoang
Next meeting: 4 November 2026

Attendance: Anh Hoang (Business Support Officer), Josie Cavallaro (Community Projects and Partnerships Officer), Caroline Lie, Helena Citroni, Juan Guillermo Robayo Gomez, Kiriaki Zakinthinos and Thuy Nguyen.

Apologies: Councillor Dai Le, Councillor Kate Hoang, Alex Stefan, Amy La, Kawssar Hanboury and Michelle Huynh.

Meeting commenced at 5:45PM

1. Acknowledgement of Country and Welcome

An Acknowledgement of Country was given.

2. Introducing the Agenda and Apologies

The agenda was explained and apologies were stated.

3. Committee Member Update

Annual committee membership renewal for 2026/27 was finalised in July. Amy La and Veronica Avila have resigned from the committee.

4. Review of Previous Minutes

Moved: Thuy Nguyen
Seconded: Helena Citroni

5. Scoping a Creative Hub. What does benchmarking look like?

The Committee discussed the cultural facilities item identified within Council's Section 7.11 and 7.12 Development Contribution Plans, described as a *"cultural facility/performing arts centre with capacity of more than 400 people (build and eastern fit-out)"*. Discussion

highlighted the importance of future cultural facilities planning being informed by contemporary needs analysis, benchmarking and community demand.

Committee members expressed interest in supporting future benchmarking, planning and advocacy for cultural infrastructure within Fairfield City. Members also sought clarification regarding the proposed funding model, noting that developer contributions are anticipated to fund approximately 25% of the project cost, and queried the rationale for this allocation and potential funding sources for the remaining balance.

It was noted that the Communities Facilities Strategic Plan is due for review in coming years. The Committee discussed opportunities that could be explored prior to any future review and consultation process to better understand community interests and expectations in relation to cultural facilities. This may include activities that encourage discussion of potential cultural facility models and uses and provide insights to inform future planning and community engagement. The Committee expressed an interest in contributing to these discussions as part of the future strategic planning process.

6. Fairfield Artist Directory, Update & SWOT

The Committee received an update on the potential establishment of a Fairfield Artist Directory (FAD), including artist self-listing through Council's Community Directory. A SWOT analysis, informed by previous Committee discussions and sector research, was presented along with a proposed project timeline.

The Committee discussed the purpose of the directory and considered opportunities to broaden its focus beyond artist listings. Discussion included the potential for the directory to increase awareness and visibility of artists, creative practitioners and arts organisations operating within the Fairfield Local Government Area.

It was agreed that the Committee will continue to develop the concept at its next meeting, including further consideration of the directory's purpose, intended audience and community need.

7. Creatives in the Neighbourhood Update

The Committee received an update on the delivery of recent *Creatives in the Neighbourhood* program activities.

On Location – Make Film with Us was delivered at Fairfield City Museum & Gallery's Vintage Village. The program provided participants with the opportunity to develop and realise creative concepts in a unique heritage setting while gaining practical filmmaking experience. A total of 25 participants worked alongside eight filmmaking mentors and local actors, developing skills and industry knowledge through an authentic on-set experience. The program also facilitated networking and community connections.

A creative-themed trivia night celebrating Fairfield City's local creative sector and cultural heritage was held at Bar 53, Canley Vale, attracting 25 attendees. Hosted by local artist and MC Tammy Dang, the event featured locally focused trivia and creative challenges that highlighted Fairfield City's artists, landmarks and cultural identity.

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8. Other business

It was noted that the 2026 *Living Stories Western Sydney Writing Prize* received a strong response from Fairfield City, with eight local entries recognised through the awards program. This included one Highly Commended recipient, reflecting the strength and quality of Fairfield's local writing community.

9. Meeting Close and Next Meeting

Meeting closed at 7:18pm
Next meeting: Wednesday 4 November 2026.

Actions arising from this meeting

Item	Action	Responsibility	Timeframe	Status
2025/1	Consult with local government and arts sectors advisors on methodologies for benchmarking creative hubs.	CPPO	Nov	In progress
2026/2	The Committee will further develop the FAD concept at the next meeting to confirm the purpose of the directory and identify community need.	CPPO	Nov	In progress
2026/3	Undertake scoping to gauge buy-in from local organisations and assess interest in supporting the FAD pilot through partnerships.	CPPO	Nov	In progress

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 96**

SUBJECT: Fairfield City Community Business Hub Liaison Committee - September 2026

FILE NUMBER: 23/01849

REPORT BY: Hollie McPherson, Manager Libraries and Museum

RECOMMENDATION:

That the report be received and noted.

SUPPORTING DOCUMENTS:

AT-A ⇩	Meeting Minutes - Fairfield City Business Hub Liaison Committee - 3 September 2026	7 Pages
AT-B ⇩	Presentation - Fairfield City HQ Update - September 2026	13 Pages
AT-C ⇩	Presentation - Fairfield Place Update - September 2026	15 Pages

CITY PLAN

This report is linked to *Theme 4 Strong and Resilient Economy* in the Fairfield City Plan.

SUMMARY

A meeting of the Fairfield City Community Business Hub Liaison Committee (the Committee) was held on Thursday 3 September 2026 at Fairfield City HQ (FCHQ). The Committee consists of councillors, business representatives and Council officers.

The Fairfield City Business Hub Liaison Committee provides a forum to explore and connect emerging businesses, start-ups and aspiring businesspeople to FCHQ.

Key projects and activities discussed at this meeting are noted below.

Fairfield City Update:

Community Business Team Leader Update

The Community Business Team Leader presented information and project updates within FCHQ and provided an overview of the booking statistics (Attachment B).

Manager Fairfield & Parks Place Update

The Manager Fairfield & Parks Place presented information on key projects and initiatives including Fairfield City statistics (Attachment C).

The updated Terms of Reference were adopted.

CONCLUSION

A meeting of the Fairfield City Community Business Hub Liaison Committee was held on Thursday 3 September 2026. Key projects and activities were discussed with more details provided in the minutes as contained in Attachment A.

Hollie McPherson
Manager Libraries and Museum

Authorisation:
Director City Assets

Outcomes Committee - 6 October 2026

File Name: **OUT06102026_5.DOCX**

***** END OF ITEM 96 *****

COMMUNITY BUSINESS HUB (FCHQ) LIAISON COMMITTEE MINUTES

DATE OF MEETING: 3 September 2026

LOCATION: Fairfield City HQ
Vic Winton Community Room
17 Kenyon Street, Fairfield

TIME: 6.00pm

Quorum Required for Meeting (in accordance with CBHLC Terms of Reference):
Three (3) members, one of whom shall be a Councillor.

Quality Management – Place Management	
QMF-CBH-004	**Meeting Minutes – Fairfield City Community Business Hub Liaison Committee**

Date: 3 September 26 **Time:** 6.03pm–7.02pm **Location:** Fairfield City HQ **Chairperson:** Clr Reni Barkho **Minute Taker:** Sharon Allard	**Present:** • Councillor Reni Barkho (Chairperson) • Councillor Kien Ly • George Nicolas, Next Step Community Development • Milind Kulkarni, Samartha Information Systems • Margaret Diebert (Director, City Assets) Fairfield City Council • Jessica Healey (Manager, Fairfield & Parks Place) Fairfield City Council • Ramila Wickremasinghe (Community Business Team Leader) Fairfield City Council • Nickin Alexander (Community Business Project Officer) Fairfield City Council • Hollie McPherson (Manager, Libraries & Museum) • Sharon Allard (Admin Support Officer) Fairfield City Council	**Apologies:** • Mayor Frank Carbone • Councillor Kevin Lam • Councillor Dai Le • Councillor Kate Hoang • Manager Economic Development • Jenny Dinh, Co.Lab Space

	Subject	Discussion	Actions	Action By	Due Date
1.	**Opening and Apologies**	The meeting was opened by the Chairperson at 6.05pm. **Acknowledgement of Country** The Chairperson provided an acknowledgement to country. **The following apologies were noted:** Apologies tendered on behalf of: Mayor Frank Carbone, Fairfield City Council Councillor Kevin Lam, Fairfield City Council Councillor Dai Le, Fairfield City Council Councillor Kate Hoang, Fairfield City Council			

Quality Management – Place Management	
QMF-CBH-004	Meeting Minutes – Fairfield City Community Business Hub Liaison Committee

	Subject	Discussion	Actions	Action By	Due Date
		Jenny Dinh, Co.Lab Space Manager Economic Development, Fairfield City Council **Motion: That the apologies be accepted.** **Moved:** Clr Reni Barkho **Seconded:** Clr Kien Ly CARRIED UNANIMOUSLY **Housekeeping and Emergency Evacuation Procedure** The Community Business Team Leader outlined the emergency evacuation procedures for the venue.			
2.	**Review and Acceptance of Previous Minutes**	CONFIRMATION OF MINUTES OF MEETING ON 5 MARCH 2026 Motion: That the minutes of the meeting held on 5 March 2026 are confirmed as an accurate record of the meeting. Moved: George Nicolas Seconded: Milind Kulkarni CARRIED UNANIMOUSLY MATTERS ARISING FROM PREVIOUS MEETING ON 5 MARCH 2026 **Item 4:** Explore HQ activation opportunities with Economic Development Responsibility: Community Business Team Leader - The HQ team attended the SWEH Expo as a stallholder to promote HQ Spaces, with SWEH workshops and Small Business Month activities scheduled to increase activation.			

Quality Management – Place Management	
QMF-CBH-004	Meeting Minutes – Fairfield City Community Business Hub Liaison Committee

	Subject	Discussion	Actions	Action By	Due Date
		- Discussions have been held with Place and Economic Development teams on joint activation opportunities. - A three-month marketing campaign commenced in September 2026 to increase awareness of HQ Spaces. - Benchmarking of comparable co-working spaces has commenced. **Item 6:** Advise members when Welcome Packs become available. Responsibility: Manager Economic Development. - The draft Welcome Pack is completed and currently being reviewed internally. Distribution is expected to occur by October 2026.			
3.	**Mayoral Update**	No Mayoral updates.			
4.	**Fairfield City HQ Update**	Community Business Team Leader's Report The Community Business Team Leader provided an overview of Fairfield City HQ's performance for Quarter 4 compared to Quarter 3 2025 (presentation attached), which included: • Facility utilisation and bookings (comparative assessment of Quarter 2 against Quarter 1 (2026). Hot desk utilisation has declined, potentially due to factors such as business turnover, businesses outgrowing the space, local economic conditions, and Fairfield's comparatively high business default rates. • Visitor data • Website and social media engagement • Overview of workshops and events - Business Networking Event - Business Opportunities in Growth Industries			

	Subject	Discussion	Actions	Action By	Due Date
		Milind Kulkarni noted that: • increased website traffic may be influenced by AI bots and recommended reviewing analytics to assess genuine user engagement • to improve utilisation, look into: - Flexible membership and subscription packages. - 10-day pass options/ credits for casual users. - Incentives for long-term users. - Guest speaker events featuring local business leaders. - Gathering customer feedback to better understand booking drivers and user needs.	Explore flexible membership and subscription packages, including 10-day passes for hirers and casual users, to improve accessibility and increase utilisation of HQ.	Ramila Wickremasinghe	Mar 2027
5.	**Fairfield & Parks Place Update**	The Manager Fairfield & Parks Place provided an update on activity within the town centres, including local initiatives, maintenance and activations across the Fairfield and Parks Place areas which included: • The Nelson Street Carpark Mural has been completed and has received positive community feedback. • The Kenyon Street pavement upgrade has been completed, with further renewal works planned for Nelson, Stuart and Barbara Streets. • Ongoing maintenance issues continue to be managed through CRM referrals, including rubbish dumping, damaged bins, flooding, rough sleepers and cleansing matters.			

Quality Management – Place Management	
QMF-CBH-004	Meeting Minutes – Fairfield City Community Business Hub Liaison Committee

	Subject	Discussion	Actions	Action By	Due Date
		• Concerns were raised regarding cleanliness in Cabramatta, illegal cardboard dumping, and anti-social behaviour in public spaces. • Crescent Plaza has been temporarily fenced due to safety concerns, with longer-term solutions being investigated. • The Rev Bill Crews Foundation outreach service has relocated to Fairfield Station and now includes a medical van. • Wonderful Wednesdays and seasonal activation programs continue, alongside preparations for the annual Christmas tree lighting event. • Seasonal banners have been installed, with the 2026/27 banner program set to showcase local businesses and products.			
6.	**Economic Development Update**	No update			
7.	**Members' Activities Update**	Committee Member Updates **Next Step Community Development Update** • George Nicholas (Next Step Community Development) has engaged Enzo Martuarno, owner of Enzos, as a guest speaker at FCHQ for Small Business Month As a successful Western Sydney business owner, he is expected to provide valuable insights and inspiration for local businesses. • George advised he is seeking to engage a successful businesswoman from Western Sydney as a second speaker but has not identified anyone yet. Jessica Healey advised she			

Quality Management – Place Management	
QMF-CBH-004	Meeting Minutes – Fairfield City Community Business Hub Liaison Committee

	Subject	Discussion	Actions	Action By	Due Date
		has previously engaged Sue Ismiel, Australian entrepreneur and founder of Nad's, and suggested she may be a suitable speaker for this.			
8.	**General Business**	Other Business The Chair sought comments from members on any other issues relevant to Fairfield City Community Business Hub and topics for future meetings. Hollie McPherson put forward the updated Terms of Reference for adoption. Committee agreed to adopt TOR.			
9.	**Next Meeting**	The next meeting of the Fairfield City Community Business Hub Liaison Committee will be held: **Date:** Thursday, 2 September 2027 **Location:** Fairfield City HQ			
10.		Councillor Barkho closed the meeting at 7.02pm.			

Fairfield City Business Hub Liaison Committee

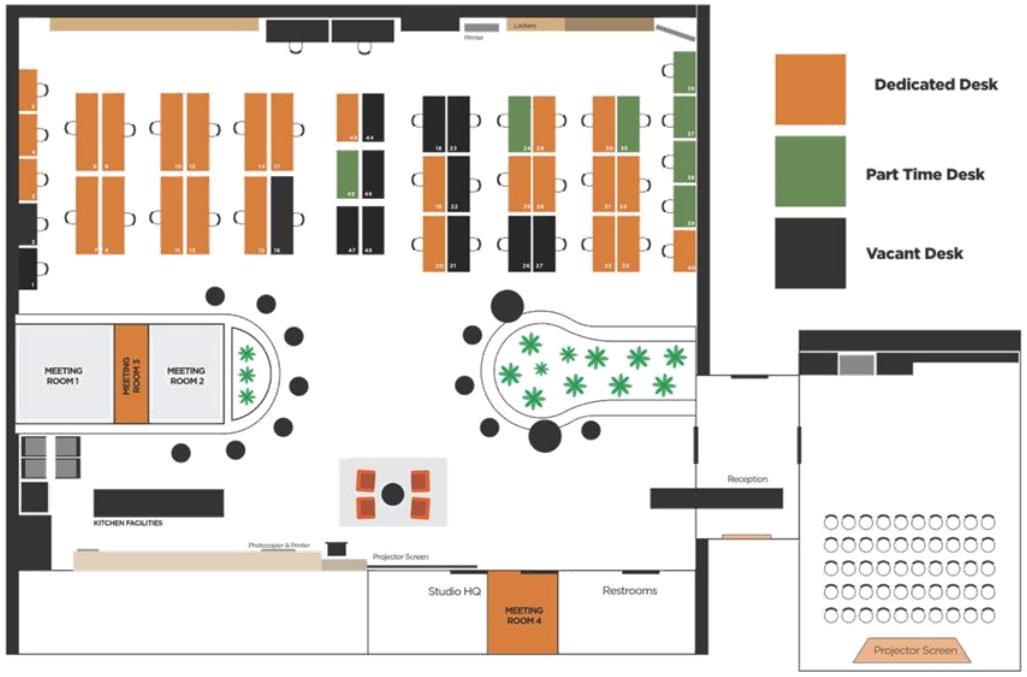
BUSINESS ENTERPRISE UPDATE

3 SEPTEMBER 2026

FairfieldCity
Celebrating diversity

FAIRFIELD CITY HQ

FACILITY UTILISATION
June 2026 Snapshot



FCHQ Facility Utilisation June 2026

OF A TOTAL 48 HOT DESKS

Full Time (Dedicated): 26

Part Time: 7

Vacant: 15

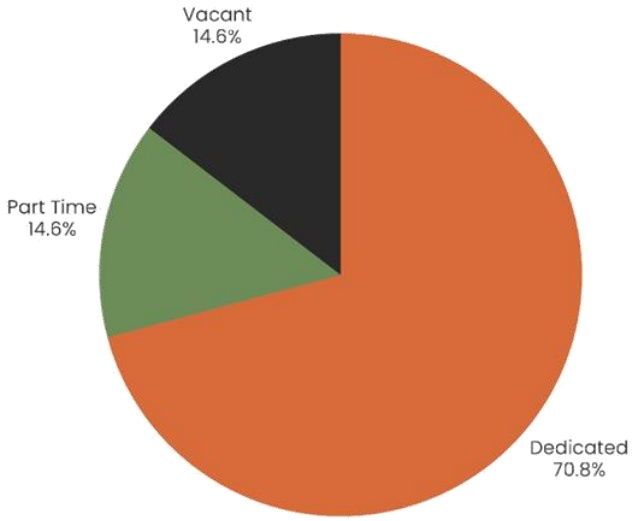
68.75% Utilisation as of June 2026

-16.65% Compared to Q3 2026

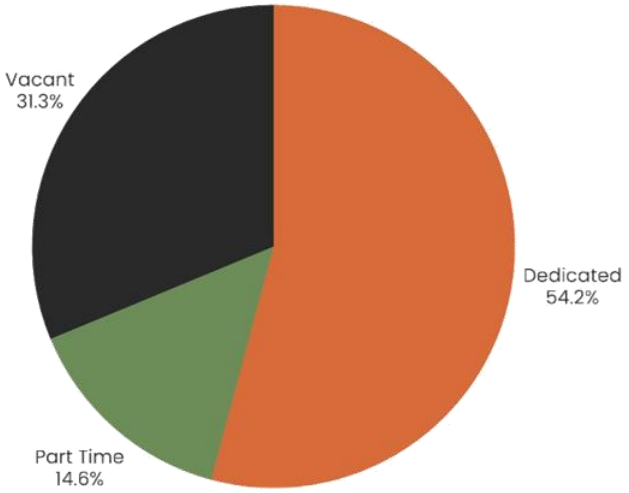
FairfieldCity Celebrating diversity

FAIRFIELD CITY HQ

FACILITY UTILISATION
Hot Desks



JAN-MAR 26



APR-JUN 26

FAIRFIELD CITY HQ
Business Enterprise Update

FairfieldCity
Celebrating diversity

FAIRFIELD CITY HQ

FACILITY BOOKINGS

Meeting Spaces & Studio HQ

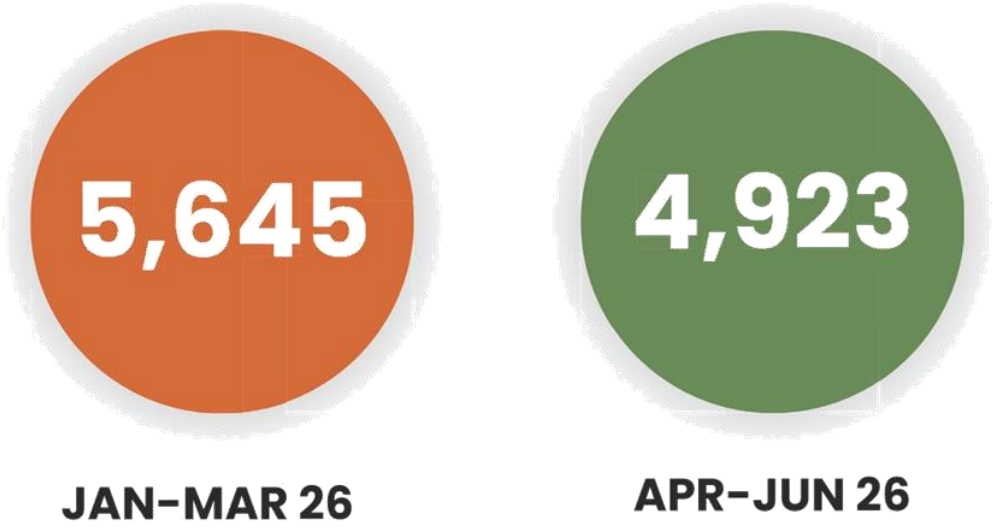
	Jan - Mar 26	Apr - Jun 26	
Meeting Spaces • Meeting Rooms 1, 2, 3 • Meeting Room 4 (formerly Audio HQ)	331	352	+6.34%
Vic Winton Community Room	73	90	+23.29%
Studio HQ	55	59	+7.27%

FAIRFIELD CITY HQ
Business Enterprise Update

FairfieldCity
Celebrating diversity

FAIRFIELD CITY HQ

VISITORS
to Fairfield City HQ

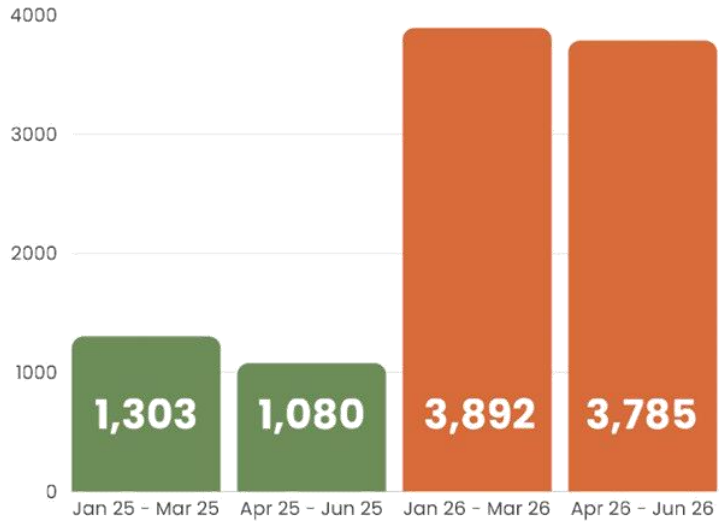


FAIRFIELD CITY HQ
Business Enterprise Update

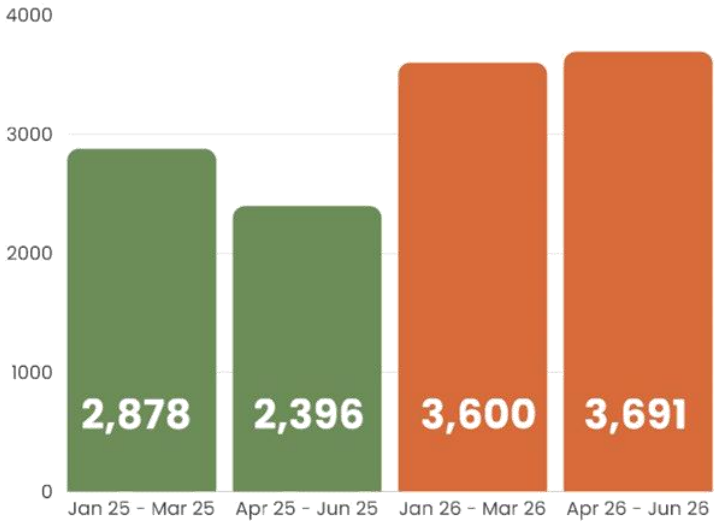
FairfieldCity
Celebrating diversity

FAIRFIELD CITY HQ

WEBSITE VISITATIONS



VISITORS



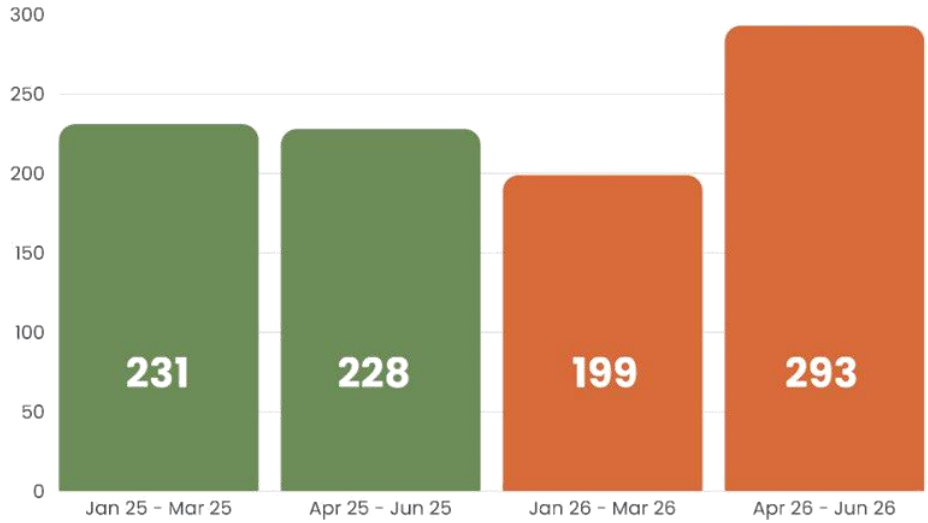
PAGE VIEWS

FAIRFIELD CITY HQ
Business Enterprise Update

FairfieldCity
Celebrating diversity

FAIRFIELD CITY HQ

SOCIAL MEDIA ENGAGEMENT
Facebook



PAGE VISITS

FAIRFIELD CITY HQ
Business Enterprise Update

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FAIRFIELD CITY HQ

HIGHLIGHTS
Events & Projects

FairfieldCity
Celebrating diversity

FAIRFIELD CITY HQ

FAIRFIELD BUSINESS NETWORKING EVENT

25 March 2026





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FAIRFIELD CITY HQ

BUSINESS OPPORTUNITIES IN GROWING INDUSTRIES

19 May 2026





Permission granted to publish photographs

BUSINESS OPPORTUNITIES IN GROWING INDUSTRIES

FairfieldCity
Celebrating diversity

FAIRFIELD CITY HQ

SOCIAL MEDIA PROMOTIONS

Instagram Video Campaigns

Permission granted to publish photographs






Current economic context
Fairfield City HQ's position in an evolving marketplace
LOOKING AHEAD
FY27 AND BEYOND
Opportunities for growth
Activating the space
FairfieldCity
Celebrating diversity
FAIRFIELD CITY
HQ


FAIRFIELD CITY
HQ
17
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HQ

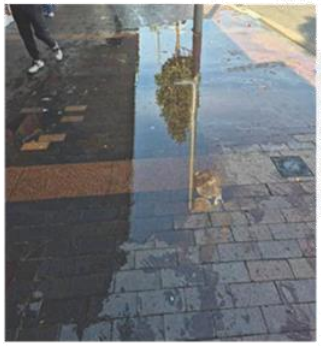
FAIRFIELD PLACE UPDATE

3 September 2026

FairfieldCity
Celebrating diversity

PUBLIC DOMAIN

- Working closely with other departments for various issues
- CRMS & non - compliance matters referred to Community Enforcement & building control as required
- Issues include:
  - Burnt street bin
  - Flooding on footpath
  - Dumped rubbish
  - Rough sleepers





Permission granted to publish photographs

PUBLIC DOMAIN

- Youth found throwing off trolleys over top level of Downey Lane Car Park
- Causing damage to bench seat
- Has been referred to Police

PUBLIC DOMAIN

- The Crescent Plaza temporarily fenced off due to increase in antisocial behaviour and safety concerns to the public and Council staff
- Occupants moved to Monument site at The Crescent
- Looking into options for the space including short, medium and long - term solutions





PUBLIC DOMAIN

- Working closely with other departments for various issues
- CRMS & non - compliance matters referred to Community Enforcement & building control as required
- Issues include:
  - Cleansing
  - Broken playground
  - Rough sleepers



Permission granted to publish photographs

LOCAL APPROVALS

- Rev. Bill Crews Foundation providing outreach every Monday & Wednesday but have moved on a Wednesday to Fairfield Station forecourt
- Extended services to include a medical van
- Australian Indian Christian Church providing outreach every fortnight cancelled due to space restrictions from temporary closure





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MARKETING & ACTIVATIONS

- Mother's Day roving activation on Thursday 7 May
- Ross Maio Duo featuring Flower Queens
- Flower giveaway to every Mother









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MARKETING & ACTIVATIONS

- Wonderful Wednesday street roving entertainment held twice per month
- Feel Good Trio
- Highly Strung Duo
- Everyday People Duo
- Ladies in Green Duo





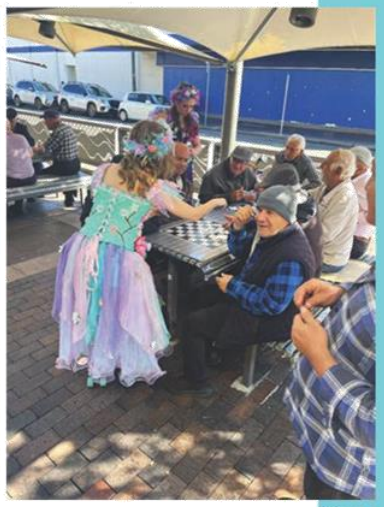
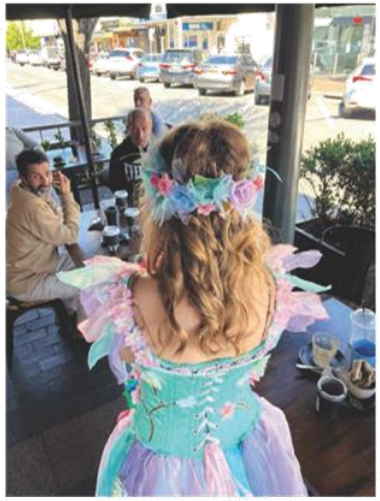




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MARKETING & ACTIVATIONS

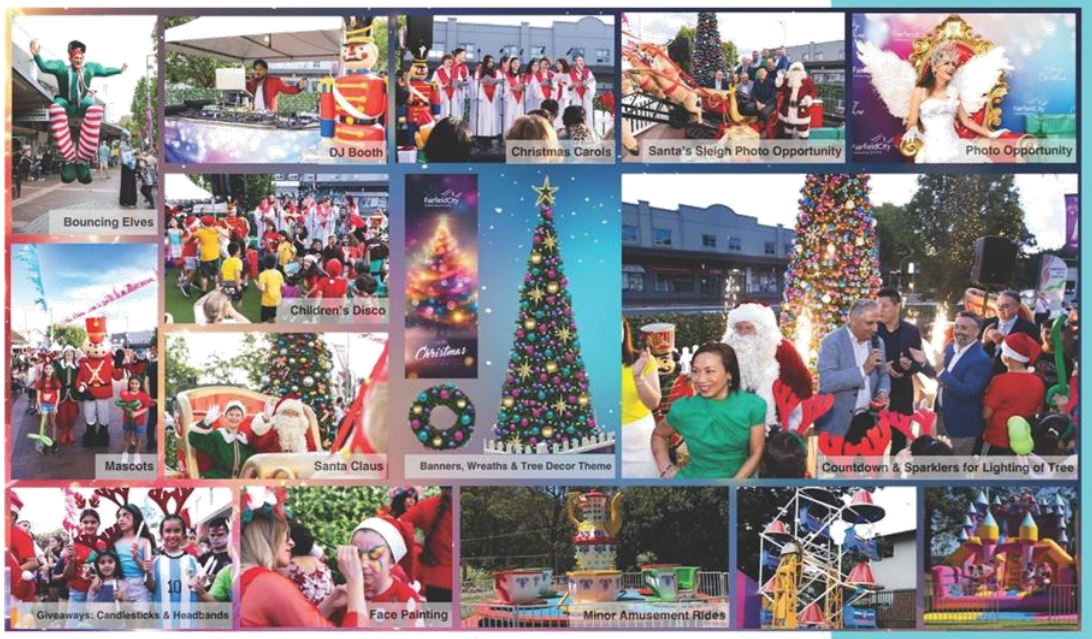
- Father's Day roving activation on Wednesday 2 September
- Spring Floral Duo with carabiner torch giveaway to every Father


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MARKETING & ACTIVATIONS

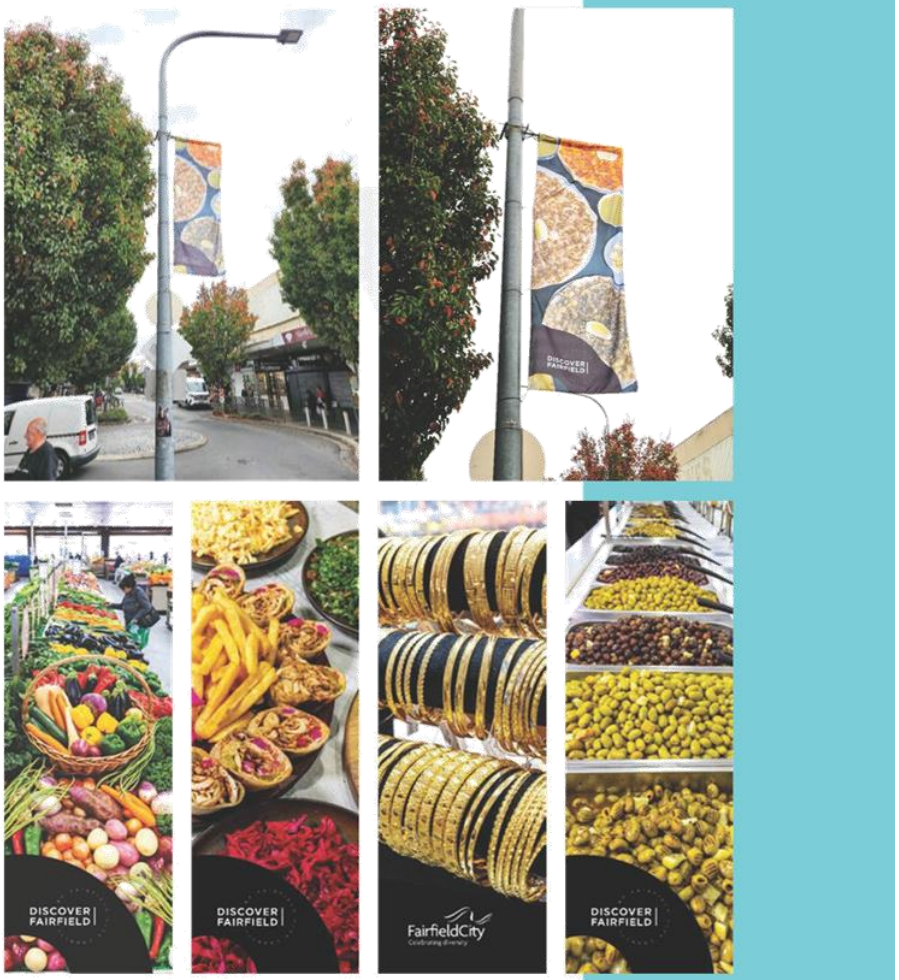
- Christmas in Fairfield City Centre
- Thursday 3 December
- Free activities & entertainment from 5 - 9pm
- Official lighting of the tree at 8pm



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MARKETING & ACTIVATIONS

- Winter banners were installed and Spring will be installed next week
- 2026/2027 program designed and will feature local businesses:
  - Spring – fresh produce
  - Summer - Shawarma
  - Autumn – Jewellery
  - Winter – Olives



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PROJECT MANAGEMENT

- Kenyon Street pavement upgrade completed
- Works included repaving and planting to match other sides

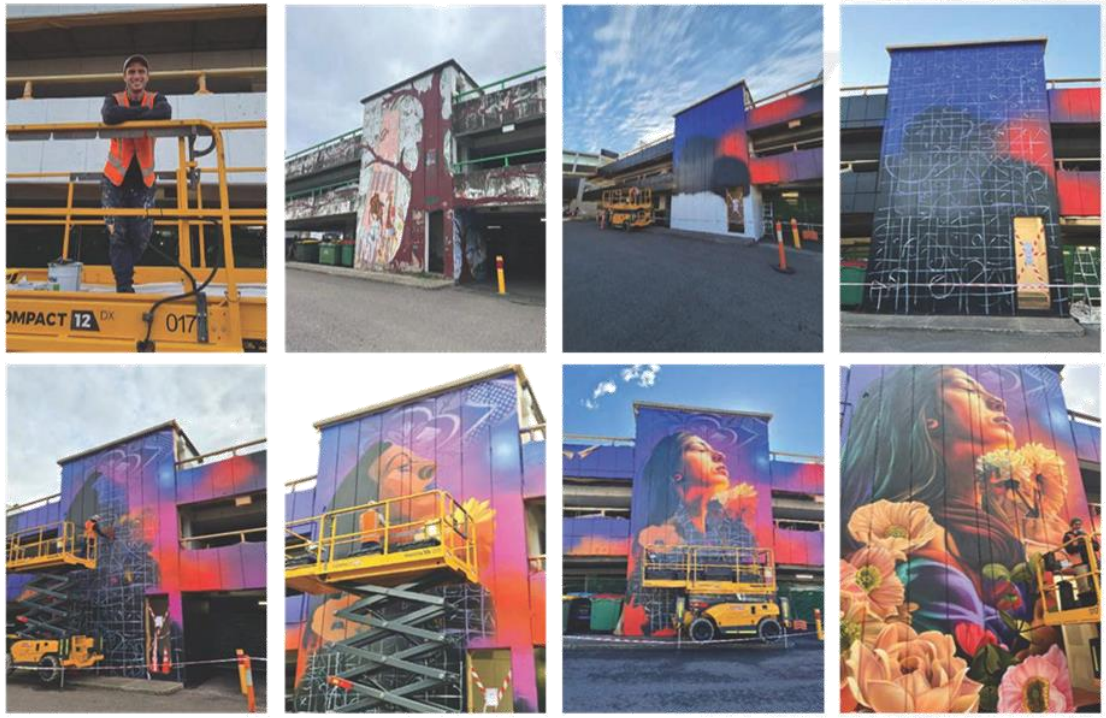

Before


After



PROJECT MANAGEMENT

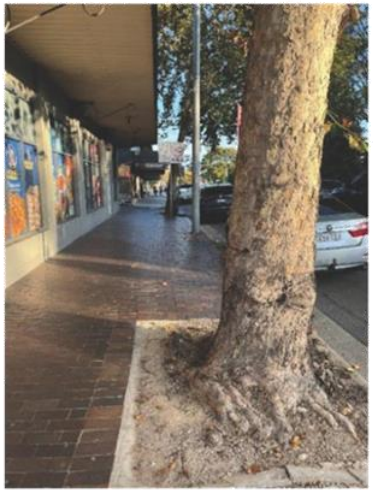
- Public Art renewal of Nelson Street car park has been completed
- Receiving lots of positive feedback from community
- Artist Daniel Walton from @mountainash.creative



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NEW PROJECTS 2026-2027

- Pavement renewal program on corner Nelson and Smart Street and corner of Nelson & Barbara Street
- Art Decals on utility units









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THANK YOU

FairfieldCity
Celebrating diversity

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 97**

SUBJECT: Youth Advisory Committee - September 2026

FILE NUMBER: 26/18084

REPORT BY: Claudia Guajardo, Co-ordinator Community Projects and Partnerships

RECOMMENDATION:

That the minutes of the Youth Advisory Committee meeting held on Wednesday 2 September 2026 be received and noted.

SUPPORTING DOCUMENTS:

AT-A ⇩	Youth Advisory Committee Meeting Minutes - September 2026	3 Pages
AT-B ⇩	YAC Hot Topics Discussion August 2026	2 Pages

CITY PLAN

This report is linked to *Theme 1 Community Wellbeing* in the Fairfield City Plan.

SUMMARY

The Youth Advisory Committee (YAC) provides a forum for elected representatives and Council officers to engage in meaningful dialogue with young people across Fairfield City. The YAC provides young people with the opportunity to contribute to the planning, development and implementation of Council's youth-focused initiatives.

The YAC met on Wednesday 2 September 2026 at Council's Administration Centre in Wakeley. The minutes of the meeting are attached to this report (Attachment A).

Items discussed at this meeting included:

- A consultation on e-cigarette use (vaping) and vaping harm
- Updates on application for an upcoming forum, the NSW Youth Summit 2026
- Updates on the Bring It On! Youth Working Group
- A recap of the *Hot Topics Discussion* held at the August YAC meeting (highlights included in Attachment B).

CONCLUSION

The YAC meetings provide an important platform for young people to share their voice. Council strives to ensure that the YAC can also have a greater impact on their local community, often through community events, engagement with local stakeholders, youth services and participation in community initiatives and events. The YAC is a strong engagement point and valuable resource for Council to engage and consult with young people on issues which affect them.

The next meeting of the YAC will be held on Wednesday 7 October 2026 from 5.30pm at Council's Administration Centre in Wakeley.

Claudia Guajardo
Co-ordinator Community Projects and Partnerships

Authorisation:
Manager Social Planning and Community Development
Director City Assets

Outcomes Committee - 6 October 2026

File Name: **OUT06102026_8.DOCX**

***** END OF ITEM 97 *****

FAIRFIELD YOUTH ADVISORY COMMITTEE
Minutes
Wednesday 2 September 2026

Time: 5:30pm – 8:00pm
Venue: Fairfield City Council Administration Centre
Chair: Paige
Minutes: Jayden Le

Present: Angelina, Mikayla, Angelo, Declan, Jessica, Jenny, Paige, Sara, Sienna, Sophie, Annabel Lim, Catherine Pang, Edward Tat, Georgie Lam, Jayden Le, Jonathan Prak, Henry Tran, Alex Stefan, Kepueli Hanisi, Leanne Huynh, Maharani Sirris, Sonny Yng, Caroline Lie (volunteer), Tina Tran (volunteer), Kirsty Fry (Health Promotion Officer, South Western Sydney Local Health District), Sean Ly (Community Projects and Partnerships Officer)

Apologies: Clr Kate Hoang, Clr Kevin Lam, Clr Marie Saliba, Alyvia, Annalise, Benjamin, Elizabeth, Rahaf, Yasir Juweideh.

**Surnames of YAC members under 18 years old have been omitted for privacy.*

1. **Acknowledgement of Country**

   An Acknowledgement of Country was given.

2. **Introduction and Housekeeping**

   WHS and housekeeping information was provided as well as an icebreaker activity.

3. **Conflicts of Interest**

   No conflicts of interest were declared at this meeting.

4. **Vaping Harm Minimisation Workshop and Consultation**

   A consultation session was facilitated by the South Western Sydney Local Health District (SWSLHD) on e-cigarette (vaping) use by young people. The consultation will feed into research being conducted by SWSLHD to inform initiatives which support vaping harm minimisation. The consultation included discussion on why young people vape, the community factors which lead to vaping and solutions to reducing harm.

Some responses from YAC members included:

- Young people who experience social isolation and poor mental health may be more susceptible to vape as a coping tool or to fill a "boredom" gap, similar to use of drugs and alcohol.
- Supporting youth hubs and third-spaces (e.g. youth centres, community arts and music spaces, free sportsgrounds, outreach programs) for young people. This would ensure young people have more opportunities to reduce social isolation, access positive things to do, build a sense of connection and hope and have conversations to challenge misconceptions around vaping.
- Increase young people's knowledge around vaping through greater education in schools, youth centres and third-spaces. The more young people understand the impacts of vaping, the more they are empowered to make informed choices around vaping use.
- Ensure that resources and messaging around vaping education is not condescending and does not point the finger at young people or the user.
- Incentives for e-cigarette buy-back schemes (similar to the "Earn-and-Return" bottle recycling scheme) could encourage existing vape users to reduce their vaping habits.
- Tap into social media influencer networks to promote information about vaping harms.

Research around vaping use and harm minimisation is expected to continue for the next year and YAC members are invited to continue to engage in mid-point consultations if they choose. The findings will also be shared with all participants once they are available.

5. Understanding the Role of Local Government

Due to time constraints, this item will be emailed to all members as a written resource as opposed to being delivered as a workshop.

6. August Hot Topics Discussion Recap

A recap on the *Hot Topics Discussion* held at the August YAC meeting was discussed and members voted on the *Hot Topic* to explore as a Spotlight Discussion at the next meeting. Access to post-school pathways was identified as the preferred topic as it is an issue that many local young people face. Highlights of the Hot Topics Discussion have been included in Attachement B.

7. NSW Youth Summit 2026

The NSW Youth Summit 2026 is a free, one-day event bringing together young people from across the state. It will be held by the NSW Office for Youth on 1 December in Liverpool and aims to bring young people's opinions directly to NSW Government decision makers, services and community organisations through focus sessions, workshops and keynotes. Young people have been invited to submit an expression of interest to attend.

YAC members were encouraged to submit an expression of interest to ensure that local voices are represented at the summit. Members have been asked to report back at the next meeting if their application was successful.

8. Bring It On! Youth Working Group Update

An update was provided on the Bring It On! (BIO!) Youth Working Group. The BIO! Youth Working Group is a subcommittee consisting of YAC members and other local young people focusing on the co-design of Council's annual Youth Week and BIO! Youth Festival. Working Group sessions were moved outside of YAC meetings for the 2026 festival in order to focus more time on BIO! discussion and enable young people outside of the YAC to get involved.

Applications for the BIO! Youth Working Group opened on 2 September and YAC members have been asked to help share the opportunity with their peers.

9. Other Items and Upcoming Activities

Cabramatta Moon Festival – YAC Stall
A stall will be hosted by the YAC at the upcoming Cabramatta Moon Festival on Sunday 20 September 2026. The purpose of the stall will be to engage young people creatively, create a space for connection, promote opportunities for young people and to hear from local young people their opinions on youth topics. A working group will meet on Wednesday 9 September to discuss ideas for activities members will run at the stall.

October YAC Team and Leadership Building
An excursion and team building opportunity will be delivered during the October school holidays. This is an annual opportunity for YAC members to build their connection as a team and build skills and confidence in leadership. A poll will be sent to members to vote for their preferred facilitated activity.

Mental Health Month OzTag Tournament – YAC Stall
The YAC have been invited to participate in an event being held on 7 October by the SWSLHD Youth Health Services for Mental Health Month. A poll will be shared to YAC members to gauge interest and ideas for an activity should the YAC attend.

Indie School Expo
The YAC have been invited to attend an upcoming event at Indie School Fairfield, a local alternative education high school, on 5 November. More information will be shared with members who wish to attend.

Meeting closed at 8:00pm.

The next meeting will be on Wednesday 7 October 2026, 5.30pm at Fairfield City Council Administration Building, Wakeley.

Hot Topics Discussion
Wednesday 5 August 2026

A *Hot Topics* discussion was held at the Fairfield Youth Advisory Committee (YAC) meeting held on Wednesday 5 August 2026. Hot Topics are an opportunity for YAC members to raise emerging and existing social issues affecting young people in their community. Attendees of the meeting were divided into smaller groups and each group agreed on an issue to present on. Below are the topics selected by each group and a summary of discussion points raised by YAC members.

Stigma and Stereotypes

Young people in Fairfield City and Southwestern Sydney experience negative stereotypes which can tangibly effect their lives. YAC members highlighted that these perceptions can limit access to opportunities, career pathways and opportunities to have a voice. Entrenched division between postcodes can also leave young people feeling unwelcome in other parts of Sydney, restricting where they see themselves living or working. These biases may even affect employment outcomes and influence job applications.

Stereotypes can also shape young people's self-perception, reinforcing limited expectations about their future. Many feel pressure to follow familiar family or community pathways rather than explore new careers. YAC members noted that experiences of being typecast from a young age can also contribute to disengagement and increase vulnerability to crime.

Accessible youth hubs and third spaces, such as youth centres, arts and music centres, free sportsgrounds and outreach services, were identified as an essential starting point to addressing these challenges. These spaces foster connection, increase young people's access to resources, support wellbeing and reduce the appeal of crime. They also help build a sense of pride for young people and their communities while creating opportunities to challenge misconceptions. YAC members pushed for the need to share more of the positive stories emerging from these spaces in order to counter harmful stereotypes.

Post-School Pathways

YAC members identified that many young people navigating life after school faced significant barriers, limited guidance and a lack of awareness of options available to them. Many young people report leaving school without the practical skills needed to apply for jobs, understand workplace rights or confidently navigate employment and further education opportunities. Limited exposure to different career pathways can constrain aspirations, reinforce stereotypes and narrow young people's sense of what is possible. Participants noted that some young men particularly feel pushed towards a single pathway such as construction, while financial pressures make it difficult to take risks or explore alternative opportunities. As a result, some young people remain

in jobs that are unsafe, exploitative, or not aligned with their goals. While initiatives such as careers expos and jobs boards were seen as a good tool, much more could be done to make them relevant, accessible, engaging and useful for young people.

To address these challenges, members called for greater investment in high school work placements, TVET programs, paid university placements and financial incentives for businesses to provide meaningful placement opportunities to young people. Members also called for job readiness initiatives such as careers expos to be more co-designed by young people so they can be better tailored to addressing the needs of young people.

Public Transport, Connection to Social Life and Social Cohesion

Young people, more than any other cohort, rely heavily on public transport to participate in community life. However, public transport networks were described as unreliable, poorly connected and inequitable. Combined with concerns about public safety and a lack of well-resourced third spaces, these barriers can make it difficult for young people to access social, educational, workplace and community opportunities, contributing to social isolation and limiting opportunities to build connections.

YAC members also highlighted the impact that poor transport connectivity has on attendance at events and opportunities to socialise. Low participation can create a cycle where events are cancelled or discontinued, despite ongoing demand because young people cannot easily or affordably travel to them. While initiatives such as free shuttle buses can improve access in the short term, YAC members emphasised the need for long-term investment in reliable transport infrastructure and accessible community spaces to strengthen social connection, participation and social cohesion.





Photographs used with permission

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 98**

SUBJECT: Information Report - 2025-2026 Operational Plan - Quarterly Report (April to June 2026)

FILE NUMBER: 25/15309

PREVIOUS ITEMS: 50 - 2025/26-2028/29 Delivery Program and 2025-2026 Operational Plan including the 2025-2026 Pricing Policy, Fees and Charges - Outcomes Supplementary Reports - 27 May 2025
118 - 2025-2026 Operational Plan - Quarterly Report (July to September 2025) - Outcomes Supplementary Reports - 18 Nov 2025
12 - 2025-2026 Operational Plan - Quarterly Report (October to December 2025) - Outcomes Supplementary Reports - 24 Feb 2026
45 - 2025-2026 Operational Plan - Quarterly Report (January to March 2026) - Outcomes Supplementary Reports - 19 May 2026

REPORT BY: Julie Lien, Acting Co-ordinator Integrated Planning and Reporting

RECOMMENDATION:

That the report be received and noted.

SUPPORTING DOCUMENTS:

There are no supporting documents for this report.

CITY PLAN

This report is linked to *Theme 5 Good Governance and Leadership* in the Fairfield City Plan.

SUMMARY

The Integrated Planning and Reporting (IPR) Framework is a legislative requirement for all NSW councils which are expected to develop a series of long, medium and short-term plans. These plans provide a consistent approach to community planning and a more sustainable Local Government industry while aligning with regional and state priorities.

The progress towards achieving the community's vision, priorities and goals is reported through the Quarterly Report which focuses on detailing a summary of Council's performance on the implementation of the 2025/26-2028/29 Delivery Program and the 2025-2026 Operational Plan.

In line with IPR Guidelines, Council is currently finalising a review on its overall performance including the status of projects and major programs for the period April to June 2026.

The results of the review will be included in the April to June 2026 Quarterly Report and a Supplementary Outcomes Chairperson's report will be submitted to the Ordinary Council Meeting scheduled for Tuesday 20 October 2026 for Council to consider for adoption.

Julie Lien
Acting Co-ordinator Integrated Planning and Reporting

Authorisation:
Deputy General Manager & CFO

Outcomes Committee - 6 October 2026

File Name: **OUT06102026_1.DOCX**

***** END OF ITEM 98 *****

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 99**

SUBJECT: Information Report - Adoption of Council's 2025/2026 Financial Statements

FILE NUMBER: 13/05307

REPORT BY: Jennifer Lim Hernandez, Manager Finance

RECOMMENDATION:

That the report be received and noted.

SUPPORTING DOCUMENTS:

There are no supporting documents for this report.

CITY PLAN

This report is linked to *Theme 5 Good Governance and Leadership* in the Fairfield City Plan.

SUMMARY

Under the Local Government Act, Council must produce a set of annual statements that present the financial undertakings for the financial year. The content and format of the annual statements are prescribed by the relevant Australian Accounting Standards.

The audit is currently being finalised and as soon as the Financial Statements for 2025/2026 are approved as final by the external auditors, a Supplementary Outcomes Chairperson's Report will be submitted to the Ordinary Council Meeting scheduled for Tuesday 20 October 2026.

The supplementary report will include the following for adoption by Council:

1. 2025/2026 General Purpose Financial Statements
2. Client Service Report from the Audit Office of New South Wales

In order to provide assurance that the Financial Statements give a fair and accurate view of the year in question, they are subject to external audit. For this purpose, Council's external auditors are the Audit Office of NSW. It is expected that Council's auditor, Sue Prichard (Director – Financial Audit) will be present at the Ordinary Council Meeting on 20 October 2026 to discuss the statements, prior to Council being asked to approve and adopt them.

Once approved by Council, the statements will be formally referred to the Auditors for the provision of an Audit Certificate. Following this, the statements will be forwarded to the Office of Local Government (OLG) and published via Council's website.

Council as required by the Local Government Act (Section 418 Public notice to be given of presentation of financial reports) will also give public notice of a meeting at which it proposes to present its audited financial reports, together with the auditor's report, to the public. It is proposed that the meeting will occur during the November Council Meeting.

Jennifer Lim Hernandez
Manager Finance

Authorisation:
Deputy General Manager & CFO

Outcomes Committee - 6 October 2026

File Name: **OUT06102026_13.DOCX**

***** END OF ITEM 99 *****

OUTCOMES COMMITTEE

Meeting Date 6 October 2026 **Item Number. 100**

SUBJECT: Information Report - Monthly Investment Report - September 2026

FILE NUMBER: 25/23527

REPORT BY: Jennifer Lim Hernandez, Manager Finance

RECOMMENDATION:

That the report be received and noted.

SUPPORTING DOCUMENTS:

There are no supporting documents for this report.

CITY PLAN

This report is linked to *Theme 5 Good Governance and Leadership* in the Fairfield City Plan.

SUMMARY

The investment report provides a monthly update on the details of Council's current investments and certifies that those investments are in accordance with the Local Government Act, Regulations and Council's Investment Policy.

In addition, Clause 212 of the Local Government (General) Regulation 2021 requires the Responsible Accounting Officer of a council to provide a written report to Council each month setting out details of all money that Council has invested under Section 625 of the Act and for the report to include a certification as to whether or not the investment has been made in accordance with the Act.

The information for the monthly report is obtained from Council's investment advisor on the first day of the preceding calendar month. As a result, the September report will not be available until early October, which means that the monthly investment report is unable to be completed prior to the Outcomes Committee Meeting on 6 October 2026.

Therefore, the monthly investment report incorporating a written report from the Responsible Accounting Officer and supporting attachments will be included in a Supplementary Outcomes Chairperson's Report to be submitted to the Ordinary Council Meeting scheduled for Tuesday 20 October 2026.

Jennifer Lim Hernandez
Manager Finance

Authorisation:
Deputy General Manager & CFO

Outcomes Committee - 6 October 2026

File Name: **OUT06102026_14.DOCX**

***** END OF ITEM 100 *****