



Working Paper

for Western City District Plan Review

Acknowledgement of Country

The Western Sydney Planning Partnership acknowledges more than 60,000 years of continuous Aboriginal connection to the land that makes up NSW.

We acknowledge and pay our respects to the traditional custodians of Country within Western Sydney. As part of the world's oldest living culture, the traditional Aboriginal owners and custodians share a unique bond to the Country – a bond forged through thousands of years of travelling across lands and waterways for ceremony, religion, trading, and seasonal migration.

We acknowledge that Western Sydney is home to the highest number of Aboriginal people of any region in Australia and that the primary Aboriginal custodians with obligations for Country and connection to the place for many generations including the Dharug/Darug, Dharawal/Tharawal, Gundungurra/Gandangara, and Darkinjung people.

Western Sydney Planning Partnership partner organisations:

Blacktown City Council, Blue Mountains City Council, Camden Council, Campbelltown City Council, City Of Liverpool, Fairfield City Council, Hawkesbury City Council, Penrith City Council, Wollondilly Shire Council, NSW Department of Planning and Environment, Greater Cities Commission, Transport for New South Wales, and Sydney Water.

Disclaimer

The information contained in this publication is based on knowledge and understanding at the time of writing (July 2023) and may not be accurate, current, or complete.

The Western Sydney Planning Partnership (WSPP), and the author take no responsibility, and will accept no liability for the accuracy, currency, reliability or correctness of any information included in the document (including material provided by third parties).

The endorsement by WSPP does not imply an endorsement of the content in this document from our partner local or state government organisations.

Readers should make their own inquiries and rely on their own advice when making decisions related to material contained in this publication.

1	<i>INTRODUCTION, PURPOSE AND APPROACH.....</i>	<i>2</i>
1.1	Introduction	2
1.2	Project purpose and overview	2
1.3	Collaboration Principles.....	3
1.4	Approach and method	4
1.5	Engagement overview	4
2	<i>THE EXISTING PLANNING CONTEXT.....</i>	<i>6</i>
2.1	Metropolitan planning context	7
2.2	Local strategic planning context.....	10
3	<i>THE CHANGING CONTEXT FOR PLANNING IN THE WESTERN PARKLAND CITY.....</i>	<i>11</i>
3.1	Challenges facing cities	11
3.2	Changing profile of the Western Parkland City	18
4	<i>RECENT LOCAL STRATEGIC PLANNING.....</i>	<i>20</i>
4.1	Review of Local Strategic Planning Statements.....	20
4.2	A review of new Community Strategic Plans and recent engagement	40
5	<i>KEY EMERGING ISSUES FOR DISTRICT PLAN REVIEW.....</i>	<i>43</i>
5.1	Overview	43
5.2	Establishing transport connectivity	44
5.3	Improving infrastructure delivery & funding.....	46
5.4	Building climate change resilience	49
5.5	Creating healthier communities	51
5.6	Addressing social inequality.....	53
5.7	Supplying affordable and diverse housing	55
5.8	Transitioning to zero carbon economy & enhancing environmental protection	57
5.9	Balancing growth with employment	59
5.10	Planning for metropolitan rural area & visitor economy	62
5.11	Connecting to Country.....	63
5.12	Better strategic alignment	65
6	<i>NEXT STEPS</i>	<i>66</i>
6.1	Working with the GCC on the Review of District Plan.....	66
6.2	Identifying ‘District Significance’ from a ground-up approach	66

APPENDICES

Appendix 1 - Key Issues for District Plan raised in Project Working Group discussions

Appendix 2 - Review of Community Strategic Plans and engagement

Appendix 3 - Background document review

Appendix 4 - Council Structure Plans

Appendix 5 - WPC Councils climate policy summary

Summary

This draft working paper has been prepared by the Western Sydney Planning Partnership (WSPP) with input from the eight local councils of the Western Parkland City (WPC): Blue Mountains City Council, Camden Council, Campbelltown City Council, Fairfield City Council, Hawkesbury City Council, Penrith City Council, Liverpool City Council and Wollondilly Shire Council, together with Blacktown City Council.

The purpose of the draft working paper is to inform the Greater Cities Commission's (GCC) 5-year review of the Western City District Plan, focusing on the changing context since the release of the Greater Sydney Region Plan & District Plans by the GCC in March 2018.

The draft working paper considers changes to Local Strategic Planning since the Western District Plan was adopted and sets this within the emerging challenges and opportunities arising from a rapidly changing strategic context and how these will influence the planning for the WPC.

The following table summarises the key issues and implications identified by the WSPP in the paper.

1 INTRODUCTION, PURPOSE, AND APPROACH

1.1 Introduction

This draft working paper has been prepared by the Western Sydney Planning Partnership (WSPP) with input from the eight local councils of the Western Parkland City (WPC): Blue Mountains City Council, Camden Council, Campbelltown City Council, Fairfield City Council, Hawkesbury City Council, Penrith City Council, Liverpool City Council and Wollondilly Shire Council. The draft working paper also includes input from Blacktown City Council, which is included in the GCC Central River City, but has critical inter-relationships with the WPC.

The purpose of the draft paper is to inform the Greater Cities Commission's (GCC) 5-year review of the Western City District Plan, focusing on the changing context since the release of the Greater Sydney Region Plan & District Plans by the GCC in March 2018.

To do this, the working paper considers the Local Strategic Planning Statements (LSPSs) prepared by the local councils in 2019-21 as part of the implementation of the District Plan, and the results of the recent 2022 Community Strategic Plan community engagement process for each of the nine local government areas. The working paper also looks at emerging challenges and opportunities arising from a rapidly changing strategic context and how these will influence the planning for the WPC.

The draft paper is based on engagement with the nine local councils and a review of background documentation.

The paper is structured as follows:

- Section 1: An introduction, including purpose and the principles for collaboration
- Section 2: A description of the existing metropolitan and local planning context
- Section 3: A review of the changing context for planning in Western Sydney
- Section 4: Recent local strategic planning changes and issues (based on review of Local Strategic Planning and Community Strategic Plans) by Local Government Area
- Section 5: A discussion of key emerging issues identified in the review; including implications and considerations for the review of the Western City District Plan, and
- Section 6: Next steps for the collaborative District Plan Review project.

1.2 Project purpose and overview

The purpose of the District Plan Review project is for the Western Sydney Planning Partnership (WSPP) and partner local councils to collaborate with the Greater Cities Commission (GCC) in developing the 5-year review of the Western City District Plan, ensuring the local strategic planning and community priorities from the Western Parkland City (WPC) local councils and Blacktown inform the evolution of the District Plan (to form the new City Plan).

In May 2022, the WSPP established a Project Working Group and commenced a background review to inform this draft working paper, to be followed by further collaboration with the GCC and Councils throughout 2022-23 in discussion of options and development of revised planning strategies.

1.3 Collaboration Principles

This paper is prepared to inform a collaborative planning project between GCC and local councils. To assist with this, collaboration principles were agreed as the basis for the WSPPs and GCC's ongoing work to review the Western City District Plan.

The proposed principles were endorsed by the WSPP Project Control Group (PCG) in April 2022 as the basis for collaboration. The WSPP also prepared and endorsed a list of 'behaviours' to guide the collaboration for strategic planning on a day-to-day basis in the Western Parkland City, given the challenges acknowledged by both parties in balancing the needs of local governance, trust and confidentiality.

WESTERN SYDNEY PLANNING PARTNERSHIP COLLABORATION PRINCIPLES					
PRINCIPLES	1 PURPOSEFUL Means we are purpose-driven and aim to achieve a positive environment, social and economic outcomes, and provide a public benefit.	2 TRANSPARENT Means we adopt a work -place setting where the social currency, trust and relationships that evolve as part of collaboration play an equally critical role as the project outcomes we seek to achieve.	3 EMPOWERED Means we work together on common goals and challenges to elevate voices from the affected communities and provide space for their input.	4 NEGOTIABLE Means we acknowledge differentials and prioritise an active approach to dealing with them including development of an issues resolution or acknowledgement process.	5 RECEPTIVE Means we are willing to listen, consider and reflect upon a party's ideas or suggestions to ensure that the collaborative process is living its values and best serving the community and the stated goals.
BEHAVIOURS	Engage with alternate policy options to address key planning challenges. Consider local community as well as State/Metropolitan objectives and priorities to achieve the public interest. Always work to identify and achieve public benefit.	Discuss policies to enhance stakeholder collaboration. Parties collaborating should share information as the norm and in limited instances where sharing of information is not possible these should be clearly identified. Acknowledge that the Local Councils, PPO staff and GCC are all subject to policies regarding conflict of interest. Unnecessary confidentiality agreements will not be used to limit sensible briefing and engagement of participants. The project charter and plan will identify all governance and decision-making processes.	Opportunities for briefing and engagement with elected representatives including Councillors and Mayors should be identified during collaboration. Taking up opportunities for engagement will be at the discretion of each local Council. Opportunities will be sort to understand wider community and stakeholder priorities for affected communities.	Acknowledge differences and attempt to resolve conflict of opinion by negotiation. Address any unsettled disputes to allow processes to continue. Each party is to make any statements regarding their own position as required. All participants are welcome to collaborate and contribute in decision making.	Acknowledge that all parties want to develop a truly collaborative planning process. Understand that the process will involve trial and error. All efforts are to address mistakes and resolve issues as they arise, in turn strengthening collaboration. Actively seek perspectives of others in ideation and think through its potential value.

Figure 1: Western Sydney Planning Partnership and GCC- agreed Collaboration Principles

1.4 Approach and method

In accordance with the objectives and collaboration principles for the overall project, the following approach was adopted in the preparation of this working paper:

1. **Direct engagement** with Local Council Planners through Project Working Group sessions, also attended by GCC; and 1-1 interviews for each of the nine Councils
2. **Review of Local Council's Community Strategic Plan (CSP) engagement** in 2021- 2022 and individual interviews with Council Corporate Planners
3. **An initial desktop review of local strategic planning**, including Local Strategic Planning Statements and CSPs for each Council in the Western Parkland City
4. **Background demographic and document review** of changing policy context since the release of the Western City District Plan in March 2018, including review of Census 2021 data and comparison with 2016 data
5. **Research and review** of emerging macro issues and potential implications for Western Parkland City, and
6. **Summarising key issues and recommendations** for areas of focus for the review of the Western City District Plan.



View of Western Parkland City with Penrith Lakes in foreground. Source: WSPP

1.5 Engagement overview

Project Working Groups

Engagement was undertaken via the Project Working Group established by the Western Sydney Planning Partnership with the nine WSPP Councils and GCC. Three working groups sessions were held on 10 May, 24 May, and 26 July:

Project Working Group 1: This meeting established the Project Working Group and discussed the purpose of the project and draft Project Charter. It included a presentation from the GCC on the District Plan review process and a discussion on key issues.

Project Working Group 2: The second meeting included a GCC presentation and facilitated discussion focused on the GCC's review of Council's LSPSs and core planning issues for the District Plan Review (refer to Appendix 1).

Project Working Group 3: At this meeting WSPP staff presented key inputs into this draft paper, including the review of Local Strategic Planning and Community Strategic Planning. Working group members discussed principles for considering District-level significance and the scope for review.

Interview Sessions with Planners

Interview sessions were held with key strategic planning staff from each of the nine Western Parkland City Councils in June-July 2022. A summary of these sessions has been included in Section 4.

Questions asked were:

- **Talk us through the key elements of your LSPS structure plan? Has anything changed since the LSPS was finalised that would impact these elements?**
- **What are the critical current and emerging issues that would affect a new District Plan from your LGA's perspective?**
- **What do you see as the implications of changing (lowered) population projections due to the pandemic temporary halt to migration? Have you considered the impact of the latest DPE 2022 projections?**
- **What are the key initiatives for economic and jobs growth in your LGA (i.e., those of District-level significance)?**

Interviews with Corporate/Community Strategic Planners

Interviews were held with Corporate/Community Strategic planning staff from each Council in June-July 2022 to discuss recent community engagement used to inform their preparation of Community Strategic Plan reviews. A summary of these interviews is included in Section 4, with more detailed information in Appendix 2.

Questions asked were:

- **Summarise your CSP in a nutshell? What is most important to your LGA?**
- **What are the key issues from recent community engagement that influenced the strategic direction in your latest CSP?**

- What are key (if any) changes you have observed in the community engagement response between the last CSP and 2022?
- Can you think of any implications for the Western City District Plan review due to these changes in community response?



Billabong Parklands Precinct (under construction). Source: Campbelltown City Council

2 THE EXISTING PLANNING CONTEXT

2.1 Metropolitan planning context

Greater Sydney Region Plan- A Metropolis of Three Cities, 2018

Released in 2018, The Greater Sydney Region Plan was prepared by the Greater Sydney Commission. It is a 20-year plan with a 40-year vision that brings together land use, transport, and infrastructure planning. It establishes a polycentric structure of three cities: the Western Parkland City, the Central City River, and the Eastern Harbour City, supporting Greater Sydney's status and future as a global City.

The Greater Sydney Region Plan sets the framework for five District Plans, which inform the spatial planning framework set out in the EP&A Act 1979 for local council land use plans. The plan was prepared alongside NSW's Future Transport 2056 document (2018) and the NSW State Infrastructure Strategy (2018).

The Plan prepares for an increase in Greater Sydney's population from 4.7 million in 2016 to 6.4 million in 2036. It coordinates population growth with improved and new infrastructure and aims to supply homes to over 1.5 million people in the Western City District by 2056.

The plan aims to connect people to great places that recognise local character, housing, transport, strategic centres, industrial and urban services, and health and education precincts. It seeks to protect and enhance Greater Sydney's unique environment, its waterways, biodiversity, bushland, rural lands, and green spaces. It plans to achieve 30-minute cities to bring jobs and services closer to where people live. It links the WSI Airport and associated Aerotropolis as key elements in supporting jobs growth to create the Western Parkland City.

Key initiatives relevant for the Western Parkland City include:

- Identifying Badgery's Creek Aerotropolis, Greater Penrith, Campbelltown- Macarthur and Liverpool as 'metropolitan clusters'
- Promotion of the '30-minute city' concept, where residents have access to jobs, homes, and services within 30 minutes travel-time
- New city-shaping transport initiatives, including a north-south rail link, connecting the south-west to the north-west via the proposed WSI Airport
- A 'western economic corridor' to provide jobs closer to home, focused on the WSI Airport.
- The South Creek Corridor, a cool green corridor through the Western Parkland City.

Western City District Plan- Greater Cities Commission, March 2018

Consistent with the Greater Sydney Region Plan, the Western City District Plan is a 20-year plan to manage growth and achieve the 40-year vision for Greater Sydney. It sets the framework for local strategic planning that supports the district's economic, social, and environmental context.

The Plan recognises the district's natural landscape as a great asset and attractor, sustaining and supporting a unique, parkland city. It leverages the transformative, economic potential from the

WSI Airport and considers the transport, infrastructure, services, affordable housing, and open spaces that will be required as the population grows.

The Plan sets out key planning priorities to guide development and planning:

Western City District Plan- Planning Priorities			
Infrastructure and Collaboration	Liveability	Productivity	Sustainability
W1: Planning for a city supported by infrastructure W2: Working through collaboration	W3: Providing services and social infrastructure to meet people's changing needs	W7: Establishing the land use and transport structure to deliver a livable, productive, and sustainable Western Parkland City	W12: Protecting and improving the health and enjoyment of the district's waterways
	W4: Fostering healthy, creative, culturally rich, and socially connected communities	W8: Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis	W13: Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element
	W5: Providing housing supply, choice, and affordability, with access to jobs, services, and public transport	W9: Growing and strengthening the metropolitan cluster	W14: Protecting and enhancing bushland and biodiversity
	W6: Creating and renewing great places and local centers and recognizing the district's heritage	W10: Maximizing freight and logistics opportunities and planning and managing industrial and urban services land W11: Growing investment, business opportunities and jobs in strategic centers	W15: Increasing urban tree canopy cover and delivering Green Grid connections W16: Protecting and enhancing scenic and cultural landscapes W17: Better managing rural areas W18: Delivering high quality open space W19: Reducing carbon emissions and managing energy, water, and waste efficiently W20: Adapting to the impacts of urban and natural hazards and climate change

Figure 2: The Western City District Plan Planning Priorities.

Western Parkland City Draft Blueprint & Economic Development Roadmap - Western Parkland City Authority (Draft - 2022)

The *Western Parkland City Draft Blueprint and Economic Development Roadmap* set out a vision for a 'Green, Connected and Advanced Western Parkland City.' The document sets out the infrastructure priorities that are proposed by the WPCA to deliver the Western Parkland City vision.

The draft *Blueprint* notes that by 2036 WPC will be growing faster than any other part of NSW, with the largest corridor of greenfield development in Australia, requiring significant investment in infrastructure. It aims to move away from incremental planning, putting forward short to medium term priorities for the government to leverage the initial infrastructure investment for the WPC.

VISION: The most Green, Connected and Advanced City in the Indo-Pacific region	
1. BLUEPRINT City-shaping investments required for a liveable City	2. ECONOMIC DEVELOPMENT ROADMAP Investments required to accelerate economic growth
GREEN  Build a parkland city, sustainably manage resources, develop the green economy and enriched networks of open space and waterways	GLOBALLY COMPETITIVE  Foster innovation and develop strategically important and globally competitive capabilities
CONNECTED  Build a City that is physically, socially and culturally connected within the region and globally	CITY STRENGTHS  Grow city strengths and specialised services supported by investment in infrastructure and amenities
ADVANCED  A city that catalyses economic growth through innovation and globally competitive capabilities that leverages city strengths and a skilled workforce	WORKFORCE SKILLS  Expand and enhance skills and employment pathways in target industries and attract global talent

Figure 3: The Western Parkland City Draft Blueprint Vision

The Western Parkland City Councils provided input and recommendations to the draft Blueprint; these are tabled in Appendix A of the Blueprint: *Preliminary inputs by Local Government Area*. Subsequently Councils have made detailed submissions to the Blueprint, and the Western Parklands Councils have also made a joint submission. These submissions raise several key matters, including:

- The purpose of the *Blueprint and Economic Roadmap* needs to be better defined, for example around infrastructure coordination.
- key Council inputs need to be included and considered for integration into the main body of the reports.
- the draft *Blueprint* focuses to a high degree on the Aerotropolis and does not adequately consider the infrastructure needs of other parts of the WPC, in particular established areas, and centres; and
- there needs to be a better recognition of the costs imposed on local government in providing local infrastructure and the structural shortfall in funding that is present with the current funding model.

Local council inputs in Appendix A of the Draft *Blueprint* and the individual and combined (via Western Parkland Councils) submissions to the Draft *Blueprint* outline key priorities for infrastructure planning and for planning in the WPC more broadly. These submissions should also inform the GCC's review of the District Plan.

2.2 Local strategic planning context

Over the period 2019-2021, NSW Councils prepared Local Strategic Planning Statements (LSPSs), a new requirement set out in the Environmental Planning & Assessment Act 1979. LSPSs are local strategic plans that set out the 20-year vision for a local government area, demonstrate how change will be managed and identify local priorities for updating council Local Environmental Plans (LEP). They are required to be guided by, and consistent with, the broader direction set out in the District Plans.

The LSPS documents include planning priorities for each LGA. They include implementation actions, such as preparing additional studies, revised Local Environmental Plans and lower-level plans and strategies. The LSPSs, the studies informing them, and further work completed by Councils since 2020-21 are an important body of knowledge representing local strategic planning that are now available to play a critical role in informing review of the Western District Plan Review.

3 THE CHANGING CONTEXT FOR PLANNING IN THE WESTERN PARKLAND CITY

3.1 Challenges facing cities

Global megatrends

Cities within Australia are facing serious environmental, social, and economic challenges, which are fundamentally altering the way place's function and the way people interact with them. These pressures relate to broader macro-level challenges.

A new report released by the CSIRO describes these as 'megatrends' that will shape Australia over the next 20 years and beyond. The megatrends, outlined in Figure 4, include adapting to a changing climate, the rising importance of health and the expanding digital economy.

Strategic plans need to respond to these challenges and their city-altering effects. This is especially so in the Western Parkland City, which already faces substantive social, economic, and environmental inequalities and is particularly at risk from climate change impacts including urban heat, flooding, storms, and bushfire.



Figure 4: Global megatrends impacting the way we live over coming decades (CSIRO - 'Our Future World')

COVID 19 pandemic: inequalities and opportunities

Lockdowns in 2020 and in 2021 had a major impact on many communities in Western Sydney, with five of Sydney's twelve 'areas of concern' with additional restrictions imposed on the Blacktown, Campbelltown, Fairfield, Liverpool, and parts of Penrith LGAs. This resulted in more restrictive lockdown measures to reduce Covid-19 spread.

The impacts resulting from COVID-19 throughout 2020 and 2021 have further contributed to inequality across Sydney with parts of south-western Sydney having the highest rates of unemployment post-lockdowns¹.

The WPCA's draft *Economic Blueprint* discusses emerging implications of COVID-19 as including increased homeworking with greater demand for services; increased housing demand - especially for larger homes; a growing appreciation of green spaces and access to parks; a need for greater digital equity and infrastructure; and fluctuations in patterns of car and public transport use.

Positive impacts were also noted, including: a better work-life balance and less commuting for residents who are able to work from home; reduction in traffic (albeit variable); and a boost for local neighborhood centres and businesses with more people working from home and spending locally.

Climate change and resilience

The Australian Government recently released its 5- yearly State of the Environment Report, including a section on key pressures facing Australian cities.

The report highlights the impacts of climate change on urban areas, noting that "*Climate change has a very high and increasing impact on our urban environments. Warmer temperatures, bushfires, floods, drought, and sea level rise are challenging the liveability, resilience and sustainability of our homes and workplaces.*"

The other pressures facing cities outlined in the report include:

- Growing populations in major cities have resulted in impacts on urban heat, congestion, pollution, waste, and demand for other energy resources.
- The resilience of our cities is being challenged by disasters including major flood events and bushfires, impacting wellbeing and the environment. There is an increased risk of these disasters as climate change accelerates.
- Resilience and recovery from the COVID-19 disaster and associated social and economic changes is a key focus as it has altered how we move around cities.
- The way people live is changing with an increased proportion of Australians living in higher-density dwellings, such as units and townhouses.
- Urban fringe areas have poorer access to services, longer commute times and are more susceptible to social and economic changes. The communities most affected by climate-related disasters are also outer-suburban subdivisions potentially in or adjoining floodplain areas, with the greatest burden falling on low-income households and Indigenous communities.

¹ Guardian Australia (2021), Western Sydney more susceptible to 'economic scarring' post-lockdown experts say, <https://www.theguardian.com/australia-news/2021/nov/22/western-sydney-more-susceptible-to-economic-scarring-post-lockdown-experts-say>

- The ongoing expansion and development of urban areas has disproportionately impacted Indigenous people's sense of cultural connection and identity. Climate change impacts will continue the destruction of Indigenous places and cultural values².

Flooding

The Western Parkland City is particularly susceptible to climate change impacts. In the past two and a half years there have been four major flood events impacting parts of Western Parkland City, with the latest in July 2022 resulting in widespread flooding across the Hawkesbury-Nepean Valley and Georges River catchments. This flood saw 85,000 people come under an evacuation order. Extensive cleanup and recovery efforts are required, and the economic, social, and psychological impacts have been substantive.³

In August 2022, the NSW Government flood enquiry was recently released, which examines and report on the causes of, preparedness for, response to and recovery from the 2022 catastrophic flood⁴.



Flood Damage. Source: Wollondilly Shire Council

Bushfire

The 2019–20 bushfire season was the worst in NSW history. Over the worst few months, 26 lives were lost, 2,448 homes were destroyed, and 5.5 million hectares (ha) were burnt by a series of fires and megafires burning across the state⁵. The impact on NSW communities, farmers, local businesses, and biodiversity was unprecedented, with estimates that 800 million animals were

² Australian Government (2022) Australia State of the Environment 2021 <https://soe.dcceew.gov.au>

³ <https://7news.com.au/news/nsw/no-power-shin-high-water-and-a-100000-bill-what-its-like-when-flooding-becomes-the-new-normal-c-7433946>

⁴ <https://www.nsw.gov.au/nsw-government/projects-and-initiatives/floodinginquiry>

⁵ <https://knowledge.aidr.org.au/resources/black-summer-bushfires-nsw-2019-20/>

killed in NSW⁶. Other impacts were extreme air pollution (with unknown long-term health impacts) and impacts to soil and water quality.

The Gosper's Mountain fire destroyed an area seven times the size of Singapore and more than 90 homes across the Hawkesbury, Blue Mountains, Lithgow, and Singleton LGAs. The Green Wattle Creek fire destroyed more than 40 homes in Wollondilly, the Southern Highlands and the Blue Mountains and resulted in the loss of life of two firefighters.

Urban Heat

Western Sydney is experiencing an increase in hot (over 35 degrees Celsius) and extreme days and heatwaves due to climate change. In 2014, the NSW Government Office of Environment & Heritage predicted an additional 5-10 'hot'⁷ days per year in Western Sydney between 2020-2039, increasing to 10-20 'hot' days per year by 2070⁸. Penrith City was recorded as the hottest place on Earth at 48.9C on 4th of January 2020⁹.

Since the Western City District Plan was adopted, including an action to '*mitigate the urban heat island effect and reduce vulnerability to extreme heat*'¹⁰, local government across the WPC has adopted strategies and actions to help achieve this action. WSROC'S *Turn Down the Heat Strategy* has played a key role in calling for a cooler, more livable and resilient environment, and land use, planning and design controls that prioritise resilience to urban heat¹¹. Penrith's *Cooling the City Strategy* has adopted a goal of '*increasing green cover, shade, and landscaping to 'cool down' Penrith*'¹².

Drought

Throughout 2019, NSW endured widespread drought conditions¹³. During the most recent drought (2017-2020), Sydney's water storage levels dropped by 50% of full dam capacity¹⁴. The drought prolonged livestock feed deficits, water shortages and low crop yields and was a major factor influencing the 2019/20 bushfire season across NSW¹⁵. Due to climate change, droughts will become more frequent and severe, having a major impact on drinking water supplies, the environment and agriculture¹⁶.

⁶ <https://www.sydney.edu.au/news-opinion/news/2020/01/08/australian-bushfires-more-than-one-billion-animals-impacted.html>

⁷ A hot day is defined by the former NSW OEH (2014) and Greater Sydney Commission (2018) as a day where the temperature reaches above 35°C (WSROC, (2021), *Urban Heat Planning Toolkit*, <https://wsroc.com.au/media-a-resources/reports?task=download.send&id=306&catid=3&m=0>

⁸ WSROC, (2021), *Urban Heat Planning Toolkit*, <https://wsroc.com.au/media-a-resources/reports?task=download.send&id=306&catid=3&m=0>

⁹ Mostafa Rachwani, (2021), '*Extremely dangerous*': how much of the heat can Western Sydney bear? <https://www.theguardian.com/australia-news/2021/mar/08/extremely-dangerous-how-much-of-the-heat-can-western-sydney-bear#:~:text=That%20can%20mean%20extreme%20temperatures.80%20years%2C%20at%2047.3C.>

¹⁰ Greater Sydney Commission (2018) *Western City District Plan*

¹¹ WSROC, (2021), *Urban Heat Planning Toolkit*, <https://wsroc.com.au/media-a-resources/reports?task=download.send&id=306&catid=3&m=0>

¹² Penrith City Council, (2015), *Cooling The City Strategy*, https://www.penrithcity.nsw.gov.au/images/documents/waste-environment/sustainability/Cooling_The_City_Strategy.pdf

¹³ NSW DPI, (2019), *NSW State Seasonal Update- December 2019*, <https://www.dpi.nsw.gov.au/climate-landing/ssu/december-2019>

¹⁴ Misha Ketchell, (2022), *Sydney's dams may be almost full- but don't relax, because drought will come again*, [Sydney's dams may be almost full – but don't relax, because drought will come again \(theconversation.com\)](https://theconversation.com/sydney-s-dams-may-be-almost-full-but-dont-relax-because-drought-will-come-again)

¹⁵ NSW DPI, (2019), *NSW State Seasonal Update- December 2019*, <https://www.dpi.nsw.gov.au/climate-landing/ssu/december-2019>

¹⁶ Misha Ketchell, (2022), *Sydney's dams may be almost full- but don't relax, because drought will come again*, [Sydney's dams may be almost full – but don't relax, because drought will come again \(theconversation.com\)](https://theconversation.com/sydney-s-dams-may-be-almost-full-but-dont-relax-because-drought-will-come-again)

Western Sydney International Airport & Aerotropolis progress

Since the District Plans were finalised, the planning and development WSI airport, the 'Bradfield' Aerotropolis and associated precincts and related major rail and transport infrastructure has progressed at pace. Construction of the 24-hour international airport is well underway, with operations to commence in 2026.

A 23 km metro rail line is planned and has commenced construction to link the airport to St Mary's, with other links being planned in the future, including early work for the link to Leppington and Glenfield.

The Aerotropolis Precinct Planning Package and supporting technical studies for the initial precincts were finalised in March 2022. These include the Aerotropolis Precinct Plan, an updated Aerotropolis SEPP, Luddenham Village Interim Strategy and a Special Infrastructure Contribution (SIC) to help fund infrastructure in the Aerotropolis.

The economic opportunities of the WSI are set out in WPCA's draft *Blueprint*. DPE notes the Aerotropolis precincts will be the location of more than 100,000 new job opportunities by 2056.¹⁷ A diversity of housing is also planned, in centres that are easy to walk around, with quality public areas and a mix of social and cultural infrastructure. It is anticipated 77,000 residents will be resident in the Aerotropolis precincts by 2056.

The Aerotropolis Structure Plan is shown in Figure 5, illustrating the mix of land uses including commercial, residential, industrial, agribusiness as well as open space.

¹⁷ <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis/Western-Sydney-Aerotropolis-explained>

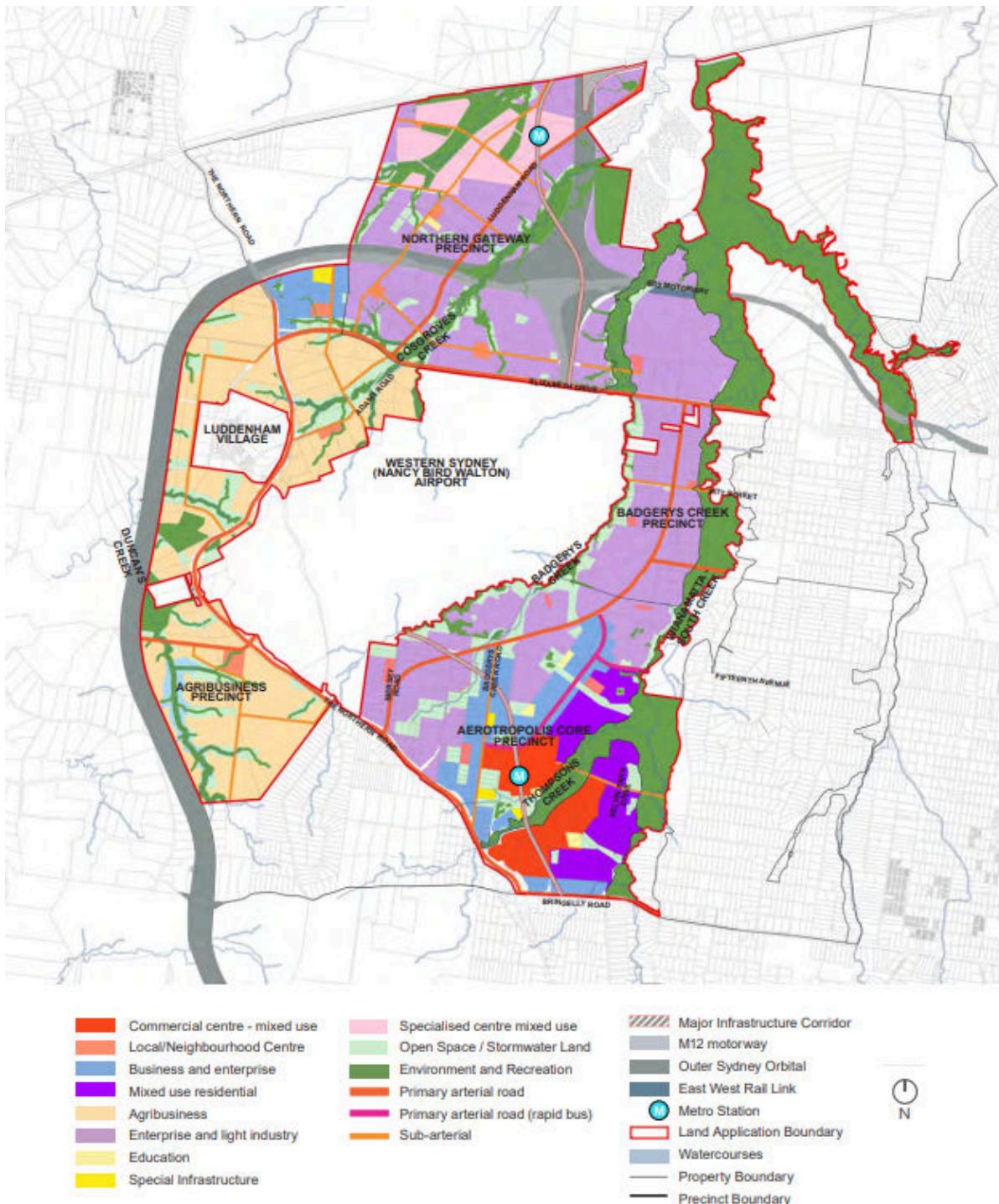


Figure 5 Aerotropolis Structure Plan Source: Aerotropolis Precinct Plan, Department of Planning and Environment

Sustainable Development Goals

The Sustainable Development Goals (SDGs) were adopted by all United Nations Member States in 2015 as a universal call to end poverty, protect the planet, and ensure peace and prosperity by 2030. The SDG list has 17 goals, covering social, environmental, and economic objectives. The most directly relevant goal to the District Plan is 11: *Sustainable Cities and Communities*, which aims to 'make cities inclusive, safe, resilient, and sustainable' (United Nations, 2020).

Other SDGs important to planning in the Western Parkland City, where many LGAs are disproportionately disadvantaged and consistently outranked by other metropolitan areas, are

those relating to poverty, good health and well-being, quality education, decent work and economic growth and reduced inequalities.



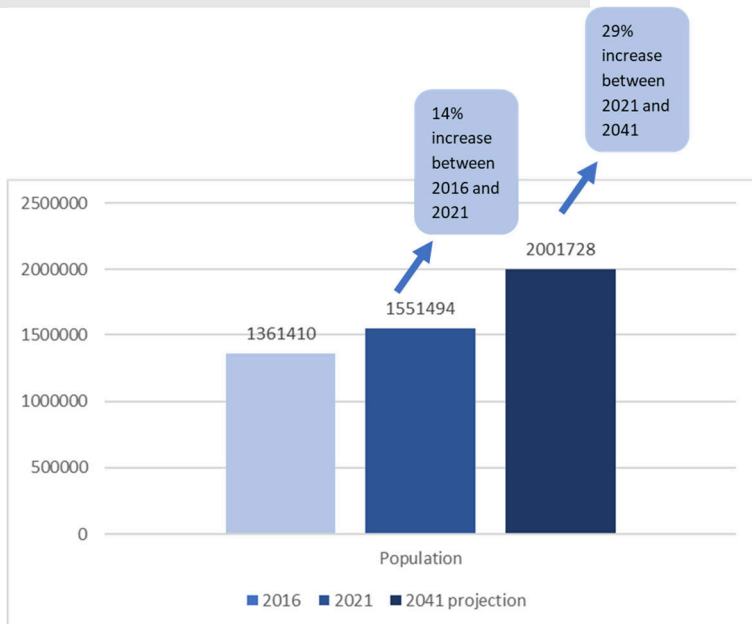
Figure 6: The 17 United Nations Sustainable Development Goals

The 17 SDGs provide a useful basis for monitoring the effectiveness of regional, district and local plans and it is recommended they be used as a framework to inform the review of the Western City District Plan.

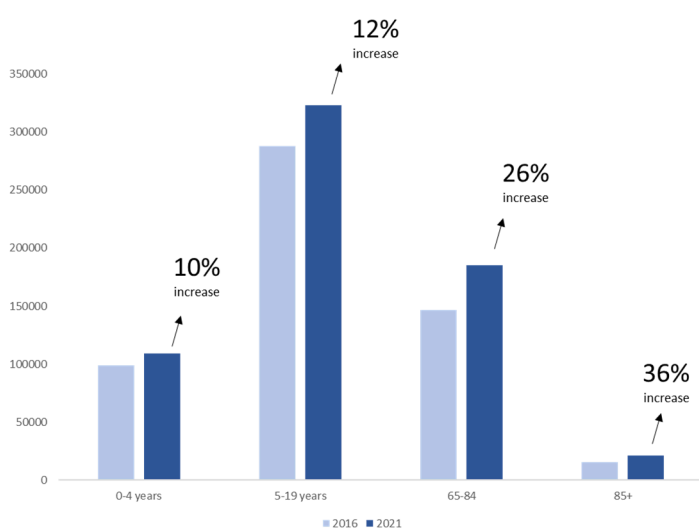
3.2 Changing profile of the Western Parkland City

The Western Parkland City (WPC) is a city of 1.5 million people¹⁸, expected to grow to over 2 million people by 2041¹⁹. The recent Census shows that in the last 5 years the city has experienced a rapid, though uneven growth in population, declining housing affordability and an ageing population. COVID-19 is changing the demographic profile, due to a few years of low immigration. The review of the District Plan would benefit from a detailed review of the demographic changes arising from the 2021 ABS Census and more recent changes.

Total Population (including Blacktown)



Population By Age



POPULATION

HIGHLIGHTS: 2016-2021

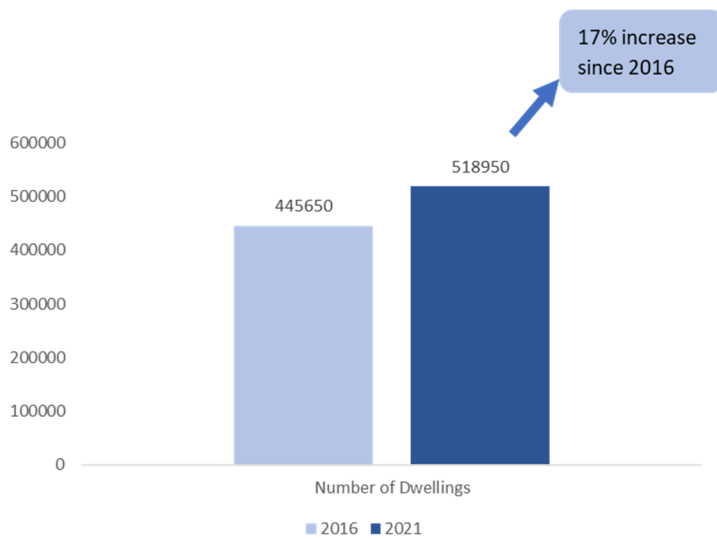
- Growth in the amount of people living in apartments (45% increase in number of apartments in WPC)
- Population is ageing, with greater percentage of people over the age of 85
- Camden has seen the greatest population growth across the Western Parkland City (52% increase)
- Median rent has increased across the entire region (and by more than 10% in Wollondilly, Blue Mountains, Fairfield, and Hawkesbury)
- Largely the same mix of dwelling types

NOTE: All population data includes Blacktown LGA

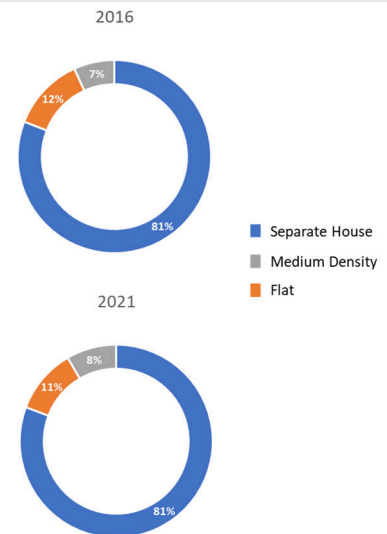
¹⁸ Australian Bureau of Statistics (ABS), 2021

¹⁹ Department of Planning and Environment, Projections Explorer, 2022

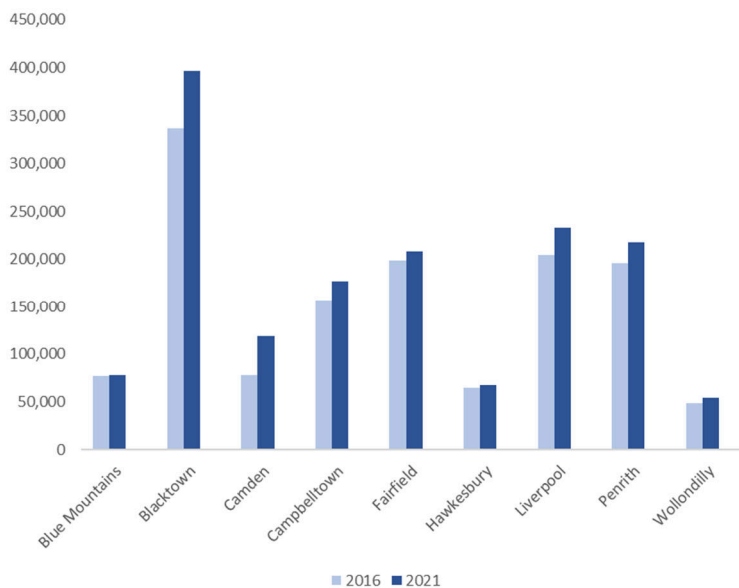
Number of Dwellings



Dwelling Type



Population by LGA



LGA Population Growth

LGA	Population Growth
Blue Mountains	2%
Blacktown	18%
Camden	53%
Campbelltown	12%
Fairfield	5%
Hawkesbury	4%
Liverpool	14%
Penrith	11%
Wollondilly	11%

4 RECENT LOCAL STRATEGIC PLANNING

4.1 Review of Local Strategic Planning Statements

Introduction

Due to the time elapsed since the preparation of the Western City District Plan and the significant local strategic planning that has been undertaken, a detailed review of local strategic planning is a key element that can inform the update of the District Plan.

To commence this process, WSPP met with each of the local councils planning teams to discuss: key planning initiatives for the LGA, critical current and emerging issues and what has changed since the LSPS was adopted by Council.

The information below is a summary of key information for further investigation during the review of the District Plan. The synthesis of this information has also been a key factor in developing the key emerging issues identified in later sections.



Penrith Community Place Activation Activity Kingswood. Source: Adam Hollingworth for Penrith City Council

What are key local planning initiatives and issues for the District Plan?

It emerged from these discussions with local councils that the determination of a matter as being of 'District Scale' importance, as opposed to 'Local Scale' importance, is not straight forward.

Asking the local council strategic planners to self-identify matters of key importance for the District Plan is a useful starting point for this work. In section 5 of this working paper, the test for more formally identifying areas/issues of 'District Significance' has been further developed.

What are the critical current and emerging issues?

The key current and emerging issues raised by local planners encompass environmental, social, and economic issues, and are summarised as:

- **Improving transport connectivity**, both within (internally) and to-from (externally to other cities and surrounding regions) the Western Parkland City including to opportunities currently available in Sydney's Central and Eastern cities
- **Infrastructure coordination** for established and growth areas to balance growth with infrastructure provision
- **Embedding climate change resilience** as a feature of long-term urban strategy
- Recognising the impacts of COVID-19 pandemic & the need to create **healthier communities**
- Addressing **declining housing affordability**, particularly for low- and moderate-income households and key workers
- Tackling **spatial inequality**, and improving opportunity and access no matter where in Sydney you live
- Developing a **pathway to zero-carbon while also enhancing environmental protection** of the natural environment as a key asset for the Western City
- **Growing and attracting employment** to underpin growth of the Western City, including knowledge economy jobs, and strengthening centres as a key jobs location and critical to achieving 30-minute cities
- More detailed planning that understands differences across the peri-urban areas of Western Sydney (**The Metropolitan Rural Area**) and promotes strong economic futures for these areas in the visitor economy and agribusiness
- Recognising the **connection to Country** of Aboriginal people and ensuring they are a leading voice in the planning and management of the Western City, and
- **Aligning statutory and strategic planning** with broader District and Regional Plans.

What has changed since the LSPS's were written?

A range of matters need to be considered to ensure an effective understanding of local strategic planning and priorities. The local councils have also undertaken numerous studies and plans, including Employment Land Studies, economic studies, environmental studies, and Local Housing Strategies since the LSPSs were adopted.

In terms of changing context, the key changes identified were:

- The increasing impacts of climate change on Western Parkland City: bushfire, urban heat, and flooding over the 2019-2022 period, and
- Impacts from COVID-19, including continuation of existing trends such as the growing importance of green spaces and decreasing housing affordability, as well as demographic changes. The increase in working from home is another key change.

A summary of the local strategic planning engagement undertaken by LGA is provided in the tables below.

Blue Mountains 2040 Living Sustainably Local Strategic Planning Statement March 2020 Vision: 'Blue Mountains 2040: Living Sustainably.'	
Key strategic planning initiatives: • Blue Mountains Planetary Health Initiative -Universities, environmental education in green industries • Katoomba Strategic Centre masterplan and Precinct Plan for former Katoomba Golf Course - exhibition next year • Education and health as key economic opportunities • Health Precincts- Katoomba Hospital, and Nepean Health District • Amplification/augmentation of both existing and proposed routes including highway widening duplication project • Liveability fund: focused on recreational assets and open spaces including key parks, eastern escarpment works, augmentation across city and natural area visitor facilities • Airport - job opportunities, tourism, and better connectivity, but managing impacts is key • Destination Management Plan: focus dispersing visitation, overnight stays and multi-day walk • Emphasis on green and blue grids • Katoomba town entry solution required including Yeaman Bridge upgrade required, but unfunded • Springwood- public domain implementation	
Critical current and emerging issues: • Climate change needs to be elevated to inform BM's resilience narrative, elevating sustainability narrative • COVID, bushfire and flooding economic impacts on the local economy and community- still impacting. BMS more reliant on overseas tourism than others • Bushfire risk impact on land rezonings • Managing bushfire threat, incl evacuation routes • DPE & GCC have different approaches • Infrastructure funding: Katoomba Hospital & Yeaman Bridge- still no commitment • Little reference to East-West connection; despite importance of opening up the West • Management of short- term rentals; council seeks to quantify issue next year • Change in property values- 30% increase in property price and therefore focus on housing affordability • Visitor parking still an on-going issue • Visitor management- not addressed in the District Plan- BM can't be playground for WPC population & visitors • Need to address tourism roles of LGAs, complement • Need to diversify economy, too dependent on tourism sector • Disconnect between approaches- DPE policy/plans/directives not consistent with District Plan.	What has changed since LSPS? • Highway widening (further progressed)- duplication project • Freight- distinction between regional freight (on-road) • Amplification / augmentation of existing routes not just proposed routes • Emphasis on green and blue grids and value of natural spaces • COVID has made working from home an option for more of the population, opportunities for local centres • Council purchase of the former Katoomba Golf Course clubhouse and proposed Precinct Plan

Blue Mountains Structure Plan (refer to appendices for full size map):

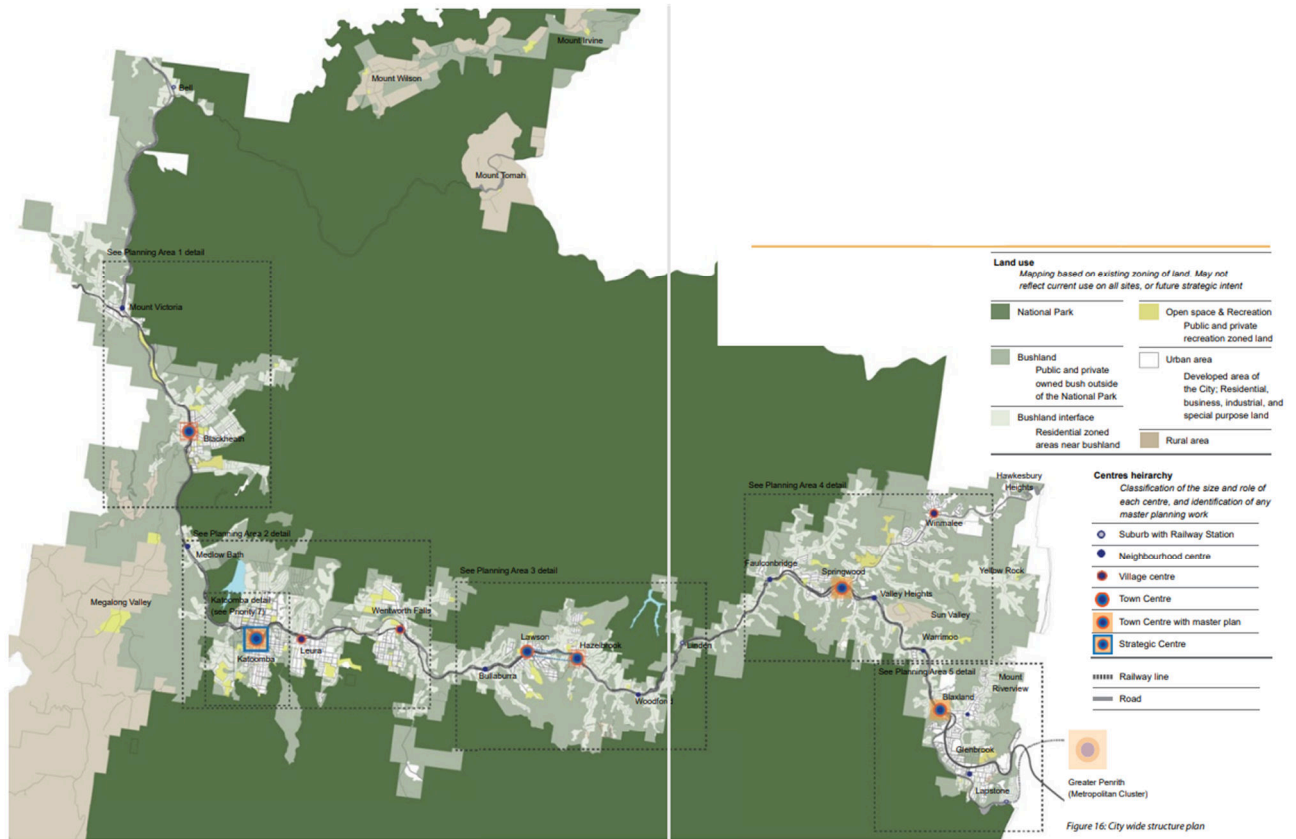


Figure 16: City wide structure plan

Blacktown City Council

Local Strategic Planning Statement 2020 March 2020

Vision: 'To be a City of Excellence – diverse, dynamic, progressive.'

Key strategic planning initiatives:

- 4 Strategic Centres: Blacktown, Mount Druitt, Marsden Park, and Rouse Hill (outside of LGA) with Marsden Park and Mount Druitt serving the west
- NW growth area will continue to develop over 30 years to a population of 250,000
- 11 train stations in the city – program of urban renewal at each station (viability is variable)
- Aim to preserve lower density outside of centres
- Connecting Metro line from Tallawong to Marsden Park - important for employment opportunities
- Airport to Marsden Park Metro line is vital for the transformation of Northern Mount Druitt suburbs and employment access
- Blacktown CBD Health and education precinct: ACU campus; linking hospital to CBD; higher value jobs
- Employment land- WSEA move towards higher advanced manufacturing
- Upgrade and alignment of existing infrastructure such as Richmond Road which is at capacity
- Progress 15-minute cities
- Connectivity to Parramatta and opportunities for office space

Critical current and emerging issues

- Major issues include- connectivity, affordable housing, sustainability/resilience, and contributions funding in local infrastructure.
- Government forecasts in the NWGA are too low; development higher than forecast, so major infrastructure shortfall (roads, water).
- Importance of planning renewal early. Need an interventionist approach, fragmented land ownership. Consolidation/ acquisition required e.g., Seven Hills and Blacktown. Recommend a Renewal Authority for the Strategic and Metropolitan centres.
- Urban renewal on train lines a key objective yet issues with western train line at capacity.
- Western Sydney Parklands follows Eastern creek and a wide floodplain. Stops at the M7, opportunity to continue green grid on undevelopable land. South Creek floodplain also wide however has the opportunity for urban greening.
- Need to understanding timing on outer orbital and Castlereagh freeway- M7 to Penrith. Important for flood evacuation, connectivity. Refer to work led by Penrith CC on options for partial- construction.
- Freight corridor also important.
- Rapid bus between Blacktown and airport being planned.
- Mount Druitt part of GPEC corridor- how can established areas relate to/service airport?
- Current District plan hasn't addressed resilience, sustainability, energy, urban heat, flooding in a concrete way. Implementation failing e.g., NW Precinct planning Suggest we have a model clause for urban heat for WSyd as WSROC is discretionary.
- Loss of design and Place SEPP, poor BASIX, growth areas in SEPP- need to strengthen State-endorsed controls. need to bring forward DCP Standard Instrument to improve sustainability.
- Affordable housing not viable (SGS report). Want a regional approach. Areas of greatest need areas don't have rezonings. State led projects lack

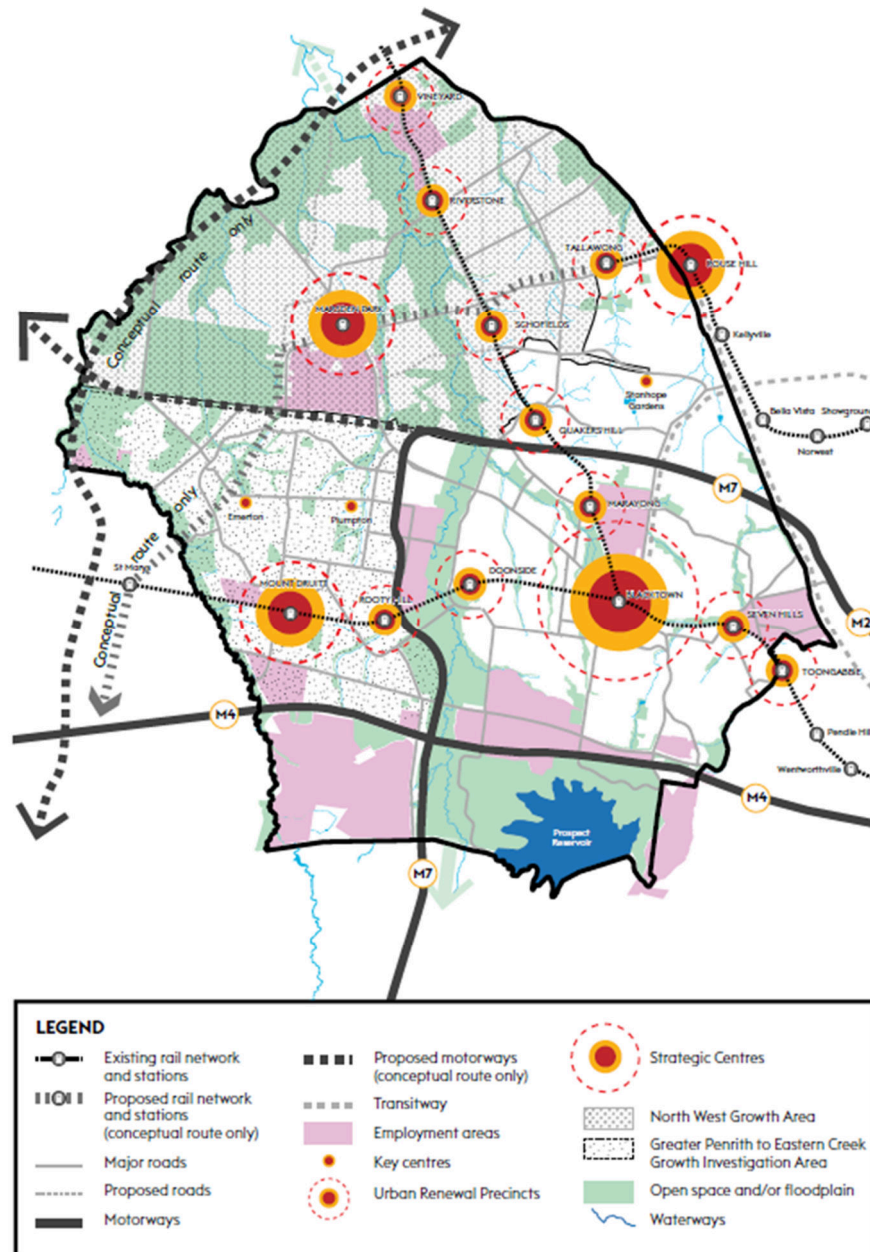
What has changed since LSPS?

- No significant changes to overall structure
- New national park at Shanes Park- opportunities for access to green space, biodiversity
- Implications of DPE forecast: 120,000 less people than previously forecast for Blacktown, this would delay population growth
- However, Blacktown still has a lot of capacity and growth is not slowing down
- New Housing strategy, but not about meeting targets as there is inherent capacity in LEP to deliver targets, about appropriate location and typology

affordable housing- NW Growth area, Aerotropolis. DPE should track affordability.

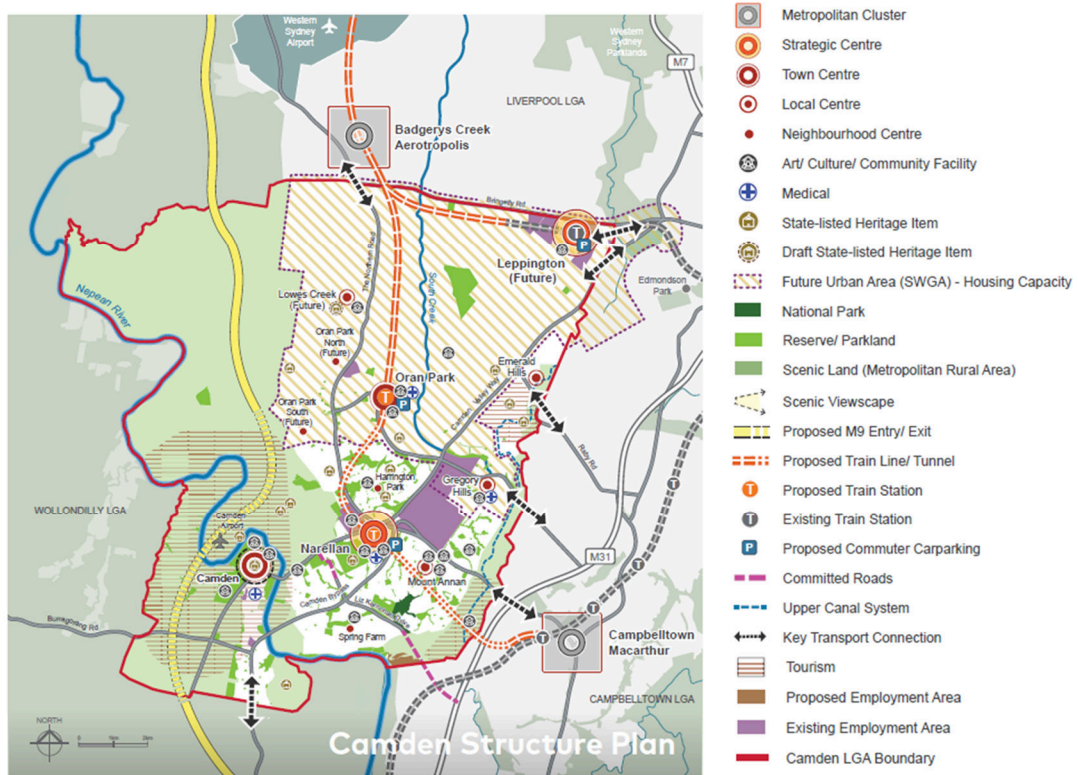
- Infrastructure funding a key problem (incl cultural and social facilities) and there are caps on contributions.
- Plans in NW are on hold, e.g., Riverstone Town Centre, until impacts on road network and flood inquiry have been understood. All of NW growth area would be in PMF.
- Council supports 1 in 100 FPL as planning tool.
- Lack of transparency in flood evacuation criteria- difficult to implement.

Blacktown Structure Plan (refer to appendices for full size map):



Local Strategic Planning Statement Camden Council March 2020 Vision: 'In 2040, Camden is renowned as a liveable, inclusive, family friendly and community-focused place.'	
Key strategic planning initiatives: • Delivery of the South- West Growth Area within LGA – Planning in progress. • Housing diversity and affordability (LHS - Priority 4 & 5). • Leveraging industry opportunities by Camden's proximity to the WSI Airport and Aerotropolis, including agribusiness and freight and logistics (CELS – Action 18, 21, 26 & 34). • Delivering high quality green open spaces including along South Creek (Green and Blue Grid). • Promoting North South and East West transport connections including North-South Rail and South Rail Link. • Narellan and Leppington Strategic Retail/Town Centres - under review (CELS – Action 3 & 11). Investigating Oran Park as a new Strategic Centre (CELS – Action 4). • Advocate for integrated health precincts (CELS – Principle 12). • Improving Camden's resilience to climate change, natural hazards & extreme weather events. • Adopted Local Housing Strategy (LHS) (October 2021). • Adopted Centres and Employment Land Strategy (CELS) and Economic Development Strategy (EDS) (March 2022). • Camden Infrastructure Study (August 2021) - completed. • Visual and Scenic Landscape Study (June 2022) - completed. • Green and Blue Grid Vision (G&B Grid Vision) and Biodiversity Strategy - underway. • Camden Accommodation Study - underway.	
Critical current and emerging issues: • Camden can meet housing targets in SWGA subject to delivery of key infrastructure. • Lack of transport options is a barrier to jobs, tourism, and late-night economy growth. • Active and public transport linkages including a link between Leppington and the Aerotropolis, M9 Orbital Stage 1 and rail line to airport and rapid bus corridor are key. • Require confirmation on the location for all future train stations – only Narellan and Oran Park have been confirmed. • Need to consider Camden's role in freight and logistics (local/district networks). • The need for certainty around the M9 Corridor alignment, timeframe for delivery, local road access points and rail freight line. • Pressure from landowners to rezone land within the MRA to residential. • Addressing climate change, flood/bush fire risk, urban heat, extreme weather events, biodiversity, and environmental sustainability. • Finding mechanisms for achieving housing diversity and housing affordability. • Addressing barriers to increasing tree canopy cover. • Retain existing and ensure adequate supply of industrial and employment land close to transport corridors within SWGA (CELS - Principle 5 & 6). • The need for an updated Structure Plan.	What has changed since LSPS was adopted? • Spatial components are largely the same as adopted LSPS. • Southwest Growth Area - planning in progress. • Planned housing growth in Leppington Town Centre has changed significantly. • Preparing a new Vision for Narellan Town Centre as a Strategic Centre (LSPS – Action 68). • New LHS, CELS & EDS. • G&B Grid Vision, Biodiversity Strategy and Accommodation Study underway. • COVID has shown importance of high-quality open spaces, pedestrian/cycle paths, access to recreation and community facilities, neighbourhood shops etc. • Increased planning for natural hazards such as flood and bushfire impacts, urban heat, and climate change. • The need to review residential density (LHS – Objective 6), retail centres and employment land (CELS – Principle 14) around existing and planned infrastructure corridors. • Western Parkland City Blueprint – Clarity around District Plan relationship. District Plan should reflect infrastructure priorities and sequencing committed/agreed to by State Government agencies such as TfNSW.

Camden Structure Plan (refer to appendices for full size map):



Local Strategic Planning Statement Campbelltown

A 20-Year Land Use Vision for the City of Campbelltown to 2040 March 2020

Vision: 'Campbelltown City is Sydney's lifestyle capital - a distinctive destination of high amenity nestled within a natural and historic cultural landscape.'

Key strategic planning initiatives:

- Reimagining Campbelltown City Centre and collaboration area
- Urban release areas- Greater Macarthur growth area: Menangle Park (4,000 lots) and Gilead
- Strategic centres- Wilton and West Appin (Wollondilly LGA) impacts on Campbelltown LGA and centres
- Growth areas - Edmondson Park and East Leppington; new precinct - Glenfield West
- The Community and Justice Precinct and potential for wider servicing businesses
- Health and Education Precinct: The Genesis Care cancer facility and other health services
- Campbelltown Arts Centre precinct expansion (WestInvest application)
- New Campbelltown community recycling centre
- Emerging and potential businesses: circular economy and renewables, education & health, convenience sector, e.g., for ageing population, micro-business growth, knowledge jobs
- City Centre Renewal: public domain and amenity improvements; possible reuse of car parks.
- Higher density development around railway stations (Greater Macarthur)

Critical current and emerging issues:

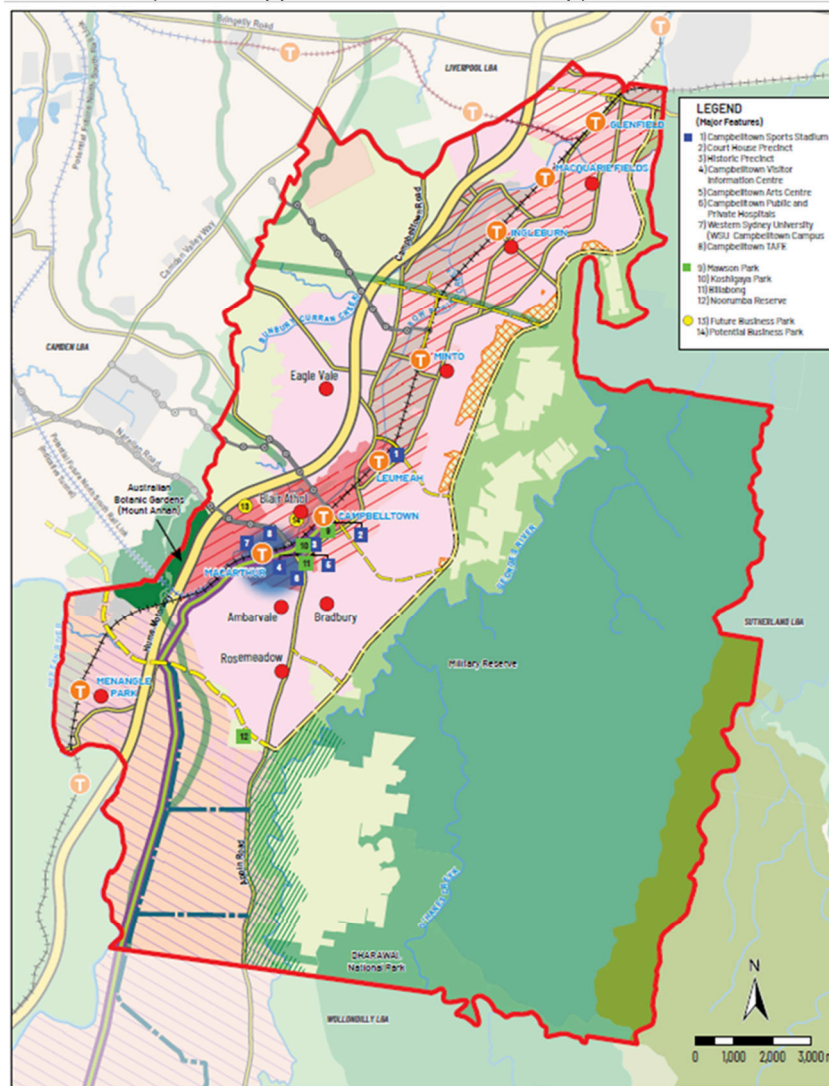
- Evident pressure on MRA - a number of PPs particularly in the Scenic Hills, south of Campbelltown, Greater Macarthur
- Protecting Koala habitat (connecting Georges and Nepean Rivers & Parliamentary Inquiry underway)
- Need to focus on resilience, circular economy and urban heat, climate change impacts
- Need to use health, liveability, resilience, and sustainability lenses to shape/influence growth and transformation
- Connectivity and transport are major issues
- Congestion around Campbelltown centre; traffic and parking
- Public transport and connectivity to WSA, Bradfield and across Western Parkland City
- Georges River Parkway- need formal advice on status of road reservation
- 30-minute cities and 15-minute neighborhoods needed, but cars having major impact
- Greater consideration of freight (esp. last mile) needed
- COVID impacts – importance of the local – places, place design, access to great places (locally), housing design (live and work)
- Centres hierarchy needs review to contain centre scales
- Impact of DPE's Employment Zones Reform Program on centres
- Understanding impact of Wilton and Appin (new populations) on Campbelltown LGA. Transport impacts?
- Rapid bus and strategic bus corridors priority are key issues
- Electrified suburban trains need to extend further south past Macarthur
- Need for mode shift towards active and public transport
- Delivery of east-west connections, including Spring Farm Parkway (SFP) to Camden

What has changed since LSPS?

- Opportunities to expand the Health and Education Precinct, WSU, UOW
- Reimagining Campbelltown City Centre and collaboration area
- Opportunities for knowledge clustering
- Health services current gap assessment underway
- Genesis Care cancer facility
- The Community and Justice Precinct
- Transport planning underway with TfNSW (Leumeah, Campbelltown and Macarthur centres)
- Sydney Water planning for a Greater Macarthur sewage treatment facility
- Wilton- limited data on travel patterns and destinations of residents (how are they moving and where are they going)? How are they impacting Campbelltown LGA?
- Boundary changes required for Greater Macarthur as well as an extension of the Health and Education Precinct
- Sydney Water planning underway for a Greater Macarthur sewage treatment facility
- Planning an active transport and mobility strategy for Campbelltown
- Reconsideration of joining Blaxland and Badgally Roads across the rail line.

- North-South commuter route for Greater Macarthur needs resolution and south facing ramps (M31 at SFP).
- Funding for community infrastructure
- Require SIC for State infrastructure (including transport)
- Clarify role of different authorities; West Invest
- Clarify hierarchy of District Plan priorities- which should be prioritised when assessing proposals?
- Loss of Design and Place SEPP
- District Plan needs to drive local employment – current lack of direction regarding Draft Campbelltown Employment Lands Strategy (with DPE without resolution for almost two years)
- Need to Design with Country

Campbelltown Structure Plan (refer to appendices for full size map):



LEGEND

- | | | | | | |
|---|--|---|---|--|--|
| <ul style="list-style-type: none"> Motorway Major Road Railway Line Railway Station | <ul style="list-style-type: none"> Future Transport Link Georges River Parkway Proposed Transport Link Bus Corridor Investigation City Serving Rapid Bus Corridor | <ul style="list-style-type: none"> Waterways LGA Boundary Metropolitan Cluster (City Centre) Urban Metropolitan Rural Area | <ul style="list-style-type: none"> Health & Education Precinct Potential Transition Area Green Grid Priority Corridor Holsworthy Military Reserve | <ul style="list-style-type: none"> Industrial Australian Botanic Garden Proposed Land Release Area – (subject to further investigation) Glenfield-Macarthur Renewal Corridor | <ul style="list-style-type: none"> Woronora Catchment Dharawal National Park Georges River Open Space Corridor Indicative Koala Corridor – (Greater Macarthur Growth Area) |
|---|--|---|---|--|--|

Shaping our Future Hawkesbury
Local Strategic Planning Statement
Hawkesbury 2040 January 2021

Vision: *'We see the Hawkesbury as a vibrant and collaborative community living in harmony with our history and environment whilst valuing our diversity, striving for innovation, a strong economy and retaining our lifestyle and identity.'*

Key strategic planning initiatives:

- Windsor and Richmond as Hawkesbury's Strategic Centre: master planning and implementation- benefiting from City Deal & West Invest funding
- Northwest Growth Area - under development
- Clarendon Precinct planning; main employment precinct: defence, equine, racecourse, showground, education (incl UWS, master planning Hawkesbury campus)
- WSI Airport to provide access to job opportunities
- Require better connectivity to the Airport, Greater Penrith, and Parramatta CBD, including through extension of Metro north-south to Tallawong
- Corridor planning including the Outer Sydney Orbital corridor and Bells Line of Road
- Castlereagh connection to Springwood Rd
- Duplication of the rail line- improved train service
- Tourist destination areas- Richmond, Windsor, Ebenezer, and Bilpin
- Planning for the Metro Rural Areas
- South Creek green grid corridor (included in Cumberland Plain Conservation Plan)
- Implementing planning principles for planning on flood and bushfire-prone land

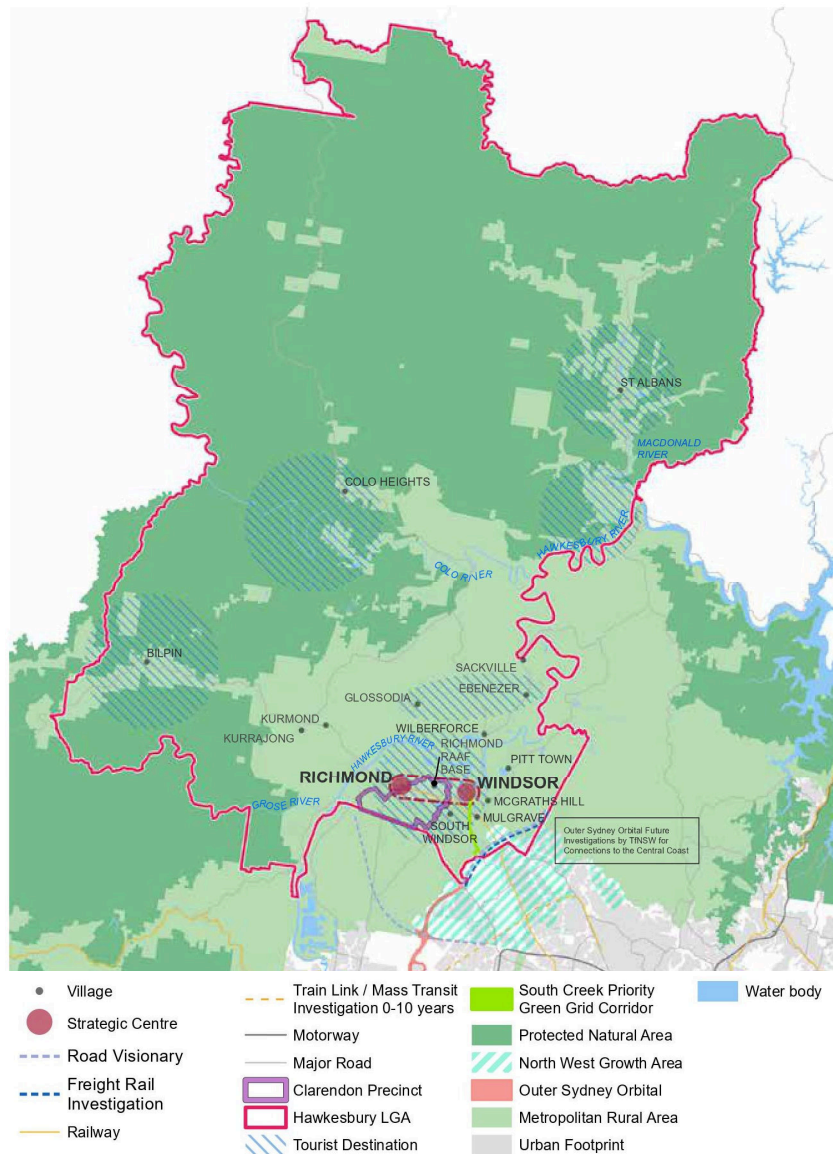
Critical current and emerging issues

- Resilience planning is critical- HNV flooding, climate change impacts, COVID
- Orbital planning- certainty re: timing, route required. Planning for south-east of LGA area dependent on.
- Improve liveability (strategic, local, village centres).
- Public transport needs improving. Extension of Metro N-S line from Tallawong to Richmond
- Need for robust evacuation modelling, route network and 2nd River crossing at North Richmond
- Flood risk impacting ability to deliver housing (Windsor; also, Richmond is within PMF). Area's west of river: 2ndry flood impacts i.e., quick loss of access
- Need affordable housing mechanisms
- Need to improve housing diversity
- Lack of sewerage and water infrastructure
- Metro Rural Area- 99% of LGA. Need further clarity. Applying new agritourism clauses
- New DPE projections were slightly down. Hawkesbury downgrading projections (flood-risk), but can still meet housing targets: e.g., Glossodia, Jacaranda, Vineyards, Redbank Development North Richmond (but need 2nd crossing-
- COVID- larger proportion of people working from home- momentum for business hubs
- Employment lands: potential in NW Growth Area
- Relationship to airport- need to harness opportunities: agribusiness, logistics

What has changed since LSPS?

- Climate change impacts more apparent- 19/20 Bushfires: ¾ of LGA burnt; 4 recent floods
- Infrastructure NSW flood modelling due soon and will impact floodplain planning
- COVID impacts, changed way we work, working from home, momentum for business hubs, tree-changers moving in, impacts on affordability.
- Tourism industry affected by fire, floods, and pandemic, but have recently improved. Destination Management Plan going on exhibition
- Potential employment areas in Northwest Growth area
- Pressure for housing between Orbital and boundary with the Hills
- Northwest growth Area proceeding: Vineyard, Killarney/Chain of Ponds

Hawkesbury Structure Plan (refer to appendices for full size map):



Fairfield City 2040- A Land Use Vision

Shaping a Diverse City: Local Strategic Planning Statement 30 March 2020

Vision: 'Fairfield 2040- Shaping a Diverse City'.

Key strategic planning initiatives:

- Parramatta to Aerotropolis rail link is critical (potential stations at Prairiewood, Cecil Park, up zoning) to unlocking future housing supply and rectifying past planning failures. Has city-shaping implications by providing connectivity between the CBD, Parramatta, and Airport
- Centres; Public domain strategy, post-covid recovery, building a night-time economy, Fairfield showground. Taking an urban design-led approach to urban renewal
- LEP acceleration work (6 centres)- increased FSRs. Planning controls now in place at Fairfield, Villawood and Fairfield Heights to increase housing density and diversity
- Horsley Park and Cecil Park Urban Investigation Area (subject to constraints, metro line)
- Education and health: Wetherill Park TAFE at Smithfield; Fairfield Hospital needs upgrading
- New & upgraded major corridors e.g., Southern Sydney Link Rd, M12, Elizabeth Drive, Victoria Road widening
- Smithfield and Wetherill Park (manufacturing, warehousing, logistics, distribution, food) needs improved east-west transport infrastructure
- Preserve and enhance character and environment of LGA as change occurs
- Parramatta to Liverpool bus T-way- reduced reliance on private motor vehicles necessary

Critical current and emerging issues:

- Transport connectivity is critical.
- Benefit analysis of Parra- airport rail link needed.
- Poor Viability: Fairfield has capacity, land is zoned, but not viable for developers. 4-6 storeys at edges. But road and other infrastructure issues mean it can't be higher.
- Lack of road capacity Wetherill Park- issue for employment planning proposals. Potential for road-based industrial precincts (freight handling and distribution, food distribution centres.)
- Require further State Government involvement in the Urban Investigation Area
- Urban Investigation Area (Horsley Park & Cecil Park Structure Plan, but parts are airport noise affected). Needs rail line, transport network is overloaded.
- Climate Change & Environment: need to better address urban heat and environmental resilience
- Re-channelisation projects require State funding
- Concrete actions needed, e.g., reinstating creeks, flood planning, aerotropolis green-blue grid plans need to be realised
- Fairfield- West of Cumberland highway was poorly planned in the 80s and 90s- car dependent
- Social and Inequality: FCC most socio-economically disadvantaged LGA in Sydney. Need better open space, social infrastructure, and services
- Youth unemployment
- Social plan required for tolls and cost of living (social and economic); focus on inclusivity: more resources for multicultural community
- MRA: Under-emphasis on paddock to plate opportunities. Note: there's an agricultural precinct in Western Sydney Parklands.
- Need better digital connectivity
- Process: Scrapping of Urban Design SEPP a key concern.
- Implementation of District plan: DPE policy and rezoning decisions not consistent with it.
- Scope of plan needs to be clearer. Is it a strategy/economic strategy or a statutory plan?

What has changed since LSPS?

- WSEA to M7 link road (planning finalised)
- Private land in Western Sydney Parklands– identified as industrial business parks, but road network an issue.
- Stronger need for extension through Wetherill park- link to M7.
- WSEA within Fairfield is partly developed.
- Have more secondary dwellings than any other LGA (but not being included in infrastructure planning data or Census). Issue of unsafe and illegal development, substandard accommodation.
- Villawood renewal- working with Department of Housing, but will result in less social housing
- Market gardens in investigation area, so will be lost.

Liverpool's Local Strategic Planning Statement 2040

A Land Use Vision to 2040 March 2020

Vision: 'A vibrant place for people that is community focused, walkable, public transport-oriented, sustainable, resilient and connected to its landscape.'

Key strategic planning initiatives:

- WSI Airport (2026) - local employment, education, and business opportunities
- Fifteenth Avenue Smart Transit (FAST) Corridor project; an east-west connection; access to airport & job opportunities
- LCC to transform into a vibrant, productive, mixed-use CBD with a strong 24-hour economy
- Realigning Liverpool CBD to Georges River including new crossings: revitalising Woodward Park as a 'Central Park.' The city will be more walkable, cooler, and greener
- Liverpool Innovation Precinct, including Liverpool Hospital: high-value health, education, research, and advanced manufacturing jobs; Universities and TAFE
- Ensure modern, high-quality facilities & services for growing population
- Leppington Town Centre (25% in Liverpool LGA)
- Moore Point, but density dependent on flood evacuation and road constraints, and State infrastructure investment including extension of Bankstown Metro
- Redevelopment of social housing estates e.g., Warwick Farm, Miller
- Protection of remaining rural lands (west of outer Sydney orbital)

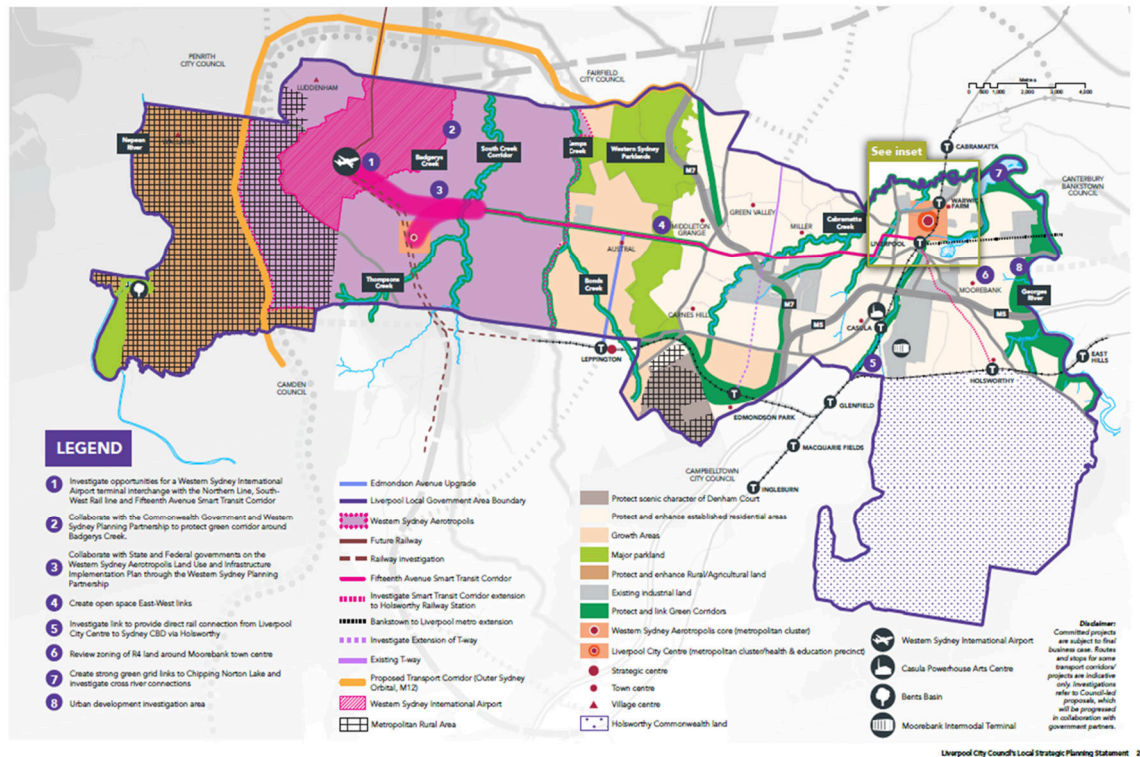
Critical current and emerging issues:

- Connectivity road rail and bus: North-south and east-west connections; incl. Leppington connection into WSI airport; Fifteenth Avenue
- Extension of Bankstown metro to Liverpool
- M9 Outer orbital route- need certainty
- Need a direct fast link from Liverpool to City, as currently you need to go to Glenfield to get on the T8, which is the express way into the city.
- Maintaining local character of suburbs- heritage and bushland important
- Commitment to housing diversity
- How to activate Fifteenth Ave and encourage development – need State commitment and investment
- How to activate Liverpool Town Centre with 24-hour economy
- A need for more industrial land
- How to differentiate Liverpool and complement/address competition from Bradfield Centre- opportunities through health and education focus and liveability
- 30-minute city not possible with Bradfield
- Housing diversity difficult to achieve
- LCC has capacity for housing growth however delivery hampered by servicing (Sydney Water)
- Need clarity on collaboration areas (there's an understanding they would be in next District Plan)
- How to address urban heat, given issues with Codes SEPP & retraction of Design and Place SEPP

What has changed since LSPS?

- Transit-oriented development framework for 15th Ave corridor
- With new Councillors, protecting character & lower scale is important
- Future of Warwick farm racing precinct and other development in the Georges River flood plain unclear due to flood evacuation constraints
- COVID impacts on business & commercial development
- COVID impacts on growth (through lost immigration)
- Importance of open space network

Liverpool Structure Plan (refer to appendices for full size map):



Penrith Local Strategic Planning Statement Planning for a Brighter Future March 2020

Vision: 'In 2036, our city remains unique, we have capitalised on our opportunities, and our city is connected, healthy, innovative and balanced.'

Key strategic planning initiatives:

- Penrith and St Marys as anchors at either end of an established East-West Economic Corridor
- Connect green and blue grids, and enhance and protect Penrith City's natural assets
- North South Rail Link from St Marys to the Airport/ Aerotropolis & rapid bus connections between Penrith and the Airport
- Leveraging airport opportunities to support Penrith City's growing population
- Greater Penrith to Eastern Creek Growth Area
- Reinforce The Quarter in the East-West Economic Corridor at Kingswood and Werrington as a specialised health, education, research, and technology precinct
- Grow the tourism, arts, and cultural industries, as well as boost Penrith City's night-time economy
- Cool the city & create an energy, water, and waste efficient city
- Grow and enhance the economic triangle through the delivery of critical infrastructure
- Manage flood risk and resolve flood-related development and evacuation issues
- M9/Outer Sydney Orbital design and timing requires confirmation
- Urban investigation areas - Orchard Hills (GPEC) & Mount Vernon/Horsley Pk (with Fairfield); Glenmore Park Stage 3 and Orchard Hills North

Critical current and emerging issues:

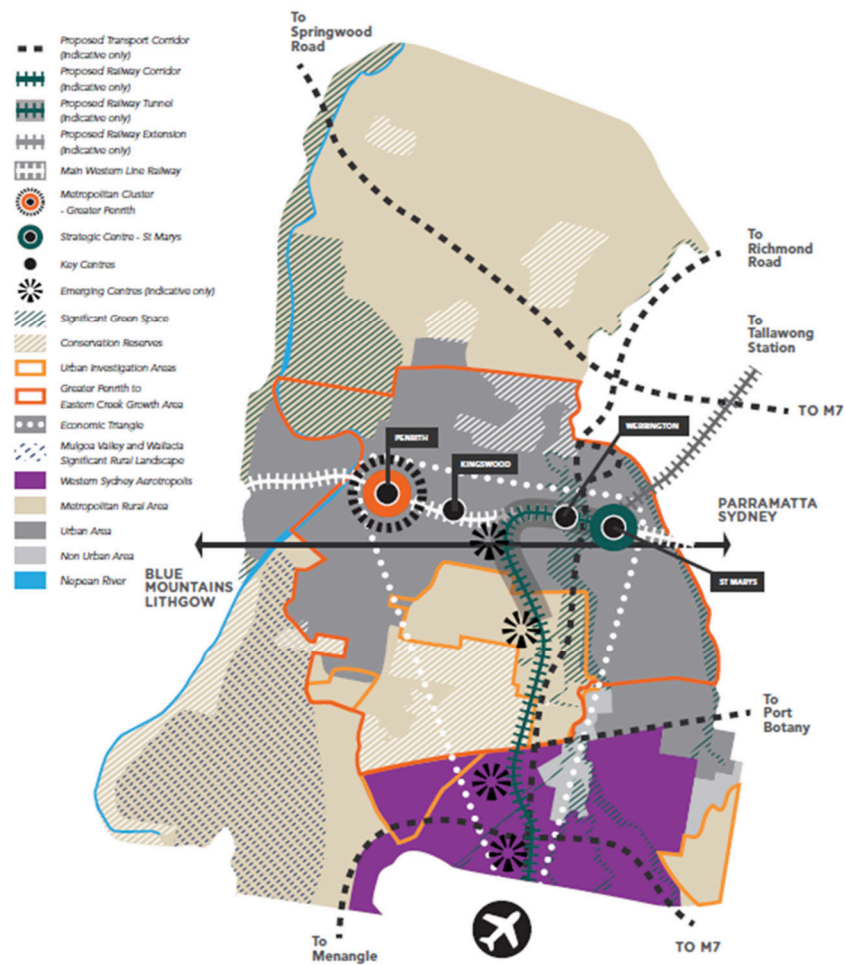
- Strengthening of St Marys' strategic centre status.
- N-S Rail Link; benefits will only be fully realised if complemented by improved bus and active transport
- Emu Plains critical to ensure geographic spread of land for the 2021 Employment Lands Strategy
- 60% of greater Sydney employment land in South of Penrith, however none of it is serviced
- Scenic Corridor (Mulgoa and Wallacia, Penrith Lakes) - protection of scenic, tourism and rural values
- COVID recovery
- Resilience, a changing climate & response to flooding and bushfire
- Strategic planning for evacuations and emergencies
- South Creek corridor requires master planning and implementation
- Unresolved issues in precinct plans
- Servicing of employment lands
- Infrastructure staging and funding- funding mechanisms not specific enough
- Absence of road network plans
- Difficult to manage indicative nature of infrastructure (dotted lines on structure map)
- Work related to the Adaptive Management Framework needed. 4,050 dwellings cap in Penrith Town Centre-flooding
- Regional flood modelling needs to be released, to enable rethink of housing distribution on a District scale
- Currently awaiting regional flood study before progressing local transport study e.g., Castlereagh Connection is a vital evacuation route but not yet funded for delivery.
- Housing affordability – Contributions scheme in development
- Clarification required re: role of Blueprint vs District Plan. Avoid duplication.
- District Plan needs to reflect LSPS

What has changed since LSPS?

- The LSPS is high-level and further strategic work both underway and required to provide detail; Council now has more clarity on land uses
- Green and blue grid emphasis with Council's adoption of Green Grid Strategy
- Targeting local jobs growth with Council's adoption of Employment Lands Strategy
- N-S rail alignment and station location confirmed
- Rural Lands Strategy expected to be adopted in August 2022
- Local Housing Strategy expected to be adopted in August 2022
- Urban investigation areas - Orchard Hills & Mount Vernon/Horsley Pk (with Fairfield) Growth Areas. Question of viability and suitability for housing in this area in Penrith LGA.
- Accelerated housing project rezonings- Planning Proposals for Glenmore Park Stage 3 and Orchard Hills North. Planning Proposals at exhibition stage.
- DPE undertaking planning work for Greater Penrith to the Eastern Creek (GPEC) Growth Area
- DPE projections - Penrith City requires fewer dwellings than previously anticipated. LHS identifies demand for 26,000 to 36,000 additional dwellings by 2036. Have capacity in existing areas.
- St Marys Structure Plan nearing completion as a draft. Possible exhibition in September 2022.
- Advocacy strategy in development nearing completion as a draft.
- Adoption of urban heat controls (amendment to DCP)
- Reviewed Council's development contributions framework.
- Finalised Sport and Recreation Strategy
- Library services strategy development underway
- Review underway of Paths and Accessible Trail Hierarchy

- Confidentiality of some State Government planning work (e.g., CPCP, Flood Study, Penrith Lakes, GPEC, Rapid Bus) means that it is not incorporated into Council strategies and community “in the dark”

Penrith Structure Plan (refer to appendices for full size map):



Wollondilly Shire Council: Wollondilly 2040- A Vision for the Future of Wollondilly
Local Strategic Planning Statement March 2020

Vision: 'An enviable lifestyle of historic villages, modern living, rural lands and bush.'

Key strategic planning initiatives:

- Wilton- New 'Strategic Centre' with retail, health, education, and business at various scales
- Future key Road's connections: Picton bypass and Picton Rd upgrades; M9 Outer Sydney Orbital proposal
- Connectivity to Aerotropolis to facilitate agribusiness and tourism
- Education Precinct; TAFE and University
- Advocate for better connections between Appin and Campbelltown, and Appin and Wilton, growth areas including upgrade of Broughton Pass (single lane bridge)
- Advocate for public transport, passenger rail, electrification, walking and cycling
- Retain rural towns and village character: Appin, Bargo, Buxton, Douglas Park, Menangle, Oakdale, Picton, Tahmoor, The Oaks, Thirlmere and, Silverdale and Warragamba
- Advocate for reliable source of water for agricultural uses
- Protect and enhance existing biodiversity, koala corridors and MRA
- Provide high quality and well-connected open spaces; restore uses of waterways
- Advocate for National Park designations for gorges

Critical current and emerging issues

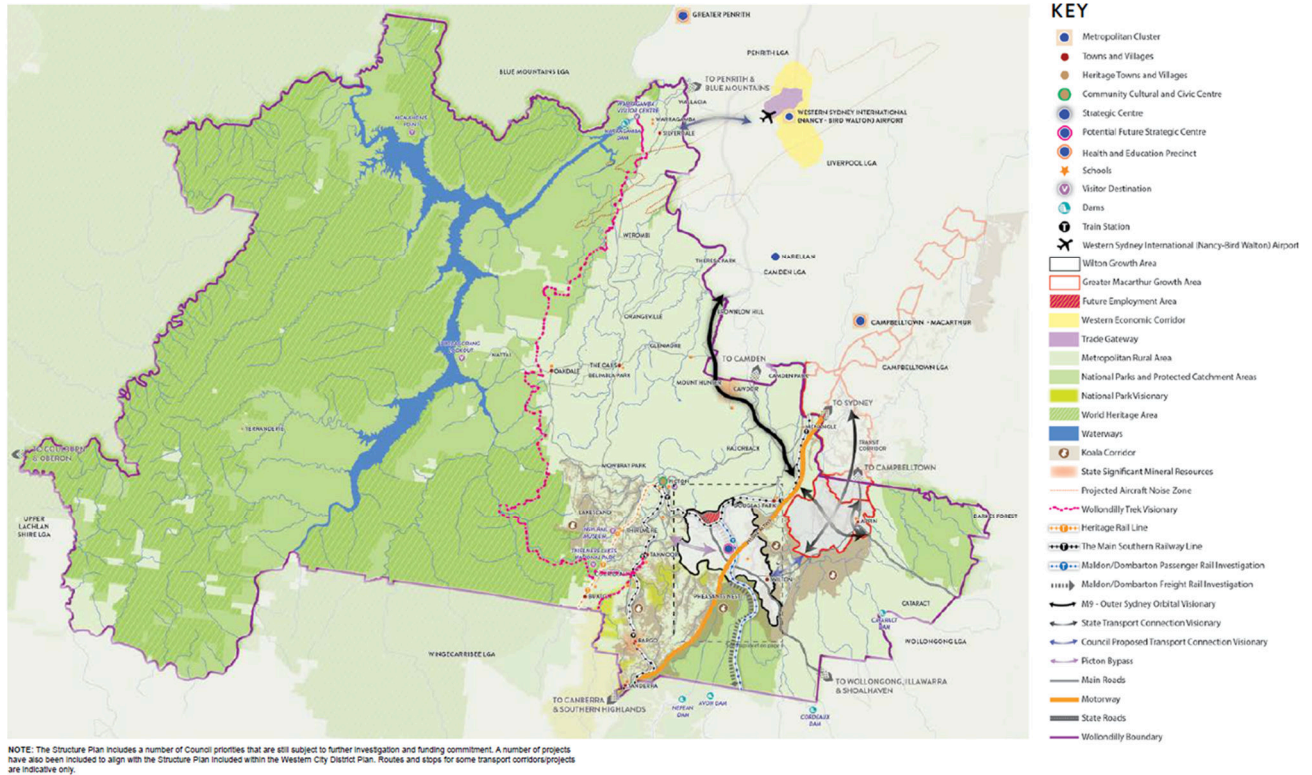
- Strain on LGA of 2 large growth areas: Wilton & Greater Macarthur
- Accelerated planning at Greater Macarthur by State Govt an issue for planning Wilton, competing for infrastructure. Not required to meet District Plan forecasts; need to review housing numbers.
- How can Wollondilly best benefit from aerotropolis?
- Significant proportion of residents leave Shire for employment everyday- need local employment, shortfall of employment land.
- Pressure on rezoning MRA land. It is Sydney's food bowl; need to promote agriculture and agritourism
- Need more clarity around what is meant by 'local growth' in towns & villages
- Resilience issues and vulnerability to climate changes including:
 - Bushfires including the severe Green Wattle Creek Fire, need evacuation route planning, e.g., improved crossings at Silverdale and Warragamba
 - Recent increase to storm events & flooding
 - Drought and Water supply (agriculture impacts)
- Affordable housing- mandatory work for Councils, yet not happening in State-led growth areas, needs state government leadership
- Sewage treatment at critical breaking point - holding up growth (housing, industry, even retail and food, incl Wilton. Picton, Camden STP, Warragamba- Silverdale also at capacity)
- Water supply- requires augmentation
- Need for schools, health, social infrastructure
- Planning for green grid
- Need for East-West connections to connect 2 growth areas

What has changed since LSPS?

- 2019/20 Bushfire season, Wattle Creek Fire
- Flooding & storm events increased
- Increasing pressure from developers in the MRA
- SEPP noise contours preclude development in northern areas
- Wilton underway (town centre rezoned however deferred)
- Secondary dwellings not captured by housing target measurements; consequence is that they're not considered by Sydney Water or in other State infrastructure planning
- Greater Macarthur Growth Area rezoning likely to be happening this year, but issues:
 - Outer Sydney Orbital (through growth area)
 - Draft heritage listing - Appin Massacre Cultural Landscape
 - Cumberland Plain Conservation Plan & koala habitat concerns
- Wide application of Connecting with Country e.g., example of Macarthur growth area best practice
- COVID- some places busier, though Picton emptier. Increase in tree-changers, DAs remain high despite broader trends
- Studies currently underway for areas in Silverdale, Bargo, Picton and Appin to consider suitability for additional employment land (industrial)
- Centres work as part of LEP review program established Strategy; place planning now required for priority centres. Picton Place Plan completed so far.
- Economic Development strategy completed same time as LEP
- Have a recent Destination Management Plan which could inform District Plan.

- Need for Koala corridors in Wollondilly
- DPE population projections aren't accurate
- Role Western Parkland City Blueprint and Economic Roadmap - need a clearer direction on document roles
- Wilton plays a key role in connectivity from Illawarra to the airport, outer Sydney orbital. Rail, road, public transport, and freight.

Wollondilly Shire Structure Plan (refer to appendices for full size map):



4.2 A review of new Community Strategic Plans and recent engagement

A review of the recently revised Community Strategic Plans (CSPs), including engagement with the council staff who prepared the CSPs, revealed insights into issues important to the Western Parkland City communities. They show how community sentiment has changed in the last 5 years of the strategic and corporate planning cycle. This work is summarised below, with detailed information for each Council at Appendix 2.



Cabramatta Town Centre. Source: Fairfield City Council

What is most important to your LGA?

Sustainability, including social, environmental, and economic sustainability, is the underpinning principle of most Community Strategic Plans. The definition of sustainability varies across the LGAs, encompassing matters such as: environmental protection, inclusivity, and equality, and promoting local economic development. A desire for the community to be better engaged in planning decisions was raised as a key concern in many of the CSP consultations.

What are the key issues from recent community engagement that influenced strategic direction in the latest CSPs? What are the key changes in the engagement response between the previous CSP and the 2022 CSP?

A broad range of community engagement has been undertaken to inform the CSPs over 2021-22, including surveys of individual community members, and engagement with community groups and key stakeholders. Key concerns raised from the engagement across the nine Council areas included:

- A need to manage growth, protect character, environment, and landscape. The importance of protecting the environment and biodiversity has increased- generally seen through engagement activities.
- A need to improve amenity, liveability and create beautiful places across the district.
- From a local government perspective, the constant need to focus on foundational matters – for example ensuring roads and maintained and local infrastructure is provided at a sufficient standard (particularly when responding to impacts of natural disasters for example).
- A need to better connect the district (and through connection to the rest of Sydney) - through public and private transport, including active transport linkages.
- Concern has increased about climate change, with some Council's declaring a 'climate emergency' – all agree a need for mitigation and also to make places and communities more resilience to impacts.
- Managing urban heat has risen in community consciousness and importance for new and established urban areas.
- Concerns about declining housing affordability & cost of living increases are increasing in importance as a concern for communities in Western Sydney.
- A need to diversify employment in the Western City and providing more local, quality, and sustainable job opportunities locally and greater accessibility to opportunities across Sydney.
- Importance of acknowledging the ongoing Aboriginal connection to Country and importance in the planning and management of the district.
- The importance of mental health and support, especially for young people, has increased, which may at least in part be due to Covid-19 lockdown impacts on youth.
- Catering to the needs of an ageing population and demographic profile.
- Community wellbeing, health and safety have increased in importance, seen as particularly due to the COVID-19 pandemic. The need for a work-life balance has been further emphasised and the importance of service and front-line workers.
- There is an increased emphasis on and demand for access to open spaces and recreation, and concerns regarding open space and facilities and potential for inequalities across Sydney.
- Equality in access to services is important, with concerns regarding the relative social and locational disadvantage experienced by communities in areas of Western Sydney.

Most of the local councils reported that they have experienced a recent change in the types of issues considered most important to their communities. Since the previous CSP cycle, it is evident the community is placing increased importance on amenity, place-making, urban greening, and open space, with expectations on local councils to deliver. Responses also had a much stronger focus on the importance of responding to climate change and increasing community resilience than previously. COVID-19 has highlighted both the importance of physical and mental health and the inequality in access to open space and recreation facilities across the WPC. It has led to a greater demand for local jobs, services, and other facilities to reduce the need for commuting and to improve work-life balance.



Figure 7: Wordcloud illustrating key issues raised in Community Strategic Plan consultations

What are the implications for the Western City District Plan review?

The District Plan review should consider how to develop a stronger emphasis on actions to address amenity, urban heat, urban greening and open space provision, and a stronger focus on resilience to and action to mitigate climate change.

The review should consider the importance of strengthening resilience, so the community, business and other stakeholders are better prepared to face future challenges, including pandemics and climate change impacts. Within this, creating resilient infrastructure is of key importance. For example, there is a need to review more 'fragile' transport arteries, evacuation routes, and improve overall connectivity and transport into and across the region.

The District Plan should also seek to address the framework provided by the Sustainable Development Goals, including consideration of goals that may be less-well represented in planning currently, such as those relating to poverty, zero hunger, affordable and clean energy and gender and equality.

5 KEY EMERGING ISSUES FOR DISTRICT PLAN REVIEW

5.1 Overview

Emerging from the research undertaken for this paper, including the local strategic planning and inputs from Councils, much has changed since the Western District Plan was adopted in 2018. This includes substantive local strategic planning undertaken by the Councils; new Community Strategic Plans and changing community priorities; and disruptive societal and environmental changes such as COVID and extreme weather. All require a shift in approach to planning in the Western Parkland City.

Eleven thematic planning and related policy areas have been identified for further attention, with additional detail and direction and strengthened or amended policy approaches recommended for the District Plan Review.

For each theme, an outline of the issue is provided, followed by a summary list of Council concerns raised during engagement, and a table with implications for the GCC to consider in the District Plan Review.



Entrance to Liverpool Train Station. Source: Liverpool City Council

5.2 Establishing transport connectivity

What is the issue?

The Western Parkland City needs better transport links to the other five cities of Greater Sydney and better east-west and north-south connections within the city itself. Travel from parts of the region by public transport are prohibitive and roads are congested.

The impacts of poor connectivity range from congestion and poor air quality, to limited employment and services access and contributing to social exclusion. Whilst the WPCA draft Blueprint sets out transport infrastructure priorities, the focus is on connectivity to the Aerotropolis. Improving access to the Central City and Eastern City and between existing centres is also important.

Improving resilience through building more climate-proof transport infrastructure and strengthening evacuation networks for extreme weather events is a key issue for the WPC.

Key Council concerns

The issue of transport connectivity, including public and private transport and freight movements, was one frequently raised in our engagement and research.

Concerns raised by the Councils in discussion include:

- Integration of transport and land use is critical to the transformation of the WPC and should focus on BOTH the regeneration of existing urban fabric to be transit and walkability-oriented, as well as creating new transit-oriented expansion to the urban footprint.
- A disproportionate burden from toll costs and rising fuel costs in the WPC due to the need to travel long distances to access employment and a reliance on private cars.
- Reduced amenity of the Western Parkland City and its centres due to excessive car use, including poor air quality, noise, congestion, and land-take for car parking as well as weak active transport infrastructure and useage.
- Inadequate public transport services between key centres, limiting economic potential and heightening inequality in access to employment opportunities.
- There is a need to finalise and fund other key connections to the airport, to reinforce the structure of the WPC, including for example:
 - Linking the airport line to Leppington, where there is currently connection to the metropolitan rail network
 - Connecting the airport to Liverpool via Fifteenth Avenue
 - Linking Parramatta to WSI airport line via Prairiewood and Cecil Hills
 - Extending north-south metro line south to Campbelltown-Macarthur, via Oran Park and Narellan, and
 - Completing the link through Luxford between St Marys and the NW and Richmond rail lines.
- There is a need for certainty on route finalisation and planning for the Outer Sydney Orbital.
- Concern regarding only part completion of the north-south metro line from the airport to St Marys and the need to complement with additional links to provide effective access from across the WPC.
- No public transport infrastructure connects the Illawarra to the WPC.
- The cost to local government of repairing transport networks after extreme weather. Fragile transport arteries (where a community is reliant on one road for access), where flooding, bushfires, landslides/slips can leave communities isolated are a key concern.

- The environmental and social/safety impacts of increasing road freight movement, for example in the Blue Mountains where freight travels through town centres along the Great Western Highway.



Wollondilly Shire Local Roads. Source: Wollondilly Shire Council

Transport connectivity implications for District Plan Review

- Accelerate the implementation of 30-minute cities to ensure residents have employment opportunities, services, education, and health within an easy commute.
- Develop timing commitments across all city-shaping transport corridors, and delivery timeframe for acquisition and operation. Link to staging of growth and develop a stronger connection between transport infrastructure provision and growth delivery to establish new transit orientated development, drive land use integration and regenerate existing urban areas.
- Better coordinate transport delivery with growth and land use planning decisions to drive regeneration of existing neighbourhoods and centres that are transit-oriented and walkable.
- Focus on providing strong and high-capacity transport between the Metropolitan & Strategic/Specialised Centres of Western Sydney and the Greater Sydney metropolitan area, to improve competitive position in the metropolitan area, employment growth and business location.
- Recognise the constraints and costs (social, economic, and environmental) of poor transport connections and low amenity in WPC and consider innovative solutions, including short-medium term ones, to encourage active transport and meet the gap until longer term projects can be realised.
- Regenerating existing urban fabric into walkable 15-minute neighbourhoods will be a key element in driving the liveability of the WPC and attraction/retention of knowledge businesses and skilled persons.

5.3 Improving infrastructure delivery & funding

What is the issue?

Development and growth in Western Sydney have outpaced the ability to deliver infrastructure to support this growth. As a result, the WPC has a historic backlog of key infrastructure, including public transport access to growth areas, quality open space and recreation, social and cultural facilities. Current mechanisms to fund infrastructure in established and new growth areas, including developer contribution schemes, are not sufficient to provide the necessary funding (including social infrastructure), and schemes can only provide for 'essential infrastructure.'

The WPCA are currently completing a review of the Place Infrastructure Compact approach, developing a new methodology to coordinate growth and infrastructure provision, and are testing this in the southwest of the WPC. This will identify infrastructure profiles, funding availability, relationships, and dependencies as well as better forecasting development. It will also identify where there is a need for public funding to support the growth infrastructure, and link with government processes for budget allocation. This approach is being refined and could potentially be rolled out across the WPC, improving infrastructure coordination.

Social infrastructure to support inclusive communities, including recreation facilities, open space, community, and cultural facilities is needed in the WPC. This is important in both greenfield extensions and as upgrades to current infrastructure in infill and renewal occurs for increased densities.

There are major constraints in the capacity of Sydney Water to service development fronts in Western Sydney, and a need to review the servicing constraints for utility providers, better understand staging plans for providers, and appreciate the resulting barriers to growth.

The LGAs within the WPC are on-track to meet the housing targets set out in both the Western District Plan and individual housing strategies. There is more than sufficient land rezoned to meet housing and employment land use demand, yet delivery is now at risk due to a lag in infrastructure planning and delivery, especially in the growth areas. The delivery of sewage treatment is a particular constraint in the southwest.

Linking growth and infrastructure delivery through improved coordination and effective funding mechanisms, as well as strong staging of growth to be cost effective and best value will be important elements in managing growth in the WPC.

	LAST 5 YEARS 2016/17 – 2020/21	LAST 5 YEARS 2016/17 – 2020/21	LAST 5 YEARS (TBC- COUNCILS TO PROVIDE)
Local Government Area	District Plan Housing Targets	Completions (DPE Regional Housing Activity Monitor) *	
Blue Mountains	650	672	
Camden	11,800	11,529	
Campbelltown	6,800	6,385	
Fairfield	3,050	1,683	

Hawkesbury	1,150	989	
Liverpool	8,250	9,591	
Penrith	6,600	7,982	
Wollondilly	1,550	1,693	
Western Parkland City Total	39,850	40,470	

Figure 8: 5 year and 10-year housing targets by LGA- Western Parkland City

Key Council concerns

Key concerns raised by the Councils include:

- Delay in planning/delivery of sewerage treatment infrastructure is a key constraint on growth, especially in Wollondilly Shire (for Wilton, Picton and other locations). This will constrain the acceleration of the Greater Macarthur growth area. Other concerns include are regarding capacity in the Southwest Growth Area.
- Better focus on funding augmentation and renewal of infrastructure in existing urban areas and centres to better use existing urban infrastructure. A concern of Councils with the WPCA draft Blueprint was its focus on infrastructure for the greenfield growth at the Aerotropolis and airport and lesser focus on the renewal and regeneration of established areas.
- Population is exceeding the planned infrastructure due to higher-than-projected density being achieved (e.g., in Northwest Growth Area, Blacktown LGA).
- Secondary dwellings are not being counted in ABS Census and other infrastructure planning, placing pressure on existing infrastructure, especially in Fairfield, where over 2,600 approved secondary dwellings were constructed from 2016-2021, but also in Blacktown and other LGAs.
- Extreme weather caused by climate change is creating major issues for infrastructure maintenance across the WPC, particularly from major storms and flooding, including landslips, but also related to the impact of bushfires. Greater resilience of infrastructure to natural disaster and a better link to funding mechanisms for this replacement in the recovery phase will be important.
- Councils are struggling to fund the scale of required local infrastructure for growth: in some cases, only part of the full capital costs for growth infrastructure and land acquisition is being funded through development contributions. The long-term expansion of the local government infrastructure asset base also places significant pressure on recurrent costs including maintenance, which may be at a higher service level for new growth areas than traditionally provided. The funding model for growth infrastructure should be reviewed, and the capacity of local councils to deliver the scale of local infrastructure (particularly including the scale of land acquisition).
- Opportunities to better link land use growth decisions to infrastructure delivery decisions at the state and local government level – improving the infrastructure coordination and delivery focus would be a key area for reform driven through actions in the District Plan.
- This integration could include making sure that housing targets being negotiated within the District Plan for 20 years embed a strong link to the ability and commitments to delivery of infrastructure by state and local government.

Infrastructure coordination & funding implications for District Plan Review

- a. Consider in the District Plan the staging of growth across the WPC to ensure efficient infrastructure investment and the capacity of government to deliver, to avoid infrastructure shortfalls.
- b. Ensure that there is capacity in systems of water and sewerage and other utilities to support the growth of the WPC.
- c. COVID-led reductions (due to temporary reduction in migration) in growth population forecast will also require a revisiting short to medium term in staging of growth.
- d. Investigate in the District Plan the balance between greenfield housing expansion and the potential for better servicing of existing zoned residential and industrial land, and how regeneration of existing urban areas can better be supported to create high amenity, walkable locations.
- e. Develop a methodology in the District Plan that links housing targets and timing to be responsive to the capacity and funding available for infrastructure provision in the WPC.
- f. Review the cost associated with greenfield and infill development and review the funding mechanisms to provide the infrastructure to support this growth effectively. This should consider the significantly higher cost of land acquisition for growth areas, compared to funding provided through current contributions plans to ensure funding of land acquisition and open space.
- g. Consider how secondary dwellings can be better accounted for in demographics and planning as housing options that are diversifying housing choice, but need to be effectively regulated, serviced, and supported.
- h. Develop improved funding models for the regeneration of established urban areas and centres, including effective funding to improve liveability, amenity, and upgrade neighborhood infrastructure.

5.4 Building climate change resilience

What is the issue?

The Western Parkland Sydney is particularly susceptible to flood events, bushfire risk, urban heat, and drought. Over the last 5 years, the frequency and severity of extreme weather events has increased. The 2019-2020 drought and bushfire season and flooding in 2021 and 2022 caused unprecedented costs and disruption to communities and the environment.

In addition to the obvious impacts of loss of life, damage and loss of housing and infrastructure and impacts on businesses and the economy, extreme weather impacts community health and wellbeing. The impact of severe and repeated floods and bushfires on mental health are devastating. Physical health is also affected, whether through repeated exposure to bushfire smoke, which was widespread across the WPC, or exposure to condensation and mold in wet weather. Biodiversity in the WPC was particularly hard hit by the bushfires.

Whilst riverine flooding is highly destructive and most obvious along the floodplains of major rivers, extreme storm events have badly damaged infrastructure across the WPC and caused landslips and landslides in areas outside of the floodplain.

The increasing risk requires us to rethink how we manage the risks of climate change and how we plan for new development and future-proof existing development and infrastructure across the WPC. Resilience thinking is key to this approach, including understanding the role of natural systems. Innovative ways to manage climate risk beyond traditional responses are required to build resilience and reduce property damage and loss of life.

Without intervention and action on emissions reduction, communities will continue to be impacted by extreme weather events and climate change, resulting in far-reaching social, environmental, and economic impacts.

Key Council concerns

Concerns raised by the Councils in discussion include:

- A need to complete flood and evacuation modelling for the Hawkesbury Nepean. The current uncertainties are making it difficult to proceed with land use and infrastructure planning in key areas.
- There is a need to prioritise key routes and infrastructure projects that address isolation of communities in emergency events (e.g., Richmond bridge duplication).
- A need for a strategic approach to better managing water supply for droughts, including for agriculture.
- A need to expand on the urban heat principles in the District Plan to develop concrete actions. For example, actions to retrofit older subdivisions in Fairfield and Blacktown to re-naturalise waterways and increase green and blue networks. Such projects are costly and need state funding to be achieved.
- Whilst Councils have made progress on urban tree canopy targets, influencing private property owners is difficult and large dwelling footprints make it hard to grow trees on private lots in growth areas.

Climate change resilience implications for District Plan

- a. Ensure that resilience underpins the entire WPC Plan, informing decisions about liveability and productivity, as well as sustainability. Concrete actions are required that build on the existing District Plan sustainability priorities.
- b. Review the WPC spatial strategy to determine where development can occur safely and to develop better evacuation routes. Are there areas no longer appropriate for new development? Reducing the footprint of urban development through encouraging densification in existing areas could also play a key role.
- c. Undertake a city-level climate impacts risk assessment for the WPC to inform the plan review.
- d. Review and implement relevant findings of the *NSW 2020 Bushfire Inquiry*, the *2022 NSW Flood Inquiry*, and the *Select Committee on the Response to Major Flooding across New South Wales in 2022*
- e. Consider how better coordination between emergency response and urban planning can be achieved.
- f. Consult with traditional owners on solutions to flooding and bushfire, including traditional burning practices.
- g. Review current thinking and practice in integrated catchment and flood risk management, including nature-based solutions. Explore and promote innovative physical flood alleviation measures, e.g., upstream catchment management, bank rehabilitation, temporary detention dikes, dams, and water retention areas. Consider buy-back of extreme flood-affected properties and flood-resistant rebuilds.
- h. Resolve flood plain management and evacuation planning for the Hawkesbury Nepean catchment.
- i. Review infrastructure planning for the WPC with a climate risk and climate-proofing lens, elevating the importance of evacuation-route planning and fragile transport links (where communities can be isolated in extreme events).
- j. Build on existing policy initiatives on urban heat to ensure they lead to practical outcomes, including for complying development in the growth areas.

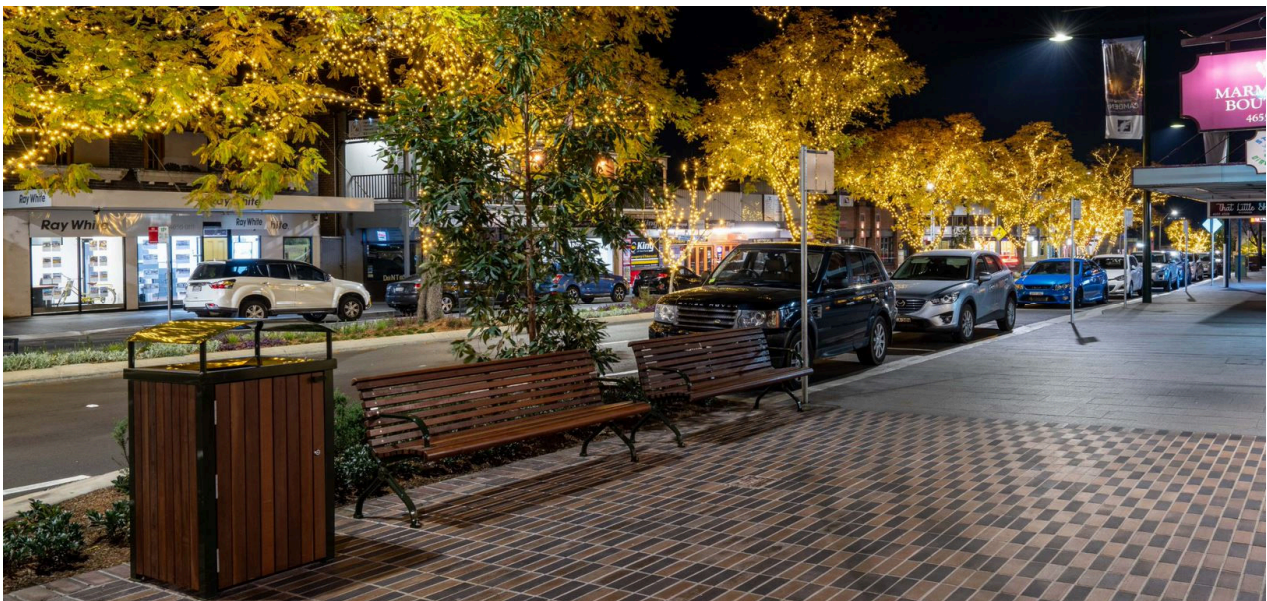
5.5 Creating healthier communities

What is the issue?

The COVID-19 pandemic has had a major disruptive impact on cities globally, with broad-reaching health, economic and social implications that impact urban planning. Effects on the WPC have been varied, with both positive and negative outcomes emerging, and existing inequalities highlighted. The importance of health and wellbeing has been highlighted as a key learning from the pandemic an area where urban planning can play a key role.

In parts of the WPC, increased home working has created a greater demand for local services. However metropolitan centres are still struggling to attract workers back to offices, with ongoing impacts on CBD businesses. There is increased housing demand, especially for larger homes and in peri-urban areas. There is a growing appreciation of green spaces and access to parks, a need for greater digital equity and infrastructure and fluctuations in car use.

Population dynamics in the WPC are likely to change significantly due to a period of low immigration during 2020-2022 because of the pandemic. This will result in a decline in demand in some areas of the WPC but an increase due to 'tree-changers' in other areas. This is likely to necessitate a review of housing targets and timeframes for housing delivery.



Camden Argyle Street. Source: Camden City Council

Key Council concerns

Concerns raised by the Councils in discussion include:

- The pandemic highlighted inequalities in access to quality public space in Western Sydney, with many residents having limited recreational facilities within a 5 km radius.
- Business, especially the tourism, hospitality, and arts/cultural sector, has been severely impacted, with international tourism still recovering.
- The pandemic has had ongoing impacts on mental health within the WPC. Young people have been particularly affected; and older and immune-compromised residents have been isolated.

Poor living conditions, ventilation, and a lack of space in many homes exacerbated health issues.

- Metropolitan and strategic centres where there is a higher proportion of office employment have been hit hard economically.
- Planning needs to consider the impact on retail and town centres and the future role for these centres, with the move towards online shopping hastening during the pandemic.
- There's been an increase in tree-changers (city-dwellers moving to more rural and peri-urban locations), particularly the Blue Mountains, Hawkesbury and Wollondilly.
- Population projections completed by DPE in 2022 at the state level – and applied at sub-LGA level for the WPC make assumptions regarding migration and impacts of COVID. These differ from many local council projections, which use a bottom-up methodology of forecasting as well as housing supply assumptions in growth areas.

COVID-19 Pandemic -Implications for District Plan Review

- a. Address inequality in open space provision in established areas and new release areas. This may require innovation in land acquisition and contributions.
- b. Expand the planned green grid and take a finer grained approach to open space and recreation planning, active transport, and green and blue networks.
- c. Strengthen the approach to 15-minute cities across the WPC and improve public domain and open space outcomes in existing centres and established areas.
- d. Address inequalities in cultural and social infrastructure and services provision between Western Sydney and other parts of Sydney by supporting funding.
- e. Further develop opportunities to support working from home, with business hubs in strategic and district Centres, as recommended in the report: *Closer to Home- Western Sydney*²⁰.
- f. Seek opportunities to encourage investment in health and mental health services, including integrated health hubs in centres.
- g. Recognise the health cost of poor-quality housing and workplaces and promote better standards for new development and retrofitting of existing development to improve ventilation and insulation from heat and cold.
- h. Resolve agreed local-state population projections and timings for the Western Parkland City, including alternate planning scenarios for future growth, as the basis for updated state and local planning.
- i. Review housing targets identified in the district plan considering updated population and census data and demographic changes (decline in population; tree-change effect) due to COVID.

²⁰Business Western Sydney. Closer to Home- unlocking the hybrid workplace in Western Sydney
<https://www.businesswesternsydney.com/media-centre/media-releases/locking-in-the-hybrid-workplace-in-western-sydney-could-unlock-450-million-boost-to-the-region-economy>

5.6 Addressing social inequality

What is the issue?

Western Sydney faces socio-economic disadvantage²¹ when compared to the rest of Greater Sydney. Economic change hits those who are more disadvantaged harder²² and the unemployment rates throughout 2020 and 2021, which are higher in Western Sydney, highlight this spatial inequality and social disadvantage. There is a likelihood of increased hardship in the coming years as economic pressures such as inflation and costs of living increase disproportionately to wage growth.

Western Sydney has a higher proportion of economically disadvantaged groups than Greater Sydney, including Aboriginal and communities, which are also culturally and linguistically diverse.

Planning for the future of Western Sydney needs to address existing social inequality and strengthen the approach to 15-minute cities to provide a greater variety of job opportunities in proximity to homes. If this doesn't occur, the Western Parkland City communities will in some areas continue to be socially disadvantaged with adverse health and wellbeing impacts on communities and greater vulnerability to future economic changes.

Key Council concerns

Concerns raised by the Councils in discussion include:

- Increased fuel costs, high inflation, increased interest rates, disproportionate cost of road tolls and declining housing affordability are key concerns.
- Inequalities between the WPC and Greater Sydney, as well as within the WPC itself.
- Renewal of social housing areas is a priority but is not occurring at the same level as with other parts of Sydney.
- Housing costs are increasing with the introduction of the WSI Airport and Aerotropolis, adding to inequality.
- There is an opportunity to build and promote the existing strengths of WPC's culturally and linguistically diverse communities, through encouraging regeneration of existing diverse centres and promoting cultural events

Social inequality - Implications for District Plan Review

- a. Develop targeted strategy to address social disadvantage in WPC as part of district planning and in developing strategies for affordable rental housing
- b. Address inequality in access to jobs and strengthen approach to 15-minute cities to provide a greater variety of job opportunities.
- c. Find opportunities to build social connections across cultural, creative, sporting, and other recreational pursuits, as well as through renewal of town centres in consultation with culturally diverse communities.

²¹The Australian Bureau of Statistics (ABS) broadly defines relative socio-economic advantage and disadvantage in terms of people's access to material and social resources, and their ability to participate in society. It measures this using the Socio-economic Advantage and Disadvantage Index (SEIFA).

²² NSW Government (2019), NSW 2040 Economic Blueprint, https://www.treasury.nsw.gov.au/sites/default/files/2019-11/0909-02_EconomicBlueprint_Web.pdf

- d. Inequalities in cultural and social infrastructure and services provision between Western Sydney and other parts of Sydney need to be addressed.
- e. Opportunities to support working from home should be further developed, with business hubs in strategic and district Centres.
- f. Consider the needs of vulnerable populations including Aboriginal and Torres Strait Islander people and culturally and linguistically diverse communities and those with a disability and support employment and culturally appropriate housing for these communities.
- g. Consider the unequal impacts of COVID and of rising costs of living on Western Sydney communities, including the costs of fuel for transport and tolls (given higher levels of car ownership and driving) and seek ways to address this.



Street Night Food Market. Source: Liverpool City Council

5.7 Supplying affordable and diverse housing

What is the issue?

Western Sydney has traditionally been a more affordable housing area in Greater Sydney. It also hosts a significant amount of social housing stock. However, rising prices and rents have outpaced rises in household incomes, making housing less affordable in real terms. Often trade-offs are made between housing affordability and accessibility to services and employment.

Affordability is increasingly becoming a major concern. This is exacerbated by recent social and economic changes due to COVID-19, increasing interest rates and cost of living and extreme weather events including bushfires and flooding. It is also directly impacted by a decline in the stock of affordable private-sector rental dwellings as older buildings are replaced with new.

Housing stress impacts the physical and mental health impacts of individuals, but also results in significant costs to the overall community and economy. A Draft Western Sydney Affordable Housing Strategy was prepared by WSPP in 2020-21. It identified that without intervention, the number of households in housing stress or in need of housing assistance in Western Sydney could rise from 89,000 in 2016 to 173,900 in 2041. Since this time housing affordability has worsened, so the figures are likely to be worse.

The current crisis in the construction industry, in particular rising costs, is a key concern²³. Building companies are collapsing, in large part due to exponentially increasing materials and labour costs. This is already causing a slow-down in construction, and will impact viability and completion rates, ultimately impacting the supply and affordability of housing.

There is clear need for increasing the stock of affordable rental housing and addressing housing affordability more broadly.



Penrith City Centre and Thornton development. Source: Penrith City Council

²³ Domain, SMH, 2022 https://www.domain.com.au/advice/how-much-does-it-cost-to-build-a-new-home-in-2022-1139620/?utm_campaign=featured-masthead&utm_source=smh&utm_medium=link

Key Council concerns

Concerns raised by the Councils in discussion include:

- In established areas of Fairfield and Blacktown in particular, but across the WPC, secondary dwellings have increased as a housing form, often considered by councils to be constructed illegally, causing unsafe and potentially exploitative situations for residents. Secondary dwellings place pressure on infrastructure and are not being captured in data on population or infrastructure funding effectively.
- The difficulties in funding affordable rental housing contributions as essential social infrastructure for neighbourhoods through the planning system has been difficult due to competition for other state and local development contributions for infrastructure for growing areas, as well as more limited market viability for redevelopment.
- A lack of diversity in housing choice being provided, including for lower cost private sector rental opportunities, and alternate housing forms to detached dwellings.
- Government funding and initiatives to improve housing affordability and supply across NSW focus on increasing home ownership, with more limited focus on improving outcomes for the rental market, particularly for income constrained households for key workers and older, often single person households.

Housing affordability and diversity -Implications for District Plan Review

- a. Identify affordable rental housing supply as a critical element in the attraction of jobs and businesses to locate and grow in Western Sydney.
- b. Collaborate with the WSPP in the preparation of the Western Sydney Affordable Housing Strategy to develop a strategy to address housing affordability in the WPC, deliver diverse housing, develop targets for the WPC Plan and meet social and affordable rental housing needs.
- c. Review the impact of construction industry changes, including increasing materials and labour costs, as well as interest rate increases on housing affordability in the WPC.
- d. Investigate the development of a regional scheme for affordable housing contributions through the planning system, that effectively addresses the context and differing situations across Western Sydney as well as ensuring this is administratively efficient to leverage affordable housing delivery.
- e. Engage with the Commonwealth Government, who control many levers relative to the housing market, regarding direct investment in the affordable rental housing supply, and financing and incentive options for ARH in the community, public and private sectors.
- f. Build on the work from the local council LHS's and seek opportunities to improve the diversity of housing in Western Sydney to be more consistent with the housing preference and needs of the community. This may involve evolution of the housing targets to include diversity and original approaches to encourage provision of more diverse housing types by the private sector.
- g. Improved integration of transport investment and land use to drive regeneration which located affordable and more diverse housing forms in close proximity to transit and as part of walkable 15-minute neighbourhoods.

5.8 Transitioning to zero carbon economy & enhancing environmental protection

What is the issue?

With climate change impacts increasing, energy challenges being faced by NSW and a rapidly growing population, the Western Parkland City must take a stronger approach in reducing its carbon emissions to meet NSW zero-carbon targets. To do this, the WPC needs to reduce carbon emissions significantly (i.e., by 50%) by 2030 and achieve net zero emissions by 2050. Whilst aspirations to develop a zero-carbon Aerotropolis exist, the challenge will be to also reduce emissions across the entire WPC, in existing areas and new development locations, in the face of rapid development and the emissions created by the new WSI Airport. Reducing built environment emissions, e.g., through requiring all-electric (no gas) development will be key.

Many of the Councils in the WPC now have climate action plans or net zero emissions targets and 3 Councils (Blacktown, Blue Mountains, and Hawkesbury) have declared a climate emergency, however further action will be required including a stronger emphasis in the District Plan.

The broader societal shift to a green economy provides the WPC with economic opportunities for business and industry, in particular for renewable energy, circular economy production and agri-business. Rooftop solar in Western Sydney's vast industrial areas and renewable energy projects in the MRA are a key opportunity.

Protecting and enhancing the existing Metropolitan Rural Area (MRA) and natural areas in the WPC is critical to achieving net zero. Other urban greening projects, expanding on the urban green grid and tree canopy targets, could play a key role in helping achieve this aim through carbon sequestration from implementing nature-based solutions.

Whilst important for emissions reduction, environmental protection in the WPC is essential for a broad range of other reasons, including biodiversity protection, watershed management flood risk mitigation, air quality, drought- resilience and minimising urban heat. There are also key social benefits, including enhancing health and well-being and economic benefits to the visitor economy. This is becoming an increasingly important issue for the WPC community, as evidenced through recent Community Strategic Plan consultations.

To maintain biodiversity, Western Sydney needs to include areas for conservation and protection of plant and animal species. The Cumberland Plain Conservation Plan (CPCP) covers approximately 200,000 hectares and aims to allow for the streamlined delivery of housing and infrastructure while protecting regionally important land for conservation and publicly accessible green space. Local councils are key delivery partners with DPE for implementing the Plan's conservation program. This includes supporting the commitments to manage landscape threats, build knowledge and capacity and protect high-value sites through biodiversity stewardship agreements or council reserves.

Key Council concerns

- Development intrusion into Cumberland Plain Woodland and concerns about whether biodiversity offsetting is sufficiently protecting it.
- Koala habitat protection, especially in new urban release areas in the Southwest and Macarthur.
- Environmental protection and management of growth more generally raised as an increasing concern by the community.

- Conflicts between bushfire management (land clearing for APZs) and the need to protect biodiversity.
- How the environmental impacts of WSI Airport can be managed, including increased tourism/visitation, traffic congestion, air quality and noise impacts and impacts on rural character.



Solar Panels on Campbelltown Arts Centre. Source: Campbelltown City Council

Zero carbon and environmental protection- implications for District Plan Review

- a. Focus on how the Plan can meet NSW zero carbon targets, reducing the WPC's carbon emissions 50% by 2030 and create a carbon-neutral city by 2050, given the expected high levels of development.
- b. Investigate measures to increase nature-based solutions to climate change and carbon sequestration, including in the MRA.
- c. Increase energy self-sufficiency and renewable energy and minimise transport and built environment emissions; require new development to move away from gas, towards all-electric precincts.
- d. Consider how industry in Western Sydney can progress towards net zero and harness the opportunities of a decarbonised global economy, including adopting circular economy principles, and a move towards all-electric production.
- e. Explore opportunities for renewable energy production including in rooftop solar industrial areas and the Metropolitan Rural Area.
- f. Prioritise the protection of Cumberland Plain Woodland and other endangered ecological communities and critical habitat.

5.9 Balancing growth with employment

What is the issue?

There is a need to further develop the approach to urban structure and centres to strengthen economic growth and employment outcomes for Western Sydney. A key issue is the better integration of the metropolitan and strategic (and specialised) centres of Western Sydney into the Greater Sydney metropolitan area, to improve agglomeration opportunities that promote business and services to locate into the region. There is also the opportunity to develop complimentary specialisations for these centres and ensure there is strong connectivity within the WPC to achieve an improved scale in demand for services as well as access to larger labour force pool and diversity.

Significant recent planning effort has been focused on the new Aerotropolis employment precincts surrounding and integrated with the WSI airport, including the new centre of Bradfield. The approach focuses on increasing knowledge, research, and skills to support advanced manufacturing as well as international and national trade, and the associated freight and logistics as well as agribusiness. These opportunities take advantage of the airport's enhanced regional and international connectivity.

Existing planning has also seen investment and planning for job creation in the metropolitan cluster centres of Campbelltown- Macarthur, Liverpool, and Penrith. This includes a focus on Health and Education precincts, connection to research and innovation as well as the proposed Justice Precinct in Campbelltown.

There is an opportunity to develop a stronger role and focus on the review of the District Plan for building off the established metropolitan centres, as well as opportunities to accelerate economic growth of existing and emerging strategic (or specialised centres) across Western Sydney. There is the opportunity to develop specialisations for these centres, to complement their retail and services roles, and develop strong connectivity to improve their competitive position as locations for business as part of metropolitan Sydney. This should be done in parallel to developing transport service inter-connectedness within the WPC.

The transition to a greener economy is important for Western Sydney's future growth and for it to be economically competitive in the future. Given its large land area and existing industry and agriculture sectors, the WPC is uniquely placed to become a leader in advanced manufacturing for renewable energy, transitioning to a circular economy and development of sustainable urban agriculture/agribusiness.

The cultural and recreational development of metropolitan and strategic centres should also be a key part of the decentralisation of opportunities and facilities within the Sydney metropolitan area, with metropolitan centres featuring a wide range of cultural facilities and attractors.

Western Sydney's metropolitan centres could also share in a significant annual boost to expenditure in their local economies, and attract more direct and indirect jobs, if the hybrid working week becomes a permanent fixture of work-life balance after the COVID pandemic has passed²⁴

²⁴ Business Western Sydney. Closer to Home- unlocking the hybrid workplace in Western Sydney
<https://www.businesswesternsydney.com/media-centre/media-releases/locking-in-the-hybrid-workplace-in-western-sydney-could-unlock-450-million-boost-to-the-region-economy>

and Western Sydney centres transition to support this change through, for example, hosting new workplace hubs.

Key Council concerns

Concerns raised by the Councils in discussion include:

- There is a need to better balance employment growth and population growth (housing supply) in Western Sydney, and to better ensure that employment growth and greater levels of employment self-containment are a focus for planning.
- Addressing what councils have identified as a shortage of employment land in some areas of the WPC, including industrial and large allotment employment lands.
- Managing the impacts from increased growth pressure and also high levels of visitation and demand for infrastructure within the Metropolitan Rural Area.
- Ensuring all areas of the WPC can be well connected into the WSI airport and surrounding aerotropolis employment areas, including for example through agribusiness opportunities and supply chains.
- A need to protect primary industries and support diversification of economic activities in rural lands.
- The need to focus on the development of WPC as a multi-centred part of the Sydney metropolitan area, and plan and invest in strengthening the economic and employment growth in metropolitan and strategic centres.
- To be internationally competitive, the WPC economy needs to transition to renewable energy and encourage circular economy business.



Marsden Park Employment Area. Source: WSPP

Employment implications for District Plan Review

- a. Develop an improved employment-housing balance with employment targets in the District Plan that link to housing targets and require employment generation to support continued overall housing supply.
- b. Further evolve the approach in the District Plan to metropolitan and strategic centres having complimentary specialisations for employment and services/facilities and strong competitive positions to attract employment as part of the Sydney metropolitan area.
- c. Strengthen the focus on regeneration of established areas and centres of the WPC to improve liveability and amenity to attract and grow economic activity and employment.
- d. Investigate how the WPC can become a leader in renewable energy and the circular economy.
- e. Develop a centres and employment lands strategy for the district.
- f. Undertake an analysis of future demand and the supply for employment lands in Western Sydney to ensure there is sufficient and well-located supply and that there is servicing and where necessary, restructuring of employment lands to be suitable for future employment intensive land uses.
- g. Investigate the impact of COVID, bushfires and flooding on the retail economy in WPC and on centres and develop a clear narrative on the changing role for centres in the WPC. This could include a review of retail centres in light of behavioural changes accelerated through the pandemic and implications for land use planning.

5.10 Planning for metropolitan rural area & visitor economy

What is the issue?

The Metropolitan Rural Area is the area outside of the established and planned urban area that is not classed as natural protected area. It comprises 28% of the total land area of the Western Parkland City, with the protected natural areas comprise 63% of the WPC. The Metropolitan Rural Area is seen by the existing Regional and District Plans and by the Councils as a vital component in the functioning of the city.

Existing rural land in Fairfield and Blacktown LGAs are planned for or being investigated for urban uses; however, the remaining seven LGAs are working with the WSPP on a project to review and understand the MRA better, in order to better recognise its values and protect and enhance it.

Issues for this theme will be discussed in a separate working paper being prepared by WSPP with the MRA Project Working Group, which also considers the individual Rural Areas strategies and studies undertaken by the Councils.

Key Council concerns:

Concerns raised by the Councils will be discussed in the separate working paper.

MRA & Visitor Economy implications for District Plan Review

- a. Refer to separate Metropolitan Rural Area Working paper (forthcoming) for implications and recommendations.



Hawkesbury Freemans Reach & Cornwallis. Source: Hawkesbury City Council

5.11 Connecting to Country

What is the issue?

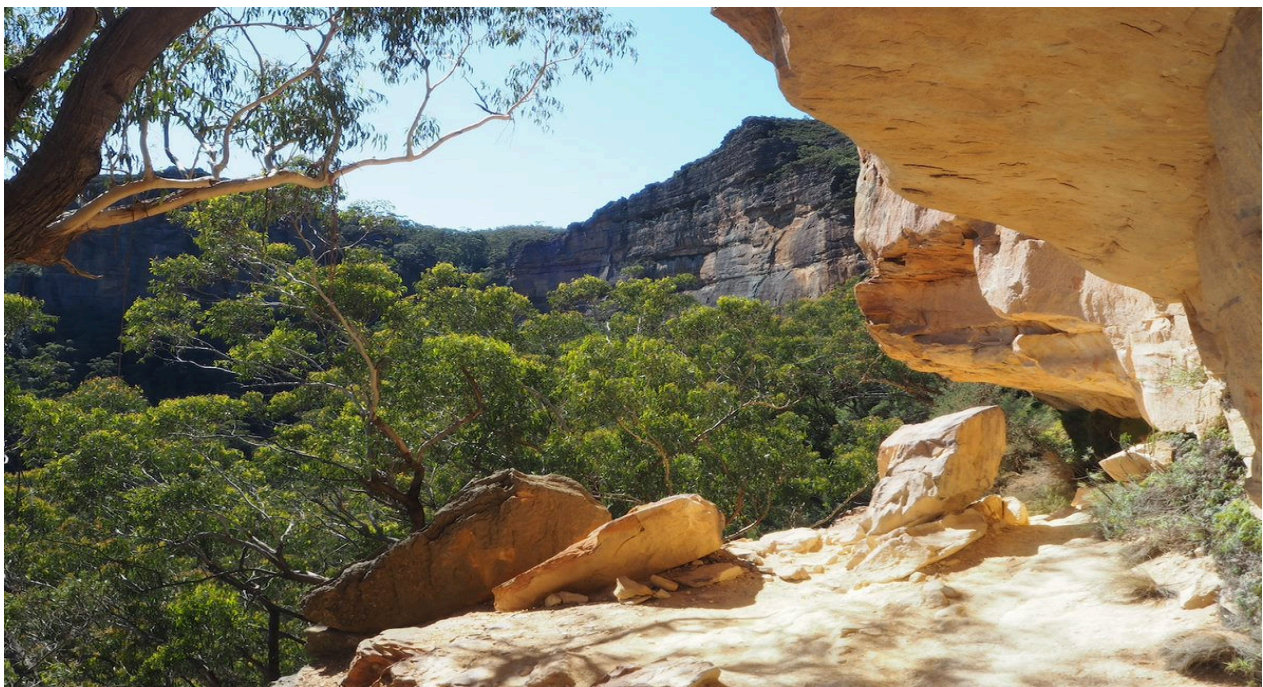
Western Sydney is home to the highest number of Aboriginal people in any region in Australia, with primary custodial obligations from the Dharug/Darug, Dharawal/Tharawal, Gundungurra/Gandangara and Darkinjung²⁵. Yet Aboriginal people have historically been marginalised from the planning process, and the focus has often been on preserving past 'heritage' without considering the present-day connection to Country and economic opportunities.

Since the adoption of the Western City District Plan there has been considerable work including the NSW Government Architect Draft Framework: *Connecting with Country*²⁶ and work led by the Department of Planning and Environment with Aboriginal groups and stakeholders in taking a 'Caring for Country' approach. Precinct planning for the WSI Airport and Greater Macarthur Growth Area are key examples.

Key Council concerns:

Concerns raised by the Councils in discussion include:

- The need for a more meaningful and engaged approach to Caring for Country was raised by a number of the Councils, and in discussions with DPE as a model for further progressing the work of the Western City District Plan.
- The engagement, including the feedback received by Councils on their Community Strategic Plans, highlighted the need to deepen our approach to responding to ongoing and continuing connections to Country, moving forward from a heritage/historic focused approach.



Blue Mountains National Park. Source: WSPP

²⁵ Western Parkland City Authority (2022) Draft Western Parkland City Blueprint

²⁶ <https://www.governmentarchitect.nsw.gov.au/projects/designing-with-country>

The WSPP's Metro Rural Area Review project will in part also consider this matter further.

Caring for Country implications for District Plan Review

- a. Consider how the District Plan review can lead on an approach to Caring for Country that recognises the continuing connection of Aboriginal people to the Western Parkland City and provides meaningful opportunities for connecting to country, whilst enhancing economic opportunities and social outcomes for Aboriginal people.
- b. Traditional Custodians and recognised Aboriginal knowledge-holders work as co-designers and designers in the review of the District Plan, rather than in a consultation or advisory role.

5.12 Better strategic alignment

What is the issue?

The Western City District Plan is acknowledged by the Councils as providing a good basis and core principles for planning in the Western City District. Whilst Councils have incorporated the work into their LSPSs, Local Housing and Employment Strategies and other documents, there is an opportunity for the GCC to work further on how the District Plan review will be applied across State Government agencies and planning, including in the development of SEPPs and planning system changes that would provide policy that has a substantive impact on the Western City District.

Key Council concerns:

Key concerns raised were:

- Concerns around an apparent lack of consistency between government policy and the region and district strategic plans.
- Difficulties for local councils and communities engaging with government agency-led precinct planning (e.g., GPEC, Orchard Hills, Penrith Lakes, and Aerotropolis) and business cases for transport infrastructure that overlap with local strategic planning functions, but do not allow for elected local council's representatives to be involved in the planning process, as would occur in a local strategic planning process. There is the opportunity for the GCC District plan to provide better direction, and opportunity for local council policy input, which then would set the framework for precinct planning undertaken by both local and state governments.

Strategic and statutory plan alignment- implications for District Plan Review

- a. GCC to develop the approach for application across NSW government of the region and district plans, to deliver better coordination and policy consistency to achieve the intent of the GCC strategic plans.
- b. GCC to set up a framework for better assessing strategic alignment of state government policy with the intent of the region and district plans, potentially as a key part of regulatory review processes and business case gateway reviews.
- c. GCC to focus on setting up clear strategic planning direction at the district scale, and clear description of strategic intent, to assist with guiding precinct and centres planning work, being undertaken by other state and local government agencies at the sub-district level.

6 NEXT STEPS

6.1 Working with the GCC on the Review of District and Region Plan

The WSPPs involvement in the Review of the Western Sydney District Plan and the Greater Sydney Region Plan and in collaboration undertaken during plan development, will be further discussed with the GCC as their work progresses.

The recently released (September 2022) Discussion paper 'The Six Cities Region' prepared by the GCC, has yet to be reviewed by the WSPP and the Councils. Separate comment will be provided to the GCC on this paper, potentially through organising a workshop with the GCC.

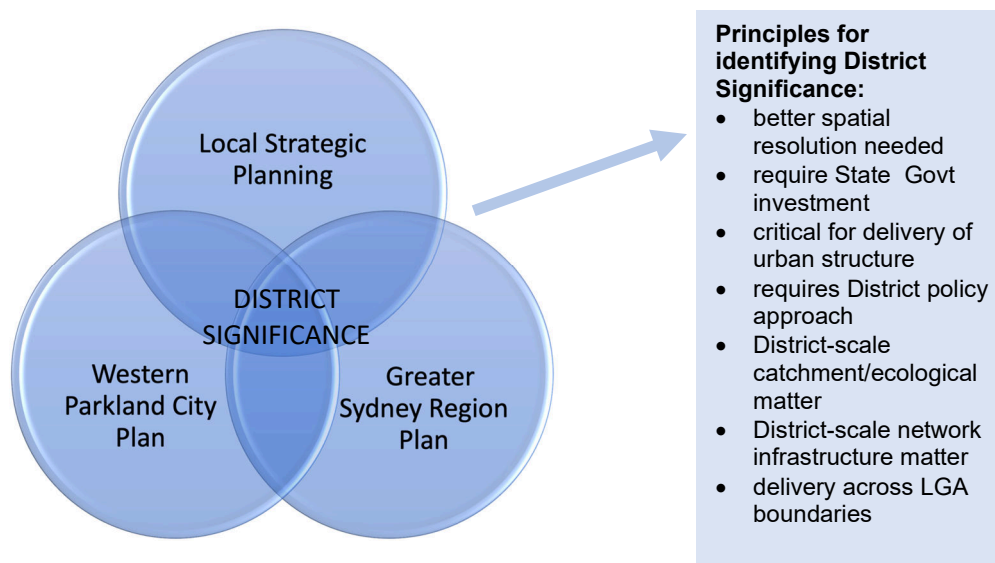
Future Transport 2061, also released in September 2023, will have implications for the District Plan Review, and is yet to be reviewed by WSPP and the Councils. Separate comment will be provided to Transport for NSW (TfNSW) on this strategy, potentially through organising a workshop with TfNSW.

WSPP's work on the District Plan review will be targeted on a number of key opportunities and work areas, rather than a comprehensive review of all issues being considered for the District Plan Review. Key work areas identified include the Review of the Metropolitan Rural Area and a review of existing work undertaken on a Regional Affordable Housing Strategy.

6.2 Identifying 'District Significance' from a ground-up approach

With Local Strategic Planning Statements now in place for each of the LGAs, the current Review of the District Plans is better able to be informed by a multi-directional approach: a ground-up approach where local strategic planning inputs inform the process, as well a top-down approach, where the broader State and Greater Sydney metropolitan priorities inform the district planning and can be resolved at this scale.

One of the challenges identified is how to determine whether an issue is of local importance, to be addressed at the local strategic planning level, or whether it is of District-scale significance, and hence needing a District-wide solution. This will help strengthen the initial 'cascading' approach adopted for the first tranche of District Planning.



To guide collaboration, it is proposed that a range of principles are used to help define ‘District significance,’ whereby ground-up local planning matters need to be addressed at the district scale. The following draft principles were discussed with the 3rd District Plan Working group, and it is suggested they be further refined with the group in collaboration with the GCC.

Key principles for identifying District Significance

- Where **better spatial resolution** of Region plan is needed (e.g., three-cities structure)
- Where key initiatives/areas **require State Government investment**
- Where it is critical for the delivery of the Western Parkland City **urban structure**
- Where addressing an **issue requiring District policy approach** (e.g., sector economic strategy implementation, urban heat)
- Where it deals with a **catchment/ecological matter** that has District wide scale (e.g., floodplain management, habitat)
- Where it deals with a **network infrastructure matter** that has District wide scale
- Where it requires land use planning or infrastructure delivery **across LGA boundaries** (e.g., Leppington centre, WSEA)

Some examples of issues that have already been identified as of District significance are targets and planning for affordable housing, metropolitan rural area protection/use, and floodplain management.

The WSPP will be staging a workshop with local councils to identify a preliminary cut of local planning and gaps in planning that should be considered as of district significance.

Appendix 1 - Key Issues for District Plan raised in Project Working Group discussions

Key Issues grouped by topic- From Project Working Groups
Consultation and process - Confidentiality issues with precincts under State Government planning (e.g., GPEC, Orchard Hills, Penrith Lakes, and Aerotropolis) - Lack of information from the State Government, secrecy is difficult for local democracy. - Adjust supply narrative, role of local government and state in providing supply and making it as viable as possible. - Funding – rate pegging, infrastructure contributions, essential works list
Affordable Housing - Clear guidance in any future district plan about what the rate is. - Housing Targets reconsidered with the need for housing target ranges instead of figure. - Blacktown have already up-zoned much of land that may have been suitable for inclusionary schemes.
Climate change (Flooding, bushfire, urban heat) - Urban Heat feeds into issues with the code SEPP. Better line of sight between strategic planning and statutory controls - Consistent approach to Emergency response e.g., Covid, flooding, bushfire - Evacuation Routes
Infrastructure - Lack of Infrastructure - Delivery of Infrastructure – utilities, retrofit in areas land has already been released, wastewater capacity in growth areas - Population is exceeding the planned infrastructure
Employment - Local Employment opportunity in growth areas, employment undersupply compared to population - Shortage of employment land - Protecting primary industries/support diversification of rural lands
COVID Response to changes brought about by COVID
Connectivity (e.g., links N-S and E-W, road, and rail) - Revision of District Plan - lock in East-West connection and North-South linkages - No progress on services linking the cities - Parramatta City Rail line major catalyst - Distances long and densities low

- Car dependent due to poor public transport, commuter carparking impacting across the LGA

Environment and biodiversity

- Open Space – level of growth with no cap on density.
- Diversifying landscapes - MRA is a key characteristic/priority in terms of promoting agriculture but also diversifying the asset that our rural land and landscapes
- Greenfield release areas - Sensitive areas & impacting koala habitat

Metropolitan Rural Area

- Adoption of District plan is too strict, needs to recognize rural areas
- Aerotropolis - Explore how the agricultural uses could support the Aerotropolis
- Clarity on the definition of the MRA
- Connection between MRA, planning legislation, and rezoning

Tourism

- Emphasise we are a Parkland City
- World Heritage Area that needs to be celebrated in the review of District plans
- Tourism from a sustainability focused viewpoint.
- Coordinate Tourism approaches across Western City particularly with consideration for the airport.
- Push to develop a visitor economy

Housing

- Deliver diverse housing, development consistent with rural values
- Having trouble meeting the housing targets in growth areas
- Seniors Housing
- Housing targets – 2/3 of their supply in the 5-year target is through secondary dwellings which the DPE doesn't count.

Sustainability

- SEPP controls leave little scope for private tree canopy cover

Social and Inequality

- Dealing with Socio-economic disadvantage in the LGA and unlocking potential housing supply

Appendix 2 - Review of Community Strategic Plans and engagement

Blacktown City Council
Our Blacktown 2041 Our vision, our plan Community Strategic Plan
Vision - 'City of excellence - diverse, dynamic, innovative.' Key Directions: 1) A vibrant, inclusive, and resilient community 2) A clean, sustainable and climate resilient city 3) A smart and prosperous economy 4) A growing city supported by accessible infrastructure 5) A healthy, sporting, and active city 6) A leading city
Recent community engagement key issues
• Managing growth (overpopulation) and development • Maintaining and improving infrastructure, services, and facilities to cater for population growth • Provision and maintenance of roads, footpaths, and cycle ways • Traffic management/control of congestion • Parking (availability, control, cost) • Parks/playgrounds/green open spaces • Performance of Council e.g., improving communication and engagement • What is Local Council and State govt responsible for? • No recognition of Blacktown in the city deal is painful. Lack of regional recognition. • CC adaptation and resilience is now a priority • Mt Druitt and Marsden Park and Riverstone Strategic Centres • How do we fund city growth?
Changes since previous CSP
• CSP did not undergo a total overhaul- it was an update rather than a major change. Similar to Blacktown 2036. • First nations engagement elevated as a priority as Blacktown has one of largest aboriginal urban populations • Climate change and infrastructure elevated • Evident change in the graphic style of document altering customer experience • Leveraging opportunities from the Western Sydney Airport • The latest community survey was conducted late last year.

Blue Mountains City Council

Sustainable Blue Mountains Together

Blue Mountains Community Strategic Plan 2035

Vision - 'A more sustainable and successful Blue Mountains by 2035, Environmentally, Socially and Economically.'

Key themes:

- 1) Lead - Inspiring leadership
- 2) Protect - An environmentally responsible city
- 3) Care - An inclusive, healthy, and vibrant city
- 4) Live - A livable city
- 5) Move - An accessible city
- 6) Thrive - An economically sustainable city

Recent community engagement key issues

- The importance of resilience and preparing for climate change
- Protecting the stunning natural environment and World Heritage Area
- The climate emergency & planetary health initiative as a response
- Consultation with community
- Bushfire prevention, emergency management and evacuation
- Housing affordability- shortage
- Concern over Great Western highway as a fragile transport artery. Proposed tunnel now on backburner
- Sustainable urban development (conflicting views, some want no development, others support town centre development)
- Ageing population- need for options for different stages
- Infrastructure, sustainable transport + pedestrian facilities; maintaining roads and local infrastructure
- Diversifying economy, sustainable economic development, and tourism, longer-stay and eco-tourism
- More local employment opportunities for local people, especially young people
- Warragamba dam wall-raising proposal impacts

Changes since previous CSP

- Issues that were always important to the Blue Mountains community have come into sharper focus: in particular, sustainability, nature, and the climate emergency.
- Concerns around a decline in youth mental health, especially since COVID, were highlighted
- Concern around protecting the Blue Mountains way of life. Whilst the aerotropolis /airport brings some benefits, people are worried about impacts on housing affordability, the world heritage area, the environment and character, visitation, and infrastructure.
- Council has undertaken extensive stakeholder and community consultation in 2021-22 to track progress and any changes to community sentiment.

Camden City Council	
Connecting Camden Strategic Plan 2036	<i>Community</i>
Vision - 'A connected, diverse, and thriving community, embracing opportunities of growth, while valuing our rich heritage and protecting and sharing responsibility for our natural environment.' Key Directions: 1) Welcoming- Embracing Our Vibrant and Diverse Community 2) Livable- Strong and Integrated Connections Between Our People and Our Services 3) Prosperous- Advancing Local Economic Opportunities and Job Creation 4) Balanced- Providing Sustainable and Responsible Solutions That Enhance Our Heritage and Natural Environment 5) Leading - A Successful Advocate for Our People and Places	
Recent community engagement key issues	
• Housing diversity and affordability could be improved • Traffic congestion an issue especially due to Camden's record as obtaining the largest population increase in south-west Sydney • The larger population will generate more waste which means creating opportunities to manage waste and resources at scale, locally, allowing more flexibility for more sustainable solutions • Planning and timing of infrastructure delivery needs to align with growth • Moving between Camden's centres on public transport is slow • Balancing growth and development with the preservation of Camden's rural character will be one of the greatest challenges • Increased urban heat resulting from growth and development • Improve public transport links, roads, and transport options that support a growing community • Attract investment into the region • Providing access to green open space • Urban heat and vulnerability to bushfire and flooding	
Changes since previous CSP	
• Major change is the Western Sydney International Airport	

Campbelltown City Council

Campbelltown 2027

Community Strategic Plan

Vision - 'Campbelltown City - designed for ambition, innovation and opportunity.'

Key Outcomes:

- 1) A vibrant, liveable city
- 2) A respected and protected natural environment
- 3) A thriving, attractive city
- 4) A successful city

Recent community engagement key issues

- Environmental protection (biggest issue for community)
- Community wellbeing and community safety
- Connectivity
- Access to services and family friendly LGA
- Cost of living & inequality
- Housing affordability
- Work-life balance
- Road safety and quality
- Managing urban development & growth
- Diverse community
- Public transport- car ownership is 1.7 cars per household, so people obviously still need PT
- COVID- Social isolation, health & mental health, job impacts, financial hardship. Action needed around well-being. Green space, places, and facilities for all ages.
- Urban heat- shade provision; a key issue.

Changes since previous CSP

- CSP structure has changed substantially, it has become more robust. Key directions have changed, but same focus areas and key strategies. CSP is now distinct from delivery program.
- Revised community vision- City of opportunity for all
- Results from large community check-in survey (mid last year) and a survey on effects of COVID (community and business resilience survey)
- Greater emphasis on the natural environment
- Greater emphasis on leadership
- Emphasis on open spaces and recreation
- The Pandemic and resilience – access to services; working from home, opportunities to spend time with family
- 1 hour- train service; frequency of service; no longer a direct service to Parramatta
- Connectivity is still extremely important & is a key issue to District Plan.

Fairfield City Council

Our home, Our city, Our future 2022 - 2032 Fairfield City Plan Community Strategic Plan

Vision - Fairfield City is a vibrant, safe, connected, and inclusive City, celebrating and embracing its diversity.

Key Themes:

- 1) Community Wellbeing
- 2) Places and Infrastructure
- 3) Environmental Sustainability
- 4) Strong and Resilient Economy
- 5) Good Governance and Leadership

Recent community engagement key issues

- The top 10 priorities of community focus are Connected transport system, Community safety, Car parking spaces, cleaner streets and public areas, Attractive and lively town centres, Inviting and well-used community places and parks, More job opportunities, and Local traffic flow and road safety.
- Connectivity- Rail doesn't serve the central and western area of the LGA, hence reliant on buses
- Wetherill Park connectivity
- Need better commuter parking at train stations
- Need to provide variety of employment opportunities and white-collar jobs in the LGA
- People desire more attractive and lively town centres as well as a night-time economy
- Local traffic is a major issue, and there are concerns around increases in congestion when the airport opens
- Community safety is vital
- Family-oriented LGA; residents aspire to have more opportunities for children and youth
- Ensuring green space is well-used and inviting, i.e., inclusion of playground equipment
- Resilience- Flood management for green spaces

Changes since previous CSP

- Engagement for CSP was undertaken in 2020 before COVID
- No substantial changes in community sentiment, the top issues are still the same, however, after the pandemic, some have elevated in prominence, mostly concerning improving town centres and green spaces, and having better access to local employment and services/entertainment.
- Community concerns around climate change have generally waxed and waned with climate events such as bushfire being important during the 2019-20 season, and flooding which was an issue, however currently faded after the occurrence.
- The opening of universities in Blacktown and Liverpool has meant people are less concerned about having a university in Fairfield LGA due to their proximity.

Hawkesbury City Council

Hawkesbury City Council

Community Strategic Plan 2022 - 2042

Vision - 'We see the Hawkesbury as a vibrant and collaborative community living in harmony with our history and environment, whilst valuing our diversity, striving for innovation, a strong economy and retaining our lifestyle and identity.'

Key Outcomes:

- 1) Great place to live
- 2) Protected environment and valued history
- 3) Strong economy
- 4) Reliable council

Recent community engagement key issues

- Build resilience in the face of natural disasters including drought, bushfires and floods and lockdowns and the ongoing pandemic
- Emergency management is of immense importance to Hawkesbury
- Financial stability and prudent financial investment
- Supporting local business and innovation
- Sustainability an ongoing major issue
- Reduce ecological impact to sustainable levels by reducing consumption of resources and protecting existing natural resources

Changes since previous CSP

- No major changes to community vision or aspirations, except made clearer and more specific
- Most recent community survey undertaken in 2021 which surveyed four hundred people by phone

Liverpool City Council

Community Strategic Plan 2022 - 2032

Liverpool City Council

Vision - Our vision is to transform Liverpool into a vibrant global city of lifestyle and opportunity.

Key Objectives:

- 1) Healthy, Inclusive, Engaging
- 2) Liveable, Sustainable, Resilient
- 3) Evolving, Prosperous, Innovative
- 4) Visionary, Leading, Responsible

Recent community engagement key issues

- Environmental, social, and economic issues are all important
- Recognise that the city is evolving, and both civic leadership and community engagement are vital
- Community residents are excited about the growth of Liverpool city and opportunities that the airport will bring, however, they also feel that Liverpool should be more at the centre of Airport planning
- Liveability is key, i.e., providing economic growth and opportunities
- Resilience, particularly regarding extreme weather events
- Tree canopy + shade was added to CSP- has become a key issue for Liverpool
- Urban Design
- COVID impacts on economy
- Transport and connectivity
- Development of CBD /economic growth

Changes since previous CSP

- Changes since the last CSP include a stronger focus on the airport, climate change and resilience, liveability, and sustainability
- Consultation included over 2800 people, including district forums, satisfaction survey, business, and agencies
- Resilience and climate change have increased in importance, including flooding and urban heat issues
- Increased importance of outdoor facilities, events, and opportunity to socialise as well as economic development
- Public transport is an increasing concern

Penrith City Council

Penrith 2036+

Community Strategic Plan

Vision - 'Our regional city is inclusive and prosperous and offers the best in urban living and a sustainable rural environment.'

Key Outcomes:

- 1) We protect and enhance an ecologically sustainable environment
- 2) We are welcoming, healthy, happy, creative, and connected
- 3) We plan and shape our growing city
- 4) We manage and improve our built environment
- 5) We have open and collaborative leadership

Recent community engagement key issues

- Place making and lifestyle
- Wanting beautiful places to enjoy, looking after the environment and biodiversity
- Managing growth and population
- Wanting a better relationship with Council with consultation on key matters
- Roads, rates, and rubbish
- Note that engagement was done online during COVID and includes business and service providers
- 'A place to go outside' is needed; green spaces, this was being highlighted even before COVID
- People worried about growth and loss of rural charm
- Urban heat and importance of shading structures/devices and tree plantings; water play
- COVID and flooding mentioned - Wallacia
- Importance of acknowledging ongoing Aboriginal connection to Country
- Residents from north ward feel excluded
- Mental and physical health – raised as key reasons for green spaces and nicer places and community events.
- Active transport: cycleways, shared paths, better bus services and shelters; last mile planning

Changes since previous CSP

- CSP completely revised in 2022- previously 7 outcomes, now 5 outcomes. New outcome on sustainable environment
- Expectation on CI shifting; during last CSP, roads rate and rubbish was key focus. Now people are talking more about place making, green space, environment, and lifestyle.
- Aboriginal and TSI- feedback that Council needed to better acknowledge ongoing continuing community and connection. Have updated approach from previously (more based on acknowledging heritage). Have elevated acknowledgement and engagement to a strategic direction, as significant to community
- Parking less of an issue to the community, perhaps as they now feel it is being addressed.

Wollondilly Shire Council

Wollondilly 2033

Community Strategic Plan 2022/23 - 2032/33

Vision - 'Making Wollondilly even better together.'

Key Outcomes:

- 1) People
- 2) Environment
- 3) Place & Landscape
- 4) Economy
- 5) Performance

Recent community engagement key issues

- Preserve & enhance the character of Wollondilly while sustainably managing growth and development
- Protect unique towns and villages, heritage, and history
- Ensure the community is resilient and prepared in the face of future natural disasters
- Invest in major infrastructure: public transport & road, hospital, schools, and new community sporting facilities
- Key issue: Need to fix road network, shire has 870km of road.
- Need to boost local economy, tourism, and agricultural industry
- Improve the customer experience and care for the community
- Evacuation a key issue, need a Picton bypass
- Strain on existing services – e.g., emergency services, medical services, there's no police station or hospital in the Shire, only one state high school and a K12 private school
- People travel to Penrith, Narellan Campbelltown, Bowral for shops and services
- Meeting the high expectations of the new community can be difficult; people don't necessarily understand the rural environment
- Deliver sound financial management, make sure residents can see value for the rates they pay

Changes since previous CSP

- As far as the priorities for the future are concerned, the fundamental elements remain the same- No major changes to community vision or aspirations, except made clearer and more specific
- Consultation in 2021-22
- Targeted consultation, but used feedback from other documents
- Annual community survey (over 900 residents), drop-in sessions
- As more people come to the area, they have higher expectations
- Key change: Urgency of acting on the key issues has increased

Appendix 3 - Background document review

KEY DISTRICT, REGIONAL AND STATE POLICIES/STRATEGIES

POLICY/PLAN SUMMARY		KEY INITIATIVES FOR WESTERN PARKLAND CITY	
THEME: PLANNING, ECONOMIC DEVELOPMENT & EMPLOYMENT, TOURISM			
Greater Sydney Region Plan GCC, March 2018			
The Greater Sydney Regional Plan establishes 3 cities built upon Sydney's diverse landscape; each unique but connected. The three cities, Western City, Central City and Eastern City will boost Australia's economic, liveability and environmental qualities and support greater Sydney's status as a global City. This plan will coordinate population growth with improved or new infrastructure. It will supply homes to over 1.5 million people by 2056 in the Western City. The Western Sydney airport and surrounding Aerotropolis will support thousands of jobs. It is a 20-year plan with a 40- year vision connecting people to great places that recognize local character, housing, transport strategic centres, industrial and urban services, and health and education precincts. It protects and enhances greater Sydney's Environmental Green Grid and provides 725,000 new homes proving housing affordability. The 30-minute City will bring jobs and services closer to where people live. It will protect and enhance Greater Sydney's unique environment, its waterways, biodiversity, bush and rural lands and green spaces. It brings together land use, transport, and infrastructure planning. Greater Sydney Region Plan (gsc-public-1.s3.amazonaws.com)	Key initiatives: • The Western Sydney International (Nancy Bird Walton) Airport and the Aerotropolis • The Western Economic Corridor as a key employment area for the Western Parkland City. • The South Creek Corridor, a cool green corridor through the Western Parkland City. • Transport connectivity across Greater Sydney and new city-shaping transport initiatives connecting the three cities, including a North South Rail Link. • Campbelltown-Macarthur, Liverpool, and Greater Penrith and the Aerotropolis as the cluster of metropolitan centres for the Western Parkland City. • Creating a city in which residents have access to jobs, services, and other opportunities within 30 minutes of their homes. • Centres as focus points for employment, housing, and services. • Ensuring a supply of diverse housing and affordable housing options • The Greater Macarthur Growth Area as a significant focus for future urban development and redevelopment. • Protecting and enhancing employment lands. • Protecting and maintaining natural, environmental, and culturally important landscapes, places, and items. • Creating a network of connected open spaces and waterways across the region. • Adapting to climate change and building resilience within communities.		
Western City District Plan GCC, March 2018			
The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City, and the Eastern Harbour City and a 30-minute city – means residents in the Western City District will have quicker and easier access to a wider range of jobs, housing types and activities. This vision will improve the District's lifestyle and environmental assets. This <i>Western City District Plan</i> is a 20-year plan to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision for Greater Sydney.	Key initiatives: • Promoting north south and east west transport connections and matching population growth with infrastructure. • Establishing a framework for working collaboratively to unlock the district's opportunities. • A strong emphasis on jobs, leveraging off the Western Sydney Airport and the Aerotropolis to build the local economy by increasing agricultural production and promoting tourism. • Promoting more diverse and affordable housing types within the district. • Focusing on the delivery of urban tree canopy cover and Blue and Green Grid to create the Western Parkland City.		

The Plan recognizes that the District's natural landscape is a great asset and attractor, sustaining and supporting a unique, parkland city. It leverages the transformative, economic improvements from the Western Sydney Airport and considers the transport, infrastructure, services, affordable housing, and open spaces that will be required as the population grows. Introduction Greater Sydney Commission (greatercities.au)	• Creating a continuous open space corridor along the entirety of South Creek that provides ecological protection and enhancement, better stormwater treatment and a regionally significant corridor for recreation uses. • Recognising and protecting the values of the Metropolitan Rural Area. • Enhancing and protecting the river systems, including the Nepean River. • Using resources wisely and adapting to a changing world.
Western Parkland City - Draft Blueprint and Economic Development Roadmap Western Parkland City Authority (WPCA), December 2021	
The Draft Blueprint sets out the infrastructure priorities that will deliver the Western Parkland City (WPC) vision as established in Greater Sydney Region Plan (GSRP). By 2036 WPC will be growing faster than any other part of NSW with the largest corridor of greenfield development in Australia that requires significant investment in infrastructure. This document shifts away from incremental planning and puts forward short to medium term priorities for the government to leverage the initial infrastructure investment for the WPC. The Draft Economic Development Roadmap – Phase 1 aligns with the Australian and NSW governments' commitments to leverage the economic and investment potential of the Parkland City. The <i>Draft Roadmap</i> also sets out a pathway to recovery from the COVID-19 pandemic. https://wpca.sydney/assets/Documents/Publications/Blueprint-and-EDR/WPCA_draft_Blueprint.pdf	Key initiatives: • A8 Priority requires councils to develop and implement rural land strategies to support agricultural production • Expand the Green Grid network and achieve green-blue grid objectives • Improve integrated water cycle management • Deliver the Cumberland Plain Conservation Plan • Provide pathways to deliver net zero emissions • Develop and finalise the Regional Land Use Planning Framework for the Hawkesbury Nepean Valley • Deliver on the outcomes of the Economic Roadmap • Progress the delivery of the WS Freight Line to connect Parkland City to Port Botany • Address urban heat island effects • North-South rail line and East-West link • Rapid Bus Service from the 4 Metropolitan Centres to the new airport and Aerotropolis • Deliver the Integrated Transport Plan • Equal digital access for all residents and enhanced mobile phone coverage • Provision of both hard and soft infrastructure • Attracting investment and talent • Support for the City's Strategic Centres • Growth and nurturing of an innovation ecosystem • Regional Economic Development Strategy
Western Sydney Visitor Economy Strategy 2017/18-2020/21 Destination NSW	
Western Sydney is a key contributor to the NSW Visitor Economy. In 2016, Western Sydney welcomed 12.4 million visitors, 33 per cent of all visitors to the Greater Sydney region. It currently delivers \$4.2 billion in visitor expenditure and has the potential to continue to grow in the future.	Key initiatives: • Develop a strong collaborative network of Government, industry, and commercial partners • Deliver Destination Management Plans and improve perception • Assist development of business cases that promote investment • Improve Western Sydney's tourism such as medical related tourism • Develop the Educational Tour Sector

However, several key challenges need to be overcome to grow the visitor economy. A cohesive approach to destination management is needed, with all stakeholders working together; and a long-term destination management plan is required.

Western Sydney benefits from heritage and cultural venues such as Powerhouse Casula and Elizabeth Farm. The region boasts 3,600 square kilometres of national parks, including the Greater Blue Mountains World Heritage Area.

<https://www.destinationnsw.com.au/wp-content/uploads/2017/08/Western-Sydney-Executive-Summary.pdf>

- Secure and Grow Major Events
- Industry Skills Development
- Double overnight visitor expenditure

POLICY/PLAN SUMMARY		KEY INITIATIVES FOR WESTERN PARKLAND CITY	
THEME: TRANSPORT & INFRASTRUCTURE			
Future Transport 2056 Strategy Infrastructure NSW, March 2018			
Future Transport 2056 is a suite of strategies and plans that set the 40-year vision, directions, and principles for customer mobility in NSW, guiding transport investment over the longer term. It presents future economic and societal shifts and has a customer focus, with the aim of achieving a world-class, safe, efficient, and reliable transport system. Future Transport 2056 was developed collaboratively with the GCC, Infrastructure NSW, DPE, Industry and Environment to ensure NSW's overarching strategies for transport and land use planning align and complement each other, delivering an integrated vision for the State. https://future.transport.nsw.gov.au/future-transport-strategy	Key initiatives: • Outer Sydney Orbital Road • Western Sydney Freight Line corridor • Sydney Metro City & Southwest extension between Bankstown and Liverpool • M5 extension • Western Sydney Airport – Badgerys Creek Aerotropolis to Parramatta train link • Western Sydney IMT and the Mamre Road precinct • To continue collaboration with industry • NSW Connected and Automated Vehicles Plan • North South Rail Line between Cudgegong Road and St Marys and Badgerys Creek Aerotropolis and Macarthur • Southwest Rail Link Extension • Road Safety Plan 2021 • Western Sydney Freight Line (stage 1) • NSW Train Link hub and spoke coach trials • Smart Western Sydney • Sydney Metro – 100 per cent renewable energy offset in NSW		
State Infrastructure Strategy 2022-2042 Infrastructure NSW, May 2022			
<i>State Infrastructure Strategy (SIS) 2022-2042</i> sets out Infrastructure NSW's independent advice to the NSW Government on the State's needs and strategic priorities for infrastructure over the long term. The Strategy recommends reforms, policies and projects that respond to NSW's changing economic, social, and environmental outlook. It assesses infrastructure problems and solutions and provides recommendations to best grow the State's economy, enhance productivity, and improve liveability for our NSW community. https://www.infrastructure.nsw.gov.au/expert-advice/state-infrastructure-strategy/	Key Initiatives: • Boost economy-wide productivity and competitiveness • Service growing communities • Embed reliability and resilience • Achieve an orderly and efficient transition to Net Zero • Enhance long-term water security • Protect our natural endowments • Harness the power of data and digital technology • Integrate infrastructure, land use and service planning • Design the investment program to endure		
Western Sydney Infrastructure Plan Department of Infrastructure, Transport, Regional Development, Communications, and the Arts, February 2018			

The Australian Government aims to build a stronger and more prosperous Western Sydney by investing \$2.9 billion over ten years in major infrastructure upgrades. The Plan involves major road and transport linkages that will capitalise on the economic gains from developing an airport at Badgerys Creek while boosting the local economy and liveability of Western Sydney. The aim is to relieve pressure on existing infrastructure and unlock the economic capacity of the region by easing costly congestion, slashing travel times, and creating thousands of local jobs. Western Sydney Infrastructure Plan Department of Infrastructure, Transport, Regional Development, Communications, and the Arts	Key Initiatives: • Upgrade of The Northern Road to a minimum of four lanes from Narellan to Jamison Road, Penrith. • Construction of a new east-west motorway to the airport between the M7 Motorway and The Northern Road (to be known as the M12 Motorway). • Upgrade Bringelly Road to a minimum of four lanes between The Northern Road and Camden Valley Way. • Construction of the Werrington Arterial Road by upgrading Kent Road and Gipps Street to four lanes between the Great Western Highway and the M4 Motorway. • Upgrade of the intersection of Ross Street and the Great Western Highway. • A \$200 million package for local roads upgrades, to be delivered across four rounds over ten years.
NSW Freight and Ports Plan 2018-2023 NSW Government, September 2018	
The NSW Freight and Ports Plan 2018- 2023 is a call to action for government and industry to work together to make our freight system more efficient, more accessible, safer, and more sustainable for the benefit of producers, operators, customers, and communities across NSW. Planning is underway for a Western Sydney Freight line, a line between the Western Parkland City and Port Botany. This will allow the transport of goods by rail across Greater Sydney, linking growing industrial areas and distribution centres. As a supporting plan to Future Transport 2056, this Plan is central to the NSW Government's long-term vision for transport in NSW. Western Sydney Freight Line – Stages 1 and 2 Transport for NSW	Key initiatives: • Drive economic growth and deliver capacity enhancements • Increase efficiency, connectivity, and access • Improve safety and sustainability The Plan includes over 70 initiatives to be delivered by 2023 – ranging from infrastructure investment to trials of new technologies. These initiatives are focused on achieving five key objectives: • Objective 1: Economic growth • Objective 2: Efficiency, connectivity, and access • Objective 3: Capacity • Objective 4: Safety • Objective 5: Sustainability

POLICY/PLAN SUMMARY		KEY INITIATIVES FOR WESTERN PARKLAND CITY	
THEME: RESILIENCE & CLIMATE CHANGE			
Climate Change Adaptation Strategy NSW Government, July 2022			
NSW is experiencing the impacts of climate change which most recently included the unprecedented cycle of heatwaves, droughts, bushfires, storms, and floods. The NSW Climate Change Adaptation Policy sets out an ambitious approach to climate change adaptation. The strategy provides a framework that will strengthen and expand actions to adapt to climate change now and over the long term. It builds upon the policies already in place, such as the Net Zero Plan Stage 1: 2020-2030. It also commits to release the first state-wide climate change risk and opportunity assessment and adaptation action plan in 2023. https://www.climatechange.environment.nsw.gov.au/nsw-climate-change-adaptation-strategy		Key Initiatives: • Develop robust and trusted metrics and information on climate change risk • Complete climate change risk and opportunity assessments • Develop and deliver adaptation action plans • Embed climate change adaptation in NSW Government decision-making	
Resilient Sydney A strategy for city resilience 2018 NSW Government, Greater Sydney Commission, The Committee for Sydney			
Resilient Sydney: a five-year strategy for city resilience, has been developed with Sydney’s metropolitan councils and contributors from the NSW Government, business, and community organisations. It marks the first resilience strategy for metropolitan Sydney. Sydney's current challenges including rising inequality, homelessness, mental illness, housing affordability and increasingly extreme weather events with every year classed as another record-breaking year in terms of rising temperatures. The strategy sets the direction we should take to strengthen our ability to survive, adapt and thrive in the face of increasing global uncertainty and local shocks and stresses. 5 Key Directions: 1) People centered city 2) Live with our climate		Key initiatives: • Shocks and stresses managed through planning for growth • Collaborate for cross-city active transport • Improve access to health precincts • Advocate for affordable housing • Cool homes and streets • Invest in resilient buildings, assets, precincts, and cities • Enable affordable access to renewable and resilient energy • Monitor social cohesion and wellbeing • Mapping vulnerabilities at District level • Develop a Critical Infrastructure Resilience Strategy • Measure resilience and wellbeing • E-health initiative of Wollondilly Health Alliance • Developing a “Cool Suburbs” strategy for rating housing estates and existing suburbs • Green Building Council of Australia (GBCA): Green Star Resilience Innovation Challenge	

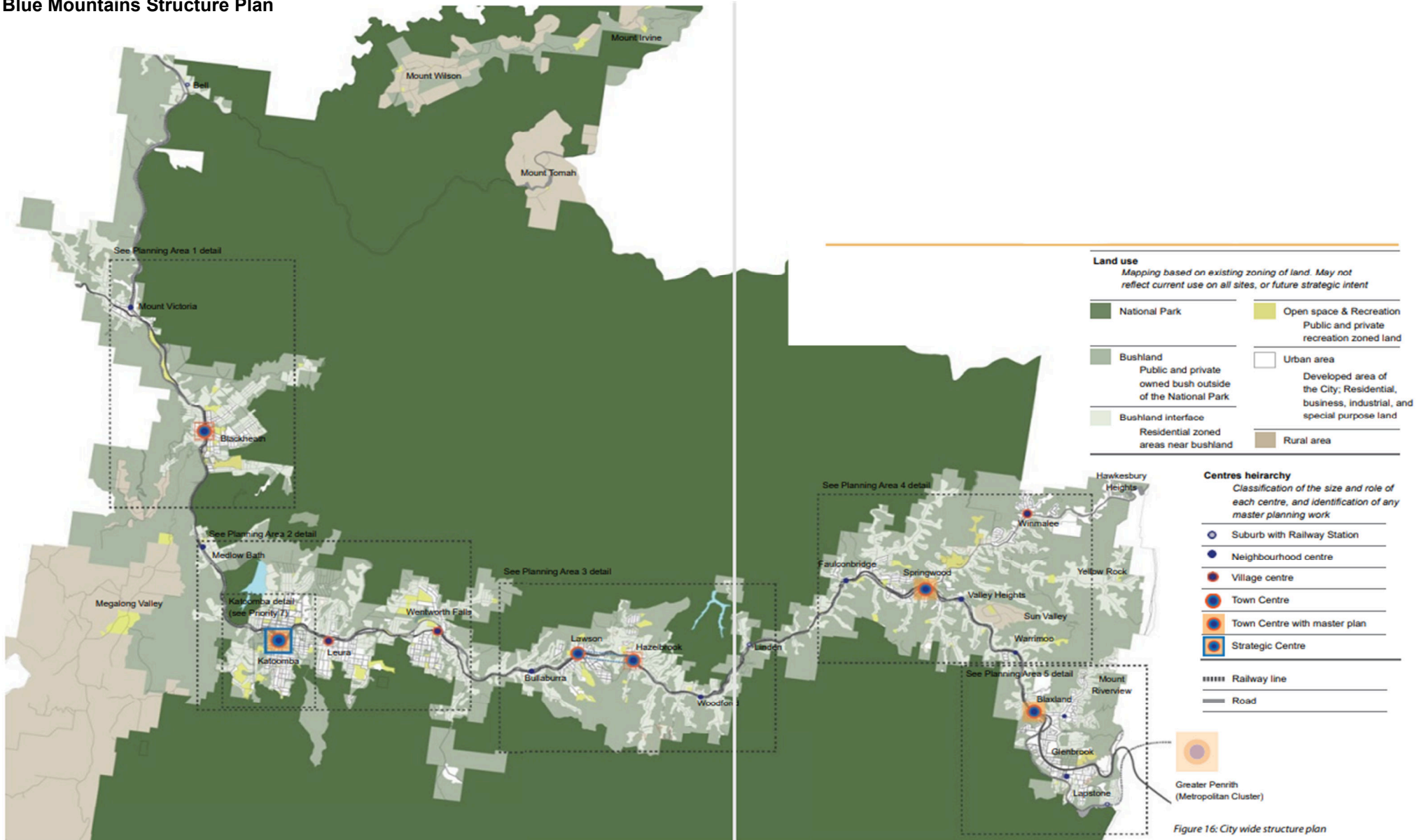
3) Connect for strength 4) Get ready 5) One city Sydney - Resilient Cities Network	
Resilient Valley, Resilient Communities Hawkesbury- Nepean Valley Flood Risk Management Strategy Infrastructure NSW, January 2017	
A comprehensive long-term framework to reduce and manage flood risk in the Hawkesbury-Nepean Valley (HN Valley). The objective is to reduce flood risk to life, property, and social amenity from regional floods now and in the future. <i>Note: Flood Risk modelling for the HN Valley is currently underway and due for release mid-2022.</i> The HN Valley covers 425 square km of floodplain from Bents Basin, near Wallacia, to the Brooklyn Bridge. It falls within 4 LGAs: Penrith, Hawkesbury, The Hills, and Blacktown City, and includes Penrith, Richmond, and Windsor. The valley has the highest flood exposure in NSW due to its unique landscape and large population. Floods can be deep and extensive, impacting lives, livelihoods, and homes. Climate change is exacerbating their severity and frequency. https://www.infrastructure.nsw.gov.au/expert-advice/hawkesbury-nepean-flood-risk-management-strategy/	Vision: for communities and all levels of government to adapt to flooding by working together to: • Understand and be fully aware of flood risk • Act to reduce flood risk and manage growth • Be ready to respond and recover from flooding. Key Initiatives: • Warragamba Dam wall raising • Permanently lowering dam full supply level by 5 -12 metres • Dredging the Hawkesbury River • Currency Creek diversion channel • Major regional evacuation road upgrades

POLICY/PLAN SUMMARY		KEY INITIATIVES FOR WESTERN PARKLAND CITY	
THEME: SUSTAINABILITY			
Pathway to Net Zero Emissions Kinesis for Greater Sydney Commission, March 2022			
Report develops emission reduction scenarios to demonstrate how Greater Sydney could support the NSW Net Zero Plan, achieving net zero emissions by 2050. This report analyses emissions and emission reduction pathways for city-induced emissions from key energy, transport and waste emission sources including: • Building electricity and gas consumption • Resident and journey to work travel • Residential, commercial, and industrial operational waste. Greater Sydney Pathways to Net Zero Emissions Greater Sydney Commission (greatercities.au)		Key Interventions: • Electricity decarbonisation models • Building retrofits • New and higher building standards • Building Electrification & Hydrogen • EV uptake • Transport efficiency (Travel mode shift and electric vehicles) • Waste management policies and strategies including a 30% reduction in waste generation and 65% diversion of organics from landfill	
Turn Down the Heat Strategy and Action Plan WSROC, 2018			
WSROC's Turn Down the Heat Strategy (2018) takes a collaborative, multi-sector approach to tackling urban heat in Western Sydney and focuses on achievable actions to reduce the impacts of heat. It identifies that "managing the way that the built environment... contributes to urban heat will be imperative to making any substantial progress in lowering temperatures in Western Sydney." The strategy aims to: • Identify and leverage existing best practices to develop a program of effective actions at the household, precinct, and regional levels. • Acknowledge the limitations of current policy regarding urban heat to galvanise action across diverse stakeholders. • Propose a series of priority actions for development with a broader stakeholder group. • Reduce average peak ambient temperatures by 1.5°C by 2023. • Zero net increase in economic impact of heatwaves by 2023. • Zero net increase in morbidity and mortality impacts of heatwaves by 2023. Project: Turn Down the Heat - WSROC		Key Initiatives: • Increase multi-sectoral collaboration and investment to deliver more projects to address the impacts of urban heat in Western Sydney by 2023. • Reduce the average peak ambient temperatures in Western Sydney by 1.5°C through water, greening and cool materials strategies by 2023. • Zero net increase in economic impacts of heatwaves by 2023. • Zero net increase in morbidity and mortality impacts of heatwaves in Western Sydney by 2023. • WSROC is also currently delivering four grant-funded projects under the Turn Down the Heat Strategy: 1. Urban Heat Planning Toolkit 2. Cool Suburbs Tool 3. Heat Smart Western Sydney 4. Climate Resilient Street Trees	

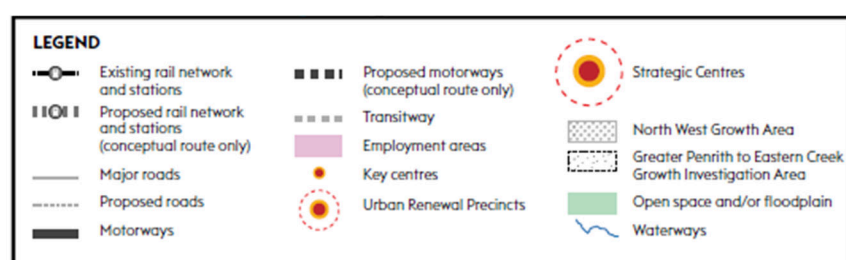
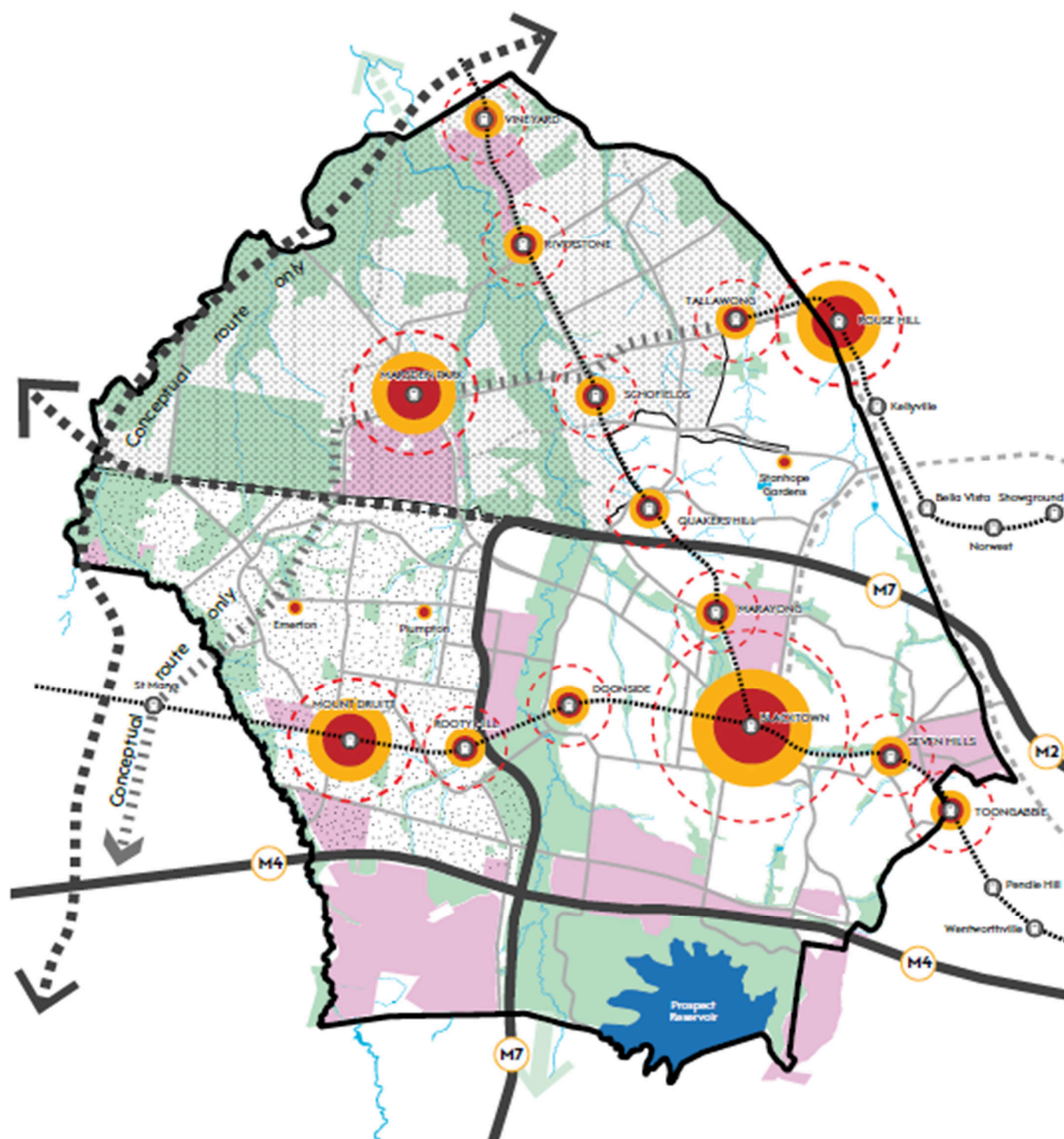
POLICY/PLAN SUMMARY		KEY INITIATIVES FOR WESTERN PARKLAND CITY	
THEME: BIODIVERSITY AND ECOSYSTEM SERVICES			
The Cumberland Plain Conservation Plan NSW Department of Planning, Industry and Environment, 2022			
The Cumberland Plain Conservation Plan is a strategic conservation plan for Western Sydney, prepared to meet biodiversity approvals for the Commonwealth strategic assessment and NSW strategic biodiversity certification. It aims to protect Western Sydney’s biodiversity and support its growth to 2056 and beyond. The Plan strategically identifies important biodiversity areas within the Cumberland subregion to offset the biodiversity impacts of future urban development, while ensuring a vibrant and liveable city. NSW Department of Industry publication (shared-drupal-s3fs.s3-ap-southeast-2.amazonaws.com)		Key initiatives: • Urban and industrial development in the nominated areas • Infrastructure in the nominated areas • Intensive plant agriculture in the Western Sydney Aerotropolis Agribusiness Precinct • Western Sydney major transport corridors	
THEME: HOUSING			
Housing 2041, NSW Housing Strategy NSW Government, March 2021			
Housing 2041 sets a long-term vision and objectives for better housing outcomes across NSW - housing in the right locations and housing that suits diverse needs. It is centered around the four inter-related pillars of housing supply, affordability, diversity, and resilience. Housing 2041 approaches housing solutions holistically, looking at population patterns, economic and environmental effects, and other trends that affect the way we live. 20-year vision- NSW will have housing that supports security, comfort, independence, and choice for all people at all stages of their lives. https://www.planning.nsw.gov.au/Policy-and-Legislation/Housing/A-Housing-Strategy-for-NSW		Key initiatives: • Developing an agreed evidence base for the benefits of universal design to meet diverse needs and promote sustainable and energy-efficient homes • Increasing security of tenure in private or public rental • Continuing to modernise and invest in our social housing portfolio. • Testing new housing types, tenures, and delivery models to demonstrate best practice on government-owned land. • Strengthening partnerships and collaboration with councils for profit and not-for-profit developers and communities to deliver housing.	

Appendix 4 - Council Structure Plans

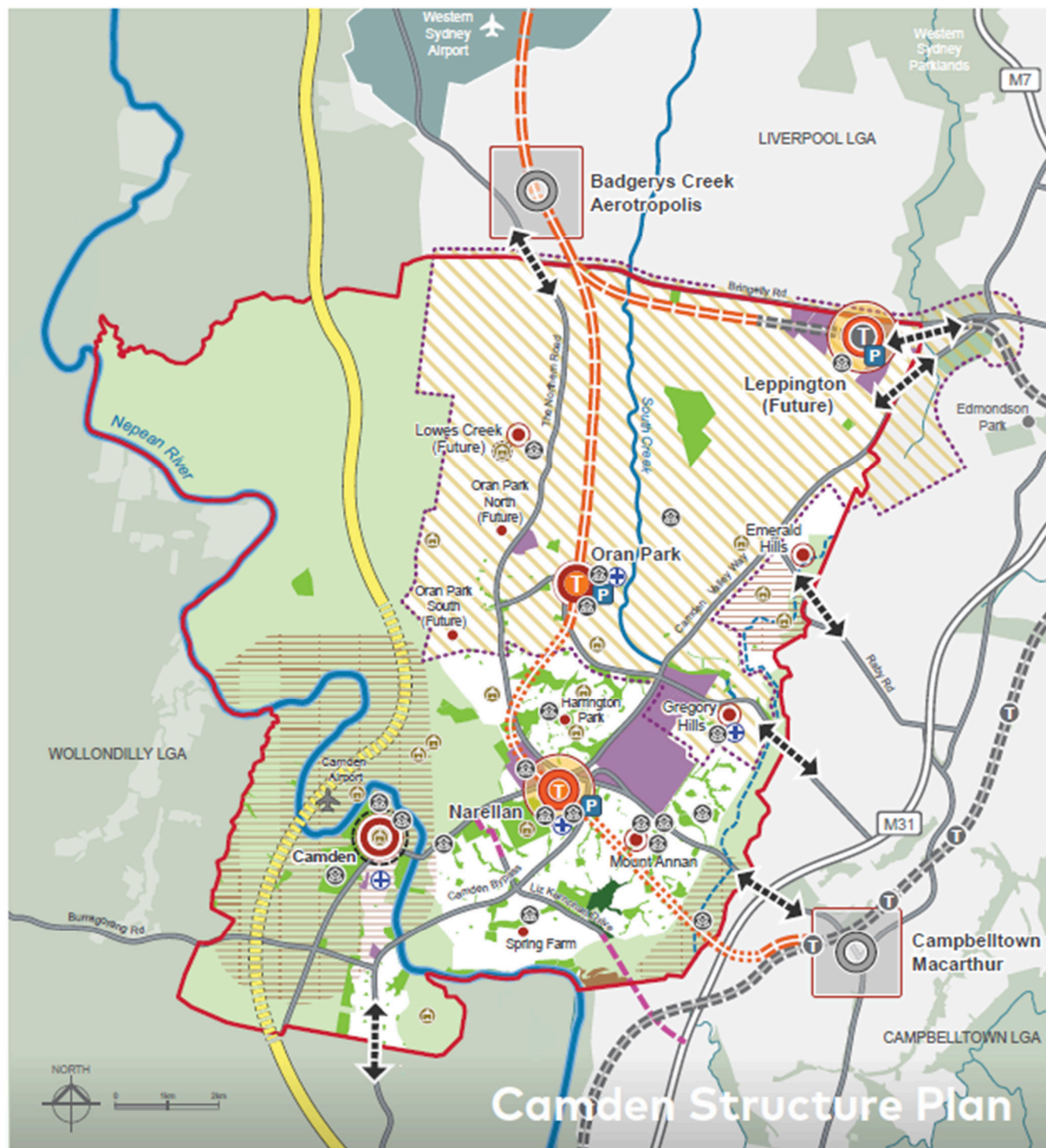
Blue Mountains Structure Plan



Blacktown Structure Plan

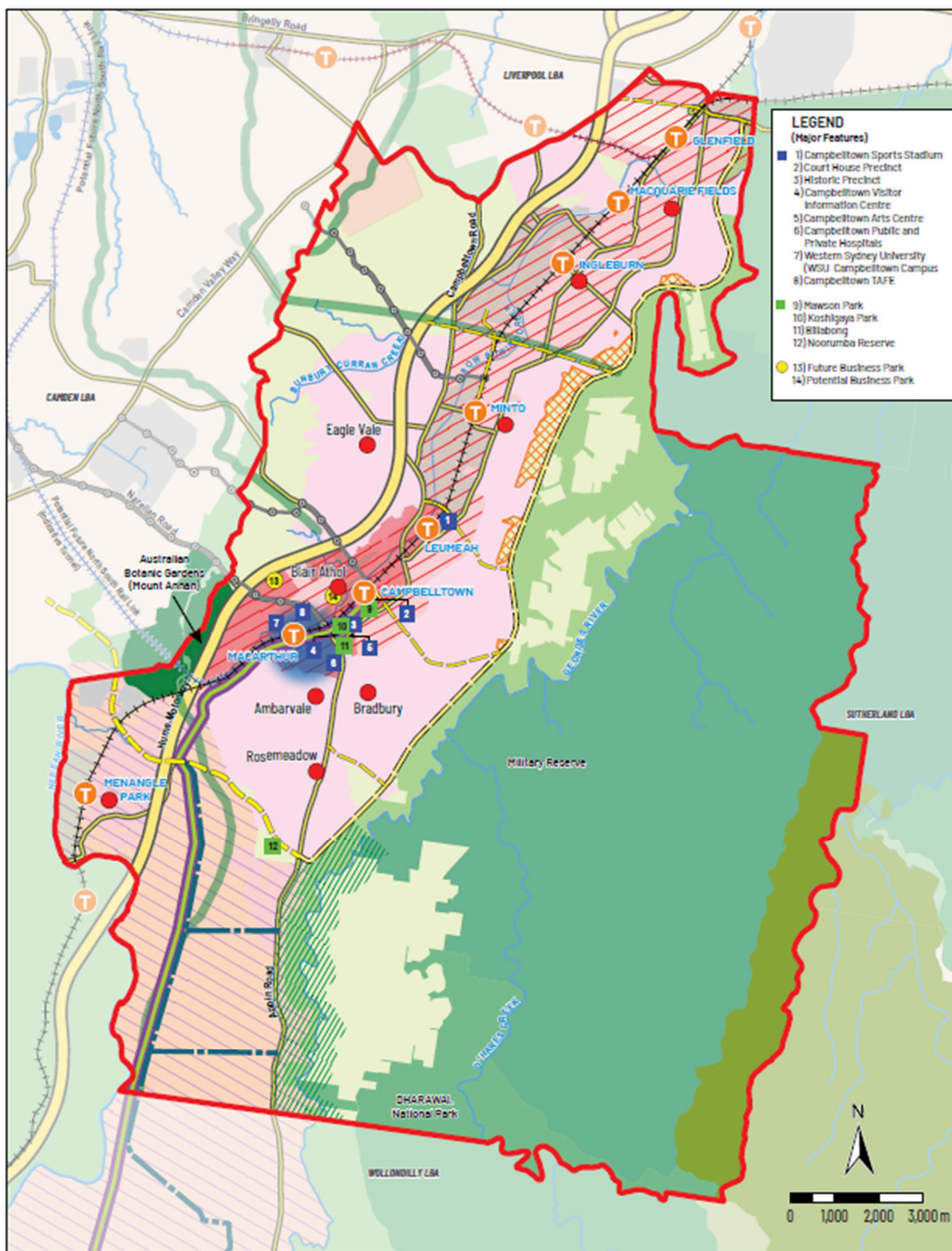


Camden Structure Plan

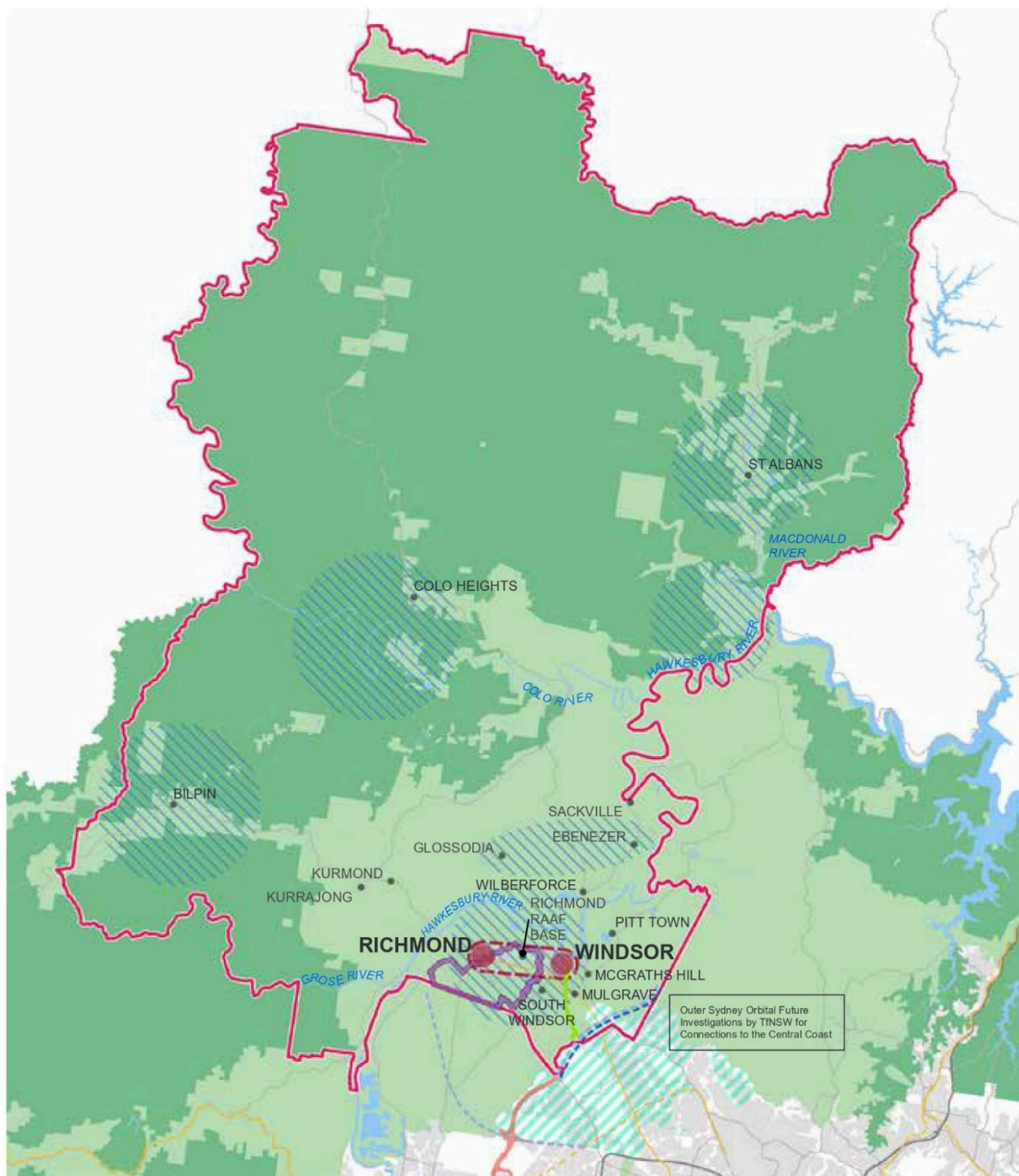


- | | | |
|---------------------------------------|---|--------------------------|
| Reserve/ Parkland | Metropolitan Cluster | Tourism |
| Scenic Land (Metropolitan Rural Area) | Strategic Centre | Proposed Employment Area |
| Scenic Viewscape | Town Centre | Existing Employment Area |
| Proposed M9 Entry/ Exit | Local Centre | Camden LGA Boundary |
| Proposed Train Line/ Tunnel | Neighbourhood Centre | |
| Proposed Train Station | Art/ Culture/ Community Facility | |
| Existing Train Station | Medical | |
| Proposed Commuter Carparking | State-listed Heritage Item | |
| Committed Roads | Draft State-listed Heritage Item | |
| Upper Canal System | Future Urban Area (SWGA) - Housing Capacity | |
| Key Transport Connection | National Park | |

Campbelltown Structure Plan

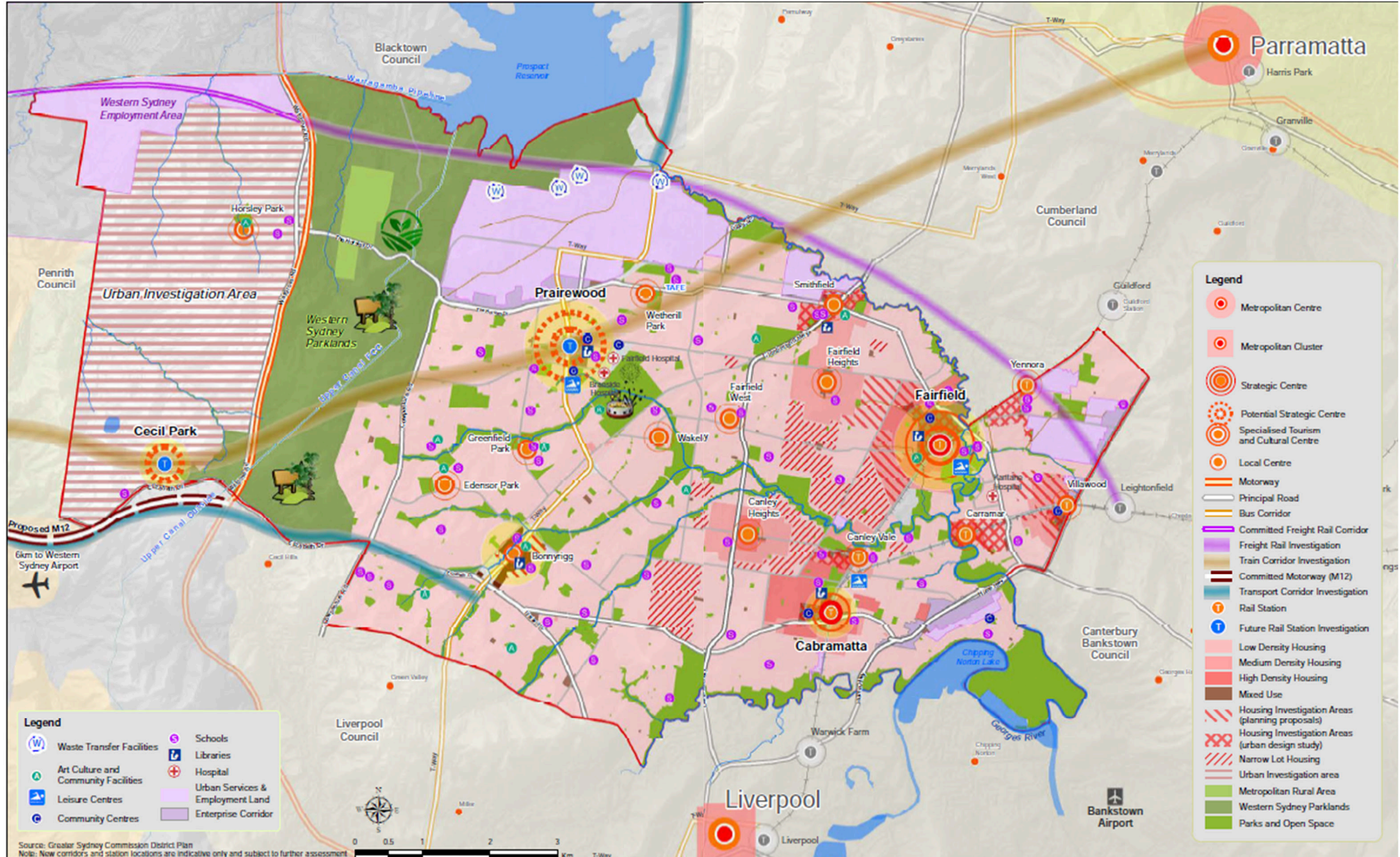


Hawkesbury Structure Plan

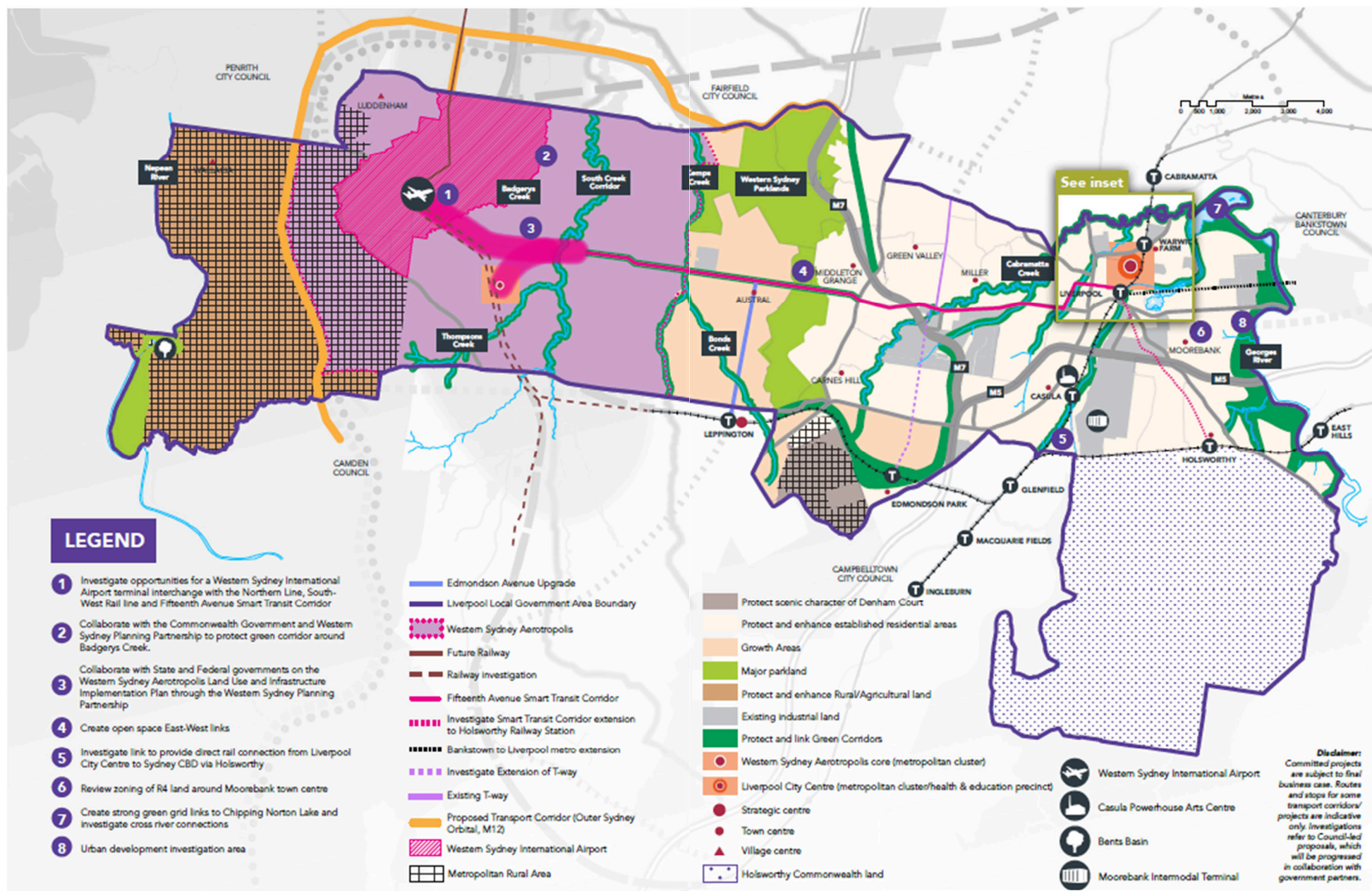


Outer Sydney Orbital Future Investigations by TINSW for Connections to the Central Coast

Fairfield Structure Plan



Liverpool Structure Plan



Wollondilly Shire Structure Plan

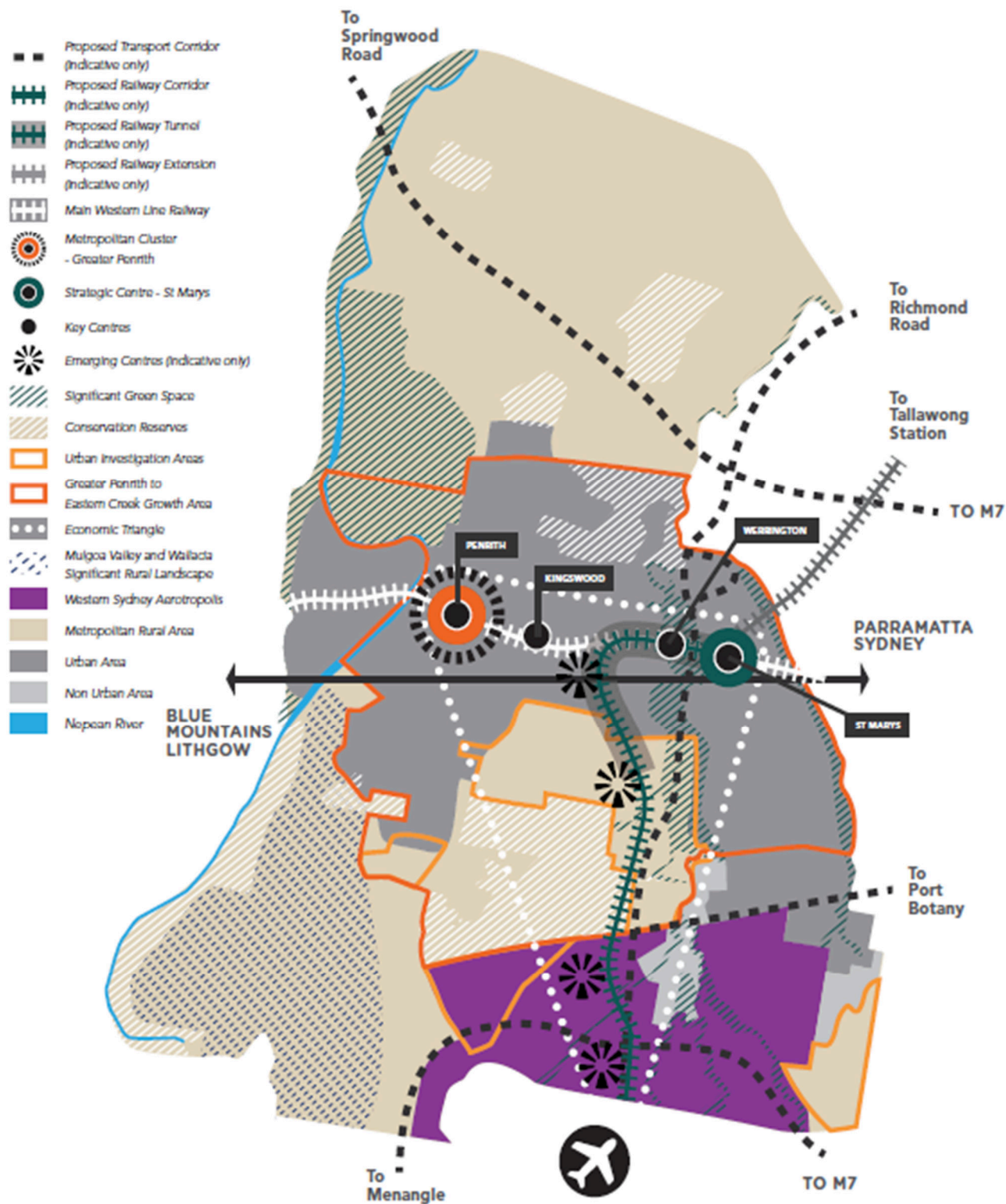


KEY

- Metropolitan Cluster
- Towns and Villages
- Heritage Towns and Villages
- Community Cultural and Civic Centre
- Strategic Centre
- Potential Future Strategic Centre
- Health and Education Precinct
- ★ Schools
- Visitor Destination
- Dams
- Train Station
- ✈ Western Sydney International (Nancy-Bird Walton) Airport
- Wilton Growth Area
- Greater Macarthur Growth Area
- Future Employment Area
- Western Economic Corridor
- Trade Gateway
- Metropolitan Rural Area
- National Parks and Protected Catchment Areas
- National Park Visionary
- World Heritage Area
- Waterways
- Koala Corridor
- State Significant Mineral Resources
- Projected Aircraft Noise Zone
- Wollondilly Trek Visionary
- Heritage Rail Line
- The Main Southern Railway Line
- Maldon/Dombarton Passenger Rail Investigation
- Maldon/Dombarton Freight Rail Investigation
- M9 - Outer Sydney Orbital Visionary
- State Transport Connection Visionary
- Council Proposed Transport Connection Visionary
- Picton Bypass
- Main Roads
- Motorway
- State Roads
- Wollondilly Boundary

NOTE: The Structure Plan includes a number of Council priorities that are still subject to further investigation and funding commitment. A number of projects have also been included to align with the Structure Plan included within the Western City District Plan. Routes and stops for some transport corridors/projects are indicative only.

Penrith Structure Plan



Appendix 5 - WPC Councils climate policy summary

WPC Councils Climate Policy, net zero targets and emergency declarations		
LGA	Climate Change Policy and net zero targets	Declared a Climate emergency?
Blacktown	Yes. Responding to Climate Change Council Plan Reviewed 26 February 2020 <u>Targets:</u> 100% renewable electricity for council operations by 2025 - Net-zero emissions from electricity, fuel, and gas by 2030. - Net zero carbon emissions by 2040 for LGA - Net Zero emissions by 2050 for LGA	Yes 26 February 2020
Blue Mountains	Not specifically, but included in Blue Mountains Community Strategic Plan 2035 and the Carbon Abatement Action Plan (CAAP) <u>Targets:</u> 30% reduction in emissions by 2022 - Net Zero emissions by 2025	Yes 26 February 2019
Camden	Not specifically, but included in the Sustainability Strategy 2020 - 2024 <u>Targets:</u> 15% reduction in emissions by 2024 - Net Zero emissions by 2050	No
Campbelltown	Not specifically, committed to transitioning operations toward net zero emissions	No
Fairfield	No information available	No
Hawkesbury	Not specifically, but included in the Hawkesbury City Council Net Zero Emissions and Water Efficiency Strategy March 2021 <u>Targets:</u> Net zero emissions by 2030 or earlier	Yes 12 March 2019
Liverpool	Yes, Liverpool Climate Action Plan December 2021 <u>Targets:</u> - Net zero emissions on council's corporate assets by 2036 - Net Zero emissions by 2050	No
Penrith	Not Specifically, but mentioned in their Sustainable Initiative <u>Targets:</u> 10% of Council's electricity supplied from low carbon sources by 2030 40% reduction in greenhouse gas emissions by 2030 - Net Zero emissions by 2050	No
Wollondilly	No. Carbon emissions mentioned in Sustainable Living Guide.	No

