

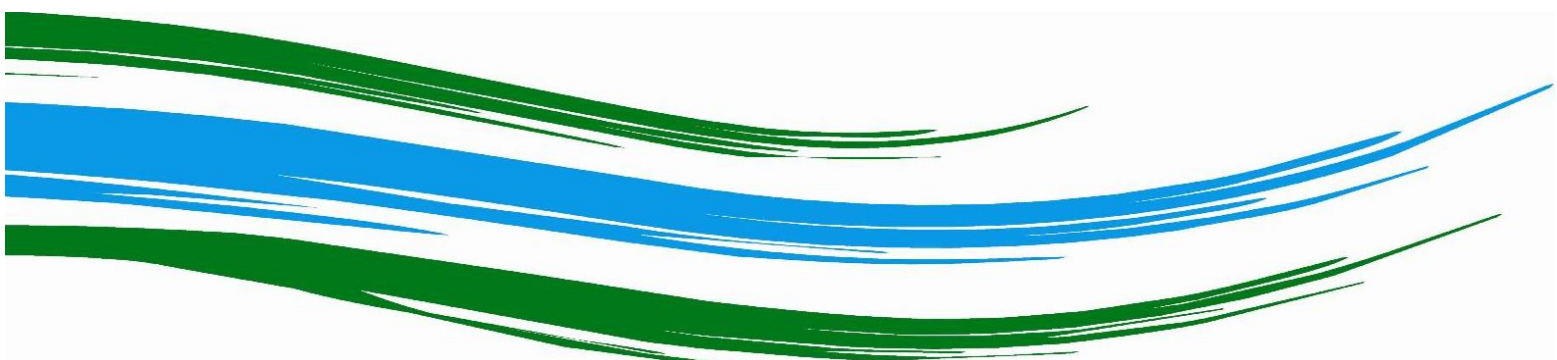
# Camden Council

## Attachments

**Ordinary Council Meeting**  
**23 October 2018**

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**Camden Council**  
**Administration Centre**  
**70 Central Avenue**  
**Oran Park**





# ORDINARY COUNCIL

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camden  
council

ORD01



Attachment 1

# Draft Camden LEP Review Report

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# 1 Introduction

## Executive Summary

This Camden LEP Review report has been prepared in accordance with the Department of Planning and Environment's (DPE) guidelines to identify how closely aligned the Camden Local Environmental Plan 2010 (Camden LEP 2010) is to the priorities and actions in the Western City District Plan. This review also considers land that is controlled by State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP) and reference is made to existing Council plans, policies, programs, strategies and research that contribute to the District Plan actions.

### Key challenges and opportunities

The Camden LGA is experiencing rapid growth that is resulting in changes to the community profile and urbanisation of the rural landscape. This growth is in turn placing pressure on the existing network of infrastructure. There are also a number of major projects that have the potential to have a significant impact on how Camden will develop in the future including the Western Sydney Airport, South West Rail Link extension, North South rail and the Outer Sydney Orbital. Further, Council anticipates that the NSW Government will exhibit a draft South West Growth Area Land Use and Infrastructure Implementation Plan (LUIIP) in 2019. These projects will have a direct impact on how Camden will develop, especially in terms of the intensity of residential development around emerging transport nodes.

Working through these challenges and opportunities will require close collaboration and partnership between Council, the Greater Sydney Commission, the DPE, Transport for NSW, and other state agencies.

### Key Findings of the LEP Health Check

Camden is well positioned to implement the actions of the Western City District Plan and the LEP Review project provides an opportunity to undertake further strategic work to improve compliance.

### ***Infrastructure and Collaboration***

- Council's commitment to leading, partnering and advocating for city-shaping infrastructure that current and future residents require is well-established. Council will continue to work with State agencies to plan how public transport, road networks, education and health facilities will be planned and delivered in a timely manner to support the projected population.
- Through voluntary planning agreements, Council has worked with the development industry to ensure the early delivery of key local infrastructure.



***Liveability***

- In the financial years of 2016-17 and 2017-18, there were 6,495 dwellings approved in the Camden LGA. This trend of approvals and the current and planned supply of residential zoned land demonstrates that Council is well placed to meet the 5-year dwelling target of 11,800 in the District Plan. The delivery of such a high quantum of housing provides housing choice and improves affordability for current and future residents.
- The Camden Residential Strategy 2008 has reached the end of its life-cycle and needs updating to accurately reflect the change in Camden's population, changes in strategic planning frameworks and current housing market trends, including changing demand and demographics within the LGA.
- Heritage is an important part of the character of the Camden LGA and is held in high esteem by the Camden community. The LEP Review program provides a timely opportunity to work with land owners and the broader community to undertake a review of heritage in the Camden LGA. There is also an opportunity to undertake a visual analysis to provide Council with greater ability to interpret, conserve and manage visual and cultural heritage impacts.

***Productivity***

- As the local population grows and changes, the form and function of current local and strategic centres will change, and potentially transform through the delivery of rail. Council does not currently have an overarching strategy that evaluates and identifies the role and hierarchy of centres in the LGA.
- Council's Economic Development Strategy and Community Strategic Plan prioritise the growth of tourism in the LGA. This objective is further supported by the Camden Destination Management Plan, Camden Region Economic Taskforce's Strategic Plan 2018-2021, and the Macarthur Destination Management Plan.
- Council is currently undertaking several initiatives to address land use conflicts that arise at the interface of industrial and residential uses. Council's initiatives aim to protect residential amenity, while supporting the economic viability of industrial and urban services land. The LEP review process provides an opportunity to expand this work and to undertake a strategic review of industrial lands.

***Sustainability***

- The Camden Riparian Areas Plan of Management and Biodiversity Strategy aim to provide a management and protection framework for the LGA's riparian and environmentally sensitive land. There is an opportunity for Council to undertake further analysis of the blue and green grid to increase public access to riparian areas, connect residents to the natural landscape and enhance amenity and liveability.
- The Camden Rural Lands Strategy identifies priorities and actions to protect Camden's remaining rural lands and to retain Camden's valued scenic and cultural landscapes. The Strategy identifies the need to undertake a visual study in conjunction with key stakeholders.
- There are opportunities to engage with the community and identify sustainability priorities and actions as part of the preparation of the Local Strategic Planning Statement.

### Key Findings of the Gap Analysis

The gap analysis has identified the need for Council to undertake further investigation to underpin a review of Council's planning controls to support the District Plan actions including the need to:

- prepare a new housing strategy that investigates how and where we will grow to support a growing population. The work will ensure that future housing is delivered in the right locations.
- prepare a centres strategy that evaluates the role and hierarchy of centres and analyses the capacity and viability for different centres to accommodate local jobs and commercial services, additional housing and social and recreational infrastructure.
- expand Council's current work on industrial land and undertake a strategic review of employment lands.
- undertake a traffic and transport review to test specific scenarios identified through the housing, centres and employment strategies.
- review heritage within the LGA (including European and Aboriginal heritage). In this regard, the current heritage listings will be reviewed, in addition to the potential heritage items which are identified in the Camden Development Control Plan 2011 (Camden DCP 2011).
- undertake a visual analysis as part of the LEP Review process to provide Council with greater ability to interpret, conserve and manage visual and cultural heritage impacts.
- Undertake detailed analysis of Camden's Blue and Green Grid to increase public access to riparian areas (where ecological values are not compromised), connect residents to the natural landscape and enhance amenity and liveability.

It is noted that other future work will be identified in the Local Strategic Planning Statement (LSPS) to address actions identified by the community as a priority. Other actions with gaps will be investigated at a later date and integrated with Council's Integrated Planning and Reporting (IP&R) processes where appropriate.

#### 1.1 Purpose of this Review

In accordance with the Western City District Plan and recent changes to the Environmental Planning and Assessment Act 1979 (the Act), all councils are required to review and update their LEPs and prepare a Local Strategic Planning Statement (LSPS) to align with the strategic direction of the District Plans.

The purpose of the LEP Review is to identify how closely aligned the current Camden Local Environmental Plan 2010 (Camden LEP 2010) is to the planning priorities and actions in the Western City District Plan and to provide the context that will assist in identifying the priorities for investigation for the LSPS.

## 1.2 Planning Policy and statutory context

### Statutory Context

#### **Environmental Planning and Assessment Act 1979**

The Environmental Planning and Assessment Act 1979 (the Act) is the principle planning and development assessment legislation in New South Wales. The Act was amended in November 2017 to strengthen the role of upfront strategic planning and community participation.

This LEP Review has been prepared to satisfy the legislative requirements under Section 3.8 of the Act which requires local environmental plans to “give effect to” (deliver) the objectives and priorities identified in the Region Plan and relevant District Plan.

This requires Council to review Council’s strategic planning framework, including a review of Camden LEP 2010 against the Western City District Plan and undertake necessary studies and strategies and prepare a LSPS which will guide the review of the LEP.

Figure 1 demonstrates the planning hierarchy in NSW as a result of the recent changes to the Act. It should be noted that Camden DCP 2011 and Growth Centres DCPs are also local planning instruments, however missing from the diagram below.

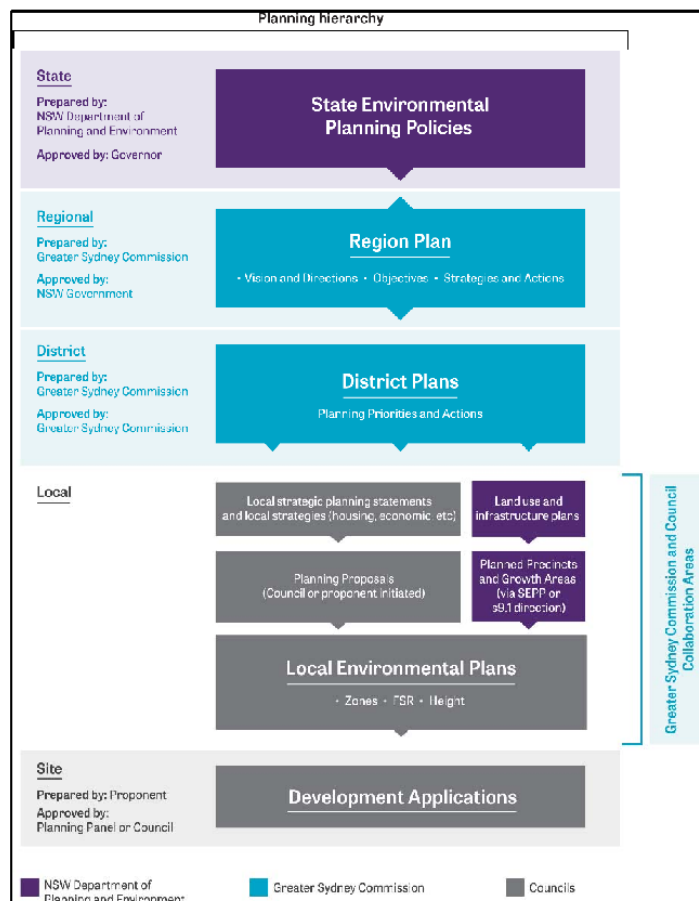


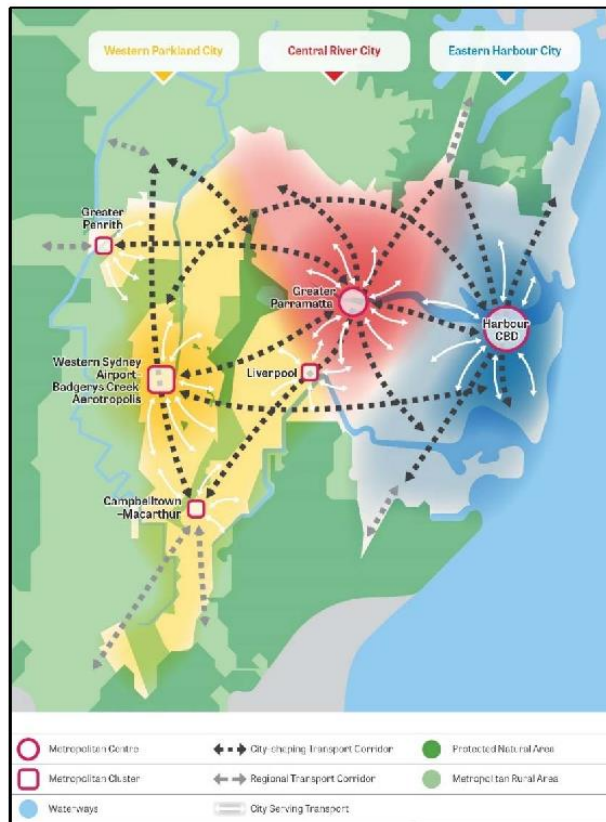
Figure 1: The Planning Hierarchy – (Source: GSC, 2018)

**Greater Sydney Region Plan**

The Greater Sydney Region Plan, *A Metropolis of Three Cities*, ('the Region Plan') was prepared by the Greater Sydney Commission and sets the planning framework for the Greater Sydney Region.

The Region Plan sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. It is built on a vision of three cities - Western Parkland City, Central River City and the Eastern Harbour City- where most residents live within 30 minutes of jobs, education and health facilities, services and great places.

The Region Plan aims to rebalance economic and social opportunities to deliver a more equitable Greater Sydney and establishes 10 directions to achieve the vision of the three cities: 1. A city supported by infrastructure; 2. A city for people; 3. Housing the city; 4. A city of great places; 5. Jobs and skills for the city; 6. A well connected city; 7. A city in its landscape; 8. An efficient city; 9. A resilient city; 10. A collaborative city.



**Figure 2 : Greater Sydney 'three cities' map (Source: GSC, 2016).**

The Region Plan informs district and local plans, the assessment of planning proposals and assists infrastructure agencies to plan and deliver infrastructure that meets Sydney's growth and considers place-based outcomes.

The Region Plan was prepared concurrently with the NSW Government's Future Transport Strategy 2056 and Infrastructure NSW's State Infrastructure Strategy 2018-2038 to integrate land use, transport and infrastructure across the region.

### Western City District Plan

The *Western City District Plan* ('the District Plan') came into effect in March 2018 and applies to the local government areas of Camden, Blue Mountains, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith, and Wollondilly. It provides a 20-year plan to manage growth and informs the LSPS and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

The District Plan includes a range of priorities and actions under the themes of:

- Infrastructure and collaboration;
- Liveability;
- Productivity; and
- Sustainability.

The District Plan outlines a vision for the Western Parkland City which will experience significant growth in housing, jobs, infrastructure and social and recreational amenities over the next forty years. This growth will be underpinned by the once-in-a-generation investment in the Western Sydney Airport and Badgerys Creek Aerotropolis.

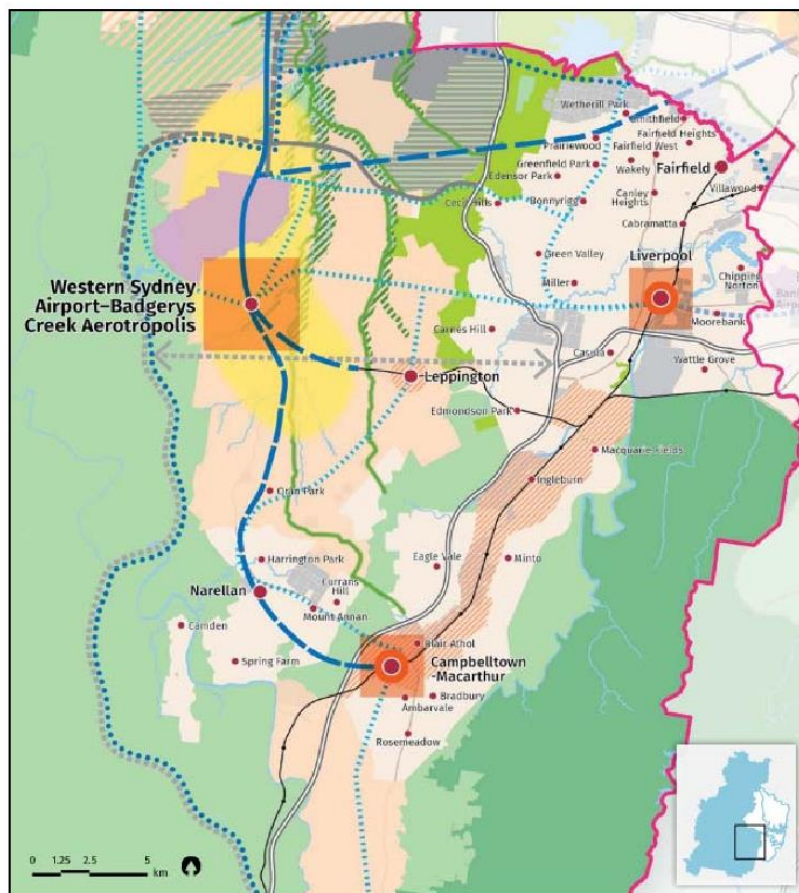


Figure 3: Structure Plan for the Western City District (Source: GSC 2018).

### ***Western Sydney City Deal Initiatives***

The Western Sydney City Deal is an agreement between Federal, State and Local Governments within Western Sydney, which outlines a program of investment for the region's development.

The Western Sydney City Deal includes commitments from all levels of government across six priority domains:

- ***Connectivity*** - connecting the Western City by world-class road, rail, aviation and digital infrastructure.
- ***Jobs for the future*** - building on the unique opportunity of the Western Sydney Airport to drive business investment and employment growth.
- ***Skills and Education*** - coordinated approach to education, skills and training to ensure everyone has the opportunity to equip themselves with the skills to take advantage of the substantial job opportunities now and into the future.
- ***Planning and Housing*** - a package of reform across the whole planning spectrum to improve housing supply and affordability.
- ***Liveability and Environment*** - working together to ensure the Western City is a great place to live, with inclusive and welcoming communities and celebrated natural assets.
- ***Governance*** - a shared vision and implementation plan for the Western City.

The City Deal includes a centrepiece commitment from the Australian and NSW Governments to deliver the first stage of Western Sydney Rail, a North-South Rail Link from St Marys to Badgerys Creek Aerotropolis via Western Sydney Airport.

### ***Camden Community Strategic Plan (CSP)***

The CSP is the community's plan for the Camden LGA. The CSP represents the partnership between Council, State and Federal government agencies, local businesses, local community organisations and residents to deliver for the community.

The Camden CSP was adopted by Council on 27 June 2017 and includes the following key directions:

1. Actively Managing Camden LGA's Growth;
2. Healthy urban and natural environment;
3. A prosperous economy;
4. Effective and sustainable transport;
5. An enriched and connected community; and
6. Strong local leadership.

### ***Planning Instruments***

Camden Local Environmental Plan (Camden LEP 2010) is the principal environmental planning instrument for controlling development in the Camden LGA and guides planning decisions, through zoning and development controls. This sits alongside the Camden Growth Centres Precinct Plan and the Oran Park and Turner Road Precinct Plan, administered under the State Environmental Planning Policy Sydney Region Growth Centres 2006 (Growth Centres SEPP).

It should be noted that when a precinct within the South West Growth Area is released, the Growth Centres SEPP becomes the overriding legislation in place of the Camden Local Environmental Plan 2010 (Camden LEP 2010).

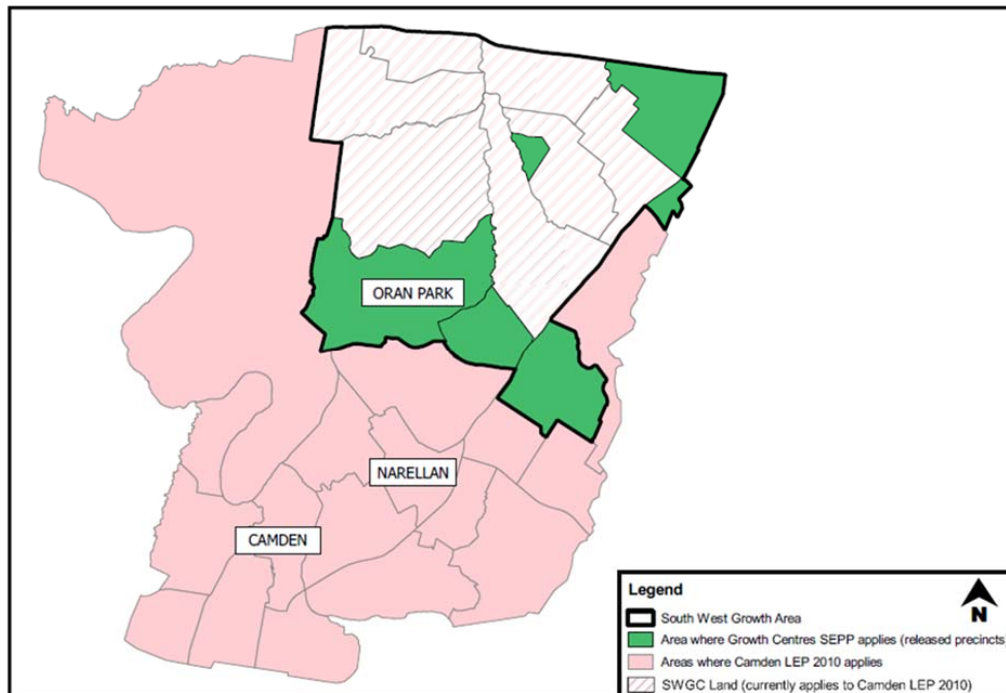


Figure 4: Map of Camden LGA demonstrating where each planning instrument applies.

#### *Camden LEP Review – Phase 1 Minor Amendments*

The first phase of the Camden LEP review commenced in 2016 prior to the finalisation of the Western City District Plan. It is a 'housekeeping' proposal which seeks to make a number of minor amendments to improve the overall operation and accuracy of the plan, including correcting heritage listing errors, minor mapping anomalies, updating the flood definition, and amend clauses. The Planning Proposal is currently with the Department of Planning and Environment for finalisation.

#### *Recent Studies and Strategies*

##### Camden Town Centre Urban Design Framework (2018)

The Camden Urban Design Framework (CUDF) was developed to assist in refining future policy for the historic Camden Town Centre. The policy assessed the Camden Town Centre against eight "Place Vitality Criteria" including:

1. Community
2. Built Form
3. Culture
4. Public Domain
5. Economics
6. Access and Movement
7. Natural Environment
8. Governance and Implementation.

In addition to providing guidance for future policy in the Camden Town Centre, the Camden Urban Design Framework also adopted the Camden Public Domain Manual which guides material choices for development in the Camden Town Centre.

#### Rural Lands Strategy (2017)

The Camden Rural Lands Strategy was adopted by Council in September 2017 and was prepared to respond to emerging pressures that have the potential to impact Camden's rural lands including the Western Sydney Airport and the M9 Orbital. The Strategy includes the following key planning principles and a corresponding set of actions:

1. Protect Camden's remaining rural lands;
2. Retain Camden's valued scenic and cultural landscapes;
3. Provide certainty and avoid rural land fragmentation;
4. Minimise and manage rural land use conflict;
5. Enhance Camden's Rural Economy;
6. Minimise unplanned non-agricultural development; and
7. Maximise opportunities for relocation of rural enterprises.

#### Active Ageing Strategy (2016 – 2026)

Council's Active Ageing Strategy is a living document, describing Council's vision and plan for an age friendly inclusive community with the flexibility to respond to changes or emerging needs.

The Strategy documents how Council will support older people, to optimise their quality of life as they age, by ensuring that older people feel safe, have access to information, services, facilities and opportunities to maximise health, wellbeing and participation in community life.

#### Disability Inclusion Action Plan (2017 – 2021)

Council's Disability Inclusion Action Plan describes Council's priorities for improving the accessibility and appropriateness of the information, services and facilities it provides for people with a disability.

The four key areas of the plan are:

1. Developing positive community attitudes and behaviours
2. Creating liveable communities
3. Supporting access to meaningful employment
4. Improving access to services through better systems and processes

#### Camden Council Sportsground Strategy (2014)

The Camden Council Sportsground Strategy (CCSS) was developed to guide future decision making related to the provision of sportsgrounds and facilities. It will assist in defining the level of sporting facility provision to service new urban areas over the next 10 years and beyond.

The CCSS provides a list of current and proposed sportsground sites in the Camden LGA and the proposed future direction for each site.

#### Camden Recreation Demand Study (2014)



The Camden Recreational Demand Study is a comprehensive assessment of the recreation demand of the future Camden LGA population to inform future planning in established and new release areas. As the population increases in the LGA, there is a potential for the overuse of existing open space and recreation facilities. The capacity of the existing facilities within the Camden LGA will need to increase to adequately serve the needs of the current and future population. It is important to note that this study was undertaken prior to several new suburbs being populated including Oran Park, Cobbitty, Gregory Hills, Gledswood Hills and Spring Farm.

#### Draft Camden Spaces and Places Strategy

Council is preparing a Spaces and Places Strategy which will identify gaps in the provision of open space, play spaces and community facilities and include an action plan to address the needs of the current and future population. This strategy is expected to be finalised in early 2019.

### 1.3 Methodology

The compilation of this report included:

- Consultation with internal stakeholders;
- Audit of Council's existing plans, strategies, research and programs;
- Reference to key LEP/DCP provisions and relevant strategic planning documents (e.g. Camden Rural Lands Strategy, Local Biodiversity Strategy etc);
- Review of the Western City District Plan and Future Transport Strategy for NSW 2056;
- Review of the Western City District Plan actions against the Camden Community Strategic Plan;
- Review of information made available to Council at Technical Working Groups (coordinated by the Greater Sydney Commission)

### 1.4 Submissions and engagement

As part of the preparation of the future LSPS and Camden LEP 2020, a comprehensive community consultation strategy will be prepared.

It is envisaged that consultation will be undertaken in two key stages:

#### **Stage 1: Scoping – Initial visioning consultation**

- Is intended to generate broad awareness of the LEP review project and to identify the wider aspirations of the Camden community.
- Information will be made available in local newspapers and on Council's website and social media platforms.

#### **Stage 2: Testing – Targeted consultation**

- Will be undertaken during the preparation of supporting studies and strategies.
- It is an opportunity to explain the bigger picture and to test options and get input on specific issues and challenges to be addressed in the LSPS

In addition, formal public exhibition periods will be undertaken in accordance with the EP&A Act.

## 2 The Health Check

The purpose of this section is to identify how closely aligned the Camden LEP 2010 is to the actions in the Western City District Plan. Reference has been made to existing Council plans, policies, programs, strategies and research that contribute to those actions.

**Note:** The actions listed in this section are considered to be the key actions relevant to the Camden LEP Review. A response to all 92 actions is provided as **Appendix 1**.

### 2.1 Infrastructure and Collaboration

#### Planning Priorities

- W1 – Planning for a city supported by Infrastructure
- W2 – Working through collaboration

**Table 1: Western City District Plan – Infrastructure & Collaboration Actions**

Action No.	Action
1	Prioritise infrastructure investments to support the vision of A Metropolis of Three Cities.
2	Sequence growth across the three cities to promote north-south and east-west connections.
3	Align forecast growth with infrastructure.
4	Sequence infrastructure provision using a place-based approach.
5	Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans.
6	Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.

#### Health Check

- Council's Community Strategic Plan, '*Camden 2040*', outlines a vision for the growth of the LGA that is supported through effective planning and the timely provision of infrastructure. At present the Camden LGA is poorly serviced by public transport, resulting in housing being delivered ahead of supporting public transport infrastructure and imbedding car dependency. Future Transport Strategy 2056 outlines two city-shaping pieces of public transport to support the growing residential population: the North South Rail Line and the South West Rail Line extension.

Council considers the delivery of rail as fundamental to support the growing population, increase transport options, facilitate enhancement of centres and allow a place-based approach to planning, and has been working collaboratively with the relevant state agencies to provide feedback and advocate for its early delivery.

The lack of certainty regarding timing and station locations for the North South Rail Line is considered a significant impediment to Council managing the projected growth of the LGA in a connected way that unlocks the potential of Camden's strategic centres.

- The Land Use and Infrastructure Implementation Plan (LUIIP) for the South-West Growth Area is anticipated to identify the key actions to support the delivery of housing and jobs across the precincts. The LUIIP will provide an opportunity for the identification of housing and employment growth to be sequenced efficiently and supported by the required infrastructure.
- Council's commitment to leading, partnering and advocating for infrastructure for current and future residents is well-established. Council will continue to work with State agencies to plan how public transport, road networks, education and health facilities will be planned and delivered in a timely manner to support the projected population.
- Through voluntary planning agreements, Council has worked collaboratively and proactively with the development industry to ensure the early delivery of key local infrastructure.

## 2.2 Liveability

### Planning Priorities

- W3 – Providing services and social infrastructure to meet people’s changing needs.
- W4 – Fostering healthy, creative, culturally rich and socially connected communities.
- W5 – Provide housing supply, choice and affordability, with access to jobs, services and public transport.
- W6 – Creating and renewing great places and local centres, and respecting the District’s heritage.

**Table 2: Western City District Plan – Key Liveability Actions**

Action No.	Action
9.	Deliver social infrastructure that reflects the needs of the community now and in the future.
11.	Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities.
17.	Prepare local or district housing strategies
18.	Prepare Affordable Rental Housing Target Schemes following development of implementation arrangements
21.	Identify, conserve and enhance environmental heritage.
22.	Use place-based planning to support the role of centres as a focus for connected neighbourhoods.
23.	Use flexible and innovative approaches to revitalise high streets in decline.

### Health Check

- Council has adopted strategies and policies which address the delivery of social infrastructure that meet the current needs of the community. Council is currently building on these strategies to prepare the draft Camden Places and Spaces Strategy and draft Play Spaces Strategy, to ensure the suitable provision of open space, play spaces and community facilities reflects the needs of the growing population.
- In financial years 2016-17 and 2017-18, there were 6,495 dwellings approved in the Camden LGA. This trend of approvals, and the significant current and planned supply of residentially zoned land, demonstrates that Camden is well-placed to meet, and potentially exceed, the 5-year dwelling target of 11,800 in the District Plan. The delivery of a such high quantum of housing provides housing choice and improves affordability for current and future residents.
- The Camden Residential Strategy 2008 analysed Camden’s infrastructure capacity for increased housing, provided a market analysis of supply/demand trends, assessed drivers for residential redevelopment and conducted feasibility studies of alternative housing forms. Among a range of recommendations, the need for a greater diversity of housing stock to meet the changing needs and preferences of current and future residents and improve affordability in the LGA was identified.

The strategy needs review to reflect the change in Camden's population, changes in strategic planning frameworks and current housing market trends, including changing housing demand and demographics within the LGA.

- As identified in the Camden CSP, the protection and celebration of Camden's many heritage items are important to the community. Currently, Camden has 15 state listed items under the NSW Heritage Act and 167 items listed under the Camden LEP 2010 and Growth Centres SEPP.
- As the local population grows and changes, the form and function of current local and strategic centres will change and be potentially transformed through the delivery of rail. Council does not currently have an overarching strategy that evaluates and identifies the role and hierarchy of centres in the LGA.
- The Camden Town Centre Urban Design Framework was adopted in August 2018. The Framework aims to protect the town centre's valued and distinct character whilst at the same time facilitating appropriate change and growth. The Framework does not recommend sweeping change, rather sensitive alterations that build on the town centre's unique heritage values to improve urban amenity, connectivity and economic viability.

### 2.3 Productivity

#### Planning Priorities

- W7. Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City.
- W8. Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis.
- W9. Growing and strengthening the metropolitan cluster.
- W10. Maximising freight and logistics opportunities and planning and managing industrial and urban services land.
- W11. Growing investment, business opportunities and jobs in strategic centres.

**Table 3: Western City District Plan – Key Productivity Actions**

Action No.	Action
24.	Integrate land use and transport plans to deliver the 30-minute city.
35.	Protect and support agricultural production and mineral resources (in particular; construction materials) by preventing inappropriately dispersed urban activities in rural areas.
38.	Create capacity for tourist accommodation in appropriate locations through local environmental plans.
53.	Plan and manage industrial and urban service land in line, with the principles for managing industrial and urban services land, in the identified local government areas (refer to Figure 19) by creating additional industrial and urban services land where required in land release areas to service the growing population. In updating planning for release areas, relevant agencies are to conduct a strategic review of industrial land.
56.	Provide access to jobs, goods and services in centres.
58.	Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional retail floor space.
63.	Strengthen Leppington through approaches that: <ul style="list-style-type: none"> <li>a. Develop a masterplan for the Leppington town centre in collaboration with Camden and Liverpool City Councils, stakeholders and the community.</li> <li>b. Coordinate the release and rezoning of land for residential, employment and other urban development in Leppington town centre in accordance with the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 and to support the District's housing and job targets.</li> <li>c. Coordinate and deliver enabling infrastructure to support future development.</li> </ul>
64.	Strengthen Narellan through approaches that: <ul style="list-style-type: none"> <li>a. Investigate the capacity of key infrastructure to support additional growth.</li> <li>b. Undertake the Urban Design Review for the Centre and review planning controls.</li> <li>c. Review the vision for the Narellan Centre.</li> </ul>

### Health Check

- A Camden industrial land audit in 2015 identified that Camden LGA has:
  - 801.9 ha of industrial land (total);
  - 188.4 ha developed industrial land;
  - 238.2 ha zoned and undeveloped industrial land; and
  - 375.3 ha proposed and undeveloped industrial land

The industrial land supply is predominately distributed across:

- 3 established precincts - Smeaton Grange, Narellan and Turner Road; and
- 2 zoned precincts – Oran Park and Leppington North

The audit provides base inputs to be updated and expanded to monitor the supply of industrial land against short, medium and long-term demand.

- Council is currently undertaking a preliminary retail hierarchy review of local and strategic centres in the LGA. The review has specific aims, however the results will provide important inputs and methodologies for future strategic work on centres. The review identifies that Camden has:

**Current** retail floor space of:

- Regional Centres: 132,810 m<sup>2</sup>;
- Sub-Regional Centres: 40,000 m<sup>2</sup>; and
- Neighbourhood Centres: 37,087 m<sup>2</sup>.

**Planned** retail floor space of:

- Regional Centres: 120,000 m<sup>2</sup>;
- Sub-Regional Centres: 30,000 m<sup>2</sup>; and
- Neighbourhood Centres: 87,033 m<sup>2</sup>.

*Note: figures above are sourced from Council estimations. The predictability of the take-up of planned floor space is uncertain; figures are therefore indicative.*

- There are currently 31,017 jobs in the Camden LGA and 46,423 resident workers (Source: Profile .id; NIEIR).
- Camden's self-containment rate (percentage of people who live and work in the LGA) of 29.5% is lower than other LGAs in the Western Parkland City (Campbelltown - 34%, Liverpool - 31% and Penrith – 39%). This low self-containment rate could be interpreted as a lack of employment opportunities and strategic centres within the LGA.

However, Camden LGA's jobs to working residents ratio is 70% (with 100% meaning there is a suitable local job for each local resident), meaning that there is theoretical capacity for Camden's self-containment rate to be higher, as residents thereby reducing commuting times.

It is worth noting that the containment rates of LGAs in the Western District are considerably lower than the Central and Eastern districts, highlighting structural challenges for Camden and the district as a whole in providing local jobs.

It is also worth noting that 20.5% of Camden residents have jobs in directly neighbouring LGAs.

- In order to ensure that more residents have access to a '30-minute city', a greater quantity and diversity of local employment is needed. It is noted that the District Plan provides no benchmarks to measure the success for the '30-minute' city.
- The areas within the 'Metropolitan Cluster' for the Western District are outside of the Camden LGA. The lack of major tertiary education facilities, health precincts and public transport infrastructure in Camden limits the opportunity for strategic centres to be created in the Camden LGA that agglomerate higher order jobs. Council will continue to advocate for catalytic investment of this type to enhance the productivity and liveability of the LGA.
- The value of the Camden's Gross Regional Product (size of local economy) has doubled in in 10 years from \$1,971 Million (2007) to \$3,986 Million (2017).
- Council is currently undertaking several projects to address issues of land use conflicts that arise at the interface of industrial and residential land uses. Council's initiatives aim to protecting residential amenity, while supporting the economic viability of industrial and urban services land.
- The Camden Rural Lands Strategy has identified the need to protect the LGA's rural lands, enhance Camden's rural economy and maximise opportunities for the relocation of rural enterprises.
- The review of Camden's two strategic centres are at different stages. Council has been working with DPE and Liverpool Council to complete the review of the Leppington Town Centre. The review of the Narellan Town Centre's future vision and capacity to support additional growth is restricted by the lack of certainty regarding the North South Rail Line. Council will continue to work with state agencies to plan and deliver an integrated approach to land use and transport planning in the LGA.
- Council's Economic Development Strategy (currently being updated) and Community Strategic Plan prioritise the growth of tourism in the LGA. This objective is further supported by the Camden Destination Management Plan, Camden Region Economic Taskforce's Strategic Plan 2018-2021 and Macarthur Destination Management Plan.
- Camden LEP 2010 allows a range of uses that facilitate tourism in the Camden LGA. The current permitted uses facilitate a range of accommodation, from bed and breakfast accommodation (most residential zones) to hotels and motels (B4 Mixed Use). Uses such as cellar door premises, farm stay accommodation and roadside stalls are permitted in the rural zones to promote the rural economy.
- Council is currently progressing a Planning Proposal to exhibition at Camden Lakeside to enable a hotel as an additional permitted use. The Planning Proposal will increase the permitted height to 22m for a future hotel development on the site.



## 2.4 Sustainability

### Planning Priorities

- W12. Protecting and improving the health and enjoyment of the District's waterways.
- W13. Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element.
- W14. Protecting and enhancing bushland and biodiversity.
- 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.

**Table 4: Western City District Plan – Key Sustainability Actions**

Action No.	Action
67	Protect environmentally sensitive areas of waterways.
71	Implement the South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City.
74	Progressively refine the detailed design and delivery of: <ol style="list-style-type: none"> <li>a. Greater Sydney Green Grid priority corridors and projects important to the District.</li> <li>b. Opportunities for connections that form the long-term vision of the network</li> <li>c. Walking and cycling links for transport as well as leisure and recreational trips.</li> <li>d. Create Greater Sydney Green Grid connections to the Western Sydney Parklands.</li> </ol>
77	Enhance and protect views of scenic and cultural landscapes from the public realm.
78	Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes.
80	Maximise the use of existing open space and protect, enhance and expand public open space.
89	Mitigate the urban heat island effect and reduce vulnerability to extreme heat.

### Health Check

- To manage the impact of urban development on the natural environment, the Camden DCP has controls for erosion and sedimentation, salinity management, water management, trees and vegetation, environmentally sensitive land and riparian corridors.
- Council's Biodiversity Strategy (adopted 2014) identifies the challenges to protecting high biodiversity values in Camden: at 2013, 10% of land in the LGA is remnant woodland and 3.5% of endangered ecological communities are in Council parks and reserves. The strategy looks to protect and enhance biodiversity by maximising ecological connectivity, promoting the consolidation of existing larger habitats and protecting and rehabilitating threatened species.

- The Camden Riparian Areas Plan of Management (adopted 2002) specifies how the riparian areas in the Camden LGA will be used and managed, and the objectives for that use. The Plan aims to provide a broad management framework for the LGA and a vision for Camden's riparian areas that are "*ecologically diverse and provide a network of green corridors that stretch unbroken across the LGA and integrate with the needs of the community*". The Plan identifies that this vision is to be achieved through future iterative plans and strategies.
- During the precinct planning for the South West Growth Areas, work was undertaken by the DPE with input from Council, that considers the ecological values of riparian corridors in order to influence land use decisions that maximise ecological protection.
- Collaborative work with the office of NSW Office of Government Architects has commenced to map and identify the LGA's Green Grid links, however is in its early stages.
- Building on Camden's adopted strategies and the precinct planning, there is an opportunity for Council to create an overarching strategy for Camden's Blue and Green Grid to increase public access to riparian areas (where ecological values are not compromised), connect residents to the natural landscape and enhance amenity and liveability.
- Camden's Rural Land Strategy identifies the need to retain current planning controls, including the 40 ha. minimum lot size, for rural zoned land outside of the South West Growth Area to limit unplanned urban development and protect the valued cultural landscapes. The strategy will help guide decision making on land use planning on and adjacent to rural zoned land.
- Council's draft South Creek Flood Study and range of flood studies restricts development activity from flood prone land and are represented in LEP and DCP controls.
- Council is preparing a Places and Spaces Strategy which aims to ensure that residents have access to open space that meet resident's diverse and changing needs, is highly accessible and sufficient in quantity and quality.
- The preparation of the LSPS provides an opportunity for Council and the community to identify priorities for future projects that aim to mitigate the urban heat island effect and create a more resilient LGA.
- Council has one biobanked site at Gundungurra Reserve which preserves an area of critically endangered Cumberland Plain Woodland. In addition, proposals for protection of three further reserves (to create one site) under biodiversity stewardship agreements have been submitted to the Office of Environment and Heritage under the *Biodiversity Conservation Act 2016*.
- The South West Growth Area underwent Biodiversity Certification during the preparation of the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 and Biodiversity Certification has been conferred over land within the Emerald Hills Estate and El Caballo Blanco.
- Camden Bushcare is an environmental volunteer program set up by Council to encourage local communities to actively participate in managing and maintaining the remnant urban bushland areas in the Camden LGA.

2.5 Snapshot of compliance

This section provides an indicative summary of the degree of compliance with the District Plan Planning Priorities by theme and provides input to guide where future attention should be focused.

**Key:**

Compliant	
Room for improvement	
Not Compliant	

Table 5: Snapshot of Compliance

Theme	Planning Priority	Compliance	Comment/Future Focus
Infrastructure and Collaboration	W1. Planning for a city supported by infrastructure		Continue to advocate for certainty around the delivery of state significant infrastructure Continue to plan, fund and deliver local provisions
	W2. Working through collaboration		Continue collaboration and advocacy with State agencies and neighbouring councils
Liveability	W3. Providing services and social infrastructure to meet people's changing needs		Continue to manage growing populations changing needs
	W4. Fostering healthy, creative, culturally rich and socially connected communities		Build on current social strategies and policies
	W5. Providing housing supply, choice and affordability, with access to jobs and public transport		Continue to deliver suitable quantities and types of housing, and ensure it is matched by key infrastructure
	W6. Creating and renewing great places and local centres, and respecting the district's heritage		Manage growth and change in Camden Town Centre through the adopted framework. Review and preserve the wider Camden LGA's heritage values.
	W7. Establishing land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City		Continue to advocate for certainty around the delivery of state significant infrastructure
Productivity			

Theme	Planning Priority	Compliance	Comment/Future Focus
	<b>W8.</b> Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis		Continue to advocate for certainty around the delivery of state significant infrastructure
	<b>W9.</b> Growing and strengthening the metropolitan cluster		Areas of the Metropolitan Cluster are within neighbouring LGAs. Advocate for State investment to grow these sectors (health and education) where suitable
	<b>W10.</b> Maximising freight and logistics opportunities and planning and managing industrial and urban services land		Continue to advocate for clarity regarding the OSO. Build on work to protect and maximise industrial employment land
	<b>W11.</b> Growing investment, business opportunities and jobs in strategic centres		Focus on defining and growing centres in a strategic manner to provide jobs and social amenities. Continue to advocate for certainty around the delivery of state significant infrastructure.
	<b>W12.</b> Protecting and improving the health and enjoyment of the District's waterways		Build existing strategies to enhance Camden's Blue and Green Grid.
	<b>W13.</b> Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element		Build existing strategies to enhance Camden's Blue and Green Grid.
	<b>W14.</b> Protecting and enhancing bushland and biodiversity		Build existing strategies to enhance Camden's Blue and Green Grid.
	<b>W15.</b> Increasing urban tree canopy cover and delivering Green Grid connections		Build existing strategies to enhance Camden's Blue and Green Grid.
	<b>W16.</b> Protecting and enhancing scenic and cultural landscapes		Implement the initiatives in the Rural Lands Strategy and Camden Town Centre UDF that recognise the need to identify and protect valued landscapes.
	<b>W17.</b> Better managing rural areas		Rural Lands Strategy is comprehensive and current.
	<b>W18.</b> Delivering high quality open space		Continue to manage the growing populations changing needs.
	<b>W19.</b> Reducing carbon emissions and managing energy, water and waste efficiently		Build on Council's existing work in managing energy, water and waste efficiently.
	<b>W20.</b> Adapting to the impacts of urban and natural hazards and climate change		Continue to work with western Sydney Councils and State agencies to increase resilience.

Theme	Planning Priority	Compliance	Comment/Future Focus
Implementation	W21. Preparing local strategic planning statements informed by local strategic planning	To be undertaken	
	W22. Monitoring and reporting on the delivery of the plan	To be undertaken	

### 3 The Context

This section describes the changing context and emerging issues in the Camden LGA and identifies challenges, opportunities and future focus areas mapped against priorities in the District Plan.

#### 3.1 Land use planning context

This section outlines the unique and changing context in which planning is being undertaken in the Camden LGA.

The demographic data and trends outlined in this section are taken from a combination of datasets and forecasts from Profile.id (2018) and the Department of Planning and Environment (DPE) (2016). It is understood that DPE is currently undertaking work to update population forecasts for the Camden LGA. The LEP Review process may need to consider and incorporate these updated population and demographic forecasts when they are made available from DPE.

#### Current and Changing Demographics

- Camden is the fastest growing local government area in Australia, and has a current forecasted population of 87,068 (Source: Profile.id, 2018)
- DPE produced population projections in 2016 which outline three forecast scenarios: Low, Main and High. By 2036 Camden’s population is forecast to be (Figure 5):  
Low 214,350; Main 224,550; and High 233,950.
- Profile .id forecast the population to grow to 233,299 by 2036.

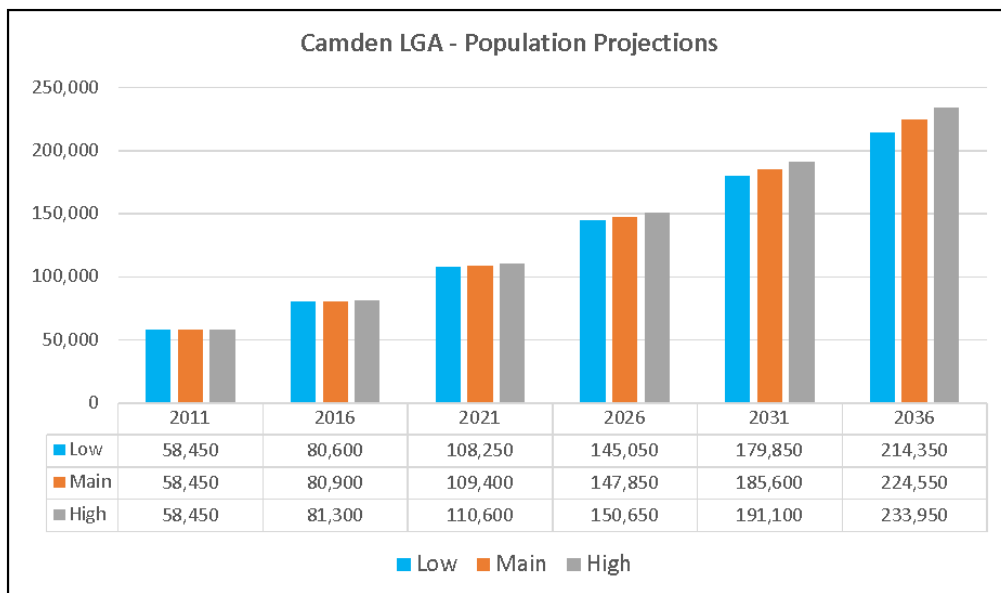


Figure 5: Camden LGA’s forecast population to 2036 produced by DPE (Source: DPE, 2016)

- The largest changes in the population groups between 2011 and 2016 were young workforce (25 to 34) and empty nesters (60 to 69)

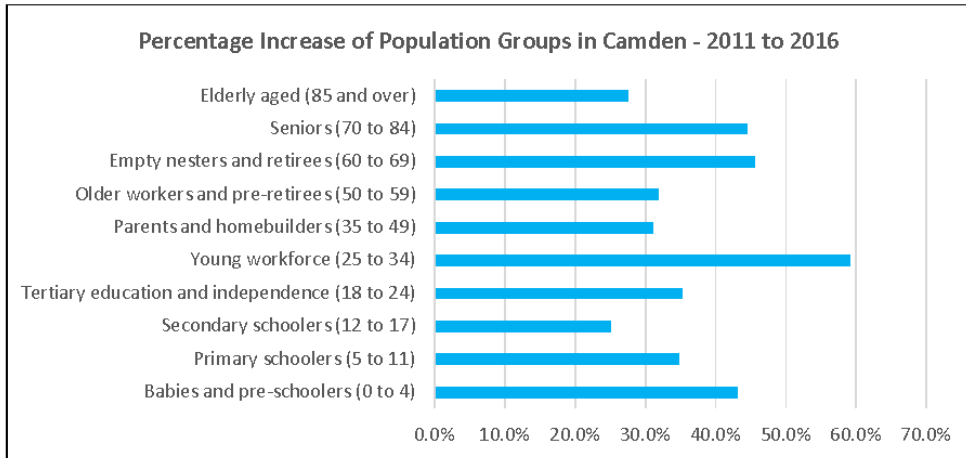


Figure 6: Percentage of population Groups in Camden – 2011 to 2016 (Source: Profile.id)

- In comparison to Greater Sydney, Camden has a much higher percentage of couples with children households.

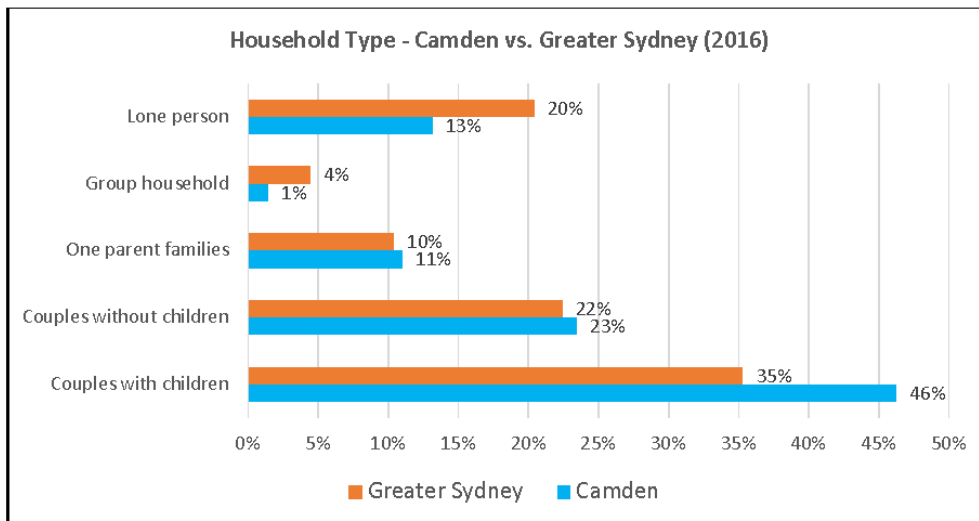


Figure 7: Household Type – Camden vs. Greater Sydney (2016)

- Figure 8 demonstrates that Camden’s household type is projected to increase across all groupings.

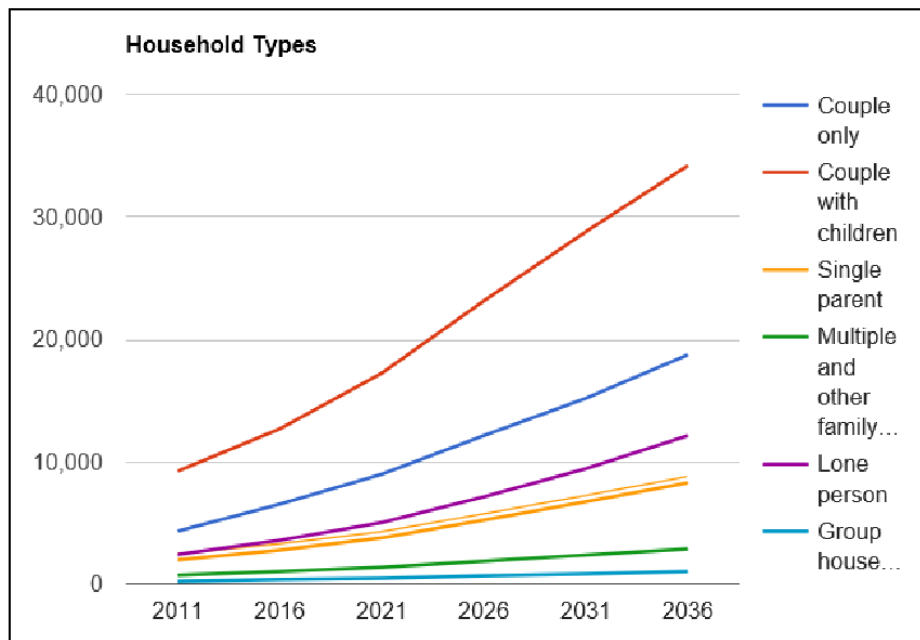


Figure 8: Camden household type projections 2011 – 2036 (Source: DPE, 2016)

- Figure 9 illustrates that the percentage of couple with children households is expected to drop from 47% of all households in 2016 to 44% in 2036.

Correspondingly, there will be a rise in smaller households of: Couple Only, Single Parent Family and Lone Person households from 48% to 51% (combined).

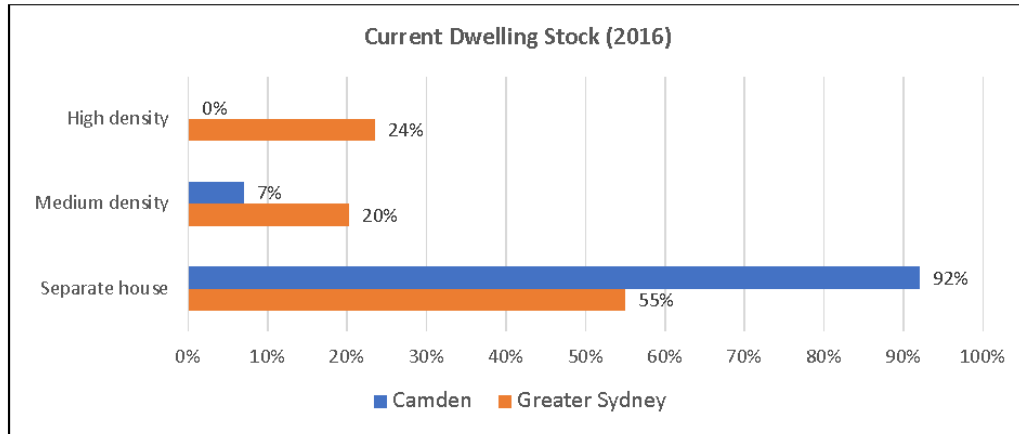
Household Type	2016 - %	2036 - %	Approximate Effective Dwelling Difference
Couple with children	47%	44%	-2,092
Couple Only, Single Parent Family and Lone Person	48%	51%	+2,193

Figure 9: Household makeup difference of selected household types 2016-2036 (Source: DPE, 2016; Council calculations)



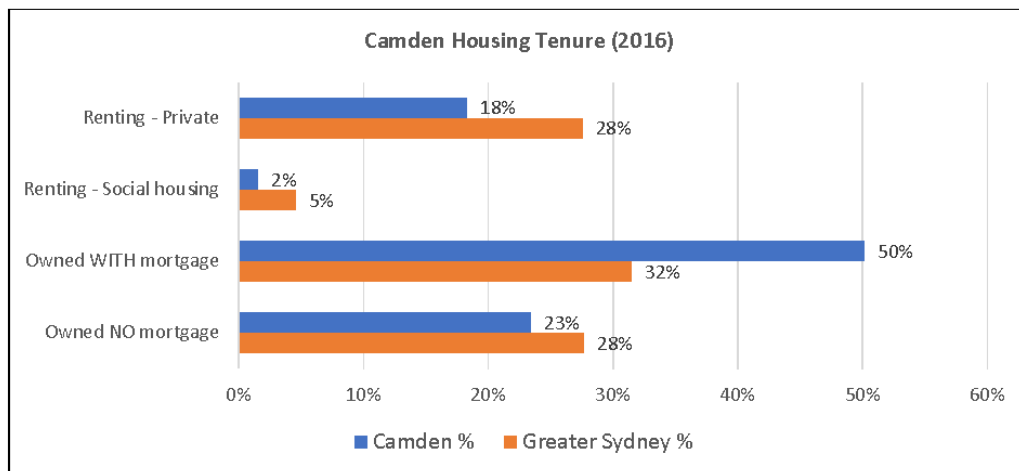
**Current Housing Stock and Approvals**

- Camden’s current dwelling structure in (based on building type in Census 2016) is dominated by detached dwellings (92%).



**Figure 10: Camden current dwelling structure (Source: ABS, 2016; Profile i.d)**

- Camden has a higher percentage of residents who either own (with or without a mortgage) at 73.6% than Great Sydney 59.2%. There are correspondingly less renters in Camden (19.9%) than Greater Sydney (32.1%).



**Figure 11: Housing tenure Camden vs. Greater Sydney. Note: values don't equal 100% as 'not stated' & 'other tenure type' omitted (Source: ABS, 2016; Profile i.d)**

- Dwelling approvals in Camden have been growing strongly and are still overwhelmingly dominated by detached dwellings.

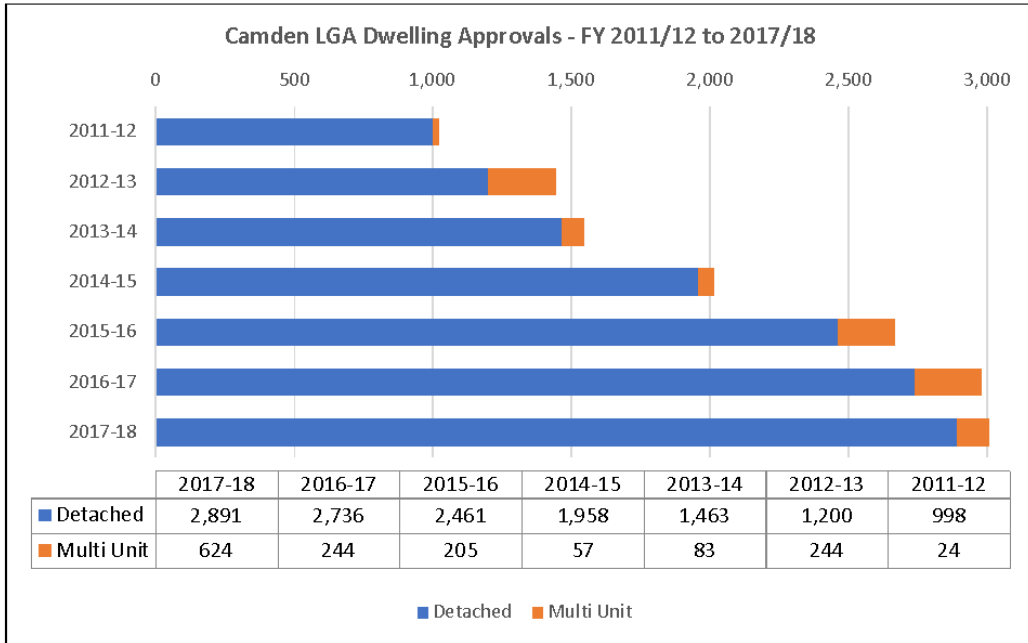


Figure 12: Camden LGA dwelling approvals 2011/12 to 2016/17 (Source: Camden Council; DPE)

**Managing Growth**

The majority of Camden’s forecasted growth will be provided in the South West Growth Area, which is planned and delivered by the DPE, with Council as an active stakeholder, and administrated under the State Environmental Planning Policy (Sydney Region Growth Centres) 2006.

The approval of development in the growth areas is the responsibility of Camden Council. One challenge in ensuring a ‘place-based’ approach to planning in Camden, is the significant proportion of dwellings that are approved under the complying development in urban release and growth areas.

The growth area precincts are at different stages of identification, planning, rezoning and constructing. Figure 13 outlines the current projected dwellings in each precinct that have been released and rezoned and demonstrates the significant levels of potential housing supply in the Camden LGA (Note: some of the already rezoned supply has already been approved and constructed; and dwelling projections in some of the unzoned precincts may change).

Precinct	Rezoned	Population
<b>REZONED</b>		
Catherine Fields (Part)	3,200	9,000
East Leppington (not all in Camden LGA)	4,415	12,460
Leppington North (not all in Camden LGA)	17,350	54,300
Leppington-Stage1	2,500	7,800
Oran Park	7,540	21,000
Turner Road	4,020	11,200
<b>RELEASED</b>		
Leppington-Stage 2-5	7,000	20,000
Lowes Creek Marylands	6,500	20,280
South Creek West	30,000	84,000
<b>NOT RELEASED</b>		
Pondicherry	2,500	7,000
Rossmore	4,500	12,460
Catherine Fields North	9,500	26,600
Catherine Fields	5,000	14,000

**Figure 13: South West Growth Area potential dwelling supply (Source: DPE, 2016, 2018)**

In addition to the South West Growth Areas, there are numerous urban release areas that are Council led and administrated under the Camden LEP 2010. These include Spring Farm, Emerald Hills, Gledswood Hills, Elderslie, El Caballo Blanco Gledswood, Camden Lakeside, Manooka Valley and Harrington Grove.

There are several major projects that have the potential to impact on how Camden will develop in the future including the Western Sydney Airport, South West Rail Link extension, North South rail and the Outer Sydney Orbital.

Further, Council anticipates that the NSW Government will exhibit a draft South West Growth Area Land Use and Infrastructure Implementation Plan (LUIIP) in 2019, which is the first review since the Structure Plan, and will identify the key actions to support the delivery of housing and jobs across the precincts. These projects will have a direct impact on how the Camden LGA will develop, especially in terms of the density of residential development around emerging transport nodes, and will outline how future development will be efficiently sequenced and supported by the requisite infrastructure.

Camden's Rural Lands Strategy (2017) highlights the growth pressures on Camden's rural land. The Strategy highlights the importance and value of rural land in the Camden LGA and includes actions which seek to protect Camden's remaining rural lands and retain Camden's valued scenic and cultural landscapes.

#### **Economic and Employment patterns**

The economic development and prosperity of the Camden LGA is linked with the broader South West Sydney and Macarthur regions. Economic initiatives for the Camden LGA will focus on working with partners, including the Camden Regional Economic Taskforce (CRET) on the development of a strong local economy.

Council’s adopted Economic Development Strategy (currently being updated) identifies a range of target sectors to maximise the strengths in the Camden LGA and target key sectors that offer opportunities to deliver suitable and diverse local employment. They include; Education, Professional Services, Health Services, Tourism, Agriculture, Construction, Retail and Commonwealth and State Government Services. In addition, Camden’s land use and infrastructure plans and strategies will aim to deliver sufficient quantity of suitably located employment land.

Employment and Economic Overview

Two instructive measures of Camden’s economy are:

**Headline Gross Regional Product (GRP):** A measure of the size of the local economy.

**Local Resident GRP:** Economic output of the residents of the LGA, regardless of where they work.

Figure 14 demonstrates that the Gross Regional Product is currently and historically *below* the Local Resident GRP.

This could indicate a range of factors:

- a high percentage of residents working outside of the LGA;
- a high percentage of residents with high output jobs working outside of the LGA; or
- a combination of both.

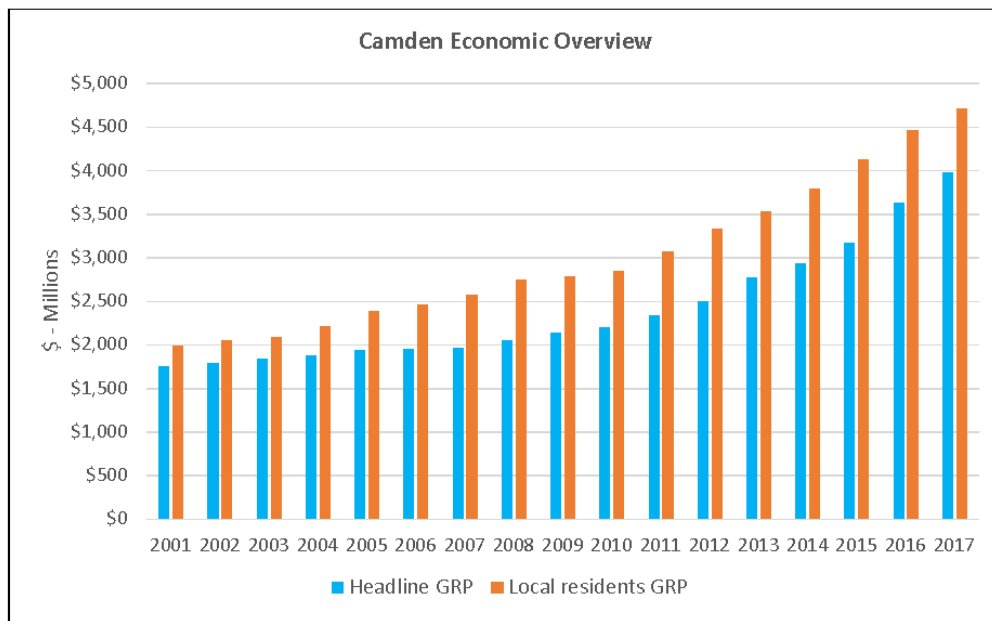


Figure 14: Camden economic overview – Headline Gross Regional Product (GRP) and Local Resident GRP

Journey to work method is another indicator of local employment opportunities and infrastructure provision. Private car remains the primary method for Camden residents to travel to work at 76% and is above average for Greater Sydney. Notably, the percentage of working residents who commute by public transport and active transport is much lower in Camden than Greater Sydney.

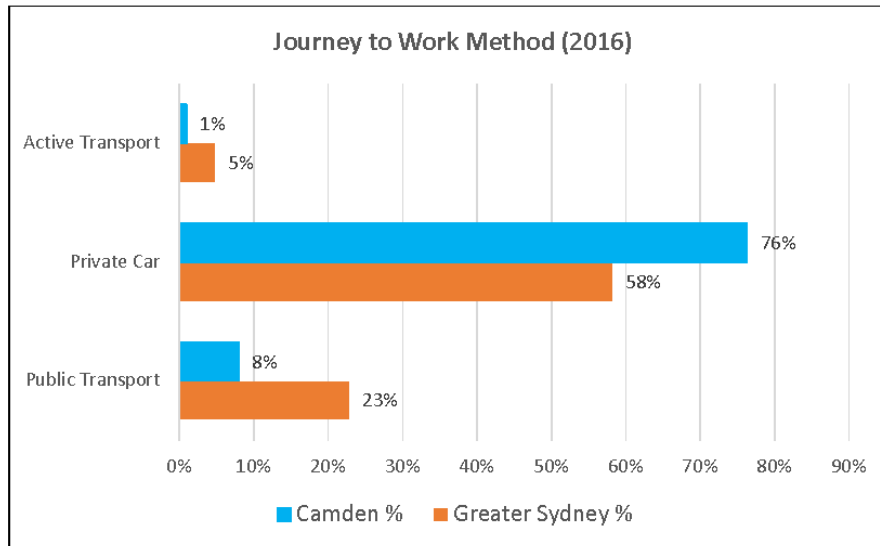


Figure 15: Camden journey to work method

Key Industries

Two instructive measures of local employment opportunities and key industries are:

**Self-containment Rate:** Proportion of resident workers who are employed within the LGA

**Jobs-to-workers Ratio:** Number of local jobs in an industry in the LGA, divided by the number of local residents employed in that industry.

The ratio is a *theoretical* maximum self-containment rate, with 1 meaning there is a locally suitable job for each working resident. Under 1 there are less jobs and over 1 there are more jobs.

Table 6 below provides snapshot of Camden employment and illustrates:

- Column A - Number of resident workers by industry (i.e. industry resident’s work, irrespective of location);
- Column B - Number of local jobs by industry (i.e. local jobs that are in Camden LGA);
- Column C - Percentage of Camden residents employed locally, by industry (self-containment rate);
- Column D - Jobs-to-workers ratio by industry; and
- Column E - Change in jobs to worker ratio between 2011 and 2016.

**Key Findings**

- The largest sectors in which Camden residents work, and in which there are local jobs, are Construction, Retail Trade and Health Care and Social Assistance.
- 29.5% of Camden working residents also work in Camden (self-containment rate).
- There is *theoretical* potential for this to increase as high as 70% (overall jobs-to-workers-ratio); the jobs-to-workers ratio in every industry is higher than the current self-containment rate.
- The overall jobs to workers ratio has only marginally declined since 2011 by -2.2%. This demonstrates that despite strong population growth, the supply of local jobs suitable for the skills of local residents has generally kept pace.
- Of note, there has been an increase in the jobs-to-workers ratio for professional, scientific and technical services (13%), administrative and support services (18.3%) and rental, hiring and real estate services (14.6%).

**Table 6: Camden Employment Snapshot (Source: Profile ID, Council calculations)**

Industry	A	B	C	D	E
	Camden Resident Workers	Camden Local Jobs	% residents employed in Camden	Jobs-to-Workers Ratio	Jobs-to-Worker Ratio Change 2011-2016
Construction	5,701	5,316	33.3%	0.9	-1.8%
Retail Trade	5,012	4,614	38.1%	0.9	-1.0%
Health Care and Social Assistance	4,790	2,857	27.6%	0.6	-13.5%
Education and Training	4,659	2,873	30.5%	0.6	-8.8%
Manufacturing	4,013	2,036	17.1%	0.5	-4.2%
Public Administration and Safety	3,315	1,167	12.0%	0.4	4.9%
Transport, Postal and Warehousing	3,288	1,584	22.4%	0.5	-3.2%
Accommodation and Food Services	2,446	2,269	54.2%	0.9	-13.0%
Professional, Scientific and Technical Services	2,413	1,691	33.8%	0.7	13.0%
Wholesale Trade	2,022	1,099	19.6%	0.5	3.6%
Other Services	1,930	1,341	38.5%	0.7	-12.2%
Financial and Insurance Services	1,785	609	16.0%	0.3	5.8%
Administrative and Support Services	1,347	1,082	32.0%	0.8	18.3%
Rental, Hiring and Real Estate Services	910	766	37.1%	0.8	14.6%
Arts and Recreation Services	782	512	35.1%	0.7	-34.0%
Information Media and Telecommunications	653	203	18.4%	0.3	-0.1%
Electricity, Gas, Water and Waste Services	589	305	16.7%	0.5	-19.8%
Agriculture, Forestry and Fishing	467	603	65.9%	1.3	-14.6%
Mining	302	93	12.2%	0.3	15.0%
<b>Camden LGA Total</b>	<b>46,423</b>	<b>31,017</b>	<b>29.5%</b>	<b>0.7</b>	<b>-2.2%</b>

## Environment

The natural environment of the Camden LGA includes many unique features and the area is known for its scenic character. The main vegetation community in the Camden LGA is Cumberland Plain Woodland which is a Critically Endangered Ecological Community under the *Commonwealth Environment Protection and Biodiversity Act 1999* and the *Biodiversity Conservation Act 2016*.

Notwithstanding the valued qualities of the pastoral landscapes of Camden, there are challenges to protecting and enhancing biodiversity values in Camden. In 2013, only 10% of land in the LGA is remnant woodland and only 3.5% of endangered ecological communities are in Council parks and reserves, with the remainder on private land.

The Nepean River, South Creek and associated floodplains are key natural features and flooding along these waterways impacts adjacent land within the floodplain to varying degrees. The Western City District Plan identifies the South Creek corridor from Narellan to Hawkesbury as an important environmental spine for the future Western Parkland City and the NSW Government is developing a strategy for the restoration and protection of South Creek.

### Camden Community Strategic Plan (CSP)

The Camden Community Strategic Plan (CSP) includes a key direction for a healthy urban and natural environment and includes the following strategies:

- Protect the built and natural heritage of the Camden LGA.
- Conserve native and flora and fauna and their habitats, and promote local involvement through community education programs.
- Maintain and enhance the Camden LGA's waterways and its catchments and promote water saving initiatives.
- Monitor air quality and promote initiatives to reduce air pollution.
- Monitor noise complaints and promote initiatives to reduce noise pollution.
- Ensure the long term assets of parks and open space is managed and maintained across the Camden LGA.
- Ensure public amenities and recreational facilities reflect community needs.
- Regulate, monitor and enforce activities in public and private areas.
- Promote efficient water and energy use.

### Pressure on natural assets

Population growth and development place significant pressure on natural areas and biodiversity due to habitat clearing, degradation of waterways, and spread of pest animals and weeds. The Camden Local Biodiversity Strategy provides the framework for Council and the community to achieve the vision in the Camden Community Strategic Plan.

### Heritage Conservation

Heritage makes up an important part of the character of the Camden LGA and is held in high esteem by the Camden community. The quality of heritage in Camden is a draw card to visitors and investment in the area.

### Recreation

Camden's rapid growth is resulting in changes to the community profile, urbanisation of the rural landscape and is placing pressure on the existing network of social infrastructure. As such, Camden is facing a challenge to provide appropriate levels of services and facilities to the growing community.

Council is currently in the process of reviewing the existing Sportsground Strategy and Recreation Demand Study from 2014. Council is preparing a Spaces and Places Strategy (not yet endorsed by Council) which aims to address the growth challenges faced by Camden by:

- Identifying gaps in the provision of open space, play spaces and community facilities;
- Projecting the future demands and need for such facilities, considering the projected population growth;
- Establishing best practice benchmarks and agreed definition of terms; and
- Providing an action plan and priorities to meet the needs of the current and future population of the Camden LGA.

### 3.2 Barriers to delivery

In summary, potential barriers to achieving the Western City District Plan Actions include:

- Lack of certainty around key infrastructure projects. Commitment is needed for corridor preservation and timing for the delivery of key infrastructure projects to inform future growth.
- Limitations and deficiencies with the current development contributions framework in NSW which limits Council's ability to fund the delivery of new infrastructure in desired timeframes.
- To deliver the Western Parkland City, commitment and funding is needed from all levels of government to deliver quality open spaces to attract visitors and differentiate the city.
- Complying development codes limit the application of a place-based planning approach.

### 3.3 Key risks

Potential or unknown barriers and risks that may arise:

- Change in government policy and key infrastructure announcements.
- Inconsistent or unreliable data / evidence.
- Ad hoc Planning Proposals outside of identified growth areas which create cumulative impacts.
- Limited funding and resources, especially in relation to sustainability actions.
- Increasing costs of acquiring land to provide for community facilities.



### 3.4 Key findings

Despite the challenges associated with accommodating a rapidly growing population, Council is well-placed to deliver the actions and planning priorities identified in the Western City District Plan. The key opportunities and focus areas include:

**Managing Urban Growth:** The projected population growth of in the Camden LGA brings a range of opportunities, but also brings challenges that need to be closely managed. Well-managed urban development can minimise detrimental impacts on the environment, rural economy and heritage values, and ensure that Camden remains an attractive place to live and visit for current and future populations. The protection and promotion of Camden's green and blue links and rural landscapes provide an opportunity to demonstrate a desirable balance between urban growth and environmental conservation.

**Local Employment and Strategic Centres:** Despite the structural challenges faced by Camden owing to its geographical location in Sydney and relationship to other established Strategic Centres, the range of locally available jobs that meet Camden the skillset of resident's is relatively high. There is however an opportunity to secure and grow employment opportunities by strengthening local and strategic centres. Accessible, diverse and high-amenity centres create employment opportunities and provide a focal point for the community to access commercial, recreational and social services.

**Changing Demographics:** Whilst Camden remains an in-demand location for young families to raise a family, there is forecast to be a growing population of smaller households and ageing households. This change in demographic profile changes the demand for and accessibility to social infrastructure and public open space, as well as the demand for different housing types. The needs of the changing population require appropriate consideration in all future strategies.

**Suitable Infrastructure:** The predominate greenfield nature of development in Camden means that the majority of the required infrastructure to deliver high-amenity and connected communities needs to be planned, funded and built in a timeframe that matches the LGA's population growth. Council's Contributions Plans and VPAs make a significant contribution to meeting local infrastructure needs, however there are limitations to what and when these mechanisms can deliver.

The lack of certainty regarding the delivery of district level and city-shaping pieces of infrastructure can reduce the liveability of the area, entrench car dependency and restrict housing and commercial investment. Timely delivery of supporting and transformative infrastructure has the potential to 'make a place' and it is fundamental that Camden's growth is suitably supported by infrastructure.

# 4 Conclusions & Recommendations

This section outlines the key actions or decisions required to inform the preparation of Council’s Local Strategic Planning Statement (LSPS).

## 4.1 Gap Analysis

The analysis undertaken as part of this LEP Review report has identified issues that require additional research and analysis to address the Western City District Plan Actions in the review of Council’s planning controls. This includes the studies and strategies identified in Figure 16 below.



Figure 16: Draft LEP Review Program

The LEP Review will be undertaken in two phases. The first phase of studies and strategies are central to informing the LSPS and providing fundamental conclusions and inputs for the phase 2 strategies, studies and reviews.

#### **Phase 1**

##### Local Housing Strategy

The LEP Review provides an opportunity for Council and the community to develop a new housing strategy (informed by the Housing Market Analysis) that outlines how and where we will grow to support a growing population. It provides an opportunity to ensure that future housing is delivered in the right locations.

##### Centres Strategy

Council does not currently have an overarching strategy that evaluates the role and hierarchy of centres. The LEP Review provides an opportunity for Council and the community to develop a Centres Strategy (informed by the Centres Study) that evaluates the role and hierarchy of centres and analyses the capacity and viability for different centres to accommodate local jobs and commercial services, additional housing and social and recreational infrastructure.

#### **Phase 2**

##### Employment Study

Council is currently undertaking several initiatives to address land use conflicts that arise at the interface of industrial and residential land uses, with the aim of retaining the economic viability of industrial and services employment land whilst protecting residential amenity. The LEP Review provides an opportunity to expand this work and to undertake a strategic review of industrial lands.

The strategy will build on the Housing Strategy, Centres Strategy and Economic Development Strategy to connect Council's strategies and provide coherent objectives and actions to provide local jobs.

##### Traffic and Transport Review

As part of the LEP Review, there is an opportunity to undertake a traffic and transport review to test specific scenarios identified through the housing, centres and employment strategies.

##### Heritage Review and Visual analysis

The LEP Review provides a timely opportunity to work with land owners and the broader community to undertake a review of heritage (both European and Aboriginal) in the Camden LGA. It provides an opportunity to review the current heritage listings and review the potential heritage items which are identified in the Camden Development Control Plan 2011 (Camden DCP 2011).

There is also an opportunity to undertake a visual analysis as part of the LEP Review to provide Council with greater ability to interpret, conserve and manage visual and cultural heritage impacts.

##### Blue & Green Grid Analysis (Riparian land)

Building on Camden's adopted strategies and recent precinct planning work, there is an opportunity for Council to create an overarching strategy for Camden's Blue and Green Grid to increase public access to riparian areas (where ecological values are not compromised), connect residents to the natural landscape and enhance amenity and liveability.

Table 7: Camden LEP Review Program

Project Name	Associated Studies and Strategies	Relevant Western City District Plan Actions
Housing Strategy	<ul style="list-style-type: none"> <li>Housing and Demographics Study</li> <li>Centres Study</li> </ul>	<p><i>Infrastructure and Collaboration:</i> 1, 2, 3, 4</p> <p><i>Liveability:</i> 11, 13, 14, 17, 18, 19, 22, 23</p> <p><i>Productivity:</i> 24, 26, 27, 30, 31, 34, 46, 47, 50, 56, 57, 58, 63, 64,</p> <p><i>Sustainability:</i> 88</p> <p><i>Implementation:</i> 91, 92</p>
Centres Strategy	<ul style="list-style-type: none"> <li>Centres Study</li> <li>Traffic and Transport Review</li> <li>Economic Development Strategy (existing and draft)</li> </ul>	<p><i>Infrastructure and Collaboration:</i> 3, 4,</p> <p><i>Liveability:</i> 11, 17, 19, 22, 23,</p> <p><i>Productivity:</i> 24, 26, 27, 30, 31, 34, 46, 47, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 63, 64</p> <p><i>Sustainability:</i> No relevant actions</p> <p><i>Implementation:</i> 91, 92</p>
Employment Strategy	<ul style="list-style-type: none"> <li>Centres Study</li> <li>Employment Lands Study</li> <li>Economic Development Strategy (existing and draft)</li> </ul>	<p><i>Infrastructure and Collaboration:</i> 3, 4,</p> <p><i>Liveability:</i> No relevant actions</p> <p><i>Productivity:</i> 24, 27, 28, 30, 31, 34, 37, 46, 47, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 63, 64,</p> <p><i>Sustainability:</i> No relevant actions</p> <p><i>Implementation:</i></p>

Project Name	Associated Studies and Strategies	Relevant Western City District Plan Actions
		91, 92
Blue and Green Grid Analysis	<ul style="list-style-type: none"> <li>Biodiversity Strategy (existing)</li> <li>South Creek Flood Study (existing)</li> <li>Riparian Study</li> </ul>	<p><i>Infrastructure and Collaboration:</i> No relevant actions</p> <p><i>Liveability:</i> 9</p> <p>No relevant actions</p> <p><i>Sustainability:</i> 67, 68, 71, 73 72, 74, 75, 76, 77, 78, 79, 88</p> <p><i>Implementation:</i> 91, 92</p>
Traffic and Transport Review	<ul style="list-style-type: none"> <li>Housing Study</li> <li>Centres Study</li> <li>Employment Study</li> </ul>	<p><i>Infrastructure and Collaboration:</i> 1, 2, 3, 4, 5 6</p> <p><i>Liveability:</i> 19, 20, 22</p> <p><i>Productivity:</i> 24, 25, 26, 27, 64</p> <p><i>Sustainability:</i> No relevant actions</p> <p><i>Implementation:</i> 91, 92</p>

#### 4.2 Priorities for preparation of planning proposal

The Camden LEP Review is being undertaken as part of the Accelerated LEP Review Program and as such is to be completed (final Planning Proposal to be lodged with DPE for drafting and finalisation) by 30 June 2020.

The following priorities have been identified for the Accelerated LEP Review program to move towards increased compliance with the District Plan:

- a Housing Strategy;
- an Employment Strategy
- Traffic and Transport Review;
- Blue and Green Grid Analysis; and
- Heritage Review and Visual Analysis.

It is noted that that many of the District Plan actions are outside of the scope of the LEP Review project. Future work will be identified in the LSPS to address actions identified by the community as a priority. Other actions with gaps will be investigated later and integrated with Council's Integrated Planning and Reporting (IP&R) processes where appropriate.

#### 4.3 Program

In order to meet the 2-year LEP Review schedule specified by the Greater Sydney Commission and DPE, a summary of the key milestones and timeframes is provided in the indicative program below.

**Table 8: Indicative LEP Review Program**

Task description	Estimated completion date
<b>1. LEP review report</b>	
1.1 Assess LEP against District Plan and identify any areas of inconsistency and gaps in knowledge and information.	September 2018
1.2 Submit LEP review to Council for endorsement (if applicable).	October 2018
1.3 Submit LEP review report to DPE for review and submission to the GSC for endorsement	October 2018
<b>2. Project plan</b>	
2.1 Finalise and submit project plan for review and approval	January 2019
<b>3. Prepare and adopt local strategic planning statement</b>	
3.1 Undertake studies and prepare reports:	
Phase 1 Studies	Oct-Dec 2018
Phase 2 Studies	Jan – Mar 2019
3.2. Undertake initial online consultation with the community.	Nov-Feb 2019
3.2 Prepare local strategic planning statement (draft LSPS).	Jan-Mar 2019
3.3 Submit draft LSPS to DPE for review and GSC endorsement.	April 2019
3.4 Refine LSPS considering DPE and GSC comments on draft.	May 2019
3.5 Report to Council.	May 2019
3.6 Exhibit final LSPS for a minimum of 28 days.	June 2019
3.7 Refine implementation options:	
3.7.1 Identify staging/sequencing.	July-Aug 2019
3.7.2 Respond to community input.	Sep 2019

Task description	Estimated completion date
3.8 Finalise and adopt.	November 2019
<b>4. Draft LEP amendments</b>	
4.1 Prepare planning proposal.	Subject to Stage 3
<b>5 Gateway determination</b>	
<b>Statutory consultation of planning proposal</b>	
6.1 Prepare consultation material.	Subject to Stage 3
6.2 28-day exhibition (minimum).	Subject to Stage 3
<b>1. Post-consultation</b>	
7.1 Review submissions.	Subject to Stage 3
7.2 Amend planning proposal (if required).	Subject to Stage 3
<b>2. Plan-making</b>	
8.1 Report to Council.	Subject to Stage 3
8.2 Forward to DPE for drafting and finalisation.	June 2020

## Appendix 1 – Health Check Table – All Actions

Table 9: LEP health check review against all Western City District Plan

Western City District Plan (WCDP)			Camden LEP Review – Current and Planned Actions
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	
<b>INFRASTRUCTURE AND COLLABORATION</b>			
<b>W1.</b> Planning for a city supported by infrastructure	<b>Objective 1</b> Infrastructure supports the three cities.	1. Prioritise infrastructure investments to support the vision of A Metropolis of Three Cities.	<b>Current/Planned</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Continue to advocate to and collaborate with State agencies and Greater Sydney Commission, and investigate further work.</li> </ul>
	<b>Objective 2</b> Infrastructure aligns with forecast growth – infrastructure compact.	2. Sequence growth across the three cities to promote north-south and east-west connections	<b>Current/Planned</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Continue to advocate to and collaborate with State agencies and Greater Sydney Commission, and investigate further work.</li> </ul>
	<b>Objective 3</b> Infrastructure adapts to meet future needs.	3. Align forecast growth with infrastructure.	<b>Current</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Camden and Campbelltown Integrated Transport Strategy</li> </ul>
	<b>Objective 4</b> Infrastructure use is optimised.		<b>Planned</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>SWGAs Land Use and Infrastructure Plan</li> <li>Local Housing Strategy</li> </ul>



Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>INFRASTRUCTURE AND COLLABORATION</b>			
			<ul style="list-style-type: none"> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul>
		<p>4. Sequence infrastructure provision using a place-based approach.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Camden and Campbelltown Integrated Transport Strategy</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>SWGGA Land Use and Infrastructure Plan</li> <li>Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul>
		<p>5. Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Done as part of precinct planning work- i.e. colocation of facilities</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Draft Places and Spaces Strategy</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>INFRASTRUCTURE AND COLLABORATION</b>			
<b>W2.</b> Working through collaboration.	<b>Objective 5</b> Benefits of growth realised by collaboration of governments, community and business.	<b>6.</b> Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.	Outside of LEP review scope. Work with State agencies and Greater Sydney Commission to investigate further work to meet action.
		<b>7.</b> Identify and deliver Collaboration Areas	Not relevant to Camden LGA
		<b>8.</b> Coordinate land use and infrastructure for the Western City District.	<b>Current - Plans, Strategies, Initiatives or Studies:</b> <ul style="list-style-type: none"> <li>Camden contributions plans which fund local infrastructure</li> </ul> <b>Planned - Plans, Strategies, Initiatives or Studies:</b> <ul style="list-style-type: none"> <li>SWGAs Land Use and Infrastructure Plan</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>LIVEABILITY</b>			
<p><b>W3.</b> Providing services and social infrastructure to meet people's changing needs</p>	<p><b>Objective 6</b> Services and infrastructure meet communities' changing needs.</p>	<p><b>9.</b> Deliver social infrastructure that reflects the needs of the community now and in the future.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Camden Community Strategic Plan</li> <li>Active Ageing Strategy 2016-2026</li> <li>Disability Inclusion Plan 2013-2017</li> <li>Camden Sportsgrounds Strategy</li> <li>Camden Recreation Demand Study 2014</li> <li>Camden Contributions Plans</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Draft Places and Spaces Strategy</li> <li>Open space design standards review</li> <li>Blue and Green Grid Analysis</li> </ul>
		<p><b>10.</b> Optimise the use of available public land for social infrastructure.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Camden Community Strategic Plan</li> <li>Active Ageing Strategy 2016-2026</li> <li>Disability Inclusion Plan 2013-2017</li> <li>Camden Sportsgrounds Strategy</li> <li>Camden Recreation Demand Study 2014</li> <li>Camden Contributions Plans</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>LIVEABILITY</b>			
<p><b>W4.</b> Fostering healthy, creative, culturally rich and socially connected communities</p>	<p><b>Objective 7</b> Communities are healthy, resilient and socially connected.</p> <p><b>Objective 8</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods.</p> <p><b>Objective 9</b> Greater Sydney celebrates the arts and supports creative industries and innovation.</p>	<p>11. Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by:</p> <ul style="list-style-type: none"> <li>a. providing walkable places at a human scale with active street life</li> <li>b. prioritising opportunities for people to walk, cycle and use public transport</li> <li>c. co-locating schools, health, aged care, sporting and cultural facilities</li> <li>d. promoting local access to healthy fresh food and supporting local fresh food production</li> </ul>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Draft Places and Spaces Strategy</li> <li>• Open space design standards review</li> </ul> <p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Camden Community Strategic Plan</li> <li>• Active Ageing Strategy 2016-2026</li> <li>• Disability Inclusion Plan 2013-2017</li> <li>• Camden Sportsgrounds Strategy</li> <li>• Camden Recreation Demand Study 2014</li> <li>• Camden Contributions Plans</li> <li>• Camden and Campbelltown Integrated Transport Strategy</li> <li>• Camden Access and Mobility Plan 2014</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Draft Places and Spaces Strategy</li> <li>• Open space design standards review</li> <li>• Housing Strategy</li> <li>• Centres Strategy</li> <li>• Traffic and Transport Review</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>LIVEABILITY</b>			
		<p>12. Incorporate cultural and linguistic diversity in strategic planning and engagement.</p>	<p><b>Current - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Camden Community Strategic Plan</li> <li>Cohesive Communities Advisory Group</li> </ul>
		<p>13. Consider the local infrastructure implications of areas that accommodates large migrant and refugee populations</p>	<p><b>Planned - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> </ul>
		<p>14. Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Lands Councils to better understand and support their economic aspirations as they relate to land use planning.</p>	<p><b>Current - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Camden Community Strategic Plan</li> <li>Aboriginal and Torres Strait Islander Snapshot Report Profile</li> <li>MVgunyah Camden Aboriginal Residents Group</li> </ul> <p><b>Planned - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>LIVEABILITY</b>			
		<p>15. Facilitate opportunities for creative and artistic expression and participation, wherever feasible, with a minimum regulatory burden, including:</p> <ul style="list-style-type: none"> <li>a. arts enterprises and facilities, and creative industries</li> <li>b. interim and temporary uses</li> <li>c. appropriate development of the night-time economy</li> </ul>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Economic Development Strategy</li> <li>• Various cultural development and arts initiatives</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Draft Places and Spaces Strategy</li> <li>• Review of Contributions Plans</li> </ul>
		<p>16. Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.</p>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Draft Places and Spaces Strategy</li> <li>• Review of Contributions Plans</li> </ul>
<p><b>W5.</b> Providing housing supply, choice and</p>	<p><b>Objective 10</b> Great housing supply.</p>	<p>17. Prepare local or district housing strategies that address the following:</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Camden Residential Strategy 2028</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>LIVEABILITY</b>			
affordability, with access to jobs, services and public transport	<b>Objective 11</b> Housing is more diverse and affordable.	a. the delivery of five-year housing supply targets for each local government area b. the delivery of 6–10 year (when agreed) housing supply targets for each local government area c. capacity to contribute to the longer term 20-year strategic housing target for the District d. the housing strategy requirements outlined in Objective 10 of A Metropolis of Three Cities that include: <ol style="list-style-type: none"> <li>i. creating capacity for more housing in the right locations</li> <li>ii. supporting planning and delivery of growth areas and planned precincts as relevant to each local government area</li> <li>iii. supporting investigation of opportunities for alignment with investment in regional and district infrastructure</li> <li>iv. supporting the role of centres.</li> </ol>	<b>Planned – Plans, Strategies, Initiatives or Studies:</b> <ul style="list-style-type: none"> <li>• Local Housing Strategy</li> <li>• Centres Strategy</li> <li>• Traffic and Transport Review</li> </ul>
		18. Prepare Affordable Rental Housing Target Schemes following development of implementation arrangements.	<b>Planned – Plans, Strategies, Initiatives or Studies:</b> <ul style="list-style-type: none"> <li>• Local Housing Strategy</li> <li>• Future precinct planning</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>LIVEABILITY</b>			
<p><b>W6.</b> Creating and renewing great places and local centres, and respecting the District's heritage</p>	<p><b>Objective 12</b> Great places that bring people together.</p> <p><b>Objective 13</b> Environmental heritage is identified, conserved and enhanced.</p>	<p>19. Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by:</p> <p>a. prioritising a people-friendly public realm and open spaces as a central organising design principle</p> <p>b. recognising and balancing the dual function of streets as places for people and movement</p> <p>c. providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres</p> <p>d. integrating social infrastructure to support social connections and provide a community hub</p> <p>e. recognising and celebrating the character of a place and its people</p>	<p><b>Current - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Camden Town Centre Urban Design Framework</li> </ul> <p><b>Planned - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Traffic and Transport Review</li> <li>Open space design standards review</li> <li>Heritage Review and Visual Analysis</li> <li>Draft Places and Spaces Strategy</li> </ul>



Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>LIVEABILITY</b>			
		<p>20. In Collaboration Areas, Planned Precincts, Growth Areas and planning for centres:</p> <ul style="list-style-type: none"> <li>a. investigate opportunities for precinct based provision of adaptable car parking and infrastructure in lieu of private provision of car parking</li> <li>b. ensure parking availability takes into account the level of access by public transport</li> <li>c. consider the capacity for places to change and evolve, and accommodate diverse activities over time</li> <li>d. incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including changing stations.</li> </ul>	Not relevant to Camden LGA
		<p>21. Identify, conserve and enhance environmental heritage by:</p> <ul style="list-style-type: none"> <li>a. engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place</li> <li>b. applying adaptive re-use and interpreting of heritage to foster distinctive local places</li> </ul>	<p><b>Current - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>• Camden Community Strategic Plan</li> <li>• Camden Town Centre Urban Design Framework</li> <li>• Heritage Advisory Committee</li> </ul> <p><b>Planned - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>• Heritage Review and Visual Analysis</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>LIVEABILITY</b>			
		<p>c. managing and monitoring the cumulative impact of development on the heritage values and character of places.</p> <p>22. Use place-based planning to support the role of centres as a focus for connected neighbourhoods.</p> <p>23. Use flexible and innovative approaches to revitalise high streets in decline.</p>	<p><b>Current - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Camden Town Centre Urban Design Framework</li> </ul> <p><b>Planned - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Traffic and Transport Review</li> </ul> <p><b>Current - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Camden Town Centre Urban Design Framework</li> </ul> <p><b>Planned - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
<b>W7.</b> Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City	<b>Objective 14</b> A <i>Metropolis of Three Cities</i> – integrated land use and transport creates walkable and 30-minute cities.	24. Integrate land use and transport plans to deliver the 30-minute city	<b>Current</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Camden and Campbelltown Integrated Transport Strategy</li> </ul> <b>Planned</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul>
	<b>Objective 15</b> The Eastern, GOP and Western Economic Corridors are better connected and more competitive.	25. Investigate, plan and protect future transport and infrastructure corridors.	<b>Current</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>NSW Future Transport 2056</li> </ul>
	<b>Objective 16</b> Freight and logistics network is competitive and efficient.	26. Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.	<b>Planned</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul>
<b>Objective 17</b> Regional connectivity is enhanced.			

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>27. Prioritise transport investments that enhance access to the economic corridors and between centres within the corridors.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• NSW Future Transport 2056</li> <li>• Economic Development Strategy</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Local Housing Strategy</li> <li>• Centres Strategy</li> <li>• Employment Strategy</li> <li>• Traffic and Transport Review</li> </ul>
		<p>28. Manage the interfaces of industrial areas, trade gateways and intermodal facilities by: Land use activities</p> <ol style="list-style-type: none"> <li>providing buffer areas to nearby activities, such as residential uses, that are sensitive to emissions from 24-hour port and freight functions</li> <li>retaining industrial lands for port, intermodal and logistics uses from the encroachment of commercial, residential and other non-compatible uses which would adversely affect</li> </ol>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Camden Development Controls Plan and comprehensive DCP Review</li> </ul> <p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Employment Strategy</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>industry viability to facilitate ongoing operation and long-term growth</p> <ul style="list-style-type: none"> <li>c. requiring sensitive developments within influence of port and airport operations to implement measures that reduce amenity impacts</li> <li>d. improving communication of current and future noise conditions around airports, surrounding road and rail networks, intermodal terminals and supporting private lands</li> <li>e. improving the capacity of existing stakeholders to implement existing planning noise standards for incoming sensitive developments</li> <li>f. protecting prescribed airspace from inappropriate development, for example height of building controls that would allow buildings to penetrate prescribed airspace and reduce the capacity of existing airport operations</li> <li>g. identifying and preserving land for future port and airport, intermodal and rail infrastructure</li> <li>h. ensuring adequate land is available for transit uses, for example, bus layovers.</li> </ul>	

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>29. Optimise the efficiency and effectiveness of the freight handling and logistics network by:</p> <ol style="list-style-type: none"> <li>protecting current and future freight corridors and shared freight corridors</li> <li>balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries</li> <li>identifying and protecting key freight routes</li> <li>limiting incompatible uses in areas expected to have intense freight activity</li> </ol>	<p>Outside of LEP review scope.</p>
		<p>30. Investigate and plan for the land use implications of potential long-term transport connections.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>NSW Future Transport 2056</li> <li>Economic Development Strategy</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
			<ul style="list-style-type: none"> <li>Traffic and Transport Review</li> </ul>
		<p>31. Plan for urban development, new centres and employment uses that are integrated with, and optimise opportunities of, the public value and use of the potential North South Rail Link.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>NSW Future Transport 2056</li> <li>Economic Development Strategy</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul>
		<p>32. Protect transport corridors as appropriate, including the Western Sydney Freight Line and the Outer Sydney Orbital.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>NSW Future Transport 2056</li> </ul>
		<p>33. Create landscaped boulevards along new and major transport corridor upgrades appropriate to the existing environment.</p>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Considered as part of future precinct planning work</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
<b>W8.</b> Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis	<b>Objective 20</b> Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalyst for Western Parkland City. <b>Objective 24</b> Economic sectors are targeted for success.	<p>34. Prioritise the planning and delivery of east-west and north-south roads to facilitate access to the strategic centres (including Badgally Road transport corridor to Campbelltown, Spring Farm Parkway and The Horsley Drive) and improve walking and safe cycling connections nearby.</p> <p>35. Protect and support agricultural production and mineral resources (in particular, construction materials) by preventing inappropriately dispersed urban activities in rural areas.</p> <p>36. Provide a regulatory environment that enables economic opportunities created by changing technologies.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Western Sydney Infrastructure Plan</li> <li>NSW Future Transport 2056</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul> <p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Camden Rural Lands Strategy</li> </ul> <p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Economic Development Strategy</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Work with State agencies to investigate options</li> </ul>



Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>37. Consider the barriers to the growth of sectors including engaging with industry and assessing regulatory internationally competitive trade barriers.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Economic Development Strategy</li> <li>• Camden Regional Economic Taskforce (CRET)</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Review and update of Economic Development Strategy</li> <li>• Employment Strategy</li> <li>• Traffic and Transport Review</li> </ul>
		<p>38. Create capacity for tourist accommodation in appropriate locations through local environmental plans.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Economic Development Strategy</li> <li>• Camden LEP 2010 currently has numerous tourist uses permissible across multiple zones (see page 21)</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Review and update of Economic Development Strategy</li> </ul>
		<p>39. When preparing plans for tourism and visitation, consider:</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Economic Development Strategy</li> <li>• Destination Management Plan</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>a. encouraging the development of a range of well-designed and located facilities</p> <p>b. enhancing the amenity, vibrancy and safety of centres and township precincts</p> <p>c. supporting the development of places for artistic and cultural activities</p> <p>d. improving public facilities and access</p> <p>e. protecting heritage and biodiversity to enhance cultural and eco-tourism</p> <p>f. supporting appropriate growth of the night-time economy</p> <p>g. developing industry skills critical to growing the visitor economy</p> <p>40. Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experiences and ensure connections to transport at key tourist attractions.</p>	<ul style="list-style-type: none"> <li>Camden Town Centre Urban Design Framework</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Review and update of Economic Development Strategy</li> </ul> <p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Economic Development Strategy</li> <li>Destination Management Plan</li> <li>Camden Town Centre Urban Design Framework</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Review and update of Economic Development Strategy</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
<b>W9.</b> Growing and strengthening the metropolitan cluster	<b>Objective 20</b> Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalyst for Western Parkland City.  <b>Objective 21</b>	41. Consider opportunities to enhance the tourist and visitor economy in the District, including a coordinated approach to tourism activities, events and accommodation.	<ul style="list-style-type: none"> <li>Traffic and Transport Review</li> </ul> <p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Economic Development Strategy</li> <li>Destination Management Plan</li> <li>Camden Town Centre Urban Design Framework</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Review and update of Economic Development Strategy</li> <li>Traffic and Transport Review</li> </ul>
		42. In addition to the Collaboration Area process outlined above, carry out the following: <ul style="list-style-type: none"> <li>h. protect and develop the commercial core</li> <li>i. improve and coordinate transport and other infrastructure to support jobs growth</li> <li>j. develop smart jobs around the health and education precinct</li> </ul>	Not applicable to Camden LGA

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
	<p>Internationally competitive health, education, research and innovation precincts.</p> <p><b>Objective 22</b> Investment and business activity in centres.</p>	<p>k. build on the centre’s administrative and civic role</p> <p>l. improve public domain including tree-lined, comfortable open spaces and outdoor dining</p> <p>m. improve connectivity and links to the Georges River and prioritise pedestrian, cycle and public transport facilities</p> <p>n. encourage a vibrant mix of uses, new lifestyle and entertainment uses to activate streets and grow</p> <p>p. the night-time economy</p> <p>q. capitalise on the Western Sydney Airport and Western Sydney City Deal initiatives.</p>	
		<p>43. In addition to the Collaboration Area process outlined on the previous page, carry out the following:</p> <p>a. support the transformation of the City Centre to grow to its ultimate potential</p> <p>b. support and enhance a viable commercial core</p> <p>c. reinforce, capitalise and support the expansion of the Penrith health and education precinct</p>	Not applicable to Camden LGA

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<ul style="list-style-type: none"> <li><b>d.</b> facilitate the attraction of a range of uses that contribute to an active and vibrant City Centre</li> <li><b>e.</b> facilitate opportunities for a diverse economy that delivers jobs of the future, strong employment sectors and improves access to education and training</li> <li><b>f.</b> capitalise on opportunities associated with the Western Sydney Airport including Western Sydney City Deal initiatives</li> <li><b>g.</b> encourage new lifestyle, tourist and cultural uses to activate streets and grow the tourism and night-time economies</li> <li><b>h.</b> activate primary and secondary streets and deliver contemporary urban public spaces</li> <li><b>i.</b> improve transport connectivity, walkability and safe cycling connections within and to the Penrith City Centre</li> <li><b>j.</b> connect and activate the Nepean River as a focal point and a destination</li> <li><b>k.</b> promote urban living by improving amenity within the City Centre and activating public spaces</li> </ul>	

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>i. support and demonstrate innovation</p> <p><b>44.</b> In addition to the Collaboration Area process outlined above, carry out the following:</p> <ul style="list-style-type: none"> <li>a. protect, develop and expand the commercial core</li> <li>b. protect and grow the health, medical and education core precincts</li> <li>c. investigate opportunities for the growth of allied health and medical related businesses, research, science and advanced manufacturing</li> <li>d. enhance the centre’s civic, cultural and heritage role</li> <li>e. increase opportunities for creative, digital and technology businesses and employees</li> <li>f. encourage new lifestyle and entertainment uses to activate streets and grow the night-time economy</li> <li>g. improve east-west pedestrian connectivity across the southern rail line</li> <li>h. improve accessibility to walking, cycling, public transport and car sharing</li> </ul>	Not applicable to Camden LGA

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>i. support mixed-use development and surrounding high quality apartment and medium density residential development</p> <p>j. capitalise on the Western Sydney Airport and Western Sydney City Deal initiatives.</p>	
		<p><b>45.</b> Facilitate health and education precincts that:</p> <ul style="list-style-type: none"> <li>a. create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts</li> <li>b. have high levels of accessibility</li> <li>c. attract associated businesses, industries and commercialisation of research</li> <li>d. facilitate housing opportunities for students and workers within 30 minutes of the precinct.</li> <li>e. the precinct.</li> </ul>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• No identified major health or education precincts in Camden LGA. Continue to support small and growing medical areas at Gregory Hills and Camden.</li> </ul>
		<p><b>46.</b> Prioritise:</p> <ul style="list-style-type: none"> <li>a. public transport investments to improve the north-south and east-west connections to the metropolitan cluster</li> </ul>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Western Sydney Infrastructure Plan</li> <li>• NSW Future Transport 2056</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>b. infrastructure investments which enhance walkability within two kilometres of the metropolitan cluster or strategic centres or 10 minutes walking distance of a local centre</p> <p>c. infrastructure investments, particularly those focused on access to the transport network, which enhance cycling connectivity within five kilometres of strategic centres or 10 kilometres of the metropolitan cluster.</p>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul>
		<p>47. Support and facilitate the development of the metropolitan cluster by:</p> <p>a. supporting commercial development, aerospace and defence industries and the innovation economy</p> <p>b. supporting internationally competitive freight and logistics sectors</p> <p>c. planning vibrant strategic centres and attracting health and education facilities, cultural, entertainment, arts and leisure activities</p> <p>d. creating high quality places with a focus on walking and cycling</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Western Sydney Infrastructure Plan</li> <li>NSW Future Transport 2056</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul>



Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>e. improving transport connections to the centres from across the District</p> <p><b>48.</b> In Collaboration Areas, Planned Precincts and planning for the metropolitan cluster:</p> <ul style="list-style-type: none"> <li>a. investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking</li> <li>b. ensure parking availability takes into account the level of access by public transport</li> <li>c. consider the capacity for places to change and evolve, and accommodate diverse activities over time</li> <li>d. incorporate facilities to encourage the car sharing, electronic and hybrid vehicles, including charging stations</li> </ul> <p><b>49.</b> Deliver the Land Use and Infrastructure Implementation Plan for the Western Sydney Airport Growth Area.</p> <p><b>50.</b> Review the current planning controls and create capacity to achieve the job targets for the District’s metropolitan cluster.</p>	<p>Not applicable to Camden LGA</p> <p>Not applicable to Camden LGA</p> <p>Not applicable to Camden LGA</p> <p><b>Current - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>• Western Sydney Infrastructure Plan</li> <li>• NSW Future Transport 2056</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
<b>W10.</b> Maximising freight and logistics opportunities and planning and managing industrial and urban services land	<b>Objective 16</b> Freight and logistics network is competitive and efficient. <b>Objective 23</b> Industrial and urban services land is planned, retained and managed.	<b>51.</b> Retain and manage industrial and urban service land, in line with the principles for managing industrial and urban services land, in the identified local government areas by safeguarding all industrial zoned land from conversion to residential development, including conversion to mixed-use zones. In updating local environmental plans, councils are to conduct a strategic review of industrial land.	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul> <p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Camden Employment Lands Review</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul>
		<b>52.</b> Review and manage industrial and urban service land, in line with the principles for managing industrial and urban services land, in the identified local government areas (refer to Figure 19) by undertaking a review of all industrial land to confirm their retention or transition to higher order uses	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Camden Employment Lands Review</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Centres Strategy</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		(such as business parks) and prepare appropriate controls to maximise business and employment outcomes, considering the changing nature of industries in the area.	<ul style="list-style-type: none"> <li>• Employment Strategy</li> <li>• Traffic and Transport Review</li> </ul>
		53. Plan and manage industrial and urban service land in line, with the principles for managing industrial and urban services land, in the identified local government areas (refer to Figure 19) by creating additional industrial and urban services land where required in land release areas to service the growing population. In updating planning for release areas, relevant agencies are to conduct a strategic review of industrial land.	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Camden Employment Lands Review</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Centres Strategy</li> <li>• Employment Strategy</li> <li>• Traffic and Transport Review</li> </ul>
		54. Consider office development in industrial zones where it does not compromise industrial or urban services activities.	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Centres Strategy</li> <li>• Employment Strategy</li> </ul>
		55. Facilitate the contemporary adaptation of industrial and warehouse buildings through increased floor to ceiling heights.	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Centres Strategy</li> <li>• Employment Strategy</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
<p><b>W11.</b> Growing investment, business opportunities and jobs in strategic centres</p>	<p><b>Objective 22</b> Investment and business activity in centres</p>	<p>56. Provide access to jobs, goods and services in centres by:</p> <ol style="list-style-type: none"> <li>attracting significant investment and business activity in strategic centres providing jobs growth</li> <li>diversifying the range of activities in all centres</li> <li>creating vibrant, safe places and quality public realm</li> <li>focusing on a human-scale public realm and locally accessible open space</li> <li>balancing the efficient movement of people and goods with supporting the liveability of places on the road network</li> <li>improving the walkability within and to the centre</li> <li>completing and improving a safe and connected cycling network to and within the centre.</li> <li>improving public transport services to all strategic centres</li> <li>conserving and interpreting heritage significance</li> <li>designing parking that can be adapted to future uses</li> </ol>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Economic Development Strategy</li> <li>NSW Future Transport 2056</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> <li>Review and update of Economic Development Strategy</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>k. providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts</p> <p>l. creating the conditions for residential development within strategic centres and within walking distance (up to 10 mins), but not as the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.</p>	
		<p>57. Create new centres in accordance with the Principles for Greater Sydney’s centres.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Camden Town Centre Urban Design Framework</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		58. Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional retail floor space.	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Economic Development Strategy</li> <li>NSW Future Transport 2056</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Traffic and Transport Review</li> <li>Review and update of Economic Development Strategy</li> </ul>
		59. Encourage opportunities for new smart work hubs.	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Centres Strategy</li> <li>Employment Strategy</li> </ul>
		60. Review the current planning controls and create capacity to achieve the job targets for each of the District's strategic centres	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Centres Strategy</li> <li>Employment Strategy</li> </ul>
		61. Strengthen Fairfield through approaches that:	Not applicable to Camden LGA

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<ul style="list-style-type: none"> <li>a. investigate opportunities for feasible redevelopment and increased density close to the Fairfield Transport Interchange</li> <li>b. enhance the public realm and encourage new connected civic plazas and public open spaces, including better walking and cycling links to nearby Fairfield Park and Prospect Creek corridor</li> <li>c. build on the emerging concentration of multicultural support services and support the current business and legal sector</li> <li>d. increase the liveability of the centre by activating the public realm, including developing the vision for an ‘eat street’ and growing the night-time economy</li> <li>e. facilitate the attraction of office/commercial floor space and allow for innovation including smart work hubs</li> <li>f. improve east-west connectivity within Fairfield City Centre from surrounding suburbs prioritising pedestrian, cycle and public transport facilities</li> </ul>	

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>g. encourage car sharing and carpooling opportunities</p>	
		<p>62. Strengthen Katoomba through approaches that:</p> <ol style="list-style-type: none"> <li>encourage new lifestyle and entertainment uses to activate streets and grow the tourism and night-time economies</li> <li>facilitate the attraction of office/commercial floor space and provide opportunities to allow commercial and retail activities to innovate, including smart work hubs</li> <li>enhance the public realm activate secondary streets.</li> </ol>	Not applicable to Camden LGA
		<p>63. Strengthen Leppington through approaches that:</p> <ol style="list-style-type: none"> <li>develop a masterplan for the Leppington town centre in collaboration with Camden and Liverpool City Councils, stakeholders and the community</li> <li>coordinate the release and rezoning of land for residential, employment and</li> </ol>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Continue to work with DPE and Liverpool Council to finalise the review of the Leppington Town Centre</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> </ul>



Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<p>other urban development in Leppington town centre in accordance with the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 and to support the District's housing and job targets</p> <p>c. coordinate and deliver enabling infrastructure to support future development.</p>	<ul style="list-style-type: none"> <li>• Employment Strategy</li> <li>• Traffic and Transport Review</li> </ul>
		<p>64. Strengthen Narellan through approaches that:</p> <p>a. investigate the capacity of key infrastructure to support additional growth</p> <p>b. undertake an Urban Design Review for the Centre and review planning controls</p> <p>c. review the vision for the Narellan Centre.</p>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Local Housing Strategy</li> <li>• Centres Strategy</li> <li>• Employment Strategy</li> <li>• Traffic and Transport Review</li> </ul>
		<p>65. Strengthen Richmond-Windsor through approaches that:</p> <p>a. support complementary land uses around the agglomeration of education and defence uses in Richmond</p>	<p>Not applicable to Camden LGA</p>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<ul style="list-style-type: none"> <li>b. support master planning processes for Richmond and Windsor that encourage new lifestyle and entertainment uses, employment opportunities, activate streets and places, grow the tourism economy and respect and enhance the significant heritage value and assets</li> <li>c. facilitate the attraction of office/commercial floor space and provide opportunities to allow commercial and retail activities to innovate, including smart work hubs.</li> </ul>	
		<p>66. Strengthen St Marys through approaches that:</p> <ul style="list-style-type: none"> <li>a. review and maximise opportunities from its location at the intersection of the north-south and east-west corridors</li> <li>b. support the role of St Marys as a centre by enabling a mix of land uses to encourage a diverse and active night-time economy</li> <li>c. facilitate the attraction of a range of uses that contribute to an active and vibrant place</li> </ul>	Not applicable to Camden LGA

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>PRODUCTIVITY</b>			
		<ul style="list-style-type: none"> <li>d. improve transport connectivity and walkability within and to St Marys</li> <li>e. support greater housing diversity and densities</li> <li>f. activate primary and secondary streets and deliver contemporary urban public spaces</li> <li>g. support and demonstrate innovation.</li> </ul>	

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
<p><b>W12.</b> Protecting and improving the health and enjoyment of the District's waterways</p>	<p><b>Objective 25</b> The coast and waterways are protected and healthier.</p>	<p><b>67.</b> Protect environmentally sensitive areas of waterways.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Biodiversity Strategy</li> <li>• The Camden Riparian Areas Plan of Management</li> <li>• Guidelines for Riparian Corridors on Waterfront Land (Office of Water)</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Blue and Green Grid Analysis (Riparian Land)</li> </ul>
		<p><b>68.</b> Enhance sustainability and liveability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Biodiversity Strategy</li> <li>• The Camden Riparian Areas Plan of Management</li> <li>• Guidelines for Riparian Corridors on Waterfront Land (Office of Water)</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Blue and Green Grid Analysis (Riparian Land)</li> <li>• Investigate strategy for greater access to waterways</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
<b>W13.</b> Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element	<b>Objective 26</b> A cool and green parkland city in the South Creek Corridor.	<b>69.</b> Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development, including coordinated monitoring of outcomes.	<b>Current</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>The Camden Riparian Areas Plan of Management</li> </ul>
		<b>70.</b> Work towards reinstating more natural conditions in highly modified urban waterways.	<b>Current/Planned</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Work with State agencies in precinct planning stages</li> </ul>
		<b>71.</b> Implement the South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City	<b>Current</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Biodiversity Strategy</li> <li>The Camden Riparian Areas Plan of Management</li> <li>Guidelines for Riparian Corridors on Waterfront Land (Office of Water)</li> </ul> <b>Planned</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Blue and Green Grid Analysis (Riparian Land)</li> <li>Initiate collaborative working groups with neighbouring Councils and relevant State agencies</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
<b>W14.</b> Protecting and enhancing bushland and biodiversity	<b>Objective 26</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced.	<b>72.</b> Protect and enhance biodiversity by: <ol style="list-style-type: none"> <li>supporting landscape-scale biodiversity conservation and the restoration of bushland corridors</li> <li>managing urban bushland and remnant vegetation as green infrastructure</li> <li>managing urban development and urban bushland to reduce edge-effect impacts.</li> </ol>	<b>Current</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Biodiversity Strategy</li> <li>The Camden Riparian Areas Plan of Management</li> </ul> <b>Planned</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Blue and Green Grid Analysis (Riparian Land)</li> <li>Initiate collaborative working groups with neighbouring Councils and relevant State agencies</li> </ul>
<b>W15.</b> Protecting and enhancing bushland and biodiversity	<b>Objective 30</b> Urban tree canopy cover is increased.  <b>Objective 32</b> The Green Grid links parks, open spaces, bushland and walking and cycling paths.	<b>73.</b> Expand urban tree canopy in the public realm.	<b>Current</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Biodiversity Strategy</li> <li>Urban Canopy Mapping</li> <li>The Camden Riparian Areas Plan of Management</li> </ul> <b>Planned</b> - Plans, Strategies, Initiatives or Studies: <ul style="list-style-type: none"> <li>Blue and Green Grid Analysis (Riparian Land)</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
		<p>74. Progressively refine the detailed design and delivery of:</p> <ul style="list-style-type: none"> <li>a. Greater Sydney Green Grid priority corridors and projects important to the district</li> <li>b. opportunities for connections that form the long-term vision of the network</li> <li>c. walking and cycling links for transport as well as leisure and recreational trips.</li> </ul>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Biodiversity Strategy</li> <li>• The Camden Riparian Areas Plan of Management</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Blue and Green Grid Analysis (Riparian Land)</li> <li>• Draft Places and Spaces Strategy</li> </ul>
		<p>75. Create Greater Sydney Green Grid connections to the Western Sydney Parklands.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Biodiversity Strategy</li> <li>• Draft Greener Spaces Policy (Government Architect NSW)</li> <li>• The Camden Riparian Areas Plan of Management</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• Blue and Green Grid Analysis (Riparian Land)</li> <li>• Initiate collaborative working groups with neighbouring Councils and relevant State agencies</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
<b>W16.</b> Protecting and enhancing scenic and cultural landscapes	<b>Objective 28</b> Scenic and cultural landscapes are protected	<b>76.</b> Identify and protect ridgelines, scenic and cultural landscapes, specifically the Scenic Hills, Mulgoa Valley and the escarpments of the Blue Mountains.	<b>Current - Plans, Strategies, Initiatives or Studies:</b> <ul style="list-style-type: none"> <li>Rural Lands Strategy</li> <li>Heritage Advisory Committee</li> </ul> <b>Planned - Plans, Strategies, Initiatives or Studies:</b> <ul style="list-style-type: none"> <li>Blue and Green Grid Analysis (Riparian Land)</li> <li>Heritage Review and Visual Analysis</li> </ul>
<b>W17.</b> Better managing rural areas	<b>Objective 29</b> Environmental, social and economic values in rural areas are	<b>77.</b> Enhance and protect views of scenic and cultural landscapes from the public realm.	<b>Current - Plans, Strategies, Initiatives or Studies:</b> <ul style="list-style-type: none"> <li>Rural Lands Strategy</li> <li>Camden Town Centre Urban Design Framework</li> </ul> <b>Planned - Plans, Strategies, Initiatives or Studies:</b> <ul style="list-style-type: none"> <li>Blue and Green Grid Analysis (Riparian Land)</li> <li>Heritage Review and Visual Analysis</li> </ul>
		<b>78.</b> Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes.	<b>Current - Plans, Strategies, Initiatives or Studies:</b> <ul style="list-style-type: none"> <li>Rural Lands Strategy</li> <li>Camden Town Centre Urban Design Framework</li> </ul>



Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
	protected and enhanced.		<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Blue and Green Grid Analysis (Riparian Land)</li> <li>Heritage Review and Visual Analysis</li> </ul>
		<p>79. Limit urban development to within the Urban Area, except for the investigation areas at Horsley Park, Orchard Hills, and east of The Northern Road, Luddenham.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Rural Lands Strategy</li> <li>Camden Town Centre Urban Design Framework</li> </ul>
			<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Blue and Green Grid Analysis (Riparian Land)</li> <li>Heritage Review and Visual Analysis</li> </ul>
<p><b>W18.</b> Delivering high quality open space</p>	<p><b>Objective 31</b> Public open space is accessible, protected and enhanced.</p>	<p>80. Maximise the use of existing open space and protect, enhance and expand public open space by:</p> <ol style="list-style-type: none"> <li>providing opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow</li> <li>investigating opportunities to provide new open space so that all residential</li> </ol>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Camden Sportsgrounds Strategy</li> <li>Camden Recreation Demand Study 2014</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Traffic and Transport Review</li> </ul>

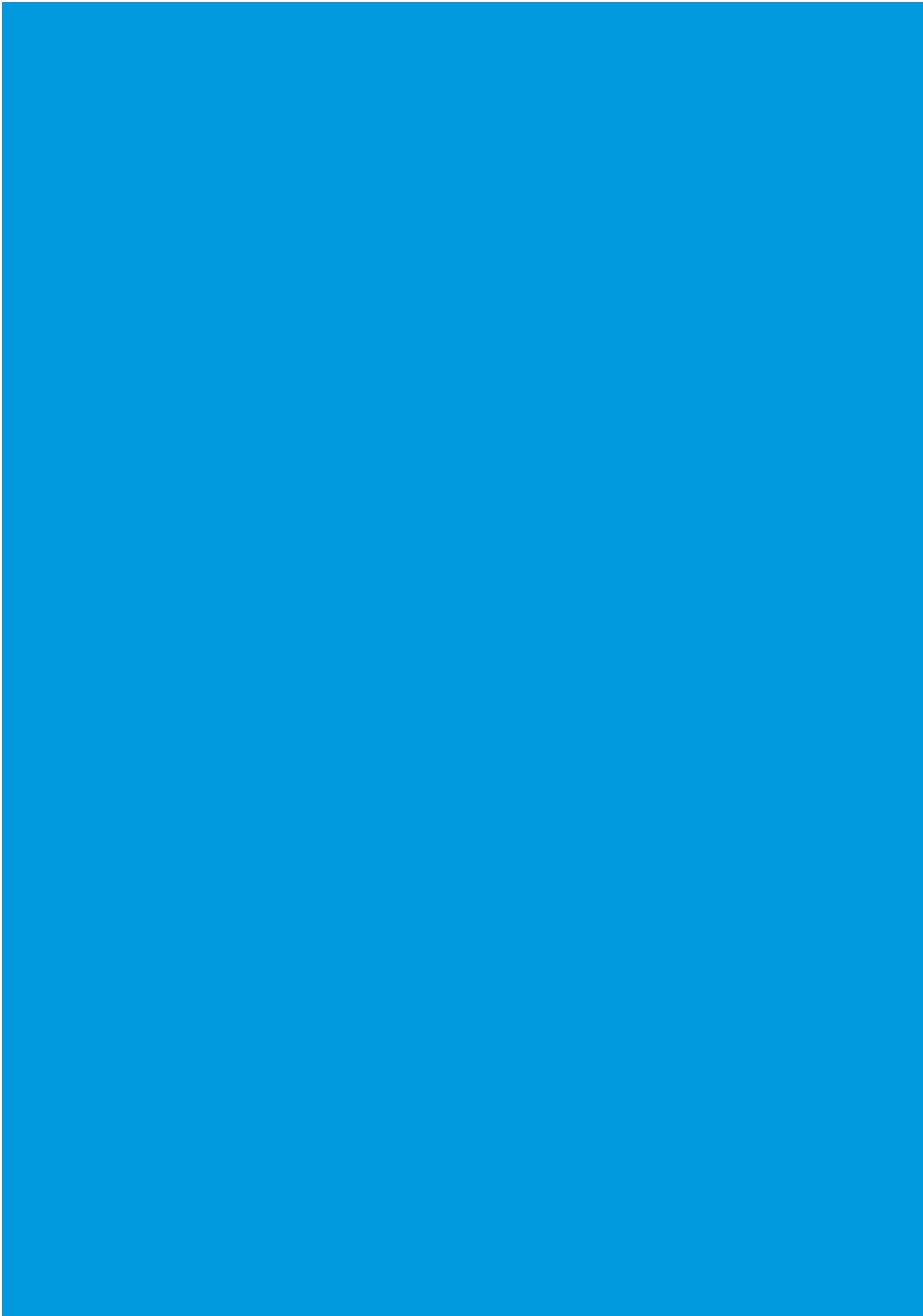
Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
		<p>areas are within 400 metres of open space and all high density residential areas (over 60 dwellings per hectare) are within 200 metres of open space</p> <p>c. requiring large urban renewal initiatives to demonstrate how the quantity of, or access to, high quality and diverse local open space is maintained or improved</p> <p>d. planning new neighbourhoods with a sufficient quantity and quality of new open space</p> <p>e. delivering shared and co-located sports and recreational facilities including shared school grounds and repurposed golf courses</p> <p>f. delivering, or complementing the Greater Sydney Green Grid</p> <p>g. providing walking and cycling links for transport as well as leisure and recreational trips.</p>	<ul style="list-style-type: none"> <li>• Draft Places and Spaces Strategy</li> <li>• Blue and Green Grid Analysis (Riparian Land)</li> </ul>
<p><b>W19.</b> Reducing carbon emissions and managing energy,</p>	<p><b>Objective 33</b> A low-carbon city contributes to net-zero emission by 2050 and</p>	<p><b>81.</b> Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Growth Areas, Planned Precincts,</p>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>• For further investigation with State agencies.</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
water and waste efficiently	<p>mitigates climate change.</p> <p><b>Objective 34</b></p> <p>Energy and water flows are captured, used and re-used.</p> <p><b>Objective 35</b></p> <p>More waste is re-used and recycled to support the development of a circular economy.</p>	Collaboration Areas, State Significant Precincts and Urban Transformation projects.	
		82. Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency, especially in Growth Areas, Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>For further investigation with State agencies.</li> </ul>
		83. Protect existing and identify new, locations for waste recycling and management.	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies</p> <ul style="list-style-type: none"> <li>For further investigation with State agencies</li> </ul>
		84. Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies</p> <ul style="list-style-type: none"> <li>For further investigation</li> </ul>
		85. Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 square metres is proposed in any contiguous area of 10 or more hectares.	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies</p> <ul style="list-style-type: none"> <li>For further investigation with State agencies</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
		<p>86. Investigate potential regulatory mechanisms such as a Protection of the Environment Policy (PEP) that sets low-carbon, high efficiency targets to be met through increased energy efficiency, water recycling and waste avoidance, reduction or re-use. This could include a framework for the monitoring and verification of performance for precincts in Growth Areas, Planned Precincts, Collaboration Areas, urban renewal precincts and housing growth areas that are planned to have an increase in total floor area greater than 100,000 square metres</p>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies</p> <ul style="list-style-type: none"> <li>For further investigation with State agencies</li> </ul>
<p><b>W20.</b> Adapting to the impacts of urban and natural hazards and climate change</p>	<p><b>Objective 36</b> People and places adapt to climate change and future shocks and stresses.</p>	<p>87. Support initiatives that respond to the impacts of climate change.</p>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies</p> <ul style="list-style-type: none"> <li>For further investigation with State agencies</li> </ul>
	<p><b>Objective 37</b> Exposure to natural and urban hazards is reduced.</p>	<p>88. Avoid locating new urban development in areas, and urban hazards and consider options to limit the intensification of exposed to natural development in existing urban areas most exposed to hazards.</p>	<p><b>Current</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Range of Council Flood Studies</li> </ul> <p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Blue and Green Grid Analysis (Riparian Land)</li> </ul>

Western City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>SUSTAINABILITY</b>			
	<p><b>Objective 38</b> Heatwaves and extreme heat are managed.</p>	<p><b>89.</b> Mitigate the urban heat island effect and reduce vulnerability to extreme heat.</p> <p><b>90.</b> Respond to the direction for managing flood risk in the Hawkesbury-Nepean Valley as set out in Resilient Valley, Resilient Communities – Hawkesbury Nepean Valley Flood Risk Management Strategy.</p>	<p>For further investigation.</p> <p><b>Current - Plans, Strategies, Initiatives or Studies:</b></p> <ul style="list-style-type: none"> <li>• Range of Council Flood Studies</li> </ul>

West City District Plan (WCDP)			
WCDP Planning Priorities	Metropolitan Plan Objectives	WCDP Actions	Camden LEP Review – Current and Planned Actions
<b>IMPLEMENTATION</b>			
<p><b>W21.</b> Preparing local strategic planning statements informed by local strategic planning</p>	<p><b>Objective 39</b> A collaborative approach to city planning.</p>	<p><b>91.</b> The Greater Sydney Commission will require a local environmental plan review to include:</p> <ol style="list-style-type: none"> <li>an assessment of the local environment plan against the district plan Planning Priorities and Actions</li> <li>local context analysis</li> <li>an overview and program for the local strategic planning required to inform the preparation of a local strategic planning statement that will inform updates to the local environmental plan</li> </ol>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Local Housing Strategy</li> <li>Centres Strategy</li> <li>Employment Strategy</li> <li>Blue and Green Grid Analysis (Riparian Land)</li> <li>Traffic and Transport Review</li> <li>Draft Places and Spaces Strategy</li> </ul>
<p><b>W22.</b> Monitoring and reporting on the delivery of the plan</p>	<p><b>Objective 39</b> Plans defined by monitoring and reporting.</p>	<p><b>92.</b> Develop performance indicators in consultation with state agencies and councils that ensure the 10 Directions to inform inter-agency, State and local government decision-making.</p>	<p><b>Planned</b> - Plans, Strategies, Initiatives or Studies:</p> <ul style="list-style-type: none"> <li>Monitoring strategy</li> </ul>



**ORD01**

**Attachment 1**



# LEP ROADMAP

Guidelines for updating  
Local Environmental Plans

to give effect to the District Plans  
in the Greater Sydney Region

**Greater Sydney  
Commission**





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## 2 LEP Roadmap



## Introduction

The release of the Greater Sydney Region Plan - A Metropolis of Three Cities and the five supporting District Plans in March 2018 clearly establishes the future vision for Greater Sydney to 2056. The alignment of these Plans with Infrastructure NSW's State Infrastructure Strategy and Transport for NSW's Future Transport 2056, means there is a unique opportunity for all levels of Government to coordinate implementation to align infrastructure with growth.

This is reinforced by recent amendments to the Environmental Planning and Assessment Act 1979 which embed a statutory requirement for councils to review and amend their Local Environmental Plans (LEP) as soon as practicable after a District Plan is made. Together with the introduction of local strategic planning statements (LSPS), these initiatives put into practice the NSW Government's policy shift towards upfront strategic planning.

In June 2017 the NSW Government released 'A plan to improve housing affordability', a comprehensive package of measures designed to improve housing affordability across NSW, with an emphasis on Greater Sydney where the housing affordability challenge is the greatest. These measures take into account the difficulty that first home buyers face in entering the market, the state's growing population and the need to ensure that development occurs in the right places, close to essential infrastructure such as public transport and schools.

The NSW Government is committed to providing a diverse range of housing to meet the growing population. However, housing needs to be in the right areas, and needs to be the right type, taking into consideration both the unique character of local neighbourhoods and the infrastructure required to service those communities. This aligns with the Region Plan's 30 minute city vision where most residents live within 30 minutes of jobs, education, health facilities, services and great places.

Under the Western Sydney City Deal, funding is available to six high growth areas to assist those councils with their strategic planning. The NSW Government has announced an additional seven councils to receive up to \$2.5 million each to support them to update their LEPs within two years. Other councils in Greater Sydney have been invited to apply for funding which will be available to an additional five councils to update their LEPs within two years.

The Government seeks to work collaboratively with councils to complete the region's hierarchy of strategic planning through the review and updating of LEPs to give effect to the District Plans of Greater Sydney.

### Purpose

The purpose of this document is to provide guidance on the process for updating LEPs to give effect to the District Plans.

The LEP Roadmap can be used by all councils in Greater Sydney who are required to update their LEPs, so that they align with the new District Plans. The timeframes specified in this guidance highlight where timeframes have been accelerated for councils who have been selected to review and update their LEPs within 2 years of the District Plans being released, rather than within 3 years.

### Structure

The LEP Roadmap is divided into the following sections:

- Introduction, which outlines the purpose and structure of this document.
- Legislative context, outlines the interrelationship between the levels of strategic and statutory planning in NSW.
- Key outcomes to be achieved, outlines the process to review Local Environmental Plans to give effect to the District Plans.
- LEP review template (Appendix 1) provides a framework to satisfy the statutory requirements of the Act.
- Timeline (Appendix 2) provides an indicative overview of the key steps and timeframes.

**Structure (cont.)**

Additional material to support councils will be progressively released by the Department of Planning and Environment, in consultation with the Greater Sydney Commission (GSC), including guidance on:

- the preparation of local character statements
- the preparation of local housing strategies
- the role and function of local strategic planning statements
- identification of housing targets (6-10 years) and 20-year capacity
- infrastructure funding, including updating of contributions plans
- strategic issues such as open space and recreation, accessibility, environment, industrial lands, employment and social infrastructure

## Legislative Context

The Environmental Planning and Assessment Act 1979 (the Act) is the principle planning and development assessment legislation in New South Wales. The Act was amended in November 2017, commencing in March 2018, to shift the emphasis from a regulatory focus to one that strengthens the role of upfront strategic planning and community participation. The goal is to provide a logical progression from macro (national, State and regional issues) to micro (local planning issues), whereby planning is able to achieve shared outcomes that better reflect the context and nature of the local community. This leads to a more connected, functional and cohesive planning at all levels.

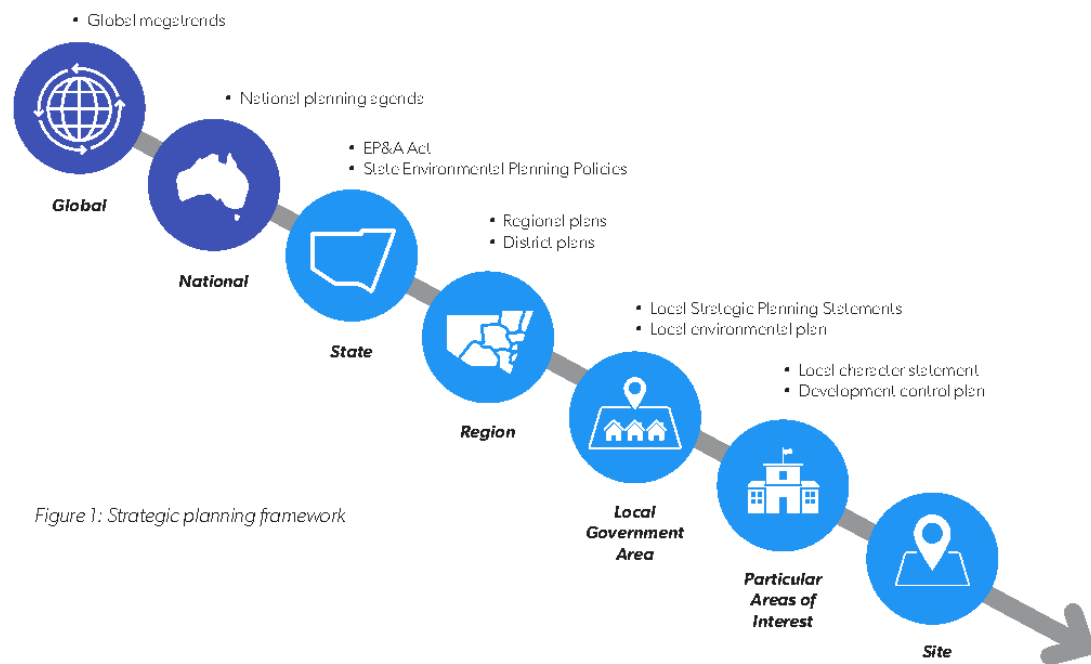


Figure 1: Strategic planning framework

In March 2018, the NSW Government released 'The Greater Sydney Region Plan - A Metropolis of Three Cities' (that replaces A Plan for Growing Sydney) and District Plans for each of Greater Sydney's five districts. The recent amendments to Part 3 of the Act mean for the first time in NSW, local strategic planning statements will provide alignment between Regional, District Plans and Local Plans which give effect to District Plans.

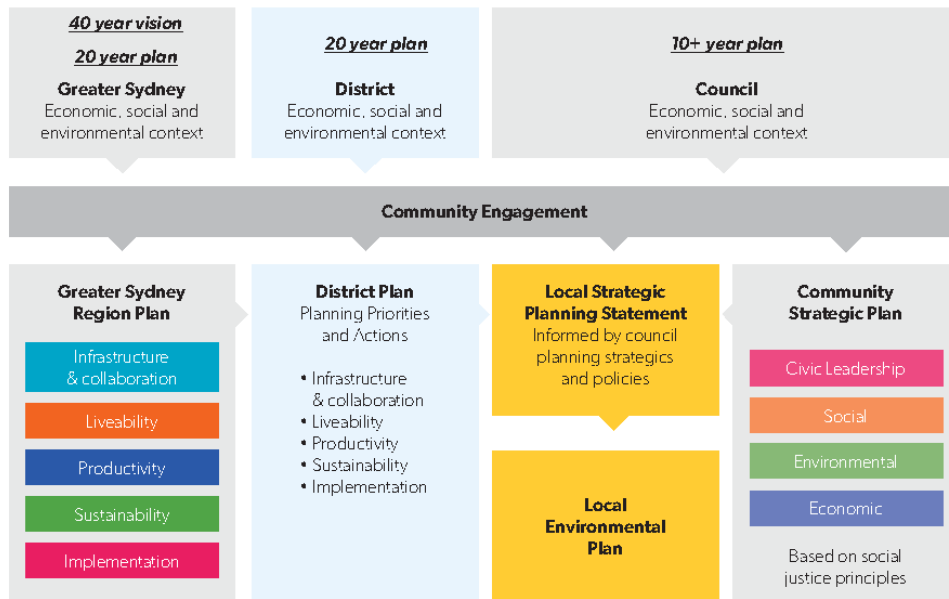


Figure 2: Planning framework for Greater Sydney Region

Section 3.8 of the Act requires local environmental plans to “give effect to” (deliver) the objectives and priorities identified in the Region Plan and relevant District Plan. This involves councils:

- reviewing their strategic planning framework, including a review of the existing local environmental plans against the relevant District Plan;
- undertaking necessary studies and strategies and preparing a local strategic planning statement which will guide the update of local environmental plans.

Section 3.9 of the Act requires each council to prepare and make a local strategic planning statement and review the statement at least every seven years. The role of the local strategic planning statement is to provide an alignment between regional and district plans and local strategic planning and delivery.

Local planning is also informed by councils’ community strategic plans. These community focused plans provide the strategic framework for the planning and delivery of services over a 10-year period for each local government area and are part of the broader Integrated Planning and Reporting Framework under the Local Government Act 1993. These plans can provide an important source of economic, social and environmental context for local strategic planning as well as greater context to councils’ delivery programs and operational plans.

Council’s local environmental plan review can provide local economic, social and environmental context that will help identify the priorities for investigation needed to inform the local strategic planning statement. In undertaking strategic planning processes, and/ or preparing or considering planning proposals, planning authorities must give effect to the District Plan, specifically the planning priorities and actions.

Consistency is also required with other plans and policies that form part of the strategic planning framework for Greater Sydney, including State environmental planning policies and Ministerial Directions under Section 9.1 of the Environmental Planning and Assessment Act 1979.

A new Ministerial Direction will specify the timeframe by which councils must submit their planning proposal to the Secretary of the Department of Planning and Environment to give effect to the planning priorities and actions in the relevant District Plan.

### 3.8 Implementation of Strategic Plans

- (1) In preparing a draft district strategic plan, the relevant strategic planning authority is to give effect to any regional strategic plan applying to the region in respect of which the district is part.
- (2) In preparing a planning proposal under section 3.33, the planning proposal authority is to give effect:
  - (a) to any district strategic plan applying to the local government area to which the planning proposal relates (including any adjoining local government area), or
  - (b) if there is no district strategic plan applying to the local government area, to any regional strategic plan applying to the region in respect of which the local government area is part.
- (3) As soon as practicable after a district strategic plan is made, the council for each local government area in the district to which the plan applies must review the local environmental plans for the area and prepare such planning proposals under section 3.33 as are necessary to give effect to the district strategic plan.
- (4) In addition to the requirement under subsection (3), the council for each local government area in the Greater Sydney Region must, on the making of a district strategic plan that applies to that area, report to the Greater Sydney Commission:
  - (a) on the review by the council of the local environmental plans for the area, and
  - (b) on the preparation of planning proposals under section 3.33 to give effect to the district strategic plan.

Figure 3: Extract from Environmental Planning and Assessment Act 1979

## Key Outcomes to be Achieved

The diagram below provides an overview of the key elements in the process to review and update local environmental plans. The process has been divided into six phases related to the key deliverables of this project, as explained in the following sections.

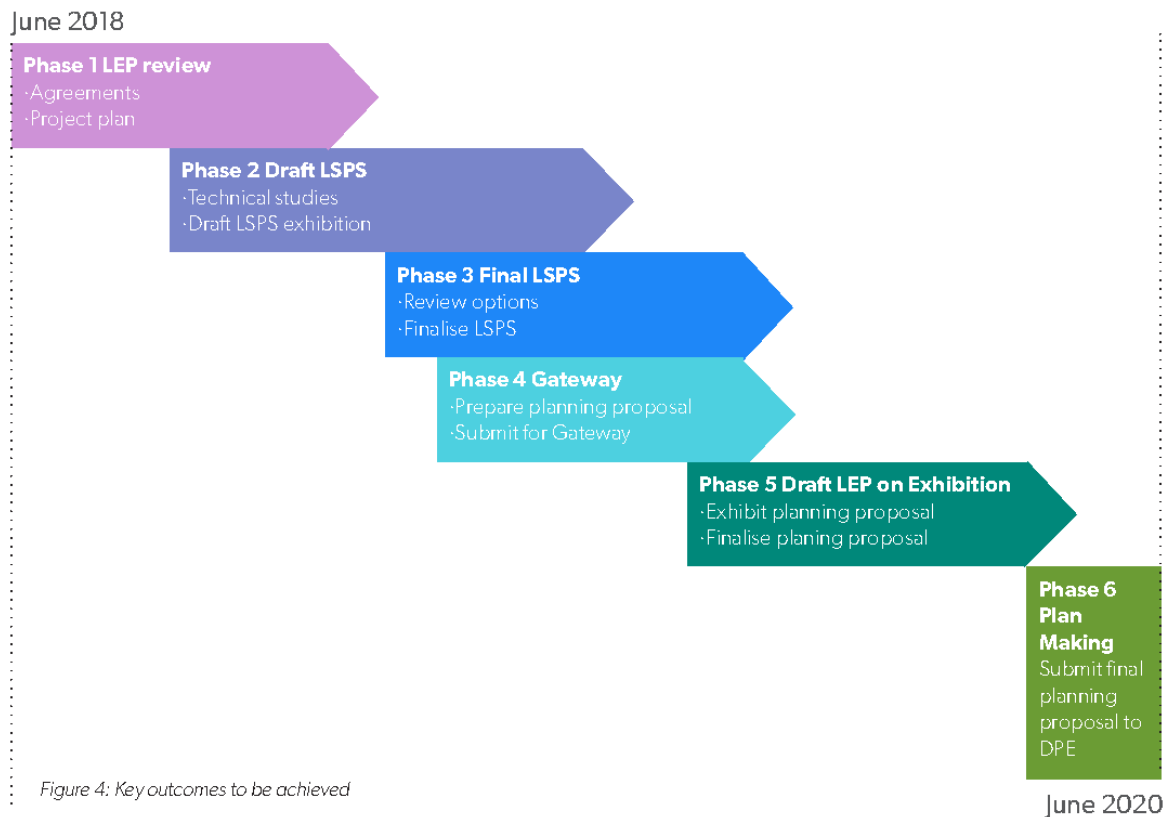


Figure 4: Key outcomes to be achieved

## Phase 1 – Local Environmental Plan Review

Section 3.8(4) of the Environmental Planning and Assessment Act requires councils in the Greater Sydney Region to undertake a review of the local environmental plans for their area following the making of a District Plan. Councils will need to report to the Greater Sydney Commission on the LEP review. The purpose of the LEP review, or “health check” is to identify how closely aligned the existing local environmental plan is to the actions in the relevant District Plan. The LEP review will provide the context that will help identify the priorities for investigation needed to inform the local strategic planning statement. How and when the priorities will be considered should also be addressed.

### Technical Working Group Program

To assist councils to prepare their LEP review, the Greater Sydney Commission and the Department of Planning and Environment will continue the program of Technical Working Groups (TWGs) and leverage the working relationships built during the preparation of the District Plans. This second phase Technical Working Group program will focus on giving effect to the District Plans. It will enable the Greater Sydney Commission and state agencies to work with councils to:

- ensure consistent interpretation of the District Plans
- facilitate the sharing and translation of evidence and data that informed the District Plans to councils
- assist in the coordination of cross-boundary and district-wide issues
- identify and confirm priorities for subsequent studies or investigations.

To commence the LEP review process, Technical Working Group (TWG) sessions will be organised to address the following themes:

- TWG 1: District Roadmap
- TWG 2: Local Strategic Planning Statements
- TWG 3: Sustainability and Monitoring
- TWG 4: Housing and Liveability
- TWG 5: Productivity
- TWG 6: Infrastructure and Priorities.

Material will be provided before each Technical Working Group to guide discussion and outputs by agencies and councils. There will be an emphasis on tailoring consideration of issues most relevant in each district to continue the ongoing dialogue from the District Plan development phase.

Following the conclusion of this phase of the Technical Working Group program, the LEP review report needs to be finalised and submitted to the Department of Planning and Environment for an initial appraisal and reported to the GSC's Strategic Planning Committee as part of the GSC's assurance role.

An indicative time line identifying the key steps and timeframes is provided at Appendix 2. A project plan template will be issued to councils during the TWG sessions for councils to utilise as a project management tool. This will assist councils to identify the key steps and associated timeframes to deliver the LEP review and broader local environmental plan update program. Councils progressing under the accelerated 2-year time frame will need to submit a project plan to the Department for approval. (Deliverable 2).

A template report structure for the LEP review report is included in Appendix I to assist councils. Further guidance will be provided on this process during the TWG program.

### Phase 1: Milestones, Responsibilities & Functions

Function	Prepared	Review	Approved
<b>Project Deliverable 1: Submission of LEP review</b>			
<b>Review of existing LEPs against District Plan</b>	Council	GSC set template, expectations and share information for Greater Sydney Region councils	GSC: assurance role supporting implementation by Greater Sydney Region councils
<b>Project Deliverable 2: Submission of project plan</b>			
<b>Prepare project plan</b>	Council	DPE	DPE
<b>Payment Milestone 1: Signing Funding Agreement</b>			
<b>Payment Milestone 2: Project Plan agreed including studies to be undertaken</b>			

## Phase 2 – Draft Local Strategic Planning Statement

### Develop Evidence Base

The LEP review and the preparation of the evidence base, will form the starting point for preparing a local strategic planning statement. Any additional investigations required to address gaps identified in the LEP review will be undertaken at this stage. This may involve progressing councils existing local strategic planning programs as well as new investigations and strategy development for open space and recreation needs, accessibility, environment and sustainability, employment supply and demand or social infrastructure requirements. The development of a housing strategy is a specific requirement in the implementation of District Plans that consider short and medium-term housing supply and longer-term capacity for housing.

### Prepare Local Strategic Planning Statements

The requirement for a local strategic planning statement was introduced into the Environmental Planning and Assessment Act on 1 March 2018. Section 3.9 of the Act requires a local strategic planning statement to include or identify the following:

- (a) the basis for strategic planning in the area, having regard to economic, social and environmental matters,
- (b) the planning priorities for the area that are consistent with any strategic plan applying to the area and (subject to any such strategic plan) any applicable community strategic plan under section 402 of the Local Government Act 1993,
- (c) the actions required for achieving those planning priorities
- (d) the basis on which the council is to monitor and report on the implementation of those actions.

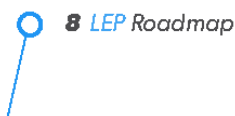
A 6-10-year housing target for the local government area will form part of the housing strategy. The Department of Planning and Environment has developed a step-by-step process guide to assist councils to produce a local housing strategy.

The Department of Planning and Environment has also produced a guideline to assist councils to prepare their local strategic planning statement. Draft local strategic planning statements are to be prepared by 1 July 2019. They will be reviewed by the Department of Planning and Environment and an assurance process will be carried out by the Greater Sydney Commission. This will provide advice on priorities and strategies to support the interpretation and implementation of District Plans as well as confirm where local strategic planning statements include matters of district and regional significance. Where required the Commission will seek inputs from relevant State agencies on these matters.

Local strategic planning statements will then be publicly exhibited for a minimum of 28 days. To assist in explaining the context for implementation of the final local strategic planning statement, councils may develop supporting material to explain the priorities identified in the draft, options considered and reasons for final choices as well as supporting plans and initiatives such as development control plans and public domain strategies.

### Phase 2: Milestones, Responsibilities & Functions

Function	Prepared	Review	Approved
<b>Project Deliverable 3: Submission of draft Local Strategic Planning Statement</b>			
<b>Draft Local Strategic Planning Statement</b>	Council	DPE review and provide advice to councils	GSC: assurance role supporting implementation by Greater Sydney Region councils
<b>Project Deliverable 4: Completion of Local Housing Strategy and specialist reports</b>			
<b>Specialist Reports</b> • Infrastructure & Collaboration • Liveability • Productivity • Sustainability	Council/ Consultants	Council	Council
<b>Local Housing Strategy</b>	Council	GSC review and provide advice for Greater Sydney Region councils, particularly in relation to housing targets	DPE final approval to give effect under Ministerial direction for all NSW councils
<b>Payment Milestone 3: Draft Local Strategic Planning Statement placed on exhibition</b>			



**Phase 3 – Final Local Strategic Planning Statement**

Councils will review submissions and make modifications to planning priorities and actions for the LGA as appropriate. Any incomplete strategic work or ongoing planning issues can be identified in the final LSPS as further work to be undertaken in the local strategic planning statement action plan and would need to be resolved prior to finalisation of the LEP.

As part of finalising the local strategic planning statement an assurance process will be provided by the Greater Sydney Commission and is aimed at confirming priorities and efficiencies in the statutory processes to follow.

**Phase 3: Milestones, Responsibilities & Functions**

Function	Prepared	Review	Approved
<b>Project Deliverable 5: Submission of final Local Strategic Planning Statement</b>			
<b>Final Local Strategic Planning Statement</b>	Council	GSC endorsement	Council





## Phase 4 – Gateway Determination

### Planning Proposal

Once the direction to be followed in the local strategic planning statement is established, councils can commence preparation of a planning proposal in accordance with the Department of Planning and Environment's 'A guide to preparing planning proposals'.

The purpose of the planning proposal is to identify the statutory mechanisms to achieve the spatial or policy-based recommendations outlined in the local strategic planning statement.

The planning proposal is to be endorsed by council and forwarded to the relevant Regional team of the Department for a Gateway determination. At this time, it is also appropriate to be considering and preparing supporting documentation such as development control plans and contribution plans.

### Gateway Determination

DPE will consider the Planning Proposal and make recommendations to the Greater Sydney Commission or delegate who will decide whether to issue a Gateway determination to allow the proposal to proceed. In accordance with Section 3.34(2) of the Act, the Gateway determination will indicate:

- (a) whether the matter should proceed (with or without variation),
- (b) whether the matter should be resubmitted for any reason (including for further studies or other information, or for the revision of the planning proposal),
- (c) the minimum period of public exhibition of the planning proposal (or a determination that no such public exhibition is required because of the minor nature of the proposal),  
Note. Under Schedule 1, the mandatory period of public exhibition is 28 days if a determination is not made under paragraph (c).
- (d) any consultation required with State or Commonwealth public authorities that will or may be adversely affected by the proposed instrument,
- (e) whether a public hearing is to be held into the matter by the Independent Planning Commission or other specified person or body,
- (f) the times within which the various stages of the procedure for the making of the proposed instrument are to be completed,
- (g) if the planning proposal authority is a council—whether the council is authorised to make the proposed instrument and any conditions the council is required to comply with before the instrument is made.

Once a Gateway determination has been issued the planning proposal is returned to council to progress.

### Phase 4: Milestones, Responsibilities & Functions

Function	Prepared	Review	Approved
<b>Project Deliverable 6: Submission of Planning Proposal to the Department for a Gateway determination</b>			
<b>Local environmental plans (LEPs)</b>	Council prepares planning proposal	GSC review and provide advice in relation to the implementation of the District Plan	DPE (delegate of GSC)
<b>Payment Milestone 4: Submission of Planning Proposal to the Department for a Gateway Determination</b>			

**Phase 5 – Exhibition**

The planning proposal is to be placed on public exhibition and referred to State agencies in accordance with the terms of the Gateway determination. Statutory exhibition is generally for a minimum of 28 days not including the period between 20 December and 10 January (inclusive) and will need to reflect the council’s community participation plan.

Council is to review the planning proposal following exhibition and attempt to resolve any issues raised in submissions by the public and agencies. Ideally, many issues will have been identified and addressed prior to exhibition through the Technical Working Group process and earlier consultation processes.

It may be necessary to amend the planning proposal in response to the submissions. In this circumstance, the Department of Planning and Environment will work with councils to determine whether re-exhibition of the planning proposal is required.



**Phase 6 – Plan Making**

Once council has resolved to adopt the draft LEP, council forwards all relevant information to the Department of Planning and Environment via the Department’s Planning Portal site. Council should advise the Department’s Regional team once this has occurred.

The Secretary makes arrangements with Parliamentary Counsel for the drafting of the instrument. Once a draft of the instrument has been prepared, the Secretary, or delegate will consult with council on the content of the LEP.

**Phase 6: Milestones, Responsibilities & Functions**

Function	Prepared	Review	Approved
<b>Project Deliverable 7: Submission of draft LEP to DPE to make plan</b>			
<b>Local environmental plans (LEPs)</b>	Council submits planning proposal for finalisation	GSC review and provide advice in relation to the implementation of the District Plan	DPE (delegate of GSC)
<b>Payment Milestone 5: Submission of draft LEP to the Department to arrange for drafting: Completion of the project</b>			



# APPENDIX ONE

LEP review Template

## LOCAL ENVIRONMENTAL PLAN REVIEW TEMPLATE

A standard format for LEP review  
Reports to be submitted to the  
Greater Sydney Commission



# Contents

## SECTION 1 - Introduction

### Executive Summary

- 1.1 Purpose of this Review
- 1.2 Planning policy and statutory context
- 1.3 Methodology
- 1.4 Submissions and engagement

## SECTION 2 – The Health Check

- 2.1 Infrastructure and collaboration
- 2.2 Liveability
- 2.3 Productivity
- 2.4 Sustainability
- 2.5 Snapshot of compliance

## SECTION 3 – The Context

- 3.1 Land use planning context
- 3.2 Barriers to delivery
- 3.3 Key risks
- 3.4 Key findings

## SECTION 4 - Conclusions and Recommendations

- 4.1 Gap analysis
- 4.2 Priorities for preparation of planning proposal
- 4.3 Program

## LEP review Template


### NOTES:

- This LEP review Template has been structured around the sections, steps and recommended approach to producing a LEP review as established within the Guidelines for updating Local Environment Plans to give effect to the District Plans in the Greater Sydney Region and the Action in the Implementation chapter of District Plans which states as follows:

The Greater Sydney Commission will require a local environmental plan review to include:

- o an assessment of the local environmental plan against the district plan planning priorities and actions
- o local context analysis
- o an overview and program for the local strategic planning required to inform the preparation of a local strategic planning statement that will inform updates to the local environmental plan

- The headings contained within this template form the suggested structure of the report to be submitted to the Greater Sydney Commission. Councils within the Greater Sydney Region are encouraged to use the structure as set out, however it may be modified to suit individual council circumstances if required.



## 14 LEP Roadmap



# SECTION 1 – Introduction

## Executive Summary

*The executive summary will provide the key findings and recommendations of the LEP review.*

### 1.1 Purpose of this Review

The purpose of this review is to identify how closely aligned the existing local environmental plan is to the actions in the relevant District Plan. The LEP review will provide the context that will help identify the priorities for investigation to inform the local strategic planning statement.

The LEP review is a key step in the implementation of the five District Plans in the Greater Sydney Region.

### 1.2 Planning policy and statutory context

This LEP review has been prepared to satisfy the legislative requirement under Section 3.8(4) of the *Environmental Planning and Assessment Act 1979* for all councils in the Greater Sydney Region to undertake a review of their local environmental plan(s) following the making of a District Plan.

*This section briefly describes the current strategic planning framework applicable in the local government area.*

### 1.3 Methodology

*This section refers to the process undertaken by council when compiling this report. This will include the outcomes of the Technical Working Group (TWG) program co-ordinated by the Greater Sydney Commission and Department of Planning and Environment as well as any other relevant technical reviews and consultation.*

### 1.4 Submissions and engagement

*This section summarises any input provided via targeted stakeholder engagement or general community consultation during the preparation of the LEP review.*



## **SECTION 2 – The Health Check**

The purpose of this section is to identify how closely aligned the existing local environmental plan is to the actions in the relevant District Plan. Reference should be made to any existing council plans, policies, programs, strategies and research that contributes to those actions.

Summary text can be included in this section, with further details provided in a table as an appendix if required.

Councils may find it useful to utilise a grading system to indicate the degree of compliance with the actions.

### **2.1 Infrastructure and collaboration**

*This section identifies the relevant actions related to infrastructure and collaboration and provides a status update for each action.*

### **2.2 Liveability**

*This section identifies the relevant actions related to liveability and provides a status update for each action.*

### **2.3 Productivity**

*This section identifies the relevant actions related to productivity and provides a status update for each action.*

### **2.4 Sustainability**

*This section identifies the relevant actions related to sustainability and provides a status update for each action.*

### **2.5 Snapshot of compliance**

*This section provides an indicative summary of the degree of compliance with the District Plan actions by theme. This will provide one input to guide where future attention should be focussed.*

## SECTION 3 – The Context

This section describes the changing context and emerging issues in the local government area. Challenges, opportunities and future focus areas for council mapped against priorities in the District Plan.

### 3.1 Land use planning context

*This section identifies the unique and changing context in which planning is being undertaken in the local government area.*

*This may include reference to factors such as:*

- Social matters including changing demographics
- Economic matters including changing employment patterns
- New or emerging environmental matters
- Infrastructure capacity and investment
- Issues identified through the preparation of community strategic plans

### 3.2 Barriers to delivery

*This section identifies the specific barriers to achieving the District Plan actions.*

*This may include:*

- The need for current and/or reliable data and evidence
- Issues associated with resources and funding
- Governance and co-ordination requirements
- Regulatory barriers
- Inter-dependencies with other projects and programs

### 3.3 Key risks

*The section describes other potential or unknown barriers that may arise.*

### 3.4 Key findings

*By providing context to key issues of the local government area, this section will evaluate the evidence base to identify the consequences and hence what additional or different approaches may be required. This analysis forms the basis of the review and in simple terms will answer the question “so what?”*



## SECTION 4 - Conclusions and Recommendations

This section outlines the key actions or decisions required to inform the preparation of council's local strategic planning Statement.

### **4.1 Gap analysis**

*This section identifies the scope of the research, investigation or decisions required to underpin amendment of council's planning controls to support the District Plan actions.*

*This may include for example:*

- Local housing strategy
- Feasibility analysis
- Staging and sequencing options
- Open space strategy
- Centres strategy
- Transport modelling

### **4.2 Priorities for preparation of planning proposal**

*It is recognised that compliance with all actions in the District Plan may be an iterative or sequential process requiring more than one update to the local environmental plan. Therefore, this section prioritises the areas or activities that council will focus on to move towards a greater degree of compliance with the relevant District Plan actions.*

*The priorities will be discussed in the context of the:*

- LEP update to be undertaken over the next 3 years, and in the case of accelerated councils over the next 2-years.
- Longer term priorities that may inform future LEP and District Plan reviews.

### **4.3 Program**

*This section provides information about the next steps and indicative timeframes in the LEP update process, in particular, key milestones set out in the LEP Roadmap that are identified as part of the accelerated 2 year or the 3 year process.*

ORD01

Attachment 2

# APPENDIX TWO

Timeline

## ACCELERATED LEP REVIEW AND UPDATE

Indicative timeline

# Accelerated LEP review and update

20 LEP Roadmap

Task	2018						2019						2020											
	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Phase 1 LEP review (Health Check)																								
Technical Working Groups (TWG)																								
Sign Funding Agreement																								
LEP review report																								
Finalise project plan																								
Phase 2 Draft LSPS																								
Undertake studies																								
Prepare and exhibit draft LSPS																								
Phase 3 Final LSPS																								
Review submissions and implementation options																								
Finalise LSPS																								
Phase 4 Gateway																								
Prepare planning proposal																								
Gateway determination																								
Phase 5 draft LEP																								
Prepare consultation material																								
Exhibit planning proposal																								
Finalise planning proposal																								
Phase 6 Plan making																								
Submit final planning proposal to DPE																								

MAY 2018



ORD01

Attachment 2



[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)



# LOCAL STRATEGIC PLANNING STATEMENTS

Guideline for Councils

ORD01

Attachment 3





The Department of Planning and Environment acknowledges the Traditional Custodians of the land and pays respect to all Elders past, present and future.

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## Overview

In March 2018, amendments to the *Environmental Planning and Assessment Act 1979* (EP&A Act) introduced new requirements for councils to prepare and make local strategic planning statements.

Local strategic planning statements (LSPS) will set out

- the 20-year vision for land use in the local area
- the special characteristics which contribute to local identity
- shared community values to be maintained and enhanced
- how growth and change will be managed into the future.

Councils will show how their vision gives effect to the regional or district plan, based on local characteristics and opportunities, and the council's own priorities in the community

strategic plan it prepares under local government legislation.

Informed by the strategic and community planning work undertaken across regions, districts and local government areas, the LSPS will be the key resource to understand how strategic and statutory plans will be implemented at the local level.

Please visit [www.planning.nsw.gov.au/Policy-and-Legislation/Environmental-Planning-and-Assessment-Act-updated](http://www.planning.nsw.gov.au/Policy-and-Legislation/Environmental-Planning-and-Assessment-Act-updated) for more information on local strategic planning statements and other planning legislation updates.

## Purpose of this guideline

This guideline provides information for councils, the community and other stakeholders on the contents of a local strategic planning statement, how it is made, and how it is implemented.

The guideline provides councils with a suggested process to help develop their first statement. Whilst the guideline applies across the state, different councils and regions have different resources and needs.

The Department will support regional councils with their technical or practical needs. The Greater Sydney Commission will assist councils in the Greater Sydney region.

Councils will be provided with supplementary information on the tools, data and resources available.

# Contents

## Purpose of an LSPS

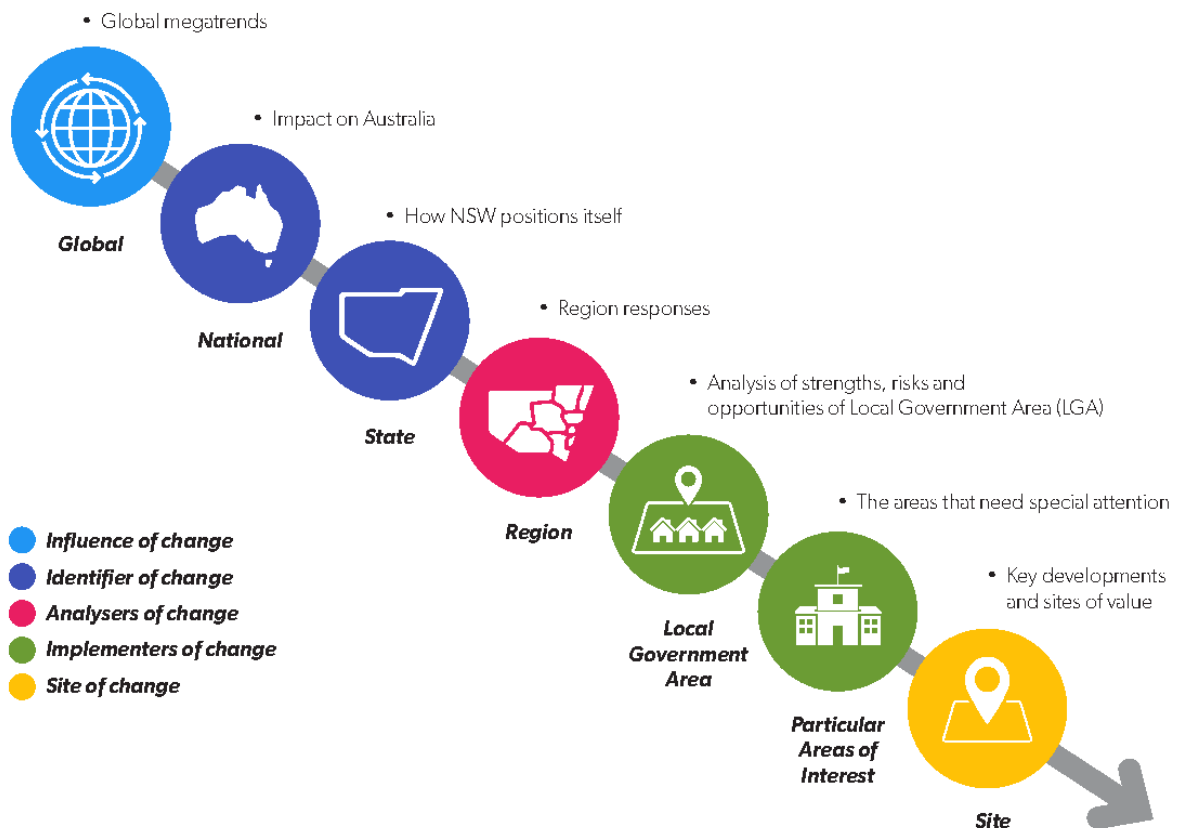
Local strategic planning statements will be a pivotal tool for local strategic planning in NSW. They will inform local statutory plans and development controls, and give effect to regional and district plans. The LSPS can also identify where further strategic planning effort may be needed.

The statements will act as a unifying document. Drawing together and summarising planning priorities identified through State, regional, district and local strategic work. They provide the local context and local-scale expression of actions and priorities from these plans.

In practice, the statements will shape how the local environmental plan (LEP) and development control plans (DCP) evolve over time.

Councils, in consultation with their communities, will determine the priorities for their area, informed by and consistent with other applicable strategic plans. Developing actions that respond to and build on the place and community's strengths and potential.

The LEP will deliver the council and community's plan and actions from the district and regional plans. This is supported by other tools such as contributions plans, place based planning strategies, growth management strategies and investment in infrastructure.





**Strategic-led planning**

Local strategic planning statements will shift the NSW planning system into a **strategic-led planning framework**. The statements provide a clear **line-of-sight** between the key strategic priorities identified at regional or district spatial scales and the finer-grained planning at local, centre and neighbourhood scales.

The statements provide a **bridging point** to ensure that regional and district priorities are placed within a clear local context and tailored to the unique economic, social and environmental characteristics of the local government area.



The statements will be the primary resource to express the desired future for the LGA as a whole and for specific areas. This will guide and indicate what significant changes are planned for the LEP and DCP to deliver the vision. The LSPS will identify the need for further local strategic planning effort such as precinct and master planning, local character statements, and local housing and infrastructure strategies. Thus an LSPS should be seen as evolutionary where identified actions result in future refinements to the plan.

Lessons learnt through local strategic planning can strongly influence the planning and delivery of infrastructure and services, and patterns of planned growth at the broader district and regional scales.

Importantly, the LSPS allows councils to translate their strategic planning work into local priorities and actions. In turn this informs the review and development of future strategic plans at the district and regional level. This **feedback cycle from local to regional planning** ensures that the **line-of-sight** between the different levels of spatial planning **works both ways**.

The LSPS will assist councils in their consideration of infrastructure needs to support growth. This will promote transparency and clarity by identifying upfront the strategic infrastructure priorities for an area, which can then be delivered through a range of methods such as government funding or planning agreements.

The LSPS will also assist regional councils to plan for needs associated with significant population change or transformation in local employment opportunities.

## What should the LSPS include

### 20-year vision

An LSPS will be a succinct and easy to understand document that will allow community members to contribute to and understand the future direction of land use in their area. This future direction should be framed in the LSPS as a **20-year vision** for the LGA, which builds on the 10-year vision in council's Community Strategic Plan.

Importantly, it must be a **planning vision**, emphasising strategic land use, transport and

environmental planning, clearly demonstrating how the area will change to meet the community's needs in 20 years' time.

The 20-year vision may be derived from a community strategic visioning process conducted as part of the Community Strategic Plan prepared under the *Local Government Act 1993*, or from a separate engagement process.

### Legal requirements

The statements are to identify the planning priorities for an area and explain how these are to be delivered and implemented.

The legal requirements for an LSPS outlined in section 3.9 of the EP&A Act include:

(a) **Context** - the basis for strategic planning in the area, having regard to economic, social and environmental matters

(b) **Planning priorities** - the planning priorities for the area that are consistent with any strategic plan applying to the area and (subject to any such strategic plan) any applicable community strategic plan under section 402 of the Local Government Act

(c) **Actions** - the actions required for achieving those planning priorities

(d) **Implementation** - the basis on which the council is to monitor and report on the implementation of those actions.



### Scope and structure

The statements may be simple or more complex depending on the requirements of the LGA, but should be in plain English with images, graphics and maps to assist in explaining the outcomes. They are envisaged to be relatively short, succinct documents, with the detailed analysis in the relevant informing strategies.

The LSPS should not simply repeat all the actions from a region/district plan, but present council's priorities and give guidance to the LEP.

Each statement will include a **20-year vision** of future land use and address the **legal requirements** listed above. Depending on council's priorities and actions, the statement could be structured around:

- economic, social and environmental matters
- land use themes such as housing, employment, infrastructure, agriculture, transport / connectivity, tourism, social, cultural and community facilities, open space and recreation, and the environment
- objectives and priorities identified in council's Community Strategic Plan relevant to land use planning
- strategic goals and directions / actions identified in the relevant regional plan
- district priorities (in Greater Sydney) or directions such as infrastructure and collaboration, liveability, productivity and sustainability

### Visualising priorities

The LSPS is an important messaging document for councils and their communities, in that it provides the 20-year vision for planning in the LGA and the direction to achieve that. It should clearly demonstrate what the planning priorities and actions are, how they fit within a local context and where they are located.

A map should present an overview of where the planning priorities lie within the LGA and indicate where future strategic planning work and potential change may occur.

- local geography, including wards, suburbs or other spatial distinctions.

The table at Attachment A provides a suggested outline of the content for the LSPS and how the document could be structured.

Councils should develop their local strategic planning statement as a single document for the whole council area.

The context for a ward based approach will become apparent from the scoping stage. If needed, the LSPS will outline why a fine grained approach is necessary and appropriate, based on the circumstances relevant to the area, such as distinctive features or character, significant industry or agriculture.

For council areas that are divided into wards, each Councillor of a ward is to be given the opportunity to engage and participate in the shaping of the planning priorities and actions relevant to their ward. Any ward-based priorities and actions must align with the planning priorities relevant to the whole council area, as expressed in the higher-order strategic plan/s and the local strategic planning statement.

It should identify those areas that require a finer grain analysis, such as a town centre, precinct or other area requiring further strategic planning investigation, development control plan or other tailored response.

Individual elements, such as housing or particular wards, could be indicated in additional maps and diagrams.



## **LSPS process – Aligned and Collaborative**

The legislation does not prescribe a set process for councils to prepare and make their LSPS, however, the Secretary may issue such requirements in future.

The following pages suggest a process which councils may follow to develop and implement their LSPS. It is intentionally flexible to allow councils to develop their own process based on their needs, the currency and availability of source material and the resources they have.

In general, the LSPS process comprises four stages:

- Scoping
- Testing
- Finalisation
- Implementation.

Each stage involves **alignment** with other strategic planning activities at the local, regional and state-level. The LSPS should 'give effect to' the regional or district plan. It delivers the actions in the relevant regional or district plan through councils' local plans.

The context for a ward based approach, as part of the planning system, should come from the process followed during the scoping stage. The LSPS will outline why a fine grained approach is necessary and appropriate, based on the circumstances relevant to the area, for instance distinctive features or character, significant industry or agriculture.

The LSPS is supported by **collaboration** across regions, between local and state government, and between different agencies, and engaging with the community and stakeholders.

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### Next steps

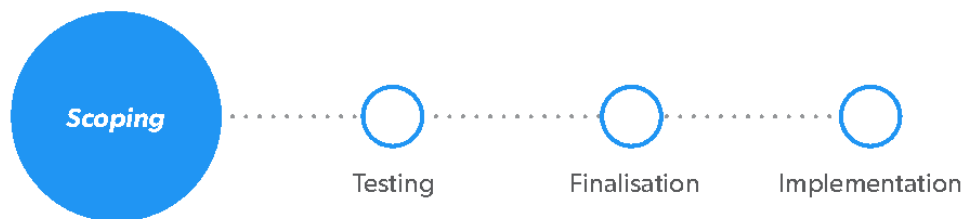
The Department and in the Sydney metropolitan region, the Greater Sydney Commission, will work closely with councils throughout the process to assist with the development of their LSPS.

Councils will be advised of the resources and data available to support preparation of the first LSPS, for example strategic planning tools, datasets and mapping.

Councils should contact the Department at [legislativeupdates@planning.nsw.gov.au](mailto:legislativeupdates@planning.nsw.gov.au) for further information on local strategic planning statements or specific requests.

Please visit the Department's website at [www.planning.nsw.gov.au/Policy-and-Legislation/Environmental-Planning-and-Assessment-Act-updated](http://www.planning.nsw.gov.au/Policy-and-Legislation/Environmental-Planning-and-Assessment-Act-updated) for information.

### Stage 1 – Scoping



The scoping stage should commence as soon as practical and involves:

1. **Collation** – assembling the relevant strategic and community plans applying to the LGA. This includes consideration of:

- regional and/or district plans
- community strategic plans
- council's strategies and policies such as local housing, growth, infrastructure and employment strategies
- council's LEP and its review
- growth plans and other strategic planning studies
- council's demographic profile, ABS or Department of Planning data.

2. **Issue identification** – understanding local issues for consideration in the LSPS. This may include engagement with key stakeholders and the wider community, dependent on council's consultation arrangements to understand community preferences and aspirations.

3. **Analysis, synthesis and gap assessment**

– understanding how the strategic inputs apply in the local context. How they relate to each other, their currency, and identifying any tensions or inconsistencies between each piece of strategic work, with a particular focus on how local economic, social and environmental characteristics affect their relevance and importance.

4. **Vision setting** – identifying the main strategic initiatives that resonate across each piece of strategic work. Identifying areas within the LGA that are a key focus for change (or projected change), and identifying knowledge gaps that require further investigation.

It is crucial that this draws on the knowledge and views of councillors, community leaders and stakeholders to directly inform the community vision and key priorities during the scoping stage.

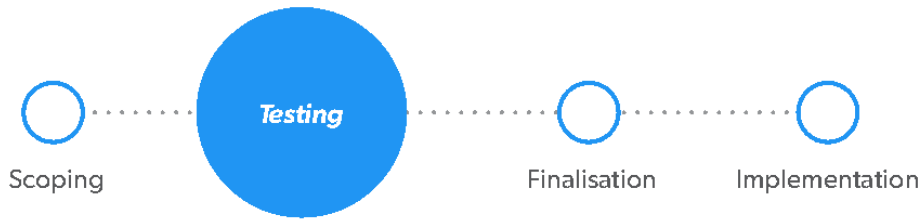
Councils should plan and if possible, commence the community consultation and engagement activities needed to develop the vision and LGA planning priorities.

As part of this, councils should consult with the Local Aboriginal Land Council to understand and incorporate relevant future strategic land use planning outlined in the Community Land and Business Plan.

5. **Prioritisation** – The main outcomes from this stage should include a preliminary list of planning priorities for further investigation at the next stage, and identification of additional strategic work necessary to inform and support the development of the LSPS.

Relevant actions, gaps and inconsistencies can be laid out using a simple table.

## Stage 2 – Testing



This stage develops, tests and refines the preliminary findings from the scoping stage, including the local vision, planning priorities and actions. Councils will develop a draft LSPS addressing the legal requirements. This may include a number of different options or scenarios depending on the relevant priorities.

This involves:

1. **Targeted analysis** – undertaking essential strategic work identified through the gap analysis to inform the development of specific priorities in the LSPS.
2. **Strategy development and assessment** – the development of a draft LSPS and assessment of options (scenarios) as required. Tasks will likely include:
  - preparation of a local housing or employment strategy
  - establishment of 6-10 and 20-year housing targets for councils in Greater Sydney
  - industrial and urban services land review
  - growth and change management plans, relevant to the key changes projected for the next 20 years based on demographic change such as housing, retail, industrial and commercial needs, jobs and centres, accessibility, tourism, social, cultural or community infrastructure, environment, rural or agricultural uses.

3. **Local infrastructure assessment** – councils should identify the infrastructure response to projected population change such as additional education facilities, health, transport and open space needs.

4. **Consultation** – testing preliminary findings, assumptions and options with the community and a broad range of stakeholders. This may include seeking specific feedback on targeted priorities and actions, such as options to identify possible future growth areas or options for revitalisation in key localities.

5. **Prepare draft LSPS for exhibition** – revising the draft LSPS by incorporating feedback of targeted strategy work, consultation and exhibition activities, narrowing options and isolating key areas of local priority.

The main outcome from this stage is a draft LSPS.

**Stage 3 – Finalisation**

To assist finalisation of the LSPS, councils may develop supporting material to explain the priorities identified in the draft, options considered and reasons for final choices.

This stage involves:

**1. Approval of draft LSPS and exhibition**

– councils will need to resolve to exhibit their draft LSPS, with the minimum exhibition time of 28 days. Councils may choose to increase the exhibition period depending on the complexity of the proposed changes and other associated studies / timeframes.

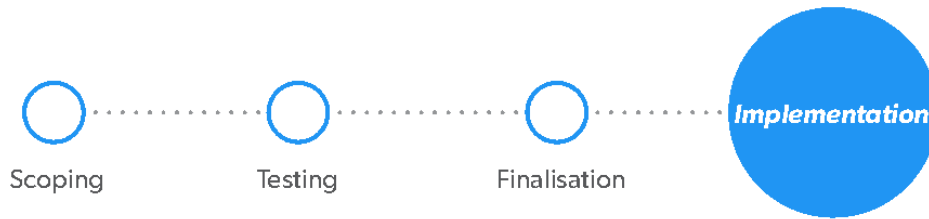
**2. Finalisation of draft** – council reviews submissions and makes modifications to planning priorities and actions for the LGA as required. Any incomplete strategic work or unresolved planning issues can be identified in the final LSPS as further work to be undertaken in the LSPS action plan.

**3. Making the LSPS** – the final LSPS is to be approved and made by council. The EP&A Act includes provisions for ward-based councils to seek endorsement by councillors of a ward on provisions in the LSPS relating to their ward.

The Department may issue guidelines in the future prescribing how an LSPS must be made. Guidelines or Secretary's Requirements may also be issued to outline processes for having an LSPS endorsed by the relevant strategic planning authority in the event that ward councillors do not endorse the statement. That is the Greater Sydney Commission for Greater Sydney councils and the Department for all other councils.

Once an LSPS is made, it becomes a consideration when preparing LEPs. Of note, planning proposals must justify any proposed changes to LEPs, including indicating whether the changes will give effect to the relevant LSPS.

#### Stage 4 - Implementation



Implementation of the LSPS will be an ongoing program of works until it is reviewed, which must occur at least every seven years from it being made.

Implementation includes:

1. **Implementing priorities and actions** – of the LSPS including necessary changes to statutory plans and development controls, council's infrastructure funding and delivery programs and finer grained strategic planning (e.g. DCPs, masterplans etc).
2. **Alignment with related work** – LSPS used to inform the basis of any amendment to the LEP, CSP review, and review of regional and district plans. Future strategic planning work by councils should support priorities within the LSPS and address knowledge gaps.
3. **Monitoring and review** – undertaking monitoring and reporting as outlined in the LSPS, regularly seeking community feedback and identifying continuous improvement opportunities, and reviewing the LSPS within seven years.

The LSPS is intended to be a live policy – rather than a static document, fixed at one point-in-time. In addition to being reviewed at least every seven years, the statement should be revised on an ongoing, as-needs-basis, to ensure that it continues to reflect the community's views on the future desired state for the local area and ensure it remains responsive, relevant and local.

Revisions to the LSPS may be required in response to significant changes within the LGA, such as announcements on centre revitalisation, new infrastructure investment and employment opportunities, significant changes in projected population growth or changes to the relevant higher order strategic plan.



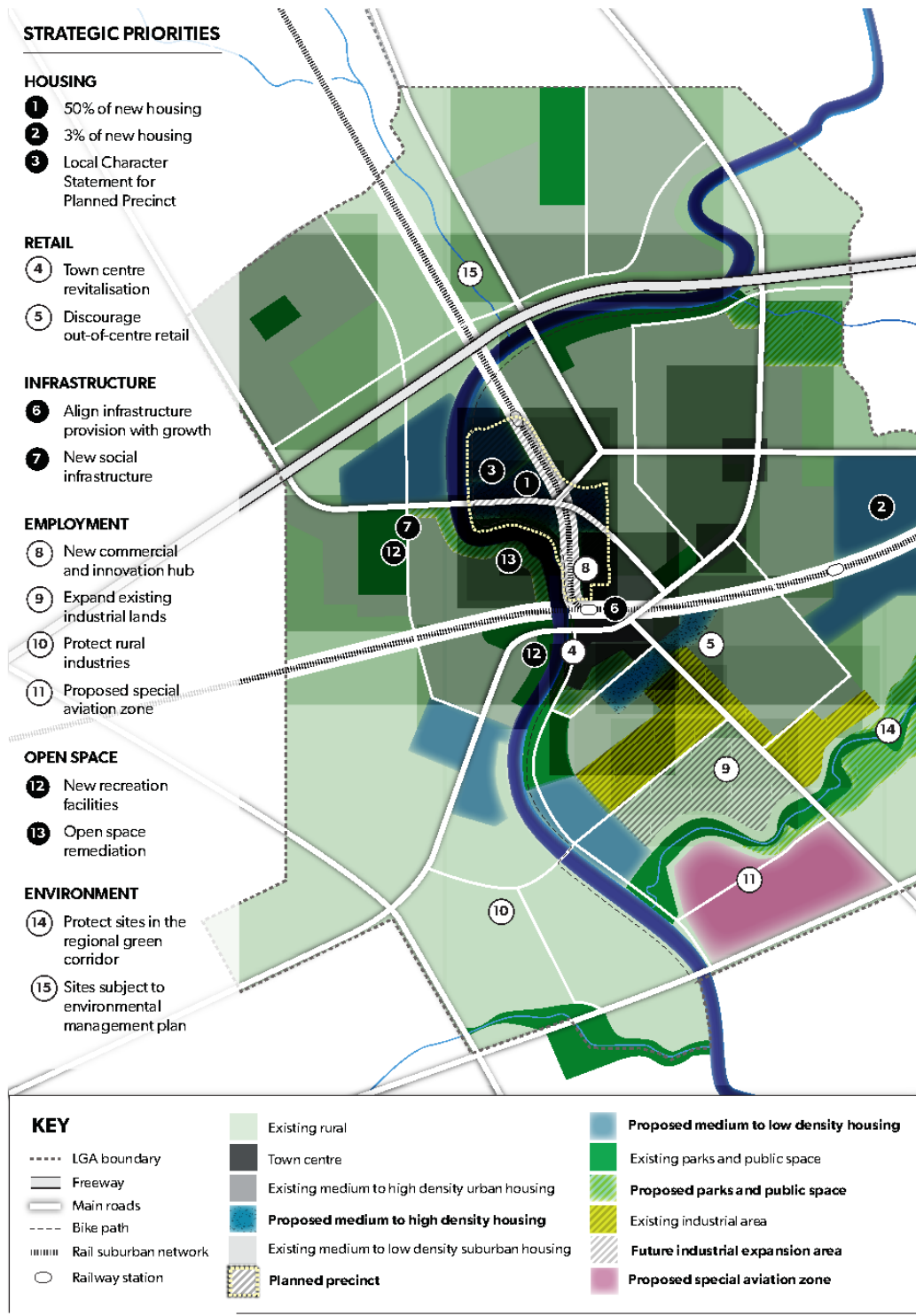
**Attachment A -  
Suggested structure for a Local Strategic Planning Statement**

	LSPS Content	Possible sources and inputs
<b>20 Year Vision</b>	<p>Vision captures the future desired state for the local area and high-level outcomes that give effect to the higher order strategic plan.</p> <p>Planning priorities and actions in the LSPS should aim to achieve the future desired state and outcomes stated in the vision.</p>	<p>Community participation / engagement activities to articulate the local vision.</p> <p>Community strategic visioning process conducted as part of the Community Strategic Plan could help inform the 'planning vision'.</p> <p>The relevant district or regional plans.</p>
<b>Strategic Context</b>	<p>Explain the basis for strategic planning in the area, having regard to economic, social and environmental matters.</p> <p><b>Recommendation:</b> This section should introduce the LGA, including the impact of local geography, profile and defining characteristics, regional context, the key economic, social and environmental issues, and the key opportunities and challenges to achieving the 20-year vision.</p> <p>The strategic context should include a temporal discussion of the issues, that is past, present and future.</p>	<p>Inputs to help inform context include:</p> <ul style="list-style-type: none"> <li>• relevant regional strategic plan and district plan, including vision statements and objectives</li> <li>• aspirations for the future of the LGA and the strategic objectives identified in the council's Community Strategic Plan</li> <li>• other endorsed public documents identifying or supporting strategic planning for the LGA</li> <li>• demographic, housing, transport and economic trends.</li> </ul> <p>Opportunities for regional / district collaborations of research / assessments should be considered.</p>
<b>Planning priorities</b>	<p>Local planning priorities are to be consistent with:</p> <ul style="list-style-type: none"> <li>• strategies identified in regional plans (relevant to LGA)</li> <li>• planning priorities in district plans (relevant to LGA)</li> <li>• main priorities for the future of the LGA identified in council's Community Strategic Plan.</li> </ul> <p><b>Recommendation:</b> Local planning priorities can be grouped within the document around themes, to provide structure and context.</p> <p>Themes should cover the key issues identified by the council to deliver the 20-year vision as outlined in the strategic context.</p>	<p>The council should also have regard to:</p> <ul style="list-style-type: none"> <li>• identified areas of State, regional or district significance, relevant to the LGA (eg. planned precincts and growth areas)</li> <li>• other public documents endorsed by council identifying planning priorities for the LGA (eg. local housing and infrastructure strategies, centres plans, industrial strategies, growth plans, retail, etc)</li> <li>• housing outcomes including the local housing strategy and in Greater Sydney 0-5, 6-10 and 20-year housing targets</li> <li>• any updated / new State Government policies.</li> </ul> <p>Theme groupings may be around key areas of action related to land uses, transport and infrastructure, directions identified in strategic and community plans, or under broader economic, social and environmental headings.</p> <p>Sub-themes may assist in identifying the actions necessary to implement the planning priorities (eg. 'Environment' theme may be broken into sub-themes such as biodiversity, climate, natural resources, resilience and risks etc).</p>

	LSPS Content	Possible sources and inputs
<b>Action plan</b>	<p>List actions required to achieve planning priorities, having regard to:</p> <ul style="list-style-type: none"> <li>• strategies and actions for achieving regional objectives identified in regional plans (relevant to the LGA)</li> <li>• actions to achieve planning priorities identified in district plans (relevant to the LGA)</li> <li>• strategies for achieving strategic objectives (as they relate to land use planning) identified in council's Community Strategic Plan.</li> </ul> <p><b>Recommendation:</b> These actions may be grouped together as an action plan within the statement, or they may sit with the associated planning priority under the various themes within the document.</p> <p>In either case, there must be a clear relationship between the identified planning priorities and the related actions.</p>	<p>The action plan provides the strongest link between strategic and statutory planning, and should indicate how council's LEP and DCP work will accommodate the planning priorities for the LGA. The statement should also include planning-related actions arising from the community visioning work undertaken for the CSP.</p> <p>LSPSs identify planning tools and levers that can give effect to the planning priorities. Examples include:</p> <ul style="list-style-type: none"> <li>• LEP amendments to provide for projected housing and employment needs, open space, heritage and local character protections etc</li> <li>• Master planning processes for specific centres and locality-based DCPs</li> <li>• Further research and preparation of local housing or infrastructure strategies</li> <li>• Develop local character statements and/or urban design frameworks</li> <li>• Local infrastructure priorities</li> <li>• Coordinate community input to planning work for planned precincts within the LGA.</li> </ul>
<b>Implementation</b>	<p>The statement must set out the basis on which the council is to monitor and report on the implementation of those actions.</p> <p><b>Recommendation:</b> The LSPS could include:</p> <ul style="list-style-type: none"> <li>• Implementation strategy (with timeframes)</li> <li>• Performance indicators and other success measures</li> <li>• Monitoring and reporting methods for implementing actions</li> <li>• LSPS Review (at least 7-year review)</li> <li>• Community feedback and continuous improvement opportunities (ie. measures the council will take to ensure the LSPS remains responsive, relevant and local)</li> <li>• Assumptions eg any government funding needed / secured.</li> </ul>	<p>The development, monitoring and review of LSPS should be aligned to other council planning processes including the LEP review and IP&amp;R framework under the Local Government Act.</p> <p>Of note, the LSPS should:</p> <ul style="list-style-type: none"> <li>• inform the review of the council's LEP, including directing key changes to the instrument</li> <li>• be recognised within the council's CSP as the primary tool for implementing the CSP strategic objectives related to land use planning</li> <li>• inform the development of local infrastructure plans and management of contributions schemes.</li> </ul>
<b>Mapping</b>	<p><b>Recommendation:</b> Include a structure plan for the LGA depicting key areas and themes, and locations where the priorities and actions are to be implemented.</p> <p>Indicative sub-maps and illustrative images, graphics, tables etc.</p>	<p>Statements could include finer detailed maps focussing on key initiatives, such as:</p> <ul style="list-style-type: none"> <li>• localities where land use changes are proposed</li> <li>• areas affected by other major actions</li> <li>• images derived from the strategic housing tool</li> <li>• quotes / images from other community consultation, other documents, aspirational future images etc.</li> </ul>



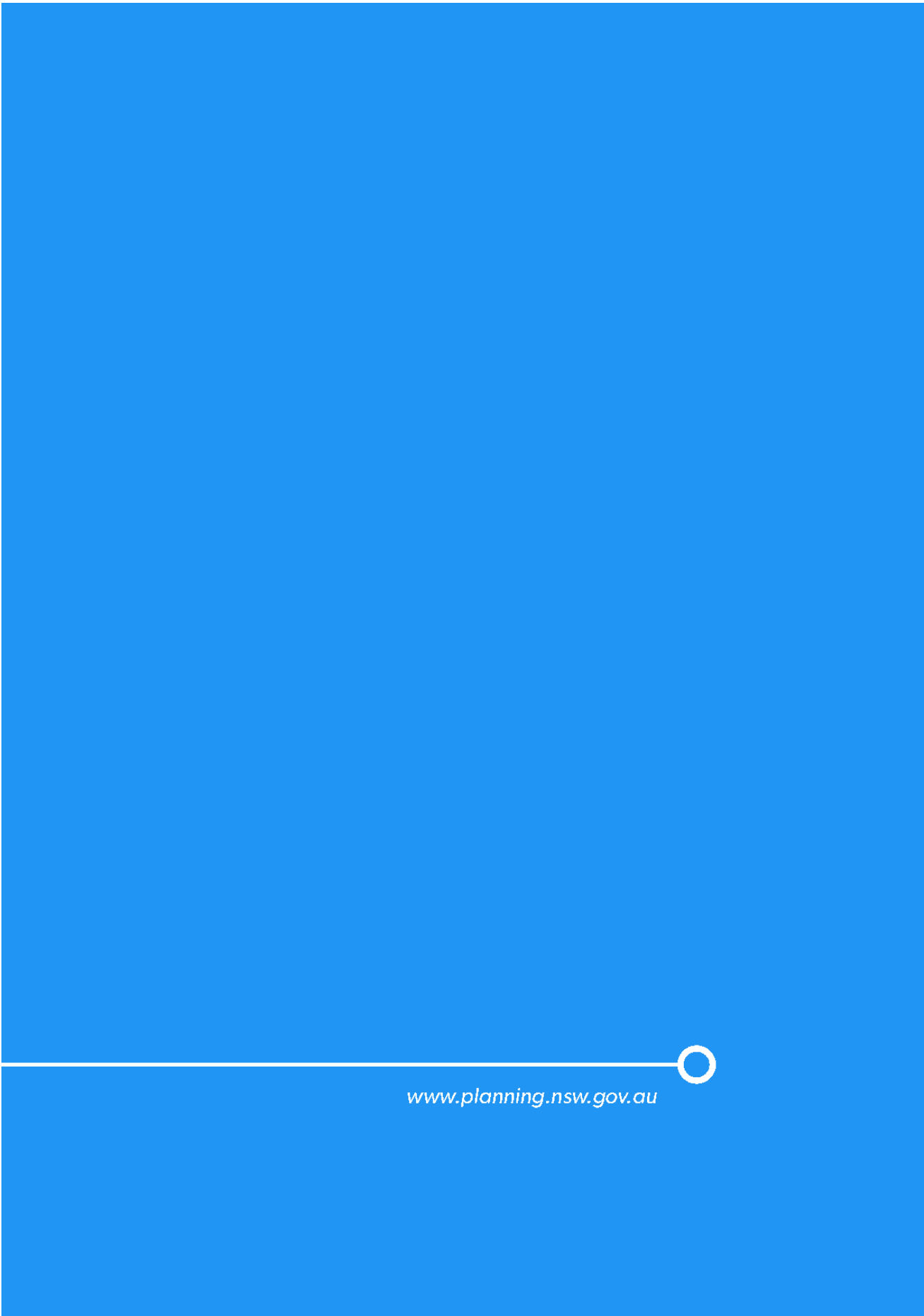
**Attachment B - Sample Map**



*For illustrative purposes only.*

ORD01

Attachment 3



[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)



# **Local Housing Strategy Guideline**

*A step-by-step process  
for producing a  
local housing strategy  
2018*

## Local Housing Strategy Guideline

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## Executive Summary

This guideline has been produced to support councils to develop their Local Housing Strategies. The guidance is intended to assist local authorities in setting a clear plan for housing in their area, over the next 10 and 20 years.

Local Housing Strategies tie council's vision for housing with State Government led strategic plans. They present council's response for how the housing components of District and Regional Plans will be delivered locally. Where housing targets (including affordable housing targets) are part of Regional or District Plans, these should be addressed in the Local Housing Strategy.

In developing a Local Housing Strategy, councils will consider the evidence base including demographic factors, the supply and demand for housing, and local land use opportunities and constraints, among other factors.

To promote the efficient use of land and infrastructure, Local Housing Strategies should align housing growth with supporting infrastructure and social services, such as schools, health facilities and public transport. This approach can efficiently use existing infrastructure and plan for future needs.

Councils will lead the preparation of Local Housing Strategies and are encouraged to consider the means for implementation at an early stage. Councils should discuss potential planning proposals with the Department of Planning and Environment's Regional Team at the earliest opportunity.

Where possible, planning proposals can be prepared concurrently alongside the Local Housing Strategy.

The preparation of a Local Housing Strategy should not prevent councils from continuing to prepare planning proposals required to meet current housing needs.

The Local Housing Strategy Guideline sets out an approach that councils may choose to follow. The Local Housing Strategy Template (Appendix A), contains the structure that councils within Greater Sydney will need to use. For regional councils, variations

to the template may be approved by the Department if sound justification for the departure is provided.

The final part of a Local Housing Strategy relates to monitoring and reviewing the local housing outcomes. When the evidence base or planning context changes, councils should update their Local Housing Strategies to ensure that they continue to plan effectively for local housing needs into the future.

While housing is directly linked to important planning issues such as employment and infrastructure, the Local Housing Strategy and this guideline focuses solely on housing. Local strategic planning processes will also consider issues such as employment, open space, and infrastructure provision. These elements can be part of Local Strategic Planning Statements, prepared by council. The Department has developed guidance for the suggested structure and content for Local Strategic Planning Statements.

# The Steps to Produce a Local Housing Strategy

## Step 1

Establish the Background and Context; Analyse the Evidence-Base

Establish the background and context

Establish and analyse the LHS evidence-base to identify the LHS requirements including:

- housing supply gaps
- specific needs
- specific development capacity

## Step 2

Establish the Vision, Objectives and Evaluate the Options

Establish the Vision

Identify objectives

Consider land use planning options and other implementation mechanisms

Evaluate and select the delivery option

## Step 3

Implementation, Consultation and Delivery

Prepare implementation and delivery plan

Exhibit draft LHS

LHS approval authority to review LHS

Planning proposal submitted to the Department of Planning and Environment

## Step 4

Monitoring, Reporting and Reviewing

Monitor, report and review implementation of LHS

Community and stakeholder engagement

Figure 1: The process for developing a local housing strategy

## The Value of Local Strategic Planning

Strategic planning is the basis of the NSW planning system. Strategic plans tell the story of a place: its background and history, its vision and aspirations for the future and plans to achieve these.

*The Environmental Planning and Assessment Act 1979* provides for plans at the Regional and District level. Councils have the local knowledge and expertise in strategic planning that is necessary to translate higher-order planning objectives in Regional and District Plans into implementable plans at the local level.

Local Housing Strategies (LHS) are one output of this local strategic planning process. They are strategic plans for housing in local government areas. They are produced by councils with input from the community and set the framework for the local government area's housing development.

An LHS provides councils and communities the opportunity to develop a strategy that influences how and where they will grow to support a growing population, ageing community, and a change in household structure.

Each council and their community will have the opportunity to establish a preferred outcome so that future growth can be delivered in line with the relevant Regional and District Plans.

By responding to the Regional and District Plans, councils will better integrate local level planning for housing with broader State and regional plans for infrastructure, employment, open spaces and other elements of the built and natural environments. Long term plans for housing will also better accommodate growth that is higher or comes sooner than expected.





Step 1 in the process is focused on the local context and background, and analysing the evidence base to inform the next steps in the strategic planning process.

The main parts of this process are:

- the planning and policy context;
- the LGA snapshot; and
- an analysis of the evidence base.

Councils should meet with the Department of Planning and Environment regional team as soon as the decision is made to commence an LI IS, to discuss the LI IS scope, process and timeframes.

### 1.1 Planning and policy context

LI ISs will be developed within the planning and policy context of the day. This includes the federal, state and local government legislation, State Environmental Planning Policies, Regional and District Plans and policies relating to planning, housing, infrastructure, and employment for the LGA (see Figure 2).

Councils will lead local strategic planning in their LGAs, which will include the development of Local Strategic Planning Statements. The statements will complete the strategic planning hierarchy and will set out the land use vision, priorities and actions for the local area. The Department has developed guidance for the suggested structure and content for Local Strategic Planning Statements.

While the focus of LI ISs is housing, it is necessary to integrate planning for housing with broader local planning for infrastructure, employment and open space provision. Accordingly, LI ISs may sometimes be developed alongside other council strategic plans. This Guideline forms part of the local planning toolkit where it is indicated in the relevant Regional Plan .

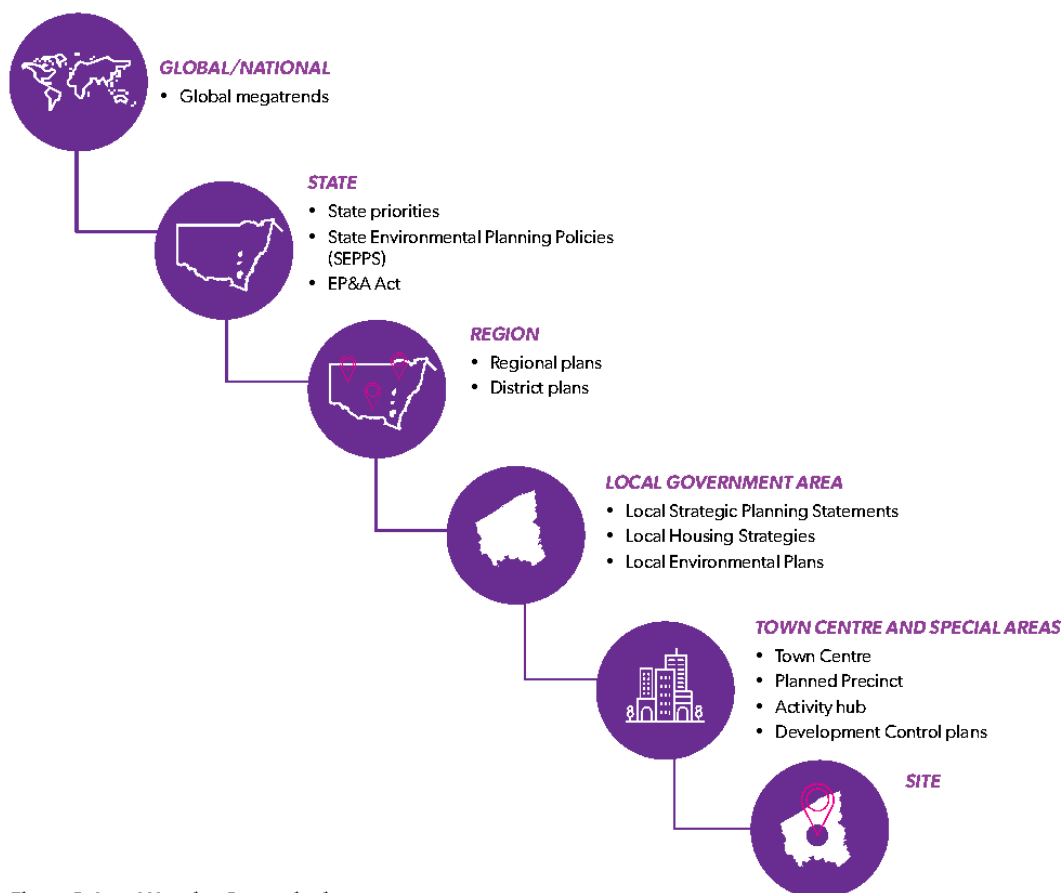


Figure 2: Local Housing Strategies in context



## 1.2 LGA Snapshot

The LGA snapshot should comprise an overview and description of the area. It should consider the urban structure of the LGA and its role in the District and Region, including any cross boundary issues. It should identify social, environmental, and economic factors that are relevant to the LGA, or the wider region where relevant. For example, the transport network, centres, bushfire or flooding risks, heritage, or a significant industry-base within the LGA, or a neighbouring LGA.

The LGA snapshot can outline the work that councils have done to encourage housing supply. This may include working with State agencies to deliver land release areas or renewal in established areas. The LI IS should also include a consideration of the existing housing stock in terms of its location, type, and tenure.

The LGA snapshot should acknowledge the infrastructure that is needed to support housing. It should identify the existing infrastructure, such as public transport (mode, routes and capacity), schools and health services (public/private, location, specialty, capacity), that support housing in the area and any planned and committed infrastructure projects. Where possible it should identify the capacity of the existing and future planned infrastructure, noting the additional capacity that will be created by future infrastructure to support additional housing.

## 1.3 Establishing the evidence-base

Establishing the evidence-base enables the identification of where housing supply is adequate and where gaps will need to be addressed by delivering new housing or housing of a specific type.

The evidence-base may include consideration of factors beyond the LGA, such as work travel and migration patterns.

There are four components to consider when establishing the evidence-base:

- Demographic indicators of social and economic factors
- Housing demand trends and diversity
- Housing supply trends and diversity
- Land use opportunities and constraints.

### 1.3.1 DEMOGRAPHIC INDICATORS

Analysis of demographic indicators and projections provides insights into the current and future housing needs of the LGA's population. Information about the LGA's population change over time, age structure and household types should be considered in the preparation of an LI IS. The indicators should be examined in the context of other relevant LGA information and compared with State or national level data. Data may also be required at a lower level, such as by suburb, to plan for the different parts of an LGA.

The information sources listed below should be used in the preparation of an LI IS and can be supplemented with council's own data sources.



### POPULATION AND HOUSEHOLDS

The NSW Population Projections Data and the NSW Household and Dwelling Projections Data should be used to consider the following factors:

- Population change: the historic and current populations and the projected population change, and the drivers of population change.
- Population age: the population by age grouping and the projected change over time.
- Dwelling requirements: the projected dwelling requirement.
- Households: the total number of households and how this has changed and is projected to change over time.
- Household types and family composition: the household types, such as lone parent, couples with or without children, and group households, and how these are projected to change over time.
- Average household size: the average household size for the LGA and how this is projected to change over time.

The Australian Bureau of Statistics (ABS) Community Profiles provide a thorough statistical picture of an area, providing data relating to people, families and dwellings. The Time Series Profile presents data from three Censuses, allowing meaningful comparisons to be made. Census data can provide information about the population and housing context with regard to factors including:

- Dwelling structure
- Number of bedrooms
- Tenure and landlord type
- Household income.

The Department of Family and Community Services (FACS) 'NSW Local Government Housing Kit' can assist councils to understand housing needs and issues in their region. The database includes timeseries data and provides information on a range of housing topics including: public housing stock; Commonwealth Rent Assistance; proportions of affordable rental and purchase for various income levels and housing stress, being defined as households incurring housing cost above 30% of their equivalised household income. The Rent and Sales Report<sup>1</sup>, also produced by FACS includes timeseries data and is the sole authoritative source of data on NSW rent movements.

### 1.3.2 HOUSING DEMAND

The analysis of housing demand should include a consideration of market preferences including where people want to live in the LGA and in which types of homes. Councils in Sydney can refer to the housing market areas set out in research by UNSW<sup>2</sup>:

Housing demand will be influenced by factors in the broader housing market generally and by factors that influence demand for housing within local housing markets. These influences include household growth, infrastructure availability, local and regional amenity, employment opportunities, taxes, interest rates and immigration, many of which are outside of the control of local government.

Establishing housing demand requires an analysis of the:

- Underlying demand – which is the theoretical 'need' or number of new homes required based on the projected number of households. The level of underlying demand is primarily driven by migration and demographic factors; and
- Effective demand – which is the size, type and location of dwellings that people are willing and able to buy and rent. Councils may wish to consider both the 'stated' housing preferences (through a survey for example) and 'revealed' preferences, being the types of homes people actually choose.

Housing for particular needs also needs to be considered in the development of an LHS, including:

- seniors and people with a disability
- affordable rental housing
- students.

A consideration of social housing wait times should also be used to inform the understanding of housing demand. FACS releases information on the expected social housing waiting times by geographic regions. If the LGA includes social housing dwellings, councils may wish to discuss the potential redevelopment of elements of the portfolio with Land and Housing Corporation to help increase social housing supply.

#### **DEMAND FOR AFFORDABLE HOUSING AND HOUSING AFFORDABILITY**

LGAs will have differing demand for affordable housing and housing at a variety of prices.

Housing affordability refers to the capacity of individuals or households to enter the rental and privately owned housing markets, whereas affordable housing is defined in the *Environmental Planning and Assessment Act 1979* (the Act).

The *State Environmental Planning Policy (Affordable Rental Housing) 2009* (AI SEPP) defines a household to be a very low income household, low income household or moderate income household if the household has a gross income that is up to 20% above the median household income for the Greater Sydney Region (according to the Australian Bureau of Statistics) and pays up to 30% of that income in rent. In considering the demand for affordable housing councils may wish to consider aspects such as existing affordable stock, incomes, rent and sale prices, housing stress, employment and homelessness.

#### **AFFORDABLE LIVING**

To complement the consideration of affordable housing and housing affordability, councils may wish to consider the concept of affordable living. Affordable living recognises that there are additional costs for households associated with housing choices, besides rental or mortgage payments. The location and type of dwelling can impact ongoing household costs including costs related to transport and energy consumption. In some cases, these costs may offset the benefits of lower mortgage or rental payments. While affordable housing and housing affordability are measured by the cost of housing relative to income, affordable living considers the cost of housing in conjunction with the cost of accessing employment, services, and utilities.



#### **DEMAND FROM LOCAL WORKERS**

In preparing an LHS councils should also consider the sources of employment for very low, low or moderate income earners who perform an important service within an area, but are unable to live nearby due to price constraints. The industries which these local workers are part of will vary, depending on location.

#### **1.3.3 HOUSING SUPPLY**

Housing supply is considered in terms of the total supply of housing and the amount of new housing.

For councils within Greater Sydney, the Department of Planning and Environment's Sydney Housing Supply Forecast<sup>1</sup> provides information on where, when, and how many new homes are likely to be built. The forecasts are used across Government to inform infrastructure planning and service delivery to support new housing development. They also inform decisions on future land use zoning to ensure adequate levels of new housing supply are maintained.

The Forecast is one indicator of the extent to which additional demand can be met within existing planning controls and economic conditions. The Forecast takes into account current residential developments that are either under construction or approved, as well as analysis of likely future development under current zoning and planning controls. The Forecast also takes account of information gathered from local councils and industry.

For Sydney councils, detailed contemporary monthly data for both dwelling approvals and dwelling completions are available via the Metropolitan Housing Monitor Sydney Region and the Housing Monitor reports. Councils in the Hunter and Illawarra

Regions should discuss the local housing monitor programs with the Department's relevant Regional Team. Presently, a Department of Planning and Environment generated housing supply forecast is not available in other parts of the State. Councils outside of Sydney may consider preparing a forecast of housing supply to inform their LHSs.

Establishing the housing supply that is already available in the LGA, considers an analysis of:

- amount and type of current and planned housing stock
- rental vacancies (where possible) and vacancy rate
- price and type of dwellings for sale
- capacity within the existing land use controls for additional housing
- potential displacement of existing housing due to redevelopment.

#### **CURRENT AND PLANNED HOUSING**

Current and planned housing includes provision of new housing from submitted development applications and commenced but not yet completed developments.

There will also be housing capacity created by state and local government actions, including:

- planning proposals,
- land release areas, especially serviced lots, and
- approved Planned Precincts, State Significant Precincts and Urban Renewal Corridors.





**CAPACITY OF EXISTING LAND USE CONTROLS**

Councils will need to identify the theoretical development capacity in their existing land use controls i.e. the number of additional homes permissible under the current planning controls.

There are many approaches to determining development capacity, however it essentially involves comparing the number of existing dwellings and the number of dwellings that would be delivered if the current land use controls were fully developed. The differential in dwelling numbers equates to development capacity. This analysis should also consider whether any of the existing planning controls (such as floor space ratios) are unnecessarily impeding the development of housing.

The theoretical development capacity then needs to be compared with what is likely to happen over the timeframe of the LI IS, taking into account the feasibility of development and likely take up rates of the capacity identified. This consideration can be informed by:

- the number of sites that have development capacity and how much capacity will be used (assuming that a certain proportion may never be developed)
- the development approval and construction/occupation certificate data, which will help indicate the rate and types of housing that has been, and is likely to be, delivered
- input from the local development industry.

A housing supply forecast of the likely future rate of development under the current land use controls can then be made. The forecast can be compared with the housing demand data to identify supply gaps.

**STATE GOVERNMENT-LED REGIONAL AND DISTRICT PLANNING**

The LI IS will need to respond to State Government initiatives that increase housing supply, including proposals in relevant Regional and District Plans. The State Government may deliver major housing development opportunities via:

1. Planned Precincts, State Significant Precincts and Urban Renewal Corridors that involve targeted rezoning and direct coordinated funding and delivery of supporting infrastructure
2. Investigation Areas where the State Government can work with local government to deliver on the housing requirement of Sydney
3. Urban transformation projects led by Urban Growth NSW and Transport for NSW that involve the development of large sites and significant amounts of government-owned land alongside the provision of new transport infrastructure
4. Land and Housing Corporation Developments by the NSW Land and Housing Corporation (LHC) which is responsible for the management of the NSW Government's social housing portfolio

5. Surplus Government land. These sites may also present future housing opportunities.

The LI IS will need to acknowledge any State government-led development programs identified within the LGA, and note the areas and the amount of housing that the programs aim to deliver.

**1.3.4 LAND USE OPPORTUNITIES AND CONSTRAINTS**

Different land use opportunities and constraints should be analysed across the LGA to identify areas with development capacity. In identifying and analysing the relevant opportunities and constraints for housing, alignment with the Regional or District Plan is a key consideration, along with the capacity of existing and planned infrastructure to support growth.

Opportunities may include:

- Existing residential development – type, age, dwelling density, condition, ownership pattern, urban design, scale, form and amenity
- Transport infrastructure – road, rail, light rail, bus, ferry, cycleways
- Urban form and liveability – scale, form, character, open-space, connectivity, walkability
- Employment centres – retail centres, business and industrial centres
- Social infrastructure – schools, parks, health services.

Constraints may include:

- Environmental factors – riparian zones, contaminated lands, hazardous activities, high fertility soils
- Natural hazards - flooding, tidal inundation, bushfire, slope, unstable land
- Incompatible uses – heavy industry, sewage plant, high voltage transmission lines, aircraft noise, agricultural land
- Lack of financial feasibility – due to market forces or planning controls
- Utility service availability – water, sewer, drainage, electricity, gas, telecommunications
- Conservation resources - places of ecological, scenic, heritage or archaeological value.

**INFRASTRUCTURE**

Providing the right infrastructure at the right time is key to supporting the development of housing throughout NSW. The importance of using existing and proposed infrastructure effectively needs to be understood to inform the development of an LI IS.

Councils have a role in aligning delivery of local housing with infrastructure delivery through the funding of infrastructure via, for example, development contributions, grants, budget allocations, user fees and charges, and public private partnerships.



Regional Plans and District Plans are prepared with regard to any 20-year State infrastructure strategy, 5-year infrastructure plan and sectoral State infrastructure strategy statements. It is important for LI ISs to be aligned with the infrastructure directions set out in these strategic plans to address the future population's needs. In some cases, the provision of new infrastructure projects by the State government and councils will be critical to delivering new housing supply. In other cases, an LI IS will be able to direct housing growth to make better use of existing infrastructure.

Councils should engage with State government infrastructure agencies throughout the development of the LI IS to ensure that current and future projects are incorporated into the LI IS, and that the LI IS is aligned with the provision of infrastructure and services. The Department can help facilitate council discussions with Government infrastructure agencies.

Finalised LI ISs will assist infrastructure agencies by setting out where the long term housing growth is planned.

## 1.4 Analysing the evidence-base

The analysis of the evidence-base will provide insights about the demand for and likely delivery of housing in the LGA. It needs to determine if there are any gaps in housing supply and what is required, or is likely to be required, so that new housing supply can be facilitated to address those needs.

The evidence-base analysis needs to identify:

- gaps in general housing supply
- gaps in housing for specific needs – such as housing diversity and affordable rental housing
- any barriers to supply such as high land fragmentation or limited feasibility
- the areas with development capacity.

### 1.4.1 HOUSING SUPPLY GAPS

Some areas will be expected to meet or exceed the dwelling supply required by the future population. This positive outcome will place downward pressure on housing prices and will better allow the market to respond to unanticipated additional demand that arises from a major infrastructure project, for example.

If the forecast housing supply is lower than the projected housing need there is a gap between the housing supply and demand. The District Plans establish that the LI IS is the mechanism for quantifying, and responding to identified gaps in housing supply across the LGA.

The analysis of demographic, housing and affordability data may also reveal the need for specific housing for key groups. It is important that the LI IS aims to deliver a range of housing types at different price points to help meet local needs. The District Plans note that affordable housing is a key issue in Greater Sydney as

house prices have risen over the past decade in comparison to income growth. Many Regional Plans also recognise this issue and contain actions to support a greater supply of affordable housing.

### 1.4.2 IDENTIFYING DIFFERENT AREAS WITH DEVELOPMENT CAPACITY

Analysis of the multiple opportunities and constraints factors across the LGA, from the evidence base established in 1.3.4, should identify different areas with capacity for development.

Development opportunity areas may consist of areas within the LGA that:

- are in council's view able to accommodate more development due to having strategic, environmental, amenity and/or infrastructure capacity, or
- have been identified under State Government regional and district planning processes.

Developmental opportunities will be constrained by areas that:

- need to be conserved for reasons of cultural, environmental or heritage significance
- have less capacity to accommodate new growth.

### AREAS WITH DEVELOPMENT CAPACITY

Areas that are identified as having capacity for further development within 10 years will be the primary focus for councils who are predicting gaps between supply and demand for housing.

In Sydney, the Greater Sydney Commission will work with councils to develop 6-10 year housing targets. Significant work has been undertaken by the councils and the GSC as part of the Technical Working Group meetings.

Councils may seek to encourage housing that offers diversity and choice and discourage inappropriate housing types, such as rural-residential development, in certain areas. Councils should also consider the aims of Regional Plans in terms of providing housing that is located near centres, supports walkability and addresses diversity needs.

Additionally, some areas may be able to provide housing beyond the next ten years. These areas could be retained for future redevelopment and identified as such, so as not to make future redevelopment at higher densities difficult.

**AREAS TO BE CONSERVED AND ESTABLISHING FUTURE****LOCAL CHARACTER**

The LI IS should identify any areas that have been previously identified as having cultural, environmental or heritage significance. LI ISs will also have the opportunity to identify areas that, for reasons relating to infrastructure capacity and amenity, will have less capacity to deliver new housing. Opportunities to identify existing and desired future local character will be important considerations for the delivery of housing needs. Generally, good design outcomes should not preclude some additional housing in these areas.

In association with this, councils will need to demonstrate an overall capacity to deliver enough and the right types of homes in the right locations. Councils will also need to consider how the desired future character of local areas and neighbourhoods will be achieved through strategic planning, development controls, and development assessment. This will be supported by guidance to be released by the Department on identifying and supporting local character through the planning system.



Step 2 is the process of identifying council's housing vision, the priorities for the council's stakeholders and its community, and identifying and evaluating the options for delivering new housing.

## 2.1 The housing vision

The housing vision for the local area will describe the community's priorities and aspirations for housing in the LGA over the next twenty years. The housing vision may be informed by council's broader strategic vision for the area, as expressed in its Community Strategic Plan or Local Strategic Planning Statement, when these are developed.

A vision recognises the story of a place – where it has come from, what it is like now, and what it will ideally be like in the future. It sets the benchmark against which decisions can be measured and assessed. The housing vision should be informed by the planning and policy context, LGA snapshot, and the evidence-base analysis, that are part of Step 1.

## 2.2 Identify stakeholder views and priorities

It is important for councils to understand the views of stakeholders. This process should involve a wide cross-section of stakeholders that is representative of the community.

Councils should aim to identify the views of stakeholder groups including (but not limited to) the local community, government agencies, housing providers, land owners, and the development industry. The stakeholders will often offer competing views, but will provide helpful information to councils prior to exhibition of the draft LI IS.

The purpose of this stage of consultation is to establish:

1. the community and stakeholders' goals
2. the community's preferred land use planning approaches
3. The Government's infrastructure delivery priorities and plans from infrastructure delivery agencies.

## 2.3 The local housing strategy objectives

The LI IS objectives are council's long term goals for housing in the LGA. The analysis of the evidence-base and the planning context (Step 1) should be considered alongside the stakeholder views to inform the development of LI IS objectives.

The objectives will need to be consistent with the relevant Regional and District Plans. If any gaps in the housing supply have been identified, the objectives should include measures to close the gaps by providing for a sufficient supply of new housing.

Objectives should be based on consideration of:

- the demographic trends occurring in the area and how these trends will impact the quantity and form of housing required in the future
- the feasibility of delivering development within the capacity of the current LEP planning controls
- the quantity, type and affordability of existing housing in the area
- the gap between current needs and supply of rental accommodation for the very low income, low income and moderate income households
- the gap between underlying demand and supply for affordable purchase for the very low income, low income, and moderate income households.

The LI IS objectives should include:

- Aligning the planned housing growth with the regional and district plans for housing, including housing and affordable rental housing targets (if applicable)
- Aligning housing growth with supporting infrastructure
- The amount and type of housing required to be delivered by the market to address a future 10-year need, and align with the 20 year strategic plan
- The amount and type of housing required to address particular needs, including:
  - affordable housing
  - adaptable housing
  - seniors and people with a disability
  - local workers
  - students
- Consideration of the areas within the LGA that:
  - have been identified under State Government regional and district planning processes for intensification, and the amount of housing they are intended to deliver;
  - are able to accommodate more development, due to having strategic importance, environmental, amenity and infrastructure capacity; or
  - are to be conserved for reasons of cultural, environmental, heritage or local character significance.



## 2.4 Land use planning approaches

The land use planning approach is a key part of the LI IS and will ultimately inform council's planning controls. Council needs to ensure that the land use planning controls support the local government area's required housing development.

The evidence-base analysis (from Step 1) will inform the land use planning options that are able to deliver the LI IS objectives. The relevant strategic plan will guide the LI IS in terms of the appropriate approach. Strategic plans may direct councils to focus new housing growth around particular centres with public transport, to improve walkability, or to observe certain settlement planning principles for instance. In certain areas rural-residential style development may be appropriate whereas, for example, in other areas a focus on housing for seasonal workers may be more warranted. The LI IS will need to respond to the particular directions in the relevant strategic plan.

The potential land use planning approaches to help deliver additional housing, could consist of, for example:

- concentration of development within existing urban centres
- increased densities across broader existing urban areas
- land release.

The LI IS should include maps that outline the land use planning approach and indicate the locations and amount of growth expected across the LGA.

### BUILDING TYPOLOGIES

Part of the land use planning approach will include consideration of the building typologies that have the potential to deliver the amount and type of housing that is needed. Building typologies are the broad classifications of building types, such as low-density detached dwellings, medium-density townhouses, and high-density residential flat buildings.

It is important that the LI IS includes a consideration of the expected building typologies in addition to the land use planning controls. This will assist the community and stakeholders to understand the likely built form outcomes of council's proposed planning control changes.

## 2.5 Selection of mechanisms

Planning mechanisms will generally be used to implement the LI IS. Amendments to planning controls can help provide the conditions for industry to produce new housing. Whilst the options available to councils to facilitate the development of housing are broad, the primary mechanisms are likely to be through changes to the local planning controls via a planning proposal. Refer to the *Department's Guide to Preparing Local Environmental Plans and Guide*<sup>6</sup> to Preparing Planning Proposals<sup>7</sup> for more information about planning proposals. Changes to development control plans may also be required.

Councils should ensure that planning controls proposed in a planning proposal allow for sufficient housing development that is financially feasible. Housing development will only occur if it is both permitted under planning controls and financially feasible.

Councils should undertake a high-level consideration of the applicable planning policies and legislation that will apply to development under subsequent plans, such as the provisions of State Environmental Planning Policy 65 Design Quality of Residential Flat Development that outline the context for apartments. This will ensure that the LI IS options are consistent with relevant policy and legislation from an early stage.

Non-planning mechanisms can also be used to implement LI IS objectives. These generally involve council policies or initiatives directly involved in the delivery of housing, such as partnering with community housing providers or other organisations to deliver types of housing for groups with specific needs or housing development on council owned land.

The following issues should be considered when selecting the most appropriate way to implement the LI IS objectives:

- is the mechanism (e.g. a planning proposal) appropriate, supportive and consistent in relation to other strategic planning goals at the local, regional or state level?
- would the adoption of the mechanism result in additional complexity in regulation?
- is the mechanism equitable? Does it unfairly disadvantage a particular group or individual?
- can the mechanism be adopted and implemented in a transparent manner?
- is there stakeholder support for the adoption of mechanism?
- does the mechanism support the principles of sustainability?

## 2.6 Planning mechanisms

The evidence-base analysis should include a consideration of the capacity for additional housing in the existing planning controls. This analysis should also identify any existing development standards or development control plan provisions that impede residential development. In some cases, these may be obvious, such as low dwelling density and large lot size, frontage and setback requirements. Often their impact may be unintentional, cumulative and vary with market conditions. Consultation with stakeholders in the development industry may be effective in identifying barriers of this type. The benefits of barrier removal will need to be balanced against urban design and planning considerations.

### CHANGES TO LOCAL ENVIRONMENTAL PLANS

The most common ways to facilitate the delivery of new market price housing are by increasing the permitted density of existing residential land and adjusting development controls to remove barriers impeding development. In some cases, non-residential

land may be appropriate to rezone, however each site would need to be considered on its merits and in light of the relevant District and/or Regional Plan.

The LI IS evidence-base will have identified areas that have feasible additional development capacity. This may include existing residential areas in which dwelling density and the range of permissible housing types can be increased to deliver greater overall housing supply and diversity.

Amendments to land use zones (other than via a rezoning) can allow types of housing where they were not previously permissible. This might include allowing secondary dwellings, residential flat buildings, medium density development, or boarding houses in a broader range of zones.

Increased housing diversity may arise in response to such amendments. The resulting increased density may also improve the viability of retail, services and public transport and thereby improve amenity.

#### **CHANGES TO DEVELOPMENT CONTROL PLANS**

Councils may also be able to implement elements of their LI IS through changes to development control plans. This could include amendments that encourage housing diversity by introducing separate standards to suit the characteristics of particular types of housing and particular locations. An example is the variation of car parking standards in areas with good public transport or walkability.

#### **2.6.1 MECHANISMS TO DELIVER SPECIFIC HOUSING TYPES**

Variations to local planning controls are currently applied by the State Environmental Planning Policies to encourage the delivery of different types of affordable rental housing and housing for seniors and people with a disability. Due to current housing affordability challenges in parts of the State there is growing interest in how councils may encourage the development of more affordable housing in their areas. It is important to consider the development of affordable housing approaches in the broader context of overall housing supply and affordability.

#### **INCLUSIONARY ZONING**

Inclusionary zoning mechanisms enable the consent authority to require contributions towards affordable housing where a need for such housing has been demonstrated. Countries including the United States and the United Kingdom have mandatory inclusionary approaches which support social inclusion in new housing developments and redevelopments.

In NSW inclusionary zoning is facilitated by Division 7.2 of the *Environmental Planning and Assessment Act 1979* which enables a consent authority to levy contributions for affordable housing where a local government area has a demonstrable need for affordable housing and the council is identified within a state policy. This policy is *State Environmental Planning Policy No 70 (Revised Schemes)* (SEPP 70).

To facilitate affordable housing through an inclusionary zoning policy a council must first seek inclusion within SEPP 70 by demonstrating a need for affordable housing within their local government area. The council is then required to develop an affordable housing contribution scheme in accordance with the principles set out in SEPP 70 and insert provisions within its Local Environmental Plan to give effect to the scheme. Councils need to ensure any inclusionary zoning schemes that will provide affordable rental housing are feasible for the market to deliver.

Affordable housing contribution schemes are already operating within the City of Sydney LGA, such as the Green Square Affordable Housing Program. The Department of Planning and Environment can advise councils in relation to potential inclusion in SEPP 70. By addressing any proposed inclusionary zoning in the LI IS, council will give the market advanced notice of the proposed changes. This will assist the development industry in planning for future developments.

## **2.7 Non-planning mechanisms**

Non-planning mechanisms are intended to deliver housing by working in partnership with industry and other organisations. For example, delivering affordable or local worker housing by working with community housing providers.

Possible mechanisms include:

- Community education and advocacy
- Social housing policy
- Affordable housing policy and affordable rental housing targets
- Housing component within an economic development strategy.

## **2.8 Evaluating the options**

This is the process of evaluating the range of potential planning and non-planning options for implementation of various aspects of the LI IS objectives.

To assist with the evaluation process councils should test the different mechanisms against the LI IS objectives and stakeholder priorities and determine the best delivery mechanisms with a consideration of timing, cost, and triple bottom line factors (social, environmental and economic).





Step 3 is the process of producing the LI IS using the LI IS Template (Appendix A), preparing an implementation and delivery plan in which the mechanisms to deliver the priorities are operationalised, and approval of the LI IS. Councils should ensure that the production of an LI IS does not delay existing planning proposals that will be required to meet current housing needs.

### 3.1 The implementation and delivery plan

The LI IS should include an implementation and delivery plan that will identify when and how housing will be delivered over the life of the LI IS, what type of housing will be delivered, where it will be located and the mechanism for delivering it. This might comprise incremental change across parts of or the whole LGA and/or areas that have been identified as having specific development capacity.

The implementation and delivery plan component of the LI IS should include:

- the delivery mechanisms by which the LI IS recommendations will be delivered, including an outline of supporting planning proposals
- the stakeholders who will deliver the needed housing
- timeframes
- benefits
- risks and mitigation measures
- monitoring indicators.

It should also set out clear actions and be integrated with council's other work practices, policies and programs.

The implementation and delivery plan component of the LI IS will differ from council to council based on the level of existing and projected housing to occur within that local government area and the projected benefits of preparing an LI IS.

### 3.2 LHS exhibition

The draft LI IS should be publicly exhibited so that the wider community have the opportunity to provide comment. Any preceding community and stakeholder engagement process should be clearly communicated. Council may decide to also exhibit a draft supporting planning proposal, or the council's Local Strategic Planning Statement at the same time.

### 3.3 Consideration of supporting planning proposals

LI ISs are likely to make recommendations for changes to the planning controls or to other planning instruments in order to be implemented. Councils are encouraged to prepare planning proposals during the LI IS preparation process once it has become clear that they will be needed for the delivery of housing under the LI IS. Councils may wish to stage the delivery of their

LI IS by delivering multiple planning proposals.

Councils are advised to discuss their intentions for a planning proposal with the Department of Planning and Environment regional team at the earliest opportunity.

Given the importance of ensuring supporting infrastructure delivery is aligned with new housing supply, the Department will facilitate council contact with infrastructure agencies, if required. Councils should continue to process planning proposals during preparation of their LI IS.

### 3.4 LHS approval

All LI ISs will need to be approved. The approval of LI ISs will help ensure a high level of quality and consistency across the State, while allowing for necessary local variations. Approved LI ISs can also be used to support planning proposals and will provide an evidence base for planning proposals.

The Department of Planning and Environment will be the LI IS approving body. For Sydney Councils, the Department will consult with the GSC prior to approval, to ensure the GSC's long term planning directions have been appropriately addressed in the LI ISs. Councils in Sydney will need to follow the format set out in the Template. For regional councils, variations to the template may be approved by the Department if sound justification for the departure is provided.

An approved LI IS will:

- Contain the information required in the Local Housing Strategy template to an acceptable standard
- Demonstrate how housing supply will be sufficient to meet the needs of the future population and provide information in such a way that it is able to be independently verified
- Provide the evidence base for a supporting Planning Proposal, if required.

### 3.5 Development approval pathways

Councils should ensure that their communities understand the development approval pathways that exist, in order to facilitate development that is consistent with the LI IS. A council may wish to set out the key development approval pathways (including development applications and complying development) particularly for the benefit of people who interact with the planning system infrequently. This information could be contained in an LI IS, on the council's website, or set out during consultation for instance.

In preparing such information, councils may wish to draw on the Department's "Your guide to the Development Application process for small housing" which has been designed to help people navigate the planning system. The Guide is available on the NSW Planning Website. Councils may also wish to direct readers to the NSW Planning Portal which contains information about complying development, the fast-track approval process for straightforward residential development.



Step 4 establishes a monitoring and reporting process for the purpose of informing reviews of the LI IS. This will help to ensure the ongoing improvement and relevance of the LI IS.

The delivery of housing in Sydney is currently monitored by the State Government and this will continue to occur. Approval rates and completions identify where, when and what type of housing is being delivered.

Monitoring housing outcomes measures the success of the strategies and can determine if the mechanisms put in place have been successful or need to be reviewed.

Councils should establish regular monitoring and reporting to inform a review program that includes:

- annual reviews of housing delivery and supply against the implementation and delivery plan to ensure that the LI IS and the LEP are delivering the LI IS objectives in a timely manner;
- five-yearly reviews of the evidence base and housing stock against the broader aims of District and Regional Plans to ensure that the LI IS is aligned with the housing needs;
- a ten-year review of the LI IS to ensure the 20-year vision statement, the evidence base and the strategic and planning contexts are aligned with the goals of the community, the broader aims of district and regional plans, and the LI IS implementation and delivery plan.

Whenever regular monitoring identifies considerable changes in the housing supply or demand, or demographic, economic or environmental conditions, the LI IS may need to be holistically reviewed.



# Appendix A

*Local Housing  
Strategy Template*

*A standard format for  
local housing strategies*



## Local Housing Strategy Template

### Notes:

- The Local Housing Strategy Template has been structured around the sections, steps and recommended approach to producing a Local Housing Strategy as established within the guideline.
- The headings contained within the template form the structure of a Local Housing Strategy. Councils within Greater Sydney must use the structure as set out within the template, and regional councils may apply to the Department's regional team to vary the structure if there is sound justification.
- In preparing an LHS, councils are to use the information sources prescribed in the Local Housing Strategy Guideline or Template (see Annexure 2). All other data and information sources should be made available to the approval authority, and referenced and made publicly available on council's website.



## **SECTION 1 - Introduction**

### **1.1 Executive Summary**

The executive summary will provide the key findings and recommendations for the LI IS. The Executive Summary will describe the process followed by the council in developing its LI IS.

### **1.2 Planning Policy and Context**

#### **FROM STEP 1.1 OF THE GUIDELINE**

This section describes the relevant federal, state and local government legislation, strategies, plans and policies (including SEPPs) that establish the planning and policy context within which the LI IS will be developed.

### **1.3 Local Government Area Snapshot**

#### **FROM STEP 1.2 OF THE GUIDELINE**

This section should provide a high-level overview of the area for which the LI IS will be developed. It should describe the relevant characteristics of the area including its size, geographical features, major constraints, urban structure, and regional context.

### **1.4 Housing Vision**

#### **FROM STEP 2.1 OF THE GUIDELINE**

The LI IS establishes the council's long term housing vision for the local area. It recognises and responds to evidence about what types of housing will be needed for future populations and where it is best located.

## **SECTION 2 – The Evidence**

This section establishes the demographic, housing and affordability context for the Local Government Area. It comprises an overview analysis of data on population, housing, and infrastructure that is required to inform the type of housing that is needed in the area. This section may include maps, graphs and other relevant visual representations. See detailed considerations at Annexure 1.

### **2.1 Demographic Overview**

#### **FROM STEP 1.3.1 OF THE GUIDELINE**

This section analyses demographic data and information to identify changes and trends within the population, and to understand the housing need of the future population. See Annexure 1 for detail.

### **2.2 Housing Demand**

#### **FROM STEP 1.3.2 OF THE GUIDELINE**

This section analyses the demand for new housing to identify the type and level of housing needed to support the local government area. See Annexure 1 for detail.

### **2.3 Housing Supply**

#### **FROM STEP 1.3.3 OF THE GUIDELINE**

This section analyses the supply of housing, the capacity and feasibility of the existing planning controls, and other sources of new housing. See Annexure 1 for detail.

### **2.4 Land Use Opportunities and Constraints**

#### **FROM STEP 1.3.4 OF THE GUIDELINE**

This section should include identification of opportunities and constraints that are relevant to new housing in the LGA. Land use opportunities and constraints may be best presented with maps.

### **2.5 Analysis of the Evidence-Base**

#### **FROM STEP 1.4 OF THE GUIDELINE**

This section analyses the data presented in the previous sections to determine what the current housing need is, where the gaps are and where the gaps are likely to be in the future.

#### **2.5.1 Housing Supply Gaps**

##### **FROM STEP 1.4.1 OF THE GUIDELINE**

This section needs to identify any gaps between expected population growth and housing supply trends, and identify types of housing that are required to address particular needs

#### **2.5.2 Identifying areas with development capacity**

##### **FROM STEP 1.4.2 OF THE GUIDELINE**

This section should identify areas with development capacity, and areas to be conserved.

## **SECTION 3 – The Priorities**

The section describes how all of the previous information has been brought together to produce an integrated picture of what the current context is, what the future state should be and what the roadmap is for getting from one to the other.

### **3.1 The Local Housing Strategy Objectives**

#### **FROM STEP 2.3 OF THE GUIDELINE**

The LI IS Objectives are informed by community and stakeholder consultation and the evidence base analysis.

### **3.2 Land Use Planning Approach**

#### **FROM STEP 2.4 OF THE GUIDELINE**

This section should include maps of the proposed housing growth.

### **3.3 Mechanisms to Deliver the Options**

#### **FROM STEPS 2.4-2.7 OF THE GUIDELINE**

This section should describe the mechanism/s that will deliver the LI IS objectives and explain the reasons for the selection of the various mechanisms.

### **3.4 Evaluation of the Options**

#### **FROM STEP 2.8 OF THE GUIDELINE**

The section describes how all of the previous information has been brought together to identify the current situation, what the future housing should look like and what the roadmap should be to get there.



## **SECTION 4 – Actions**

### **4.1 Implementation and Delivery Plan**

#### **FROM STEP 3.1 OF THE GUIDELINE**

This section is an implementation and delivery plan, which sets out how the mechanisms to deliver the priorities will be operationalised. A structured plan should be undertaken that identifies the actions and timeframes for amending the LEP, DCP or other council documents.

### **4.2 Planning Proposal (if applicable)**

#### **FROM STEP 3.3 OF THE GUIDELINE**

### **4.3 Monitoring and Reviews**

#### **FROM STEP 4 OF THE GUIDELINE**

The LI IS should include a statement about when monitoring and reviews of the document will occur.



## Annexure 1 – Demographic and Housing Information

### Demographic Overview

Evidence required to inform an LHS includes:

#### POPULATION CHANGE

- The number of people living in the area and surrounds
- The Department of Planning and Environment projected population forecast
- Any population trends such as growth or decline
- Trends and future population forecast, locally and in neighbouring areas

#### POPULATION AGE

- The age structure of the population by age and gender
- Is the population ageing or getting younger?

#### DWELLING REQUIREMENTS

- The implied dwelling requirement

#### HOUSEHOLDS

- The total number of households and how is this projected to change over time

#### HOUSEHOLD TYPES AND FAMILY COMPOSITION

- Whether the average household is ageing or getting younger
- Whether the number of young children per household is increasing, stable or decreasing
- Whether the number of sole person households or 'empty nesters' is increasing, stable or decreasing

#### AVERAGE HOUSEHOLD SIZE

- Whether the household size is increasing, stable or decreasing

#### DWELLING STRUCTURE

- The mix of different types of dwellings, overall and per area or precinct

#### NUMBER OF BEDROOMS

- The average number of bedrooms, overall and per dwelling type and household type

#### TENURE AND LANDLORD TYPE

- The mix of tenure in the LGA and neighbouring LGAs and how this has changed over time
- Whether private rental stock is increasing, stable or decreasing
- Whether affordable private rental stock is increasing, stable or decreasing
- The number and percentage of residents living in mobile homes or boarding houses and possible underlying drivers

#### HOUSEHOLD INCOME

- The median and range of household incomes per household type
- The number and percentage of very low, low and moderate income earners and whether this is increasing, stable or decreasing

#### RENTAL AND MORTGAGE STRESS

- The percentage of low income renters who are in housing or mortgage stress and, any changes over time
- Any particular household types or age groups that are overly represented in housing or mortgage stress

**EMPLOYMENT AND 'LOCAL' OR 'KEY' WORKERS**

- The main occupations of residents and any structural occupational changes over time
- The main LGA employment generators and sectors, and whether these require 'local' or 'key' workers
- The unemployment rate and any changes over time
- Any possible cyclical unemployment (such as seasonal employment occupations) or structural unemployment
- The average and median travel to work distances and times
- Any undersupply of affordable housing for 'local' or 'key' workers

**Housing Demand**

This section analyses housing data and information to identify the type and level of housing needed to support the local government area. Considerations include:

**PROJECTED DWELLING DEMAND**

- The Department of Planning and Environment projected dwelling need

**RENTS AND PROPERTY SALES PRICES**

- The median dwelling rent and sales prices per dwelling types
- The rent and sales price trends per dwelling types
- Social housing wait times

**HOUSING FOR PARTICULAR NEEDS**

- The population from culturally and linguistically diverse backgrounds
- The population that is indigenous
- The number of people who have special needs
- Whether homelessness is increasing, stable or decreasing and possible underlying drivers

**Housing Supply**

Considerations include:

**CURRENT AND PLANNED HOUSING**

- The number of dwellings in the area and the proportion of the overall number by type
- The overall amount and relative proportion of each housing type and whether this has changed over time
- The number and types of development approvals and completions and whether this is increasing, stable or decreasing
- The proportion and availability of stock that is theoretically affordable for low income renters and for low income purchasers
- The proportion and availability of social housing and whether this is increasing, stable or decreasing relative to need
- The proportion and availability of housing for indigenous communities and whether this is increasing, stable or decreasing relative to need
- The potential number of dwellings that could result from approved land release areas
- The potential number of dwellings that could result from approved Planned Precincts, State Significant Precincts and Urban Renewal Corridors

**RENTAL VACANCIES**

- The rental vacancy rate in the region and whether this has changed over time

**CAPACITY OF THE LAND USE CONTROLS**

- The potential amount and type of development that the council land use controls would deliver if it were developed to its full current capacity
- Financial feasibility testing of areas that have not been developed to their full capacity



## Annexure 2 Information sources

### REFERENCES

Central Coast Regional Plan and Illawarra Regional Plan refer to the preparation of a local planning toolkit to provide additional guidance on preparing local land use planning strategies.

<http://www.planning.nsw.gov.au/Research-and-Demography/Demography/Population-projections>

<https://www.facs.nsw.gov.au/resources/nsw-local-government-housing-kit>

\*<http://www.housing.nsw.gov.au/about-us/reports-plans-and-papers/rent-and-sales-reports>

†City Futures Research Centre, 2013. Implementing metropolitan planning strategies: taking into account local housing demand, Technical Report, UNSW

†Sydney Housing Supply Forecast <http://www.planning.nsw.gov.au/Research-and-Demography/Sydney-housing-supply-forecast>

†Future Directions (Social Housing Strategy) <https://www.facs.nsw.gov.au/reforms/social-housing/future-directions>  
Communities Plus <https://www.facs.nsw.gov.au/reforms/social-housing/communities-plus>

† [http://www.planning.nsw.gov.au/Plans-for-your-area/Local-Planning-and-Zoning/~/\\_media/FC9BDEEC8CFA4BCD85FFDAAF7BFCBE63.ashx](http://www.planning.nsw.gov.au/Plans-for-your-area/Local-Planning-and-Zoning/~/_media/FC9BDEEC8CFA4BCD85FFDAAF7BFCBE63.ashx)

†[http://www.planning.nsw.gov.au/Plans-for-your-area/Local-Planning-and-Zoning/~/\\_media/0DC6DBBCCED34FAD8CFFF87174928B44.ashx](http://www.planning.nsw.gov.au/Plans-for-your-area/Local-Planning-and-Zoning/~/_media/0DC6DBBCCED34FAD8CFFF87174928B44.ashx)



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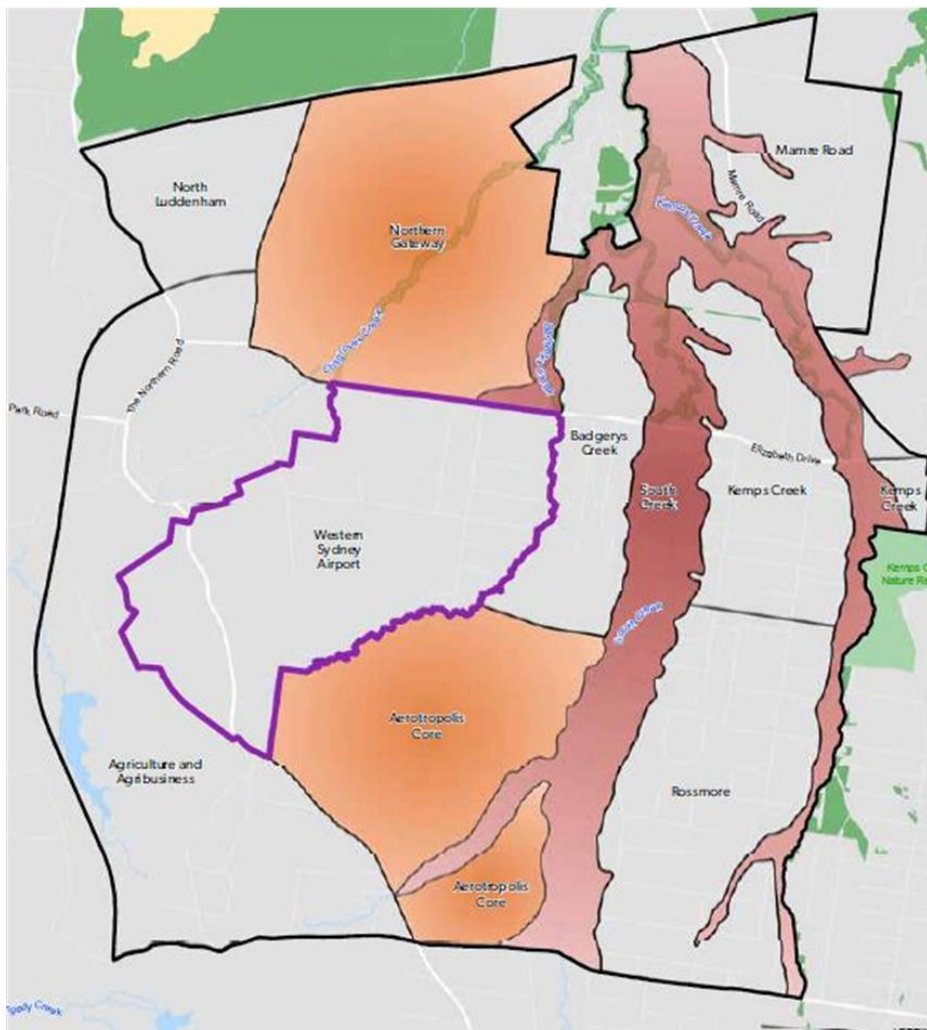
Attachment 4



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**Submission to the Department of Planning and Environment**



**Western Sydney Aerotropolis (WSA)**  
*Land Use and Infrastructure Implementation Plan (LUIIP)*  
Stage 1: Initial Precincts

October 2018

**Cover Image**

Initial Precincts, Western Sydney Aerotropolis

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## Executive Summary

Camden Council welcomes the release of the Stage 1 – Initial Precincts Land Use and Infrastructure Implementation Plan (LUIMP) for the Western Sydney Aerotropolis (WSA). Council supports the overall vision for the WSA and looks forward to working with the DPE in the development of the detailed plans for the WSA.

The Western Parkland City is undergoing rapid change, and Council appreciates the opportunity to provide comments on the LUIMP. Even though the planned Western Sydney Airport site is not located within the Camden Local Government Area (LGA), the airport and LUIMP provides challenges and opportunities for the Camden LGA, its local businesses, and the existing and future community.

This submission highlights Camden Council's key issues and recommends strengthening the Planning Partnership approach to work collaboratively with the Department of Planning and Environment (DPE), Camden Council and various government departments and agencies to achieve the desired outcomes as outlined in the LUIMP.

Camden Council is a party to the Western Sydney City Deal and recommends that the DPE acknowledges and reflects the outcome of the City Deal in the planning process for the WSA. A specific opportunity exists for employment generation, infrastructure provision, liveability, and the strategy for the South Creek corridor.

Council welcomes the Planning Partnership approach to work collaboratively and in partnership with various government departments and agencies to ensure information is shared, holistic planning is undertaken, and infrastructure is delivered in a consistent manner across the Western Parkland City.

Council would also welcome the opportunity to be actively engaged in the second stage land use planning process for each of the three Stage 1 precincts. Council is particularly interested in the South Creek precinct due to a number of existing projects which are currently underway, including the regional flood storage/farm dams project.

This document forms Camden Council's formal submission to the Western Sydney Aerotropolis - Land Use and Infrastructure Implementation Plan, Stage 1: Initial Precincts.

The submission was endorsed by Council on X October 2018.

## Feedback on the Vision

The WSA provides significant opportunities regarding employment, investment attraction and infrastructure provision, resulting in economic growth within the Western City District. The overall vision and intended outcomes outlined in the Stage 1 LUIP are broadly supported.

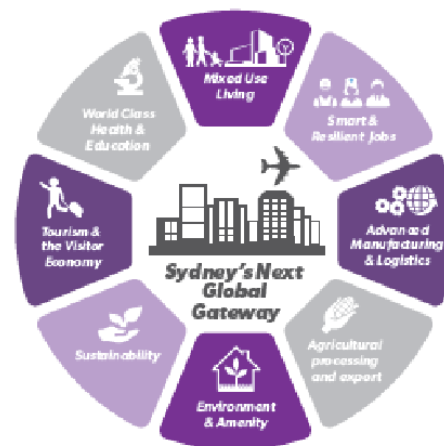
Council is looking forward to working with the DPE and relevant partners in meeting the vision through planning frameworks and governance arrangements to optimise economic opportunities, improved coordination and delivery of road and rail infrastructure, and development of a strategic framework for the South Creek Precinct.

The LUIP outlines 10 focus areas, and they are:

1. Smart and resilient jobs, including aerospace and defence industries
2. Creative industries and the technology sector
3. Agricultural processing and export
4. Advanced manufacturing and logistics
5. Environment and amenity
6. Sustainability
7. Tourism and the visitor economy
8. World-class health and education
9. Arts and cultural opportunity and the infrastructure needed to support them
10. Mixed use living.

It is noted that the diagram on page 17 shows only 8 focus areas instead of 10. The missing focus areas are:

- Creative industries and the technology sector
- Arts and cultural opportunities and the infrastructure needed to support them.



Council notes that each of the 10 focus areas has an importance to inform the Stage 1 LUIP and recognises that initiatives and projects could leverage from one or more focus areas.

Council commends the six principles to assess the Stage 1 LUIP's progress, achievements and success, and the principles are:

1. Productive
2. Compact and connected
3. Liveable
4. Sustainable
5. Aligned with infrastructure and funding
6. Compatible with a landscape led approach to urban development.

Council recognises that sequenced precinct planning is beneficial for road and rail infrastructure planning and construction aligned with diversity of homes and jobs, and supported by better public transport. In addition, sequenced planning is valued to protect the environment, in keeping the local character and minimisation of an urban footprint.

## Key Opportunities for the Camden LGA

Whilst the overall vision reflected within the LUIP is broadly supported, key opportunities have been identified that impact on the Camden Local Government Area (LGA) and local businesses and existing and future communities.

The key opportunities fall within the following three categories:

1. Economy and Jobs
2. Infrastructure
3. Environment

### Opportunity 1: Economy and Jobs

- DPE should ensure that the planned LUIP for the South West Growth Area (SWGA) includes appropriately zoned land for employment generating land uses with a mix of job densities where the SWGA interfaces with the WSA.
- The Camden LGA could accommodate world-class health and education facilities, particularly within rezoned and serviced precincts such as the Leppington town centre which will be connected to the WSA by rail following the planned extension of the South West Rail Link. The Leppington town centre is ideally located to accommodate a future legal/justice precinct
- The Camden LGA has a vibrant agricultural and primary production sector, and the DPE in collaboration with Camden Council should investigate prospects for leveraging agriculture and agribusiness in the Camden LGA as outlined in Camden's Rural Lands Strategy and the Western Sydney City Deal, including the extension of the proposed agriculture and agribusiness lands into the Camden LGA.
- There is a need for a comprehensive Economic Development Strategy for Western Sydney which could capitalise on the outcomes of the Western Sydney City Deal, including the recent establishment of the Western Sydney Investment Attraction Office.

Council acknowledges the WSA LUIP and recommends that a comprehensive Economic Development Strategy for Western Sydney be prepared by the NSW Government, to demonstrate how significant infrastructure investment will help drive economic activity and assist the Western Parkland City prosper at a level like that of Sydney's other two cities as identified in the Greater Sydney Region Plan (i.e. the Eastern Harbour City and Central River City). The Strategy should also identify opportunities that the WSA will provide to drive the tourism and visitor economy for the Camden LGA and the Western Parkland City.

It is noted that the projected growth of the Western Parkland City needs to be accompanied by increased employment opportunities to address the emerging jobs deficit. The provision of new health and education facilities would assist in generating economic and employment opportunities for local residents and businesses. The land to the south of the WSA and adjacent to Bringelly Road (located within the SWGA), along with the existing rezoned and serviced land within the Leppington town centre, provides an opportunity for health, education and other employment generating land uses that would complement both the WSA and the SWGA, including a legal/justice precinct, and would support the local community in seeking local jobs and boost the Camden LGA's economy.

Council welcomes the prospect of a range of job opportunities and types of occupations which the WSA could bring within close proximity to the Camden LGA, and within the Camden LGA itself. However, Council is mindful of the potential impacts on the existing local retail businesses and commercial centres within the Camden LGA.

The Stage 1 LUIP focuses upon the WSA lands located within the Liverpool LGA only, and does not have regard for the land located within the South West Growth Area in the Camden LGA.

The current Structure Plan for the South West Growth Area was originally prepared in 2006, prior to the announcement of the Western Sydney Airport, the release of the Western City District Plan, and the negotiation of the Western Sydney City Deal. As a result, the current land use regime for the South West Growth Area does not reflect the development of an aerotropolis on the adjacent land holdings. It is essential that future planning work within the South West Growth Area, including the preparation of a revised Structure Plan/LUIP, has regard for the proposed land uses within the WSA and considers opportunities for employment, infrastructure and economic growth within the Camden LGA.

Council acknowledges that the Agricultural and Agribusiness Precinct will focus on the western edges of the Airport. However, it is noted that this land is directly adjacent to land within the Camden LGA which could have capacity to support agribusiness land uses, subject to the preparation of a new LUIP for this land as noted above. Council recommends that the investigations surrounding the potential location of the proposed agri-port commences immediately and considers all potential locations within the Camden LGA. This option will be beneficial to capitalise on the existing agricultural land uses within Camden, as well as the development of new agricultural opportunities. Council's *Rural Lands Strategy 2017* outlines the opportunities for a direct interface in agricultural activity between the Camden LGA and the WSA.

## Opportunity 2: Infrastructure

- Planning for the WSA should align with the infrastructure commitments under the Western Sydney City Deal, including the timely delivery of road and rail infrastructure (with a particular focus on North-South Rail and the extension of the South West Rail Link).
- The timing and staging of the release of land in both the WSA and SWGA should be linked to ensure that infrastructure can be delivered more efficiently and in a coordinated manner. The proposed sequencing and staging of precincts is supported as allows the prioritisation and streamlining of infrastructure and services, and it is recommended that out-of-sequence rezonings be avoided unless it can be demonstrated that this can occur with no detrimental impact upon infrastructure delivery and servicing elsewhere in the SWGA or WSA.
- There is an opportunity to provide creative and cultural infrastructure within the Camden LGA, with a particular focus on the Leppington town centre which is already zoned and serviced and includes land nominated for these purposes.
- DPE should ensure that the future LUIP for the SWGA fully aligns with the future infrastructure and servicing plan for the WSA.

Council commends the proposed sequencing and staging of land release, and provision and coordination of supporting local infrastructure. Council welcomes the opportunity to work

collaboratively with DPE and other agencies in the precinct planning process for both the WSA and adjacent SWGA to ensure that development within the Western Parkland City occurs in a logical, sequenced and efficient manner which best utilises the existing and planned supporting infrastructure.

Council notes that out-of-sequence development can present significant challenges within growth areas and can affect the ability of service providers and infrastructure agencies to meet the servicing and infrastructure requirements of new development. It is recommended that out of sequence releases be avoided unless it can be demonstrated that they will not impact upon the existing planned development within the WSA, SWGC and Western Parkland City more broadly.

Improved coordination and delivery of infrastructure is important for the Camden LGA as the fastest growing LGA in Australia. Over the last 10+ years, the planning and infrastructure delivery approach in the SWGA has resulted in instances where land has been rezoned ahead of the provision of infrastructure, including road upgrades, water, sewer, electricity, and the finalisation of development contributions plans for local infrastructure to support development. The Austral and Leppington North Precinct in the SWGA is one such an example. A similar outcome in the WSA could significantly impede the economic viability of the Western Sydney Airport project, in its early stages. In this regard, there is a significant opportunity to create a single authority tasked with infrastructure coordination in both the WSA and SWGA.

Council would welcome the opportunity to work in partnership with government agencies in the development of the integrated transport network strategy with funding mechanisms through the LUHIP between the WSA and SWGA.

It is important that definitive timeframes for corridor protection, land acquisition and construction for the Outer Sydney Orbital corridor, as well as the North-South Rail Line corridor, are established and executed. Infrastructure planning is already underway for these corridors which influence both existing and future residents of the Camden LGA and the WSA. The ongoing planning for road infrastructure and the associated transport modelling that incorporates the future needs of the Camden LGA and its growing population is vital as planning for the WSA progresses. The traffic modelling needs to have regard for the impact of the heavy vehicle freight movement upon the Camden LGA's road network.

The rapid growth in the Camden LGA, coupled with the proposed WSA, requires the provision of creative and cultural infrastructure to support placemaking and creating a source of identity, unity and connectivity within the community. Creative and social infrastructure also supports the tourism economy and promotes the establishment of creative organisations within the Camden LGA. The Leppington town centre, as outlined earlier in this submission, provides existing rezoned and serviced land located adjacent to a train station which will be readily accessible from the WSA.

Council supports a flexible and adaptive planning framework which *"...must encourage innovation and manage growth in a sustainable way, sequenced to reflect demand and infrastructure delivery"* (page 44 Stage 1 LUHIP). There is a need for the DPE to finalise a review of the existing SWGA Structure Plan and prepare a SWGA LUHIP which reflects the timing and staging of development in the SWGA and the proposed staging and timing of the WSA, and is supported by a coordinated infrastructure program. The SWGA LUHIP should also consider opportunities to locate key health and education infrastructure within the Camden LGA which is currently the fastest growing LGA in Australia, and would benefit from appropriately-scaled and located infrastructure to serve both the residents of Camden and the WSA.

**Opportunity 3: Environment**

- The proposed strategy to restore and protect the South Creek corridor as identified in the Western Sydney City Deal needs to be reflected in planning for the WSA.
- Consideration of the cumulative impacts of large-scale infrastructure projects on air quality and visual amenity needs to occur, given the scope of development and infrastructure investment proposed within the WSA and the Western City District more broadly.
- The development of a threatened flora and fauna relocation (translocation) plan should occur to help mitigate the effects of the proposed WSA.

The Western Sydney City Deal identified the preparation of a strategy to restore and protect the South Creek corridor as a key deliverable. The preparation of this holistic strategy needs to occur as soon as practicable and must have regard for all stakeholders within the catchment, given the size of the catchment and the diversity of existing and future land uses. As an example, the planning and development in the upper areas of the South Creek catchment is well advanced, including SWGA precincts such as Oran Park, Turner Road and Catherine Fields (Part) Precinct, and significant future residential development within the catchment will occur as the SWGA continues to develop over the next thirty years. The land uses and constraints within the South Creek catchment to the north of the WSA (i.e. the lower reaches of the catchment) will vary yet again.

Monitoring and investigation on the cumulative impacts of large-scale infrastructure projects from WSA including air quality and visual amenity should be undertaken, given the potential impacts upon the community's health and well-being.

The South Creek precinct is the green spine of the WSA, so the appropriate investigation into a relocation (translocation) plan for the threatened flora and fauna within the WSA should be undertaken to help mitigate the impacts of the proposed development.

## Conclusion

The WSA LUUIP offers a vision of the Western Parkland City and provides a sequenced planning approach in meeting the vision. It sets out a planning framework in the delivery of nine precincts, with Stage 1 focusing on three initial precincts – Aerotropolis, Northern Gateway and South Creek.

The WSA LUUIP establishes a framework for the planning and delivery of the WSA and the development of the Western Parkland City as identified in the Western Sydney District Plan. It presents a significant opportunity for Western Sydney to drive local and regional economic development with a strong focus on land use and infrastructure planning. However, there are a series of opportunities and challenges for the Camden LGA and its current and future community, local character and natural environment.

While the planning intentions of the WSA LUUIP is acknowledged by Council, there remains a significant body of work to be done by the NSW Government to ensure the issues raised by Council, and on behalf of its community, are adequately addressed through a collaborative approach during the ongoing planning of the WSA.

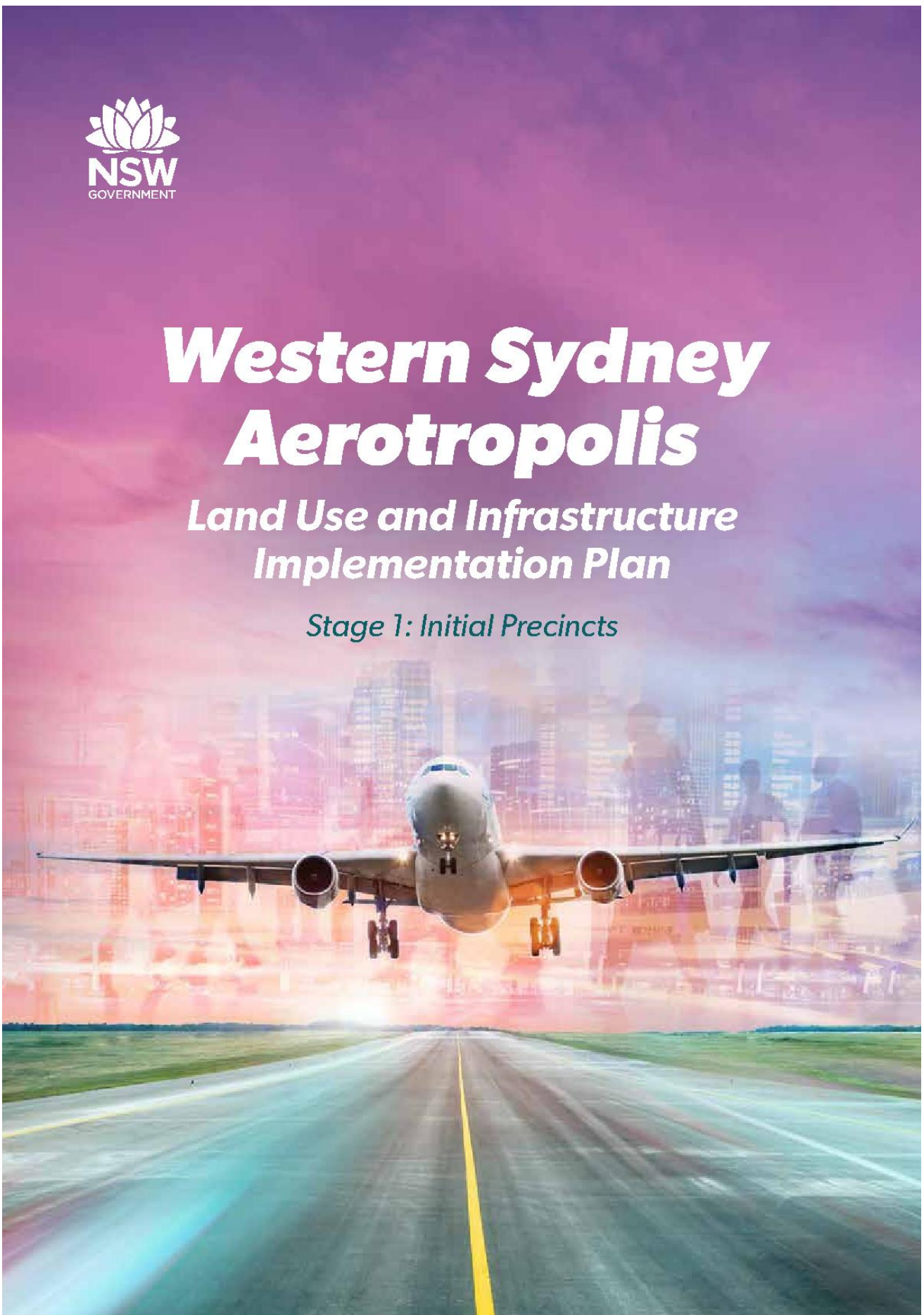




# **Western Sydney Aerotropolis**

## **Land Use and Infrastructure Implementation Plan**

*Stage 1: Initial Precincts*



ORD02

Attachment 2

To view an electronic version in PDF format,  
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## Acknowledgement

The long-term planning for the Western Sydney Aerotropolis acknowledges more than 40,000 years of continuous Aboriginal connection to the land that makes up NSW.

This Plan recognises that, as part of the world's oldest living culture, traditional Aboriginal and Torres Strait Islander owners and custodians of the Australian continent and adjacent islands share a unique bond to Country — a bond forged through thousands of years of travelling across lands and waterways for ceremony, religion, trading and seasonal migration.

The Deerubbin, Gandangara and Darug people are the traditional custodians of the land in the Aerotropolis. The Aerotropolis is close to tribal boundaries with the Tharawal and Eora people, which may give rise to sites of shared interest relating to ceremonial gatherings.



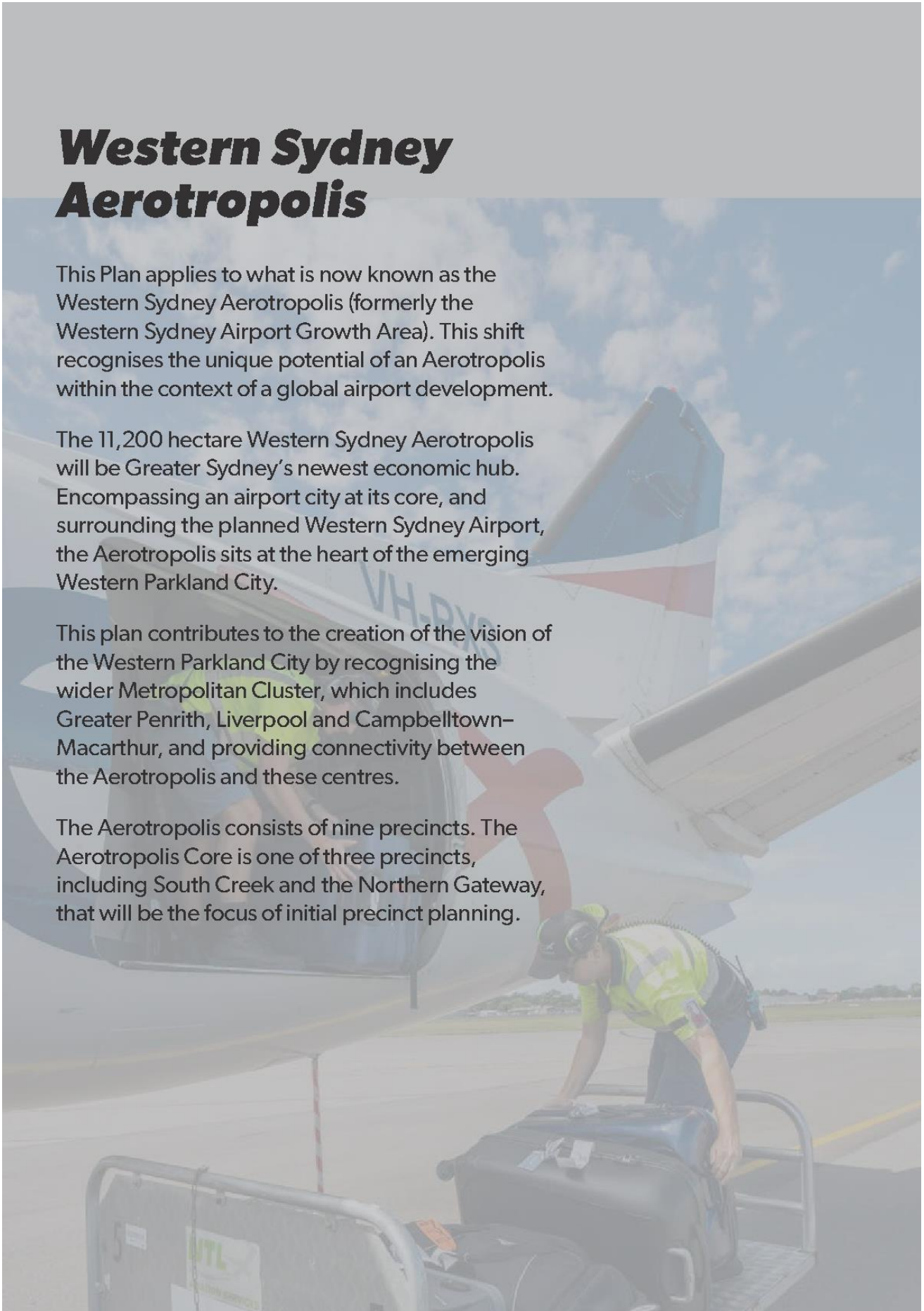
# Western Sydney Aerotropolis

This Plan applies to what is now known as the Western Sydney Aerotropolis (formerly the Western Sydney Airport Growth Area). This shift recognises the unique potential of an Aerotropolis within the context of a global airport development.

The 11,200 hectare Western Sydney Aerotropolis will be Greater Sydney's newest economic hub. Encompassing an airport city at its core, and surrounding the planned Western Sydney Airport, the Aerotropolis sits at the heart of the emerging Western Parkland City.

This plan contributes to the creation of the vision of the Western Parkland City by recognising the wider Metropolitan Cluster, which includes Greater Penrith, Liverpool and Campbelltown-Macarthur, and providing connectivity between the Aerotropolis and these centres.

The Aerotropolis consists of nine precincts. The Aerotropolis Core is one of three precincts, including South Creek and the Northern Gateway, that will be the focus of initial precinct planning.



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# Executive summary

## The opportunity

The 40-year vision for the Greater Sydney Region, set out in *A Metropolis of Three Cities*, seeks to meet the needs of a growing and changing population by transforming Greater Sydney into a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City.

This Land Use and Infrastructure Implementation Plan for the Western Sydney Aerotropolis is essential to the vision for a thriving Western Parkland City focused on the planned Western Sydney Airport. It implements the regional vision of the *Western City District Plan*, complementing and supporting its delivery.

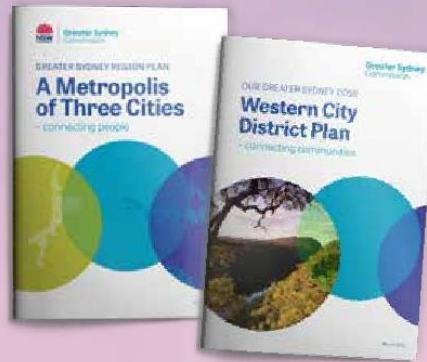
An Aerotropolis is a metropolitan area with infrastructure, land uses and the economy centred on an airport. It includes aviation-orientated business and residential development that benefit from each other and their accessibility to an airport.

The 11,200-hectare Western Sydney Aerotropolis will be Greater Sydney's newest economic hub at the heart of the emerging Western Parkland City.

The Aerotropolis Core sits at the centre of the Western Sydney Aerotropolis and will develop with the new Airport. Its combination of uses, activities, development and places will rely on and be complementary to the operation of a global airport.

This Plan embraces the transformational potential of the Aerotropolis and the Airport. It sets out a planning framework to support all levels of government and spread the benefits of population and economic growth across Greater Sydney.

It does this in two stages, sequencing the planning and delivery of nine precincts will begin with three initial precincts to kickstart the development of the Aerotropolis – where a combination of uses, activities, development and places complement the Airport and offer a greater diversity of jobs and social opportunities. This sequenced approach aligns with the once-in-a-lifetime opportunity of a greenfield airport, the collaborative approach established through the Western Sydney City Deal, significant transport investment and the spatial framework for development offered by the Aerotropolis's waterways and green spaces.



## About the Plan

This Land Use and Infrastructure Implementation Plan recognises that the catalyst of the Airport and the Western Sydney City Deal – and potential for significant investment in road and rail connections – deserves a new approach and a strong foundation to drive and coordinate Australian Government, NSW Government and local government planning, investment and decision-making.

The draft Stage 1 plan provides a foundation for a conversation with the community and industry, enabling a collaborative approach to the finalisation of the Plan, which will set the strategic direction for the Aerotropolis.

The Plan does this by defining how the broader region's environment, waterways, infrastructure and economics will come together to create the Aerotropolis as a contemporary metropolitan city. It:

- identifies a first-stage Structure Plan to illustrate the rationale for the three initial precincts and how future development in the Aerotropolis could be arranged
- sets the groundwork for an Aerotropolis that will make a significant contribution to 200,000 jobs in Western Sydney and up to 60,000 new homes and new communities
- enables the creation of great communities and recognises that the operation of a world-class, 24-hour/seven-day a week international airport is crucial to the success of the Western Parkland City
- describes how the Aerotropolis's precincts will be planned to integrate with designated growth areas, as well as growth in Greater Penrith, Liverpool, Camden, Campbelltown–Macarthur, Hawkesbury, Fairfield, Blacktown and Wollondilly Shire.

This Plan and future precinct plans are required to be consistent with *A Metropolis of Three Cities* and the *Western City District Plan* just as local plans prepared by councils are required to be consistent with these documents.

It should be recognised that this document is Stage 1 in a planning program that will evolve to guide development over decades to come. In order to finalise this Stage 1 plan, it will need to take into account the findings of a range of studies including that for South Creek and more detailed transport analysis.

### Sequenced land use and infrastructure planning

The Plan prioritises the planning and development of three initial precincts, capitalising on infrastructure investment to achieve agreed land use and infrastructure outcomes and recognises South Creek and its catchment as the Western Parkland City's green spine.

These initial precincts will be the impetus for the Aerotropolis's growth. They are:

- Aerotropolis Core, one of the centres of the Metropolitan Cluster of the Western Parkland City. It will offer a diversity of industries including defence and aerospace jobs connected to potential new Science, Technology, Engineering and Mathematic (STEM) based universities, a planned Aerospace Institute and a new public high school focused on the aerospace and aviation industries, as identified in the City Deal.
- Northern Gateway, a second centre at the Airport's entrance, focused on education, high technology, and research and development associated with food production and processing.
- South Creek, encompassing the full extent of South Creek and its tributaries through the Aerotropolis to act as the central structural element to a connected open space network that connects pedestrian and cycle paths with community facilities, restaurants and cafes, as well as water management.

The initial precincts of the Aerotropolis Core and Northern Gateway offer the greatest growth potential, due to their proximity to planned major public investment in Western Sydney. The third precinct of South Creek will be a central element of the urban design and water management of the Western Parkland City.

The public investment begins with Western Sydney Airport, one of Australia's few greenfield metropolitan airports of this generation. The Airport represents a \$5.3 billion investment for Stage 1, and offers comparative locational advantages, access to global opportunities for economic growth and the ability to operate without curfews.

The Australian and NSW Governments have a shared objective to connect rail to Western Sydney Airport in time for opening, informed by the business case. People and businesses in Western Sydney will have stronger north-south connections thanks to the first stage of the North-South Rail Link from St Marys to the Aerotropolis Core via Western Sydney Airport.

The Airport will also benefit from the Western Sydney Infrastructure Plan, a joint Australian and NSW government funded 10-year, \$3.6 billion road investment program.

The precincts will also benefit from a strong structural framework comprising other planned major infrastructure, as identified in the recently announced Western Sydney Corridors including:

- North-South Rail Link between St Marys, Macarthur and Leppington
- Outer Sydney Orbital linking Western Sydney to the Central Coast and Illawarra
- Western Sydney Freight Line linking the Outer Sydney Orbital and the Main West Line to Port Botany.

The initial precincts will embrace South Creek as the central organising principle for the Aerotropolis. As the Aerotropolis's green spine, South Creek will act as a corridor for open space, biodiversity and amenity functions.

The planning for these initial precincts will align with planning for a new growth area for the Greater Penrith to Eastern Creek Corridor, particularly around St Marys where the proposed North-South Rail Link will connect to the existing transport network.

A feasibility study by the Department of Primary Industries under the City Deal will consider the size and location of a potential agri-port for the Western Sydney Aerotropolis. If this suggests an appropriate location for this facility, it will be added to the initial precincts.

The remaining six precincts will be sequenced to match infrastructure investment and population and employment growth. Detail on how these precincts will be rezoned will be provided in the second stage of the Land Use Plan.

## Making it happen: collaboration and a sensible planning framework

The Western Sydney Planning Partnership, established under the Western Sydney City Deal, brings together the councils of the Western Parkland City (the eight Western City District councils and Blacktown City Council), the NSW Government and the Greater Sydney Commission. The Partnership will also work in consultation with the Australian Government.

The Partnership will be used as the driving force that transforms the planning for Western Sydney Aerotropolis and the broader Western Parkland City. It will be responsible for preparing the rezonings in the initial precincts and will support the rezoning of the remaining precincts. The Partnership will play a vital role in providing a coordinated approach to planning within Western Sydney; the decision-making powers of local, State and Commonwealth planning authorities will remain unchanged.

This model breaks the mould of traditional siloed planning and represents an unprecedented level of collaboration across governments. The Planning Partnership will:

- deliver better, more efficient planning outcomes within Western Sydney
- accelerate Western Sydney's transformation and development
- maximise the benefit of Western Sydney Airport.

Supporting the Partnership's planning work, a new Authority and the recently established Sydney Metro Authority will share the progressive development and delivery of the Aerotropolis precincts. The new Authority will be created through legislation and be similar to development authorities for Barangaroo, Sydney Olympic Park and Honeysuckle in Newcastle. Both the new Authority and Sydney Metro Authority will work with landowners in the initial precincts.

As master planners, the new Authority and Sydney Metro Authority will facilitate infrastructure delivery including the creation of new places, streets, open space and public areas in the Aerotropolis.

The organisations will also be expected to manage value sharing mechanisms. Mechanisms will be implemented in addition to the standard range of development contributions, including a Special Infrastructure Contribution to at the least, the same value as adjoining growth areas. Additional value sharing mechanisms are being explored to ensure that the increase in land value is shared following the investment in new transport infrastructure.

Where these governance processes bring different levels of government together towards the one goal, a proposed innovative and flexible State Environmental Planning Policy (SEPP) will balance the need to kickstart investment in the Aerotropolis. The SEPP will also provide important protections for the community of the new Aerotropolis from aircraft noise of the Airport as well as biodiversity conservation. It will introduce an Urban Development Zone that provides a more strategic approach to master planning in greenfield release areas. It will describe development activity as either complying development, council assessed development or State Significant development.

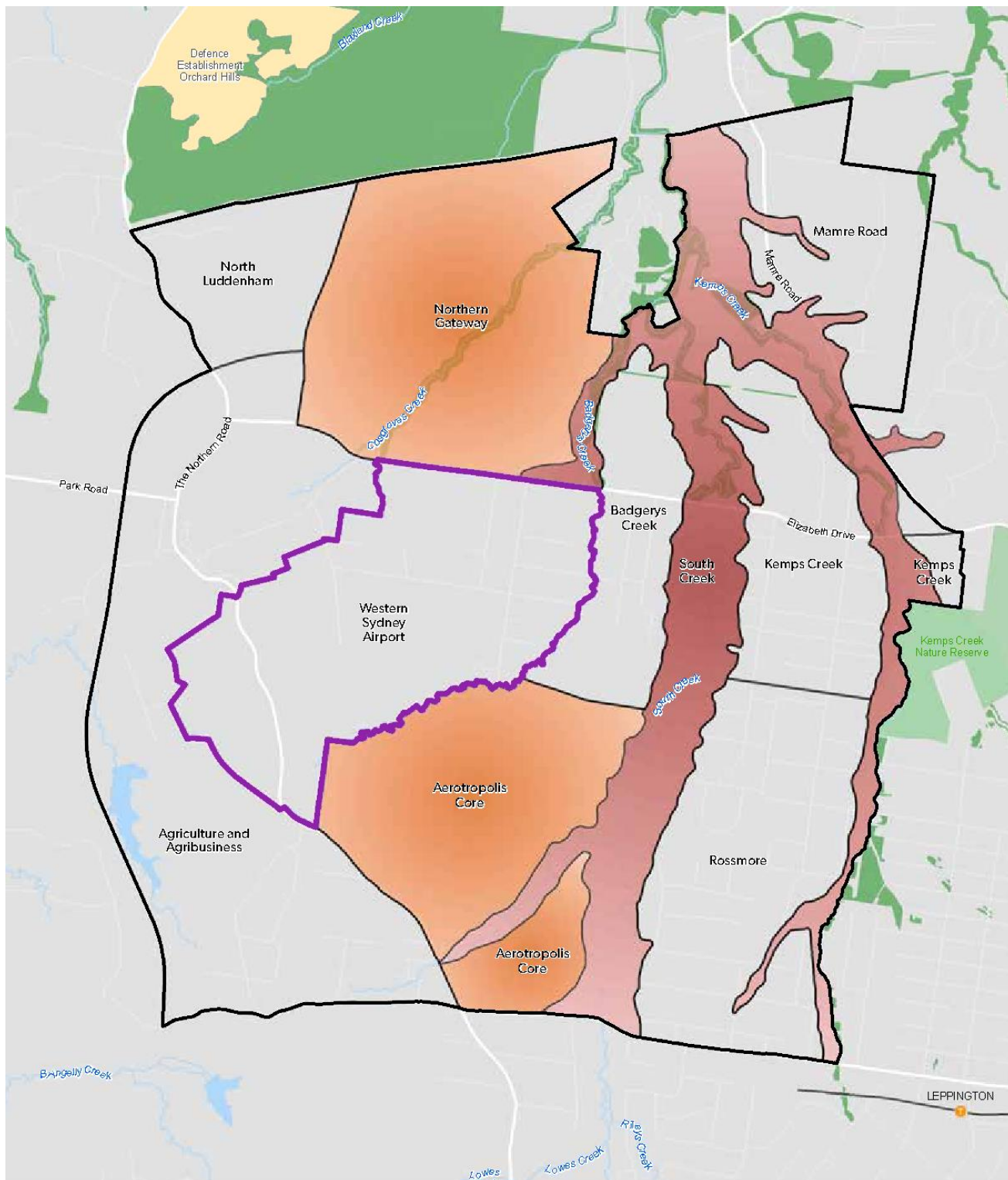
The Planning Partnership will prepare and assess precinct plans that will enable the new Urban Development Zone to be applied with the approval of the Minister for Planning under the proposed SEPP.

Landowners will be able to apply to accelerate the rezoning of a precinct earlier. However, a decision to proceed will only occur if the NSW Government, on the advice of the Planning Partnership, is convinced the proposal meets the principles of the strategic planning for the Western Parkland City and:

- demonstrate compliance with *A Metropolis of Three Cities* and the *Western City District Plan*
- not compromise the integrated land use and transport planning that has focused the initial development areas on the Northern Gateway or Aerotropolis Core
- be at no cost to government and represent orderly development
- be fully supported by enabling infrastructure
- not preclude future urban development identified in this Plan.







**Initial Precincts**

**Western Sydney Aerotropolis**

- Western Sydney Aerotropolis
- Western Sydney Airport
- Initial Precincts
- South Creek Precinct
- National Parks and Nature Reserves
- Environmental Conservation
- Waterways



## Visioning for success

Every level of planning, development, infrastructure coordination, cross-government collaboration and engagement with landowners, the community and industry will be underpinned by this Plan's principles for success:



### Productive

The Aerotropolis will be an accessible, innovative 24-hour city, connected globally, nationally, locally and digitally, and a prime location for investment. The Aerotropolis will make a significant contribution to 200,000 jobs for Western Sydney, creating an innovation precinct and a home for technology, science and the creative industries.



### Compact and connected

A compact urban form will minimise the urban footprint, preserve environmentally valuable lands and allow for a diversity of housing within 10 minutes of centres and five minutes of parks and open space.



### Liveable

A diversity of jobs and homes including affordable housing, high-quality public transport, vibrant urban centres and unique amenity, creativity and recreation will attract a new, highly skilled and diverse community.



### Sustainable

Planning in each of the Aerotropolis's precincts will create opportunities to introduce aspirational energy and water solutions, and sustainable approaches to the creation of public areas, new built form and social infrastructure.



### Aligned with infrastructure and funding

Sequenced precinct planning will align population and economic growth, with the planning and construction of new transport, services and community facilities for residents and workers.

The timely and efficient provision of enabling infrastructure is a key consideration to activate precincts. In the context of the major investments by the Commonwealth and NSW, particularly in Stage 1 of North-South Rail Link, the use of additional value sharing mechanisms will also be considered. This plan represents the beginning of a discussion regarding the potential mechanisms available to the government while the specifics of potential and practical value sharing mechanisms will be explored and developed for reporting in the second state of the Land Use Plan.



### Compatible with a landscape led approach to urban development

South Creek and its tributaries will shape an open space network that combines recreation, stormwater management and biodiversity, making water an important part of the Aerotropolis's character. As one of the warmest parts of Greater Sydney, where heat can influence the health and lifestyle of residents and workers, the Aerotropolis will be planned around the network of waterways to create greater environmental, social and amenity benefits. This includes responses to mitigate urban heat, flooding and intense storm events and locating noise sensitive land uses in areas considered acceptable to liveability outcomes to allow unencumbered airport operations.

# 1

## A once-in-a-lifetime opportunity

### 1.1 Western Sydney Airport and the Aerotropolis

The 11,200-hectare Western Sydney Aerotropolis will be Greater Sydney's newest economic hub. Encompassing an airport city at its core, and surrounding the planned Western Sydney Airport, the Aerotropolis sits at the heart of the emerging Western Parkland City.

This Land Use and Infrastructure Implementation Plan (the Plan) for the Aerotropolis capitalises on the once-in-a-generation economic boom created by the Airport, Aerotropolis and the Western Economic Corridor. A key enabling factor for this boom is the multi-billion dollar investment by the Australian and NSW Governments, including the Australian Government's up to \$5.3 billion investment in the Western Sydney Airport. The Australian and NSW Governments have jointly announced \$3.6 billion towards the Western Sydney Infrastructure Plan to upgrade and build new roads to support the region's economy and a joint commitment to fund the North-South Rail Link Stage 1 as equal partners.

This Plan is the key mechanism to link significant transport investment with sequenced precinct planning for the Aerotropolis to make a significant contribution to the 200,000 new jobs for Western Sydney. It sets out the vision, land use policies and infrastructure that will define and support the detailed planning for three initial precincts that will kickstart development in the Aerotropolis and optimise public investment in major infrastructure.

This Plan recognises the catalytic growth and change that will occur in Western Sydney as Greater Sydney moves towards a metropolis of three cities. It sets out a sensible, sequenced approach to precinct planning that optimises planned investment in major infrastructure and creates the impetus for the early activation of the Western Sydney Aerotropolis – a key success factor for a liveable, productive and sustainable Western Parkland City.



Sydney as Three Cities  
Source: Greater Sydney Commission

### This Plan helps to drive the vision for the Western Parkland City by:

- recognising South Creek and its catchment as a central organising principle to development and the green spine of the Aerotropolis, requiring new approaches to water sensitive design
- recognising the wider Metropolitan Cluster, which includes Greater Penrith, Liverpool and Campbelltown–Macarthur, and providing connectivity between the Aerotropolis and these centres
- guiding landscape-led forms of urban development that are accessible, connected to the natural environment and sustainable
- embedding urban design principles in the layout of streets and buildings consistent with *A Metropolis of Three Cities* so that the new Aerotropolis is liveable, sustainable and connected
- facilitating the establishment of specialisations in aerospace and defence, advanced manufacturing, agribusiness and science, technology, engineering and mathematics education as a foundation for an emerging Western Economic Corridor
- providing practical, clear planning controls that can adapt to changing circumstances, industry needs and environmental performance
- ensuring the long-term, sustainable operations of the Airport through appropriate land use planning and development controls
- identifying and preserving corridors to secure the future delivery of key transport infrastructure.
- supporting the conditions that will enable technology, science and the creative industries to flourish and to support the development of an innovation precinct.

10 Western Sydney Aerotropolis

## 1.2 Innovation in planning and delivery

As one of Australia's only greenfield metropolitan airports in the last 50 years, the Western Sydney Airport offers comparative locational advantages and access to global opportunities for economic growth. Significant committed and planned public investment in road and rail infrastructure around the Airport will create the Aerotropolis Core as a global airport city.

This ambition is supported by the Australian Government, NSW Government and Western Sydney councils, who want to use the investment in the Airport to facilitate new jobs and a new way of planning for Western Sydney.

This Plan details a multi-level, cross-government approach to coordinating new infrastructure and potential land uses around the new greenfield airport and a new greenfield city. Occurring within Australia's third-largest economy and one of the country's fastest growing regions, the opportunities realised through this Plan to structure the greenfield development of the Aerotropolis will make it an engine for jobs growth, will optimise the significant rail and road investment in the region and will facilitate private sector investment.

## 1.3 A simple land use planning and approvals framework

The planning and approvals framework established through this Plan will allow complementary development between the Aerotropolis and the Airport. Development will align to the principles, objectives and targets of *A Metropolis of Three Cities* and the *Western City District Plan*.

This begins with three precincts – of nine – that will form the core of the new Aerotropolis. These precincts are already subject to public investment to support the development of the Airport and Aerotropolis.

While the planning framework will evolve once there is greater clarity around the planning and layout of the Airport and supporting infrastructure, the initial framework includes:

- this Land Use and Infrastructure Implementation Plan, developed in stages to provide the strategic vision, identify development precincts and their characteristics, and how infrastructure will be coordinated and funded
- State and local infrastructure contributions plans to identify necessary infrastructure and the contributions that will be sought from development to fund that infrastructure

- a proposed State Environmental Planning Policy (SEPP), also developed in stages, that will:
  - appropriately locate development to protect the community from airport uses
  - implement Parkland urban design and landscape principles in the precinct plans that rezone land to urban use
  - streamline development assessment processes, according to each proposal's size and complexity
  - allow for housing diversity including affordable housing
  - allow a coordinated approach to development assessment
  - enable the rezoning of precincts consistent with this Plan
- individual precinct plans, which, combined with a new Urban Development Zone in the SEPP, will give legal effect to rezone the precincts under the SEPP.

This Plan represents the first stage of the process. Over the coming months, as the Western Sydney City Deal moves into an implementation phase, this Plan will be further developed along with the initial precincts to create the Aerotropolis.

A Ministerial Direction issued under the *Environmental Planning and Assessment Act 1979* (EP&A Act) will only allow changes to local zonings and development controls if they are consistent with this Plan. This direction will require the assessment of rezoning proposals to consider the *Western City District Plan* and this Plan.

The coordinated delivery of infrastructure will be explored through place-based business cases allowing a whole of government approach to infrastructure to ensure the necessary infrastructure is provided to support the Aerotropolis.

Western Sydney Aerotropolis Planning Framework



### 1.4 Collaborative approaches

Delivering such an ambitious project and creating a new Aerotropolis requires collaboration and coordination across all three levels of government.

#### 1.4.1 Western Sydney City Deal

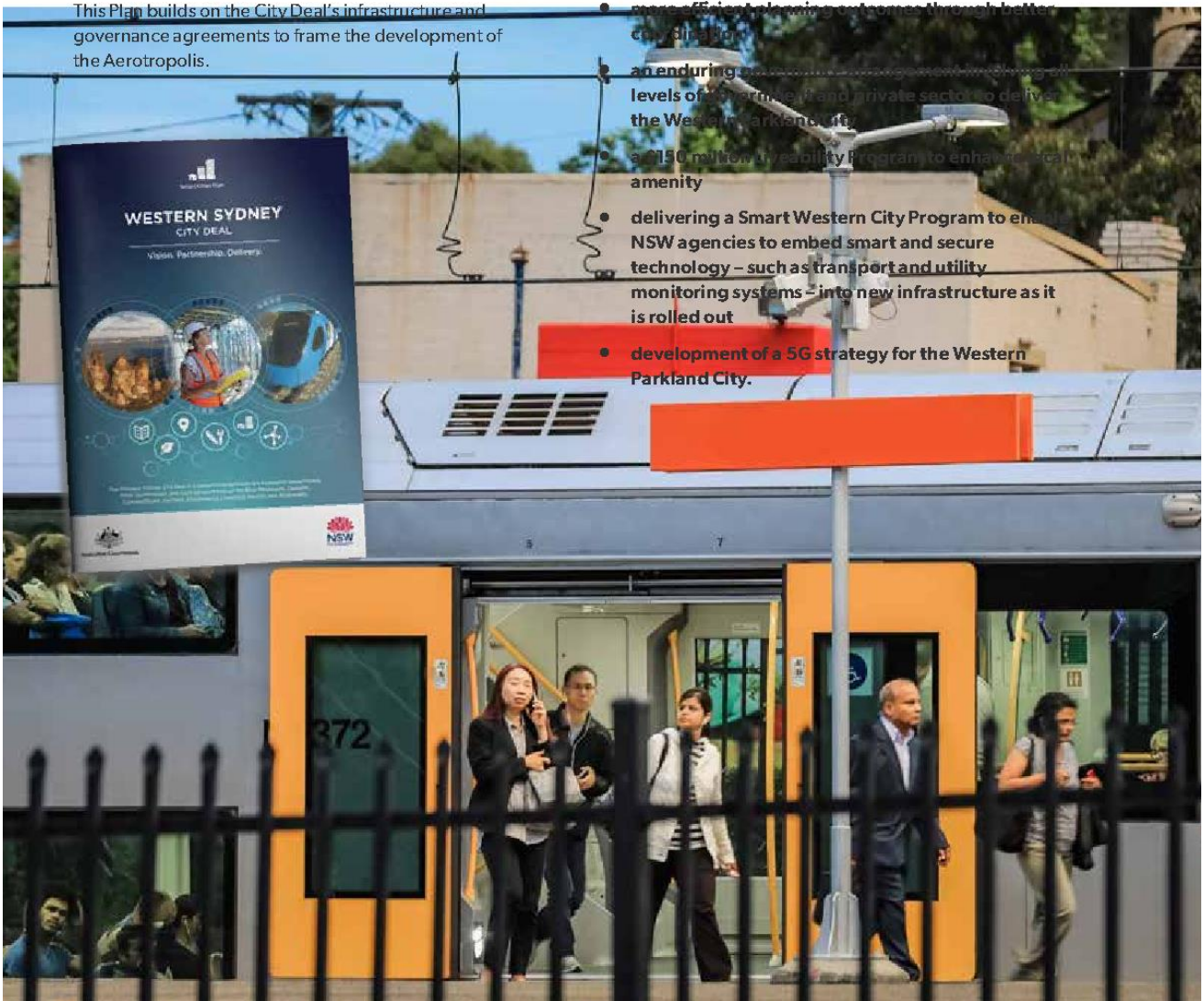
Released on 4 March 2018, the Western Sydney City Deal is a 20-year agreement between the Commonwealth, State and eight Western Sydney councils to invest in significant infrastructure, lifestyle and amenity assets, and to improve employment opportunities. The City Deal leverages additional jobs, housing and liveability improvements from the Australian Government’s investment in the Airport.

A signature infrastructure project from the City Deal is the proposed first stage of the North–South Rail Link from St Marys on the existing metropolitan rail network to the Aerotropolis Core via Western Sydney Airport. As a mass transit connection, this unlocks the potential for commercial, residential and retail centres along the proposed rail corridor.

This Plan builds on the City Deal’s infrastructure and governance agreements to frame the development of the Aerotropolis.

#### The City Deal focuses on:

- delivering a new North–South Rail Link to the existing Sydney rail network, including connections from the Aerotropolis to the new airport and beyond
- supercharging the Aerotropolis and delivering industry precincts to create 200,000 new jobs across Western Sydney
- skilling residents in Western Sydney for this new opportunity by creating an Aerospace Institute – including a vocational training facility, high performance secondary school, a STEM university and skills exchange
- more efficient planning outcomes through better coordination
- an enduring partnership between all levels of government and private sector to deliver the Western Parkland City
- a \$150 million Liveability Program to enhance local amenity
- delivering a Smart Western City Program to enable NSW agencies to embed smart and secure technology – such as transport and utility monitoring systems – into new infrastructure as it is rolled out
- development of a 5G strategy for the Western Parkland City.





### 1.4.2 Western Sydney Planning Partnership

The Western Sydney Planning Partnership will align growth and enabling infrastructure in the Aerotropolis and beyond. It includes the councils of the Western Parkland City (including the eight councils of the Western City District and the adjoining Blacktown City Council), the Department of Planning and Environment and the Greater Sydney Commission, working in consultation with the Australian Government.

The Planning Partnership will implement this Plan’s detailed rezoning and infrastructure planning for the Aerotropolis.

The Partnership model provides greater scope and capability to improve planning processes and coordinate better development outcomes. It removes jurisdictional boundaries – instead of the traditional approach where a council or the NSW Government rezones land, assesses development proposals or delivers infrastructure without integration with other plans or investments. The Planning Partnership will enable coordinated delivery of the rezoning of land that also integrates with the planning and delivery of infrastructure. It is also expected to facilitate new design standards that would be used for sustainable greenfield development throughout the Western Parkland City.

This level of collaboration across governments is unprecedented. With this Plan as its guide, the Partnership will build confidence in the way public agencies and the private sector interact to create the Aerotropolis’s new centres, open spaces and connections.

#### Objectives:

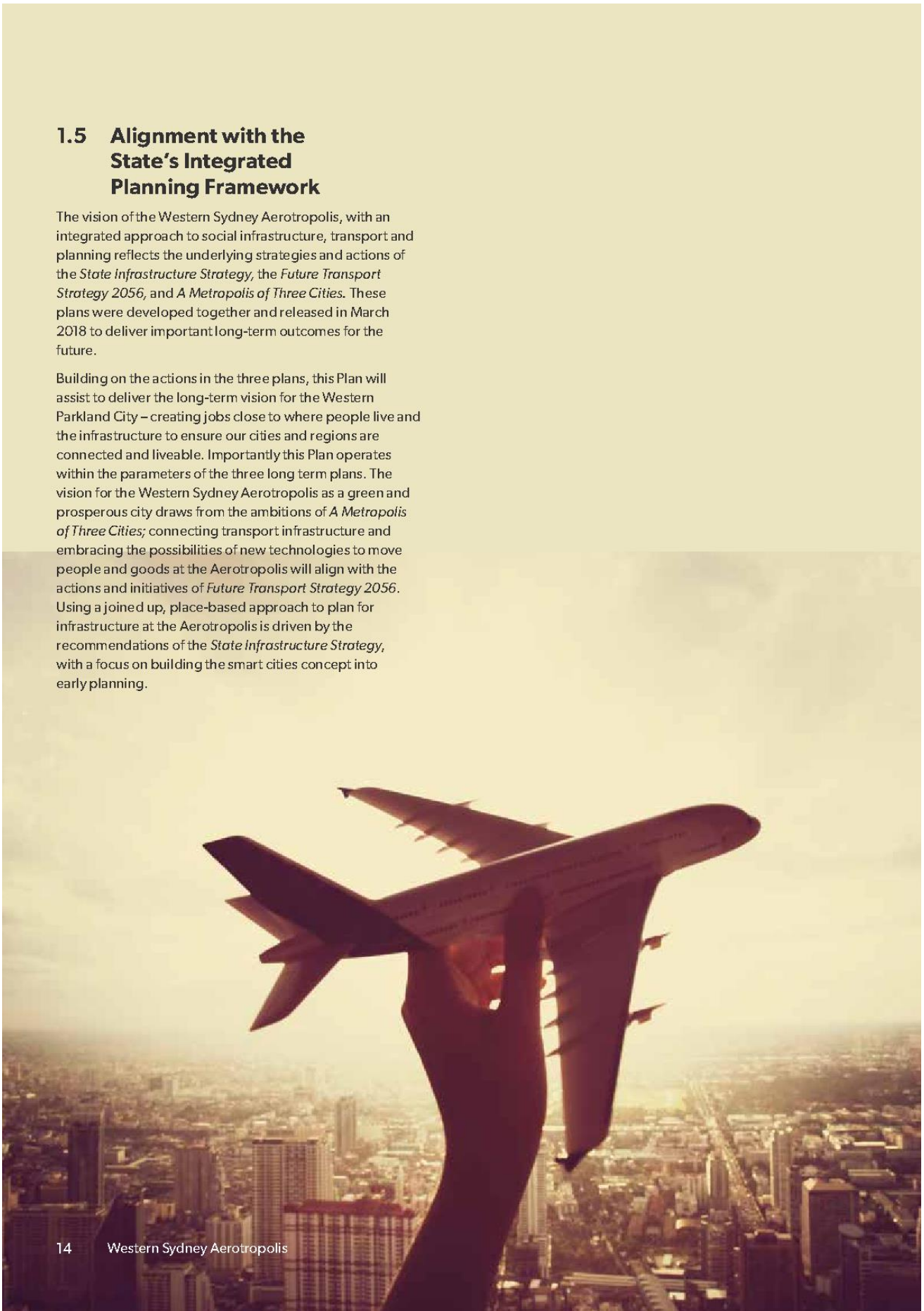
- **Place-based planning is essential to create great places.**
- **Project coordination across the region will gain transformational outcomes.**
- **A partnership model provides the capacity to take a granular design detail approach and scale the solutions across a region.**
- **Localised understanding of community needs is a potent tool for design-led planning and coordinated infrastructure delivery.**
- **Maintenance of the status quo will not provide the best outcomes.**



### 1.5 Alignment with the State's Integrated Planning Framework

The vision of the Western Sydney Aerotropolis, with an integrated approach to social infrastructure, transport and planning reflects the underlying strategies and actions of the *State Infrastructure Strategy*, the *Future Transport Strategy 2056*, and *A Metropolis of Three Cities*. These plans were developed together and released in March 2018 to deliver important long-term outcomes for the future.

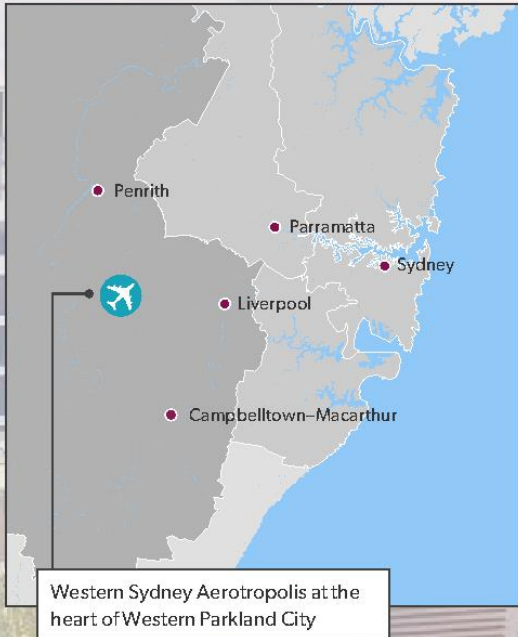
Building on the actions in the three plans, this Plan will assist to deliver the long-term vision for the Western Parkland City – creating jobs close to where people live and the infrastructure to ensure our cities and regions are connected and liveable. Importantly this Plan operates within the parameters of the three long term plans. The vision for the Western Sydney Aerotropolis as a green and prosperous city draws from the ambitions of *A Metropolis of Three Cities*; connecting transport infrastructure and embracing the possibilities of new technologies to move people and goods at the Aerotropolis will align with the actions and initiatives of *Future Transport Strategy 2056*. Using a joined up, place-based approach to plan for infrastructure at the Aerotropolis is driven by the recommendations of the *State Infrastructure Strategy*, with a focus on building the smart cities concept into early planning.





# 2

## A vision for the Aerotropolis



contribute to 200,000 jobs for Western Sydney residents, including specialisations in defence and aerospace, agribusiness, health, education and tourism, powered by modern, sustainable energy infrastructure.

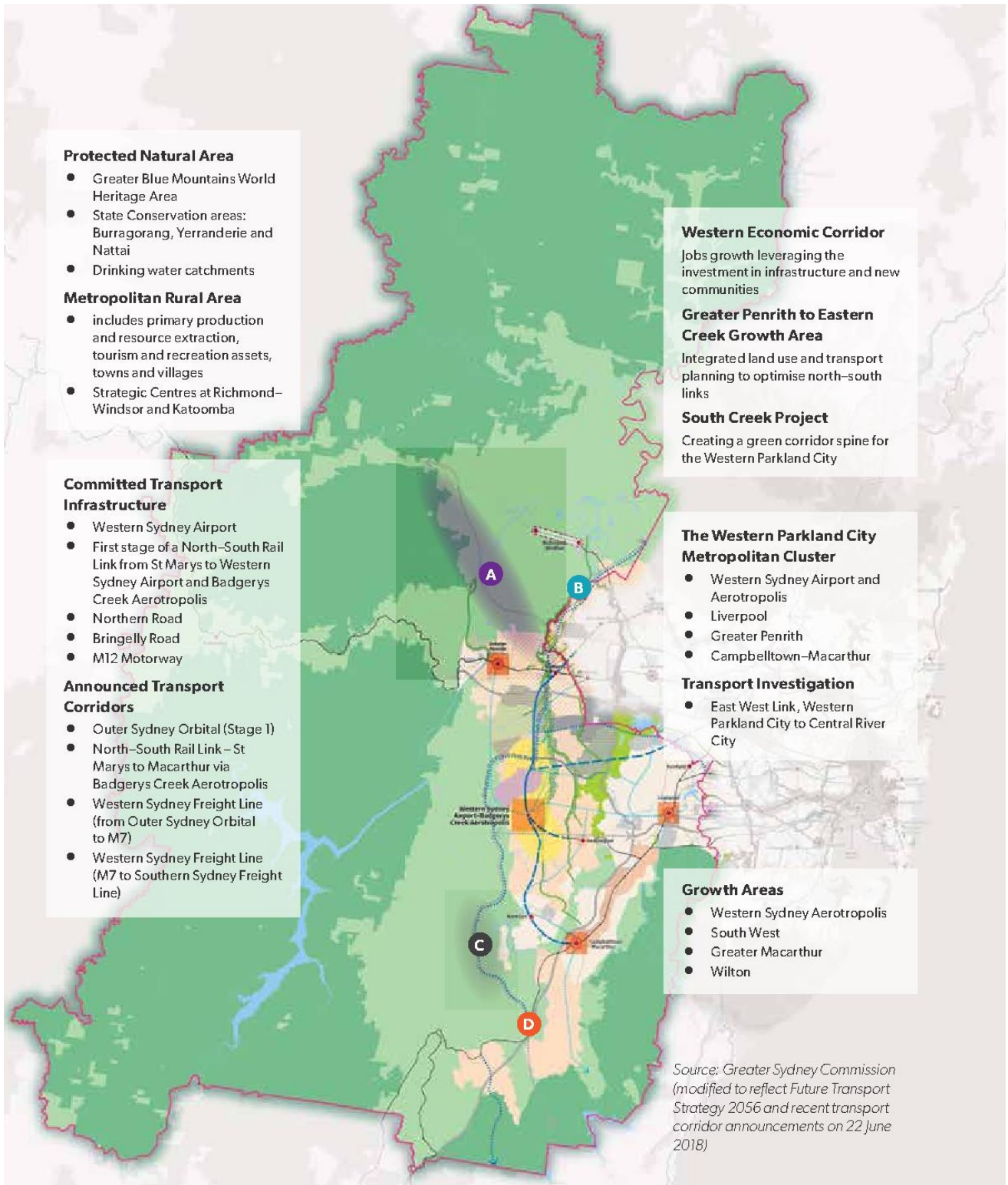
South Creek catchment and its tributaries will be an environmental asset, part of an integrated water cycle management system, and a central spine for amenity and recreation. It will shape the Aerotropolis's environment and the lifestyles on offer, connected via walking and cycling links, and public transport. The Aerotropolis will be green, smart and sustainable, leveraging the greenfield nature of the area and creating a destination attractive to residents, visitors, companies and workers.

*This Plan sets the foundations for the land use, infrastructure, sustainability and urban design work that will guide and shape the development of the Aerotropolis. In its initial form, this Plan proposes a vision for the Aerotropolis.*

*The Western Sydney Aerotropolis at the heart of the Western Parkland City will incorporate Australia's first greenfield Aerotropolis — Greater Sydney's next global gateway built around the exciting new Western Sydney Airport. As part of the Western Parkland City, the Aerotropolis will*

*Housing density and diversity will reflect its location and include terrace housing and modern low to medium-rise units. This will contribute to housing affordability and create exciting neighbourhoods with varying character.*

*New communities will have access to artistic and creative spaces which allow them to express themselves, connect with others and develop local identities. Cultural infrastructure will create new jobs for creative industries and will be integrated to drive innovation within science, health and education precincts.*



**Protected Natural Area**

- Greater Blue Mountains World Heritage Area
- State Conservation areas: Burragorang, Yerranderie and Nattai
- Drinking water catchments

**Metropolitan Rural Area**

- includes primary production and resource extraction, tourism and recreation assets, towns and villages
- Strategic Centres at Richmond-Windsor and Katoomba

**Committed Transport Infrastructure**

- Western Sydney Airport
- First stage of a North-South Rail Link from St Marys to Western Sydney Airport and Badgerys Creek Aerotropolis
- Northern Road
- Bringelly Road
- M12 Motorway

**Announced Transport Corridors**

- Outer Sydney Orbital (Stage 1)
- North-South Rail Link – St Marys to Macarthur via Badgerys Creek Aerotropolis
- Western Sydney Freight Line (from Outer Sydney Orbital to M7)
- Western Sydney Freight Line (M7 to Southern Sydney Freight Line)

**Western Economic Corridor**

Jobs growth leveraging the investment in infrastructure and new communities

**Greater Penrith to Eastern Creek Growth Area**

Integrated land use and transport planning to optimise north-south links

**South Creek Project**

Creating a green corridor spine for the Western Parkland City

**The Western Parkland City Metropolitan Cluster**

- Western Sydney Airport and Aerotropolis
- Liverpool
- Greater Penrith
- Campbelltown-Macarthur

**Transport Investigation**

- East West Link, Western Parkland City to Central River City

**Growth Areas**

- Western Sydney Aerotropolis
- South West
- Greater Macarthur
- Wilton

Source: Greater Sydney Commission (modified to reflect Future Transport Strategy 2056 and recent transport corridor announcements on 22 June 2018)

**A** Continue with the previously gazetted 1951 corridor for the Bells Line road Castlereagh connection and relinquish section of Bells Road corridor from Castlereagh to Kurrajong Heights

**B** Relinquish the section of the Outer Sydney Orbital north of Richmond Road while continuing to work on future options with a view to mitigating any future impact on homes

**C** Provide for a future tunnel of approximately 10 kilometres from north of Cobbitty Road, Cobbitty to south-east of Cawdor Road, Cawdor

**D** Interchange adjusted north into Government (RMS) land

## 2.1 Meeting the vision

This Plan sequences the planning for the Aerotropolis and introduces new planning frameworks and governance arrangements to build competitive advantages and to optimise the outstanding economic opportunities from Western Sydney Airport and the emerging Western Parkland City. It focuses on:

- smart and resilient jobs, including aerospace and defence industries
- creative industries and the technology sector
- agricultural processing and export
- advanced manufacturing and logistics
- environment and amenity
- sustainability
- tourism and the visitor economy
- world-class health and education
- arts and cultural opportunities and the infrastructure needed to support them
- mixed use living.

Successfully linking the development of the Airport, the Aerotropolis and the Western Parkland City requires a coordinated approach and a clear vision on how these connected cities, precincts and projects can leverage from each other.





# 3

## Initial precinct planning

### 3.1 The first-stage Structure Plan

The Western Parkland City is an emerging city reliant on the established centres of Liverpool, Greater Penrith and Campbelltown–Macarthur combined with the opportunities presented by the Aerotropolis to provide access to a higher concentration of higher order jobs and a range of goods and services. This polycentric urban structure is central to the metropolis of three cities concept.

As the Aerotropolis evolves, there will be changes in how people live, work, travel and interact with the environment. This Plan introduces a staging and sequencing approach to precinct planning to enable the flexibility to respond to various future possibilities such as staging of airport development, and future treatment and management of South Creek.

The Plan sets the parameters for appropriate, shorter-term development outcomes and preserves longer-term opportunities. This allows all levels of government to continue working towards the development of the Aerotropolis as major decisions around issues such as off-site airport impacts or exact transport alignments are investigated.

The Structure Plan for the Aerotropolis looks at how the vision and important policy elements will sit within the landscape of the Aerotropolis. This will be a preliminary and high-level Structure Plan to show how future development at the Aerotropolis could be arranged. It considers the current understanding of the South Creek catchment and its floodplains, proposed new infrastructure corridors and the importance of ensuring the continued operation of the Airport. A more detailed Structure Plan will be released with the second stage of the Land Use Plan.

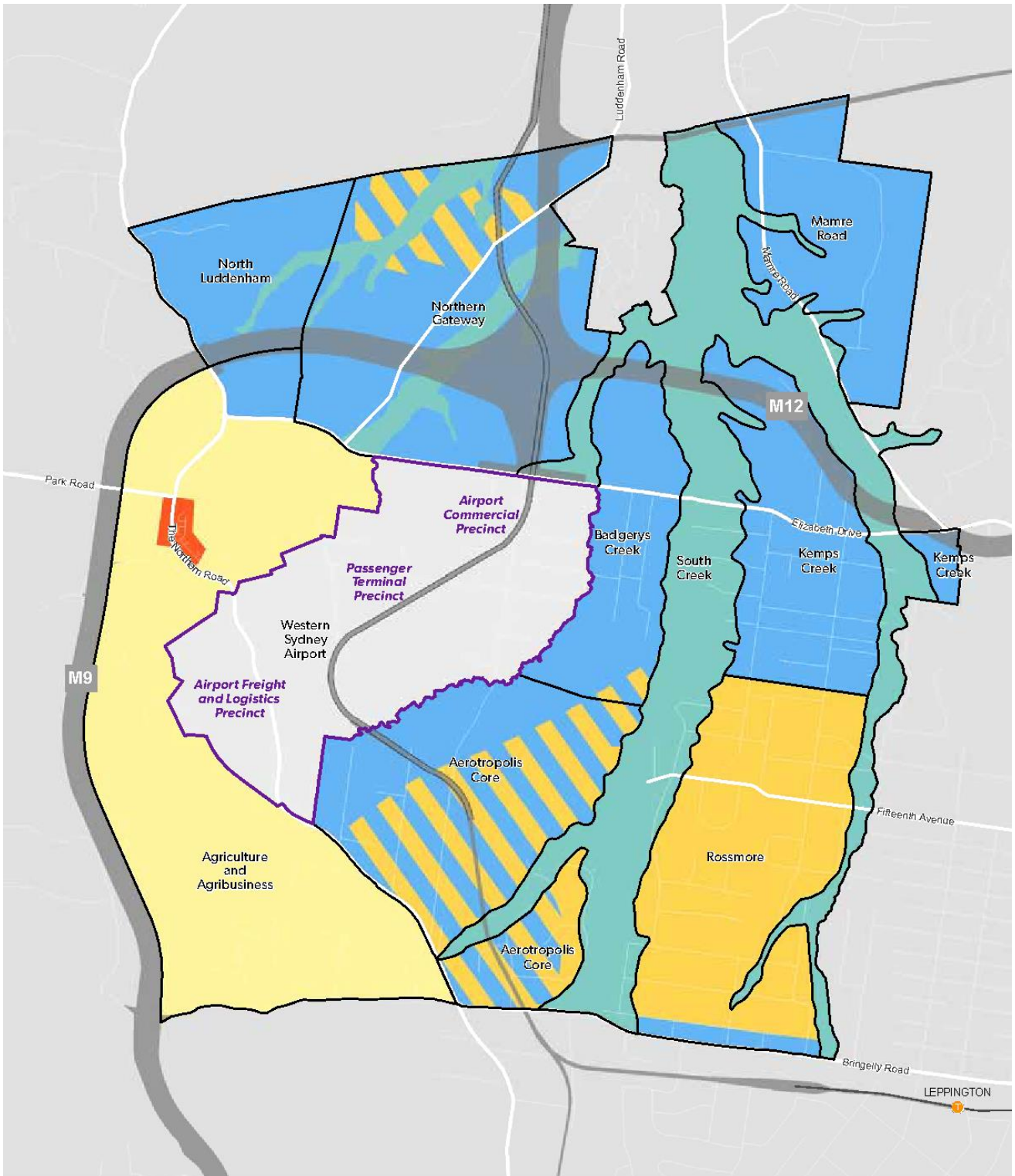
Development of a detailed Structure Plan and subsequent Precinct Plan will embrace opportunities for a digital design process that can be used from early inception of plans through to implementation and construction.

The Structure Plan on the opposite page is based on the following principles:

- Existing agricultural uses within the Aerotropolis will be transitioned further west as the Aerotropolis and Airport are constructed. This provides an opportunity for agriculture to transition to more intensive forms and

with activities structured to take advantage of the Airport. A new agri-port and agri-business activities will catalyse this agricultural transition.

- Potential new rail lines to the north and south of the Airport provide an opportunity to create intensive employment centres around new stations. Away from the rail line a broader and flexible approach to employment and industrial activity may occur.
- Freight lines and better connections to global markets through gateways at the new Airport, as well as Port Botany and Port Kembla, will create opportunities for new freight terminals as well as logistics and freight handling industries.
- Residential opportunities will be provided in the east and the south to boost the area's economic potential. These new residential areas, built in a way that minimises noise intrusion, will be home to higher densities to provide a diversity of housing more comparable to inner city locations than urban fringe environments.
- Water and energy will be used more efficiently and effectively. The potential to keep water in the landscape rather than sending it to the ocean will allow the Aerotropolis to thrive, with South Creek as its green spine. Innovative technology and distributed energy will focus on clean, reliable and affordable energy supplies.
- Embedded design for sustainability and resilience will recognise the opportunities and constraints provided by the natural environment and the proposed future land uses by the appropriate location of development.
- Location of land uses provides safe, diverse, innovative and healthy communities by maximising the opportunities provided by the greenfield nature of the site, so that development is consistent with the Region and District Plan.
- Appropriate forms of development will achieve compact, smart development and support the sustainable development objectives.
- Designing for an ecologically sustainable and adaptable future will focus on the changing needs of the community.



**Structure Plan**

**Western Sydney Aerotropolis**

- Precinct Boundary
- Western Sydney Airport
- Proposed Transport Corridors
- Agricultural
- Luddenham Village
- Non Urban Land
- Flexible Employment
- Urban Land
- Mixed Flexible Employment & Urban Land



### 3.2 Initial precincts

The Aerotropolis provides opportunities to secure new jobs well into the future. Sequencing the release of this land in the Aerotropolis is critical to efficient development and infrastructure delivery. This Plan identifies nine precincts based on opportunities and constraints as well as likely future character and connectivity. These are:

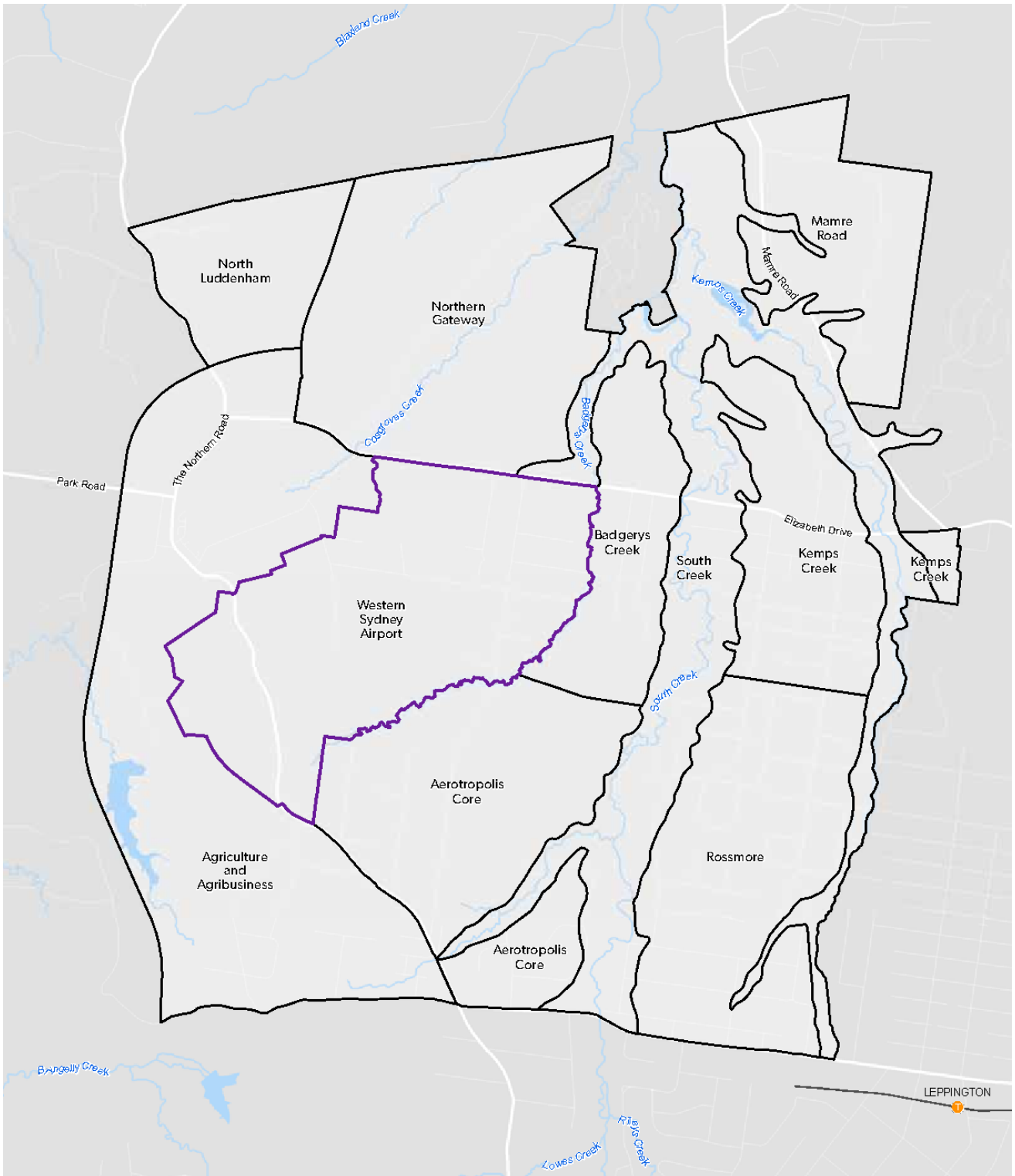
- Aerotropolis Core
- Northern Gateway
- South Creek
- North Luddenham
- Rossmore
- Mamre Road
- Kemps Creek
- Badgerys Creek
- Agriculture and Agribusiness Precinct.

Three initial precincts have been identified in recognition of the growth and open space opportunities enabled by major government infrastructure to support development, particularly the Western Sydney Airport, the proposed first stage of the North–South Rail Link and the Western Sydney Infrastructure Plan (see Chapter 4).

Two of these initial precincts will be the focus of planning growth for the next five years while South Creek will create the parkland spine to the Aerotropolis and the broader Western Parkland City. All precincts will be subject to more detailed planning before the release and rezoning of land. The expected planning outcomes for these precincts are set out in the Appendix 8.1. Principles for planning of subsequent precincts in Appendix 8.3.

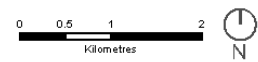
A feasibility study by the Department of Primary Industries under the City Deal will consider the size and location of a potential agri-port for the Western Sydney Aerotropolis. The outcomes of this study will be adopted in precinct planning work. The agri-port will provide for the movement and storage of agricultural commodities and should be connected to the commercial entrance of the airport. Key issues to be addressed in the location of the agri-port will include its ability to access the Airport, connect to WSA Co.'s (Western Sydney Airport Corporation) business planning and the ability to provide access to Asian markets. This work will define the best location for the new agri-port.





**Precinct Map**  
 Western Sydney Aerotropolis

- Precinct Boundary
- Western Sydney Airport



### 3.2.1 Aerotropolis Core

The Aerotropolis Core will be a 24-hour, global centre for workers, residents and visitors coming to and from the Airport. A thriving after-hours economy will provide entertainment, arts and cultural experiences and accommodation options within one stop of the Airport.

It will include 114 hectares of Commonwealth-owned land to ensure its evolution within the Metropolitan Cluster that also includes Greater Penrith, Liverpool and Campbelltown–Macarthur.

Located south east of the Airport, the Aerotropolis Core is largely outside of the Australian Noise Exposure Concept (ANEC) 20 contour (see Chapter 4 for more detail). It will include a commercial mixed use core, with approximately 80% of land used for employment uses, including an aerospace and defence industries sub-precinct and other associated business uses. Higher density residential areas will enhance the centre's vitality, but will have strict building design controls to prevent noise intrusion outside the 20 ANEC contour and should only proceed to complement, not detract from the operation of the Airport and the Aerotropolis.

Thompsons Creek will offer parkland and waterway environments through the heart of the precinct.

#### **Design principles**

The commercial core will be focused on activated main streets with squares, parks and streetscapes. As a principle, internalised shopping centres will be avoided except where they maintain direct visual and physical access between streets and full activation of street frontages.

Potential rail stations serviced by the first stage of the North–South Rail Link will integrate with other public transport services to provide connections to key centres.

Fifteenth Avenue has the potential to increase access into the area through dedicated public transport links to enable efficient and reliable services. It is included in the *Future Transport Strategy 2056* as a route for city shaping services for investigation in the first 10 years. The link connecting the Airport, Aerotropolis Core and Liverpool could potentially include an extension of the Liverpool–Parramatta T-way, and upgrades along Fifteenth Avenue. Development along this corridor will be designed to integrate transport and land use outcomes.

A future potential rail connection between the Airport, Greater Parramatta and the Eastern Harbour City will attract professional services, research and development, aerospace and defence, health and education jobs. A major interchange will provide rapid connections to Greater Penrith, Liverpool, Blacktown and Campbelltown–Macarthur.

Businesses will be attracted to the centre's amenity, accessibility to the Airport and the opportunity for staff to live nearby while remaining connected to other key commercial hubs.

World-class health and education facilities could potentially include a major public hospital, a private hospital, at least one university campus and a high school within a co-located hub.

Employment lands east and south of the Airport will encompass a mix of employment uses within a green campus-style setting that encourages aerospace, defence and high technology industries.

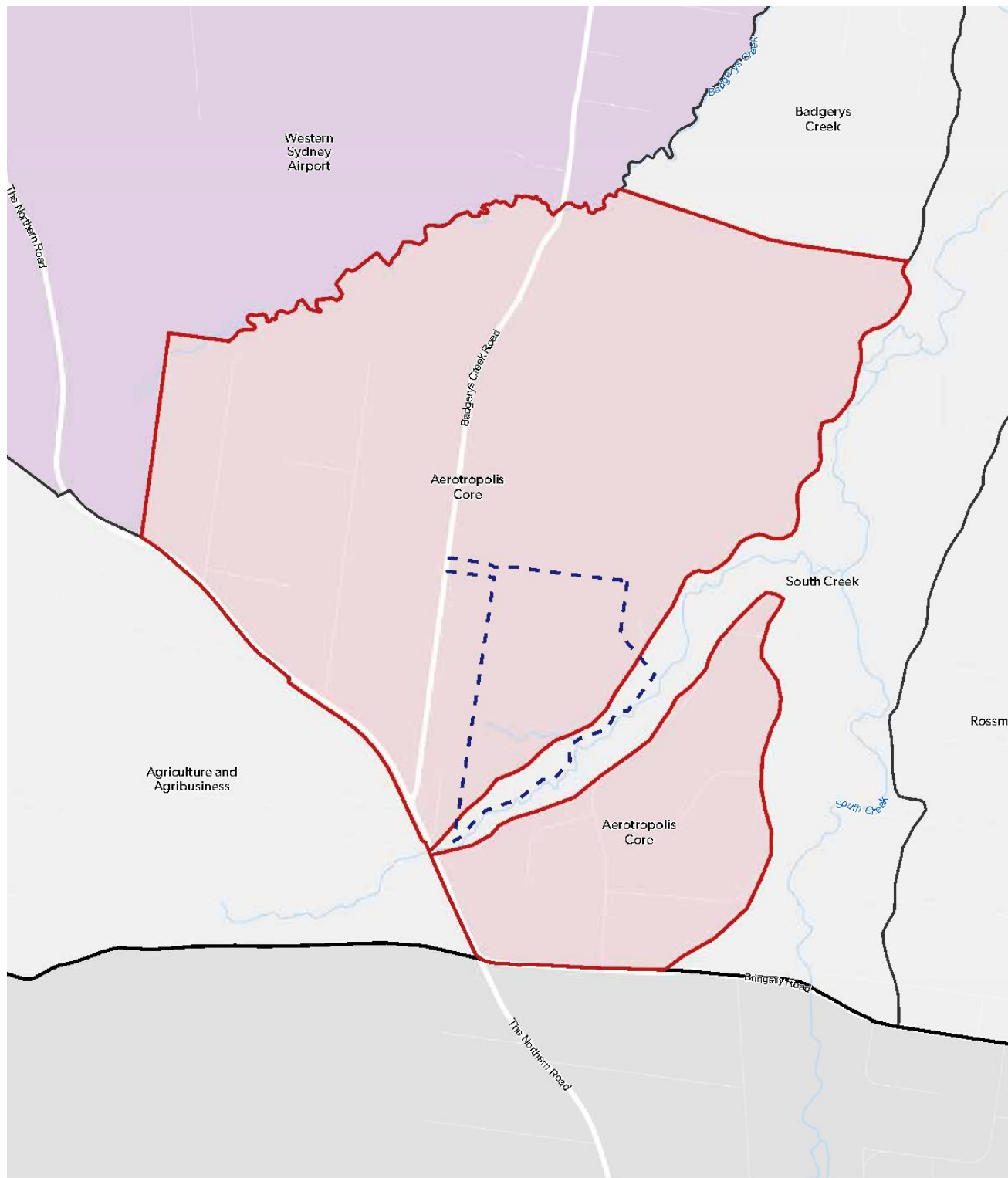
A contemporary city environment articulated with trees and moderate building heights will include built form up to 12 storeys (subject to operational airspace requirements).

Residential development will be located along the creek line outside of the 20 ANEC/ANEF to integrate and activate the waterway into future communities. Residential development will also need to be located and designed so it is compatible with the noise environment.

Residential densities of 45 to 55 dwellings per hectare will frame the South Creek corridor, increasing to 65 to 80 dwellings per hectare in locations serviced by high frequency public transport.

Landscaped connections between South Creek, Badgerys Creek, Kemps Creek and east to Western Sydney Parklands will integrate remnant vegetation and pedestrian and cycleways.





- Aerotropolis Core**  
Western Sydney Aerotropolis
- Aerotropolis Core
  - Precinct Boundary
  - Western Sydney Airport
  - Commonwealth Owned Land
  - Waterways



### 3.2.2 Northern Gateway

The Northern Gateway Precinct will support the development of the Western Economic Corridor. Sitting on the northern side of the Airport, its proximity to the first stage of the North-South Rail Link creates the possibility for a high technology centre, focused on tourism, health, education, research and development associated with food production and processing.

The precinct will be connected via the M12, Elizabeth Drive and the Agriculture and Agribusiness precinct to the Airport. An east to west road north of the Outer Sydney Orbital corridor will be investigated and subject to business cases and investment decisions.

Land around the central employment hub will offer a mix of employment and other complementary uses. The precinct will leverage its accessibility to the Airport, with links to food research and development associated with the approved Sydney Science Park development, surrounded by retail and commercial. Residential development will be permitted within walking distance of public transport and outside the ANEC/ANEF 20 contour. However, residential development will also need to be located and designed so it is compatible with the noise environment.

The Precinct could also accommodate export related activities adjacent to the Airport to facilitate trade, such as cold storage, food processing and packaging, and agricultural warehousing and logistics.

More intensive agribusiness uses in this precinct would be subject to consideration of airport constraints and landscape/scenic considerations.

### 3.2.3 South Creek

The South Creek precinct is the central green spine of the Aerotropolis. It represents the central structural element to the Aerotropolis's connected open space network and the broader Western Parkland City. It will provide an important interface to surrounding development, providing open space, amenity, biodiversity and wellbeing values.

Planning for the South Creek precinct will embrace the urban design principles of *A Metropolis of Three Cities*:

- orientate development to face towards the creek corridor
- create a transect of creek-oriented place types and things to do
- build a network of everyday uses within a walkable creek catchment
- provide creek connections and encourage waterfront activities.

The South Creek precinct and its broader catchment represents an opportunity to change the way waterways are planned for and managed in greenfield areas. Planning for the Aerotropolis will embrace natural systems as valuable assets, rather than constraints.

Rehabilitation of South Creek and its associated waterways will include replanting of appropriate vegetation to provide canopy cover, as well as the creation of permanent water bodies with the potential to provide a network within the South Creek corridor. This will contribute to urban cooling and encourage the residents to use and enjoy riparian lands.

The precinct will connect to the surrounding regional road network via Elizabeth Drive and Mamre Road. Regular pedestrian and cycle connections across waterways will support active transport use.

### 3.3 Delivering the initial precincts

#### 3.3.1 Collaboration

All three levels of government, along with landowners, industry and the community, will work together for these initial precincts to kickstart the creation of the Aerotropolis.

Implementation of the City Deal will provide an opportunity to embrace the latest technological tools provided by the Smart Western City Program and the Strategy.

#### To implement the Aerotropolis the Planning Partnership will be responsible for:

- **implementing outcomes consistent with A Aerotropolis of Three Cities and the Western City District Plan**
- **preparing precinct plans to rezone the initial precincts by the end of 2019**
- **advising on business planning for South Creek, North-South Rail Link and innovation in value capture with the land use planning work**
- **collaborating with business planning activities of WSA Co, the developer of the Western Sydney Airport**
- **working with the new Authority and Sydney Metro Authority in their role as master planners of the initial precincts.**

Collaborating with industry will build understanding of the expectations of a range of industry sectors including new defence and aerospace, health and medical research or STEM-based education facilities. The collaborative approach and use of the new Urban Development Zone in the proposed SEPP will provide a platform to encourage and support a diverse range of employment uses. Precinct planning will take account of the variety of needs and competing priorities of industries, households and businesses and will be reflected in the street layout, building form, infrastructure and complementary activities. Precinct planning will allow industry to co-design the shape and form of employment precincts.

Landowners outside the initial precincts can still prepare for future rezonings by compiling an understanding of the capabilities of their land. Clear criteria will be established so proposals to assess rezonings are dealt with quickly when it comes time to rezone the precincts.

Collaboration with landowners in the initial precincts will help the Planning Partnership to understand their aspirations and commitment to the delivery of development, with necessary essential infrastructure like water and electricity.

There are several existing communities within the Aerotropolis, particularly the village of Luddenham and the adjoining Twin Creeks area. Understanding how these communities want to integrate into the Aerotropolis will include collaboration between the communities and planners to understand and manage expectations of local character and the rate/extent of change.

The Councils' Community Strategic Plans will provide guidance and insight into community needs and priorities for the provision of social infrastructure, which can be addressed through the planning partnership.

#### 3.3.2 A new Authority for the Western City

A new Authority will be established to coordinate development within all nine precincts of the Aerotropolis. It will ensure the development of the Aerotropolis is consistent with the vision of this Plan and will work with the Sydney Metro Authority and the Planning Partnership to ensure the new precincts can be feasibly developed.

The new Authority will be jointly governed by the NSW and Australian governments, and will be created under NSW legislation with powers and responsibilities to:

- acquire and consolidate land
- plan for infrastructure provision and coordination, including public domain and open space
- develop government-owned land, including potential joint ventures with private landowners
- assist with industry/business attraction initiatives
- liaise with WSA Co.

### 3.3.3 Sydney Metro Authority

Sydney Metro is a key part of delivering the NSW Government's *Future Transport Strategy 2056* priorities. Sydney Metro Authority will work across government to deliver a world-class metro rail system focused on customers and creating great local places.

The principal objectives of the Sydney Metro Authority are to:

- deliver safe and reliable metro passenger services in an efficient, effective and financially responsible manner
- facilitate and carry out the orderly and efficient development of land in the locality of (existing or proposed) metro stations, depots and stabling yards.

Sydney Metro Authority will focus on the delivery of the North-South Rail Link (Stage 1) connecting to the Airport and the development of the land adjoining new stations, depots and stabling yards. Sydney Metro Authority will work closely with the new Authority on the development and delivery of the infrastructure to assist the new Authority in delivering the Aerotropolis.

### 3.3.4 Integration

The Western Parkland City is an emerging city that includes the Metropolitan Cluster – the established centres of Liverpool, Greater Penrith and Campbelltown–Macarthur and the newly created Aerotropolis. The Metropolitan Cluster will offer concentrations of higher-order jobs and a wide variety of goods and services. Delivering the NSW Government's ambition for a 30-minute city in the Western Parkland City will require a focus on improving access to all four centres of the metropolitan cluster.

The most immediate step to integrating the planning for the Aerotropolis is to integrate its precinct planning with other growth areas. Precinct planning for the initial precincts will be coordinated with precinct planning in adjoining growth areas.

Coordinating the planning of the initial precincts with the planning around the St Marys interchange will allow a consistent approach to design, infrastructure and sustainability principles. A coordinated approach also assists with timely staging of services to the area plus the delivery of new employment and residential lands.

Planning is underway for the new release areas at South Creek West, Lowes Creek, Marylands and Pondicherry to support the Western Sydney Aerotropolis's development. To the east, the potential to extend the existing South West Rail Link beyond Leppington to enable convenient access to the Aerotropolis and Airport will also be considered in the planning for precincts at Leppington and Glenfield.

The area to the west of the Aerotropolis is identified as Metropolitan Rural Area (MRA). The *Western City District Plan* requires the maintenance or enhancement of the MRA using place-based planning to deliver targeted environmental, social and economic outcomes. The District Plan also requires that urban development be limited to within the Urban Area and the Investigation Areas at Horsley Park, Orchard Hills and east of The Northern Road. The area west of the Aerotropolis is not an investigation area but does include the villages of Warragamba and Silverdale which have important connections to the Aerotropolis.

The Planning Partnership approach will ensure infrastructure delivery is related to development patterns, while creating a more consistent approach to planning and design standards across Liverpool, Wollondilly, Penrith, Camden, Campbelltown and Blacktown local government areas.

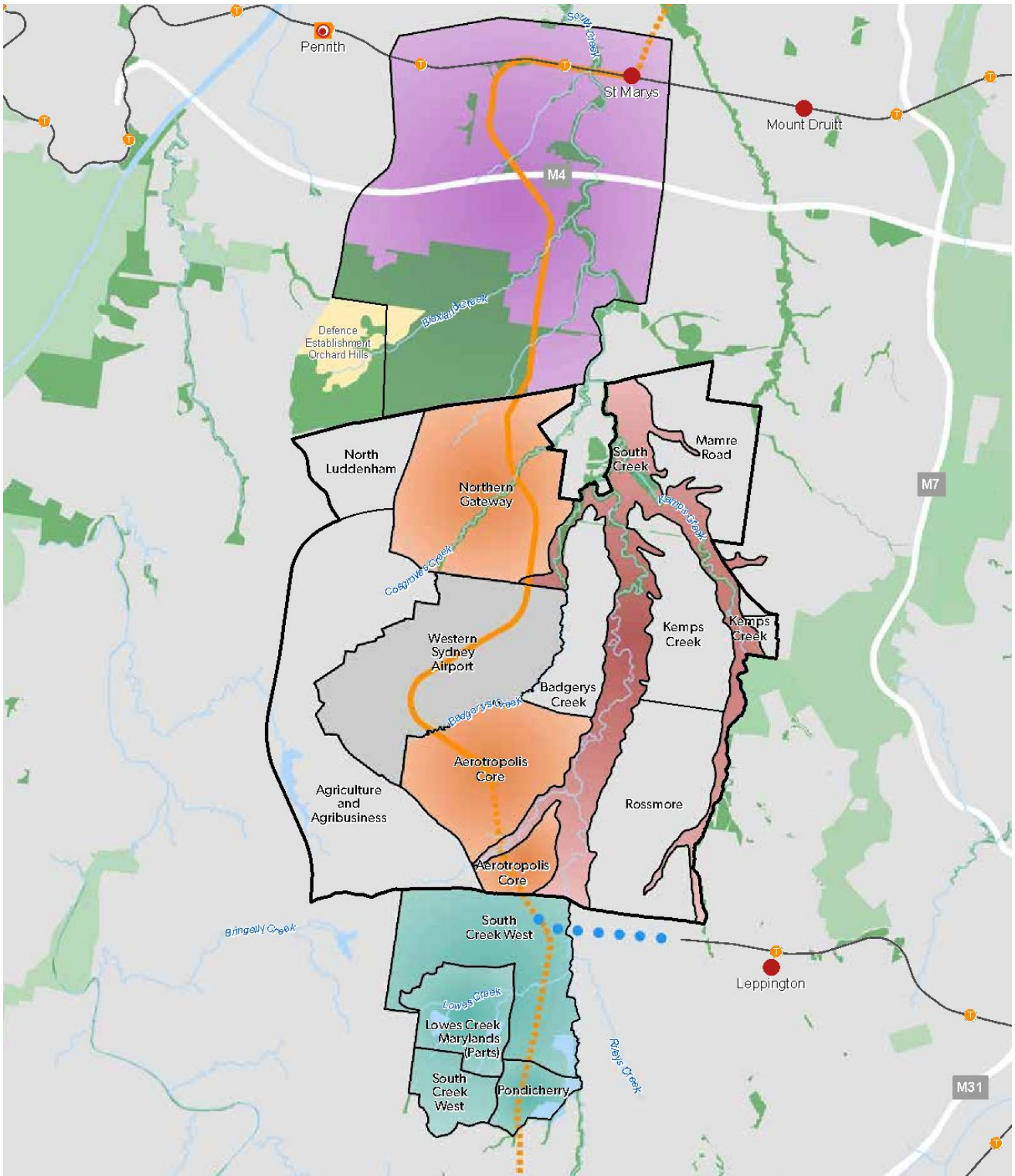
### Aboriginal people

The District's Aboriginal people, their histories and connection to Country and community make a valuable and continuing contribution to the District's heritage, culture and identity.

Supporting Aboriginal self-determination, economic participation and contemporary cultural expression through initiatives, such as the development of culturally-appropriate social infrastructure, will strengthen the District's identity and cultural richness.

The District contains landholding acquired under the *Aboriginal Land Rights Act 1983* where Local Aboriginal Land Councils can work towards planning outcomes that will help support self-determination and economic participation.

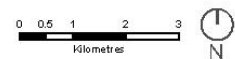
As the Western Sydney Aerotropolis LUIP is implemented, engagement with Aboriginal communities will be founded on self-determination and mutual respect, and aims to foster opportunities for economic participation, culturally appropriate social infrastructure and contemporary cultural expression.



**Connected Corridors**

**Western Sydney Aerotropolis and Surrounds**

- |                             |                                    |  |
|-----------------------------|------------------------------------|--|
| Western Sydney Aerotropolis | Metropolitan Cluster               | Proposed North South Rail Link - Stage 1 |
| Western Sydney Airport      | Health and Education Precinct      | North South Rail Link - Future Stages    |
| Initial Precincts           | Strategic Centre                   | South West Rail Link Potential Extension |
| South Creek Precinct        | National Parks and Nature Reserves | Railway                                  |
| Related Precincts           | Environmental Conservation         | Waterways                                |
| Surrounding Precincts       | Defence Land                       |  |





## Policy drivers

This Plan aims to respond to and implement policy requirements that will safeguard:

- the future operation of the Airport
- new environmental and water sensitive responses to development
- important infrastructure corridors.

### 4.1 Airport operations

The Western Sydney Airport will be a catalyst for significant growth and development with its \$5.3 billion construction for Stage 1. As Commonwealth-owned land, the airport development, including ancillary commercial areas and business parks, are subject to the planning and approval framework under the *Airports Act 1996*.

This requires planning to prevent encroachment of sensitive land uses into areas affected by aircraft noise and operational airspace and integrating planning with WSA Co's planning and the context provided by this Plan. This includes planning for the potential future orbital road around the Airport and associated connections and any mass transit connections between the Airport and surrounding developments.

The Western Sydney Airport will be a new gateway for Greater Sydney, and will provide many visitors with their first impression of the city. The design and experience of the Airport can showcase Sydney's creativity to the world.

The proposed SEPP (see Chapter 5) will include provisions to protect the community from aircraft noise, safeguard the operation of the Airport and plan for appropriate development within its operational space. Planning will at all times ensure a precautionary approach is taken to the design and location of less noise tolerant development.

Western Sydney Airport proposes three sub-precincts on their site as described below:

- **Airport Commercial Precinct**  
WSA has been planned to accommodate complementary commercial activities at the "front door" of the airport, accessible from the new M12 motorway and Elizabeth Drive. The Commercial Precinct may include a mix of airport related and non-aviation uses that will include business, retail and light industrial uses.

- **Passenger Terminal Precinct**

A passenger terminal catering for 10 million annual passengers will be built at Stage 1, with room to expand over time to meet demand. The terminal will be integrated with all ground transport connections – rail and buses, taxis and ride sharing, parking for private vehicles, and active travel connections. The Passenger Terminal Precinct will also have commercial opportunities including hotels, retail and duty free.

- **Airport Freight and Logistics Precinct**

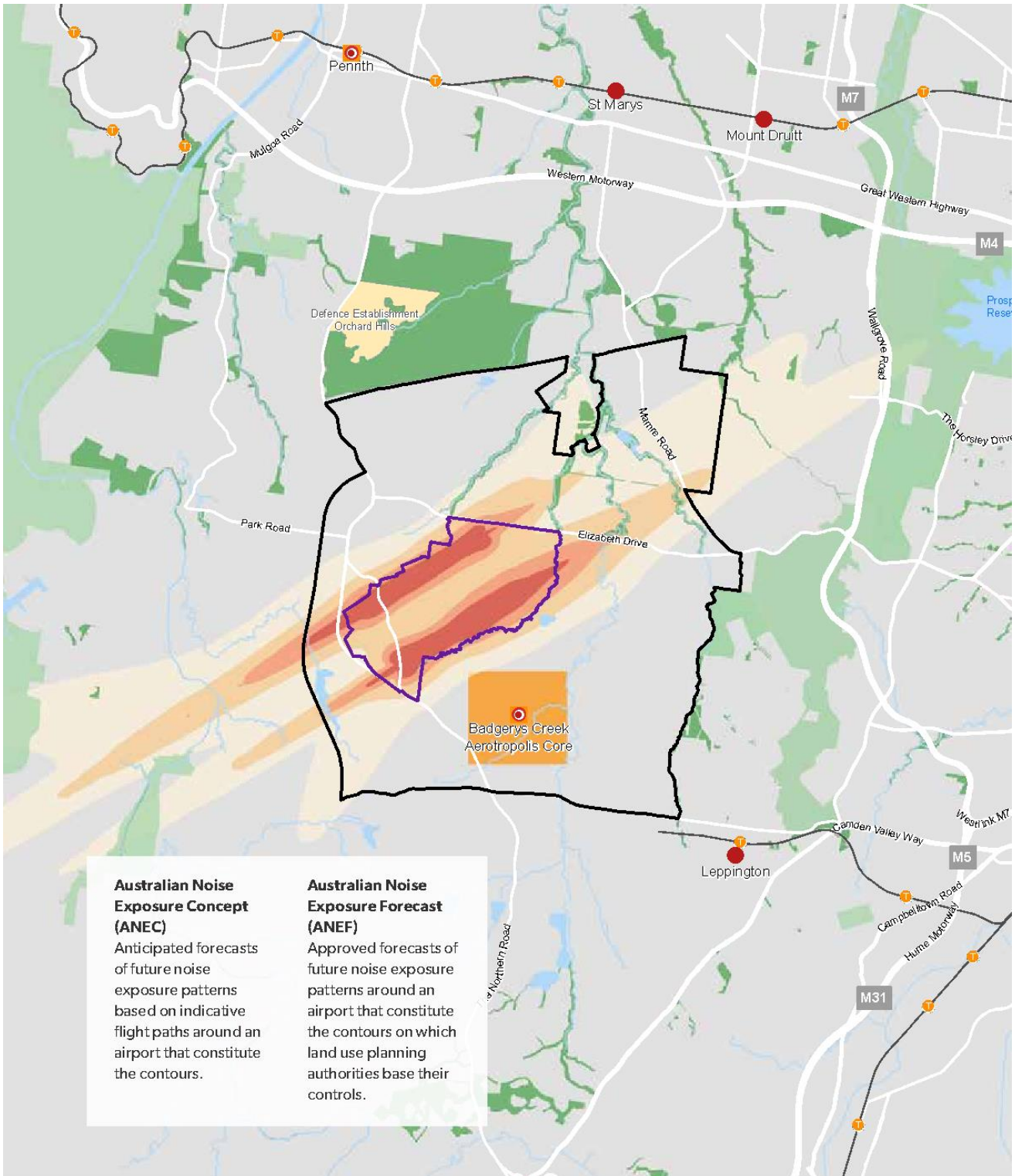
The Freight and Logistics Precinct will be directly accessible from the upgraded The Northern Road. This precinct will maximise the air cargo and export opportunities for the Western Parkland City. It will also serve to provide aircraft maintenance and, potentially, related commercial opportunities.

*Western Sydney Airport to operate without a curfew, ensuring 24/7 connectivity, more jobs and increased economic benefits.*

#### 4.1.1 Aircraft noise

The Airport will operate without a curfew. New development proposed under this Plan must meet controls on the location and design of residential development around the airport. At a minimum this will mean meeting controls on the location and design of residential development around the airport. Aircraft noise is considered a key constraint in land use planning for the Aerotropolis.

New residences will be prevented from being developed in the higher noise zone (above ANEC/ANEF 20) around the airport. This restriction is one of the most important factors in protecting the new Aerotropolis community from any potential noise-related impacts of airport operations. There should not be a presumption of residential development and planning will ensure a precautionary approach to the design and location of development. Above the ANEC/ANEF 20 it is not intended to remove the ability to construct a dwelling on land where a subdivision for houses has already been approved. In addition, renovations to existing houses or minor extension will still be allowed subject to design to manage noise intrusion. The intention is to ensure that there is no further intensification of sensitive uses in those areas affected by the ANEC/ANEF 20.



**Australian Noise Exposure Concept (ANEC)**  
 Anticipated forecasts of future noise exposure patterns based on indicative flight paths around an airport that constitute the contours.

**Australian Noise Exposure Forecast (ANEF)**  
 Approved forecasts of future noise exposure patterns around an airport that constitute the contours on which land use planning authorities base their controls.

**ANEC/ANEF Contours**  
 Western Sydney Aerotropolis

- |                                    |                   |                               |           |
|------------------------------------|-------------------|-------------------------------|-----------|
| Western Sydney Aerotropolis        | ANEC/ANEF = 20-25 | Metropolitan Cluster          | Railway   |
| Western Sydney Airport             | ANEC/ANEF = 25-30 | Health and Education Precinct | Waterways |
| National Parks and Nature Reserves | ANEC/ANEF = 30-35 | Strategic Centre              |           |
| Environmental Conservation         | ANEC/ANEF = 35+   |                               |           |

Incorporating aircraft noise into planning decisions happens in two ways. Firstly, the location of potential development is managed so more noise tolerant land uses (like industry) are located in louder areas and less noise tolerant uses (like schools and hospitals) are located in quieter areas. Secondly, a direct connection is made between the design of a building (including insulation standards) and the expected amount of noise.

Predicting the amount of noise is dependent on the combination of flight paths, expected aircraft number and types, and operation of an airport – this process is governed by an Australian Standard (AS-2021: *Acoustics – Aircraft noise intrusion – Building siting and construction*). The Australian Standard references noise contours established under the Australian Noise Exposure (ANE) system. Western Sydney Airport has an ANE Concept (ANEC) established under the 2016 Environmental Impact Statement (EIS). In time, when detailed flight paths are finalised, an ANE Forecast (ANEF) will be established as at other major airports.

Using the Airport's projected 'Practical Ultimate Capacity' contours, activity levels and the associated 20 ANEC contour, a more conservative approach to aircraft noise is being used than at existing airports.

Under this Plan and the proposed SEPP, development up to the 20 ANEC/ANEF contour will need to adopt appropriate design and construction standards to reduce any further potential for aircraft noise impacts.

Over time, the ANE contours will be reviewed and recalibrated in accordance with the requirements of the *Airports Act 1996*. These noise exposure contours will be prepared by the airport operator and presented in future airport master plans.

With advances in aircraft technology, noise contours may be reviewed and recalibrated. This is unlikely in the short to medium term.

#### 4.1.2 Aviation safety

An airport's operational airspace is the volume of airspace above a set of imaginary surfaces. These surfaces are established with the aim of protecting aircraft from obstacles or activities that could be a threat to safety. An Obstacle Limitation Surface (OLS) is one of the surfaces contained within operational airspace.

OLS refers to an area of airspace extending outward and upward from aircraft flight paths within which development may be restricted to protect aircraft flying close to built structures.

Tall structures or other obstructions have the potential to create air safety hazards and/or limit the ability of aircraft to arrive and depart.

The implications of the OLS Chart for the Airport have been mapped and appropriate development controls will be imposed to protect airspace. As the airport gets closer to operations additional airspace surfaces such as the PANS-OPS (Procedures for Air Navigation Services – Aircraft Operations) will also be mapped.

Any encroachment into operational airspace for Western Sydney Airport will require Commonwealth approval. The Commonwealth approvals framework is set out under Part 12 of the *Airports Act 1996*.

#### 4.1.3 National Airports Safeguarding Framework

The National Airports Safeguarding Advisory Group (NASAG) has developed the National Airports Safeguarding Framework (NASF), a national land use planning framework to enhance current and future safety, viability and growth of aviation operations at strategic Australian airports. The Framework also requires consideration of other airport safety matters including wildlife strike, wind shear and public safety zones.

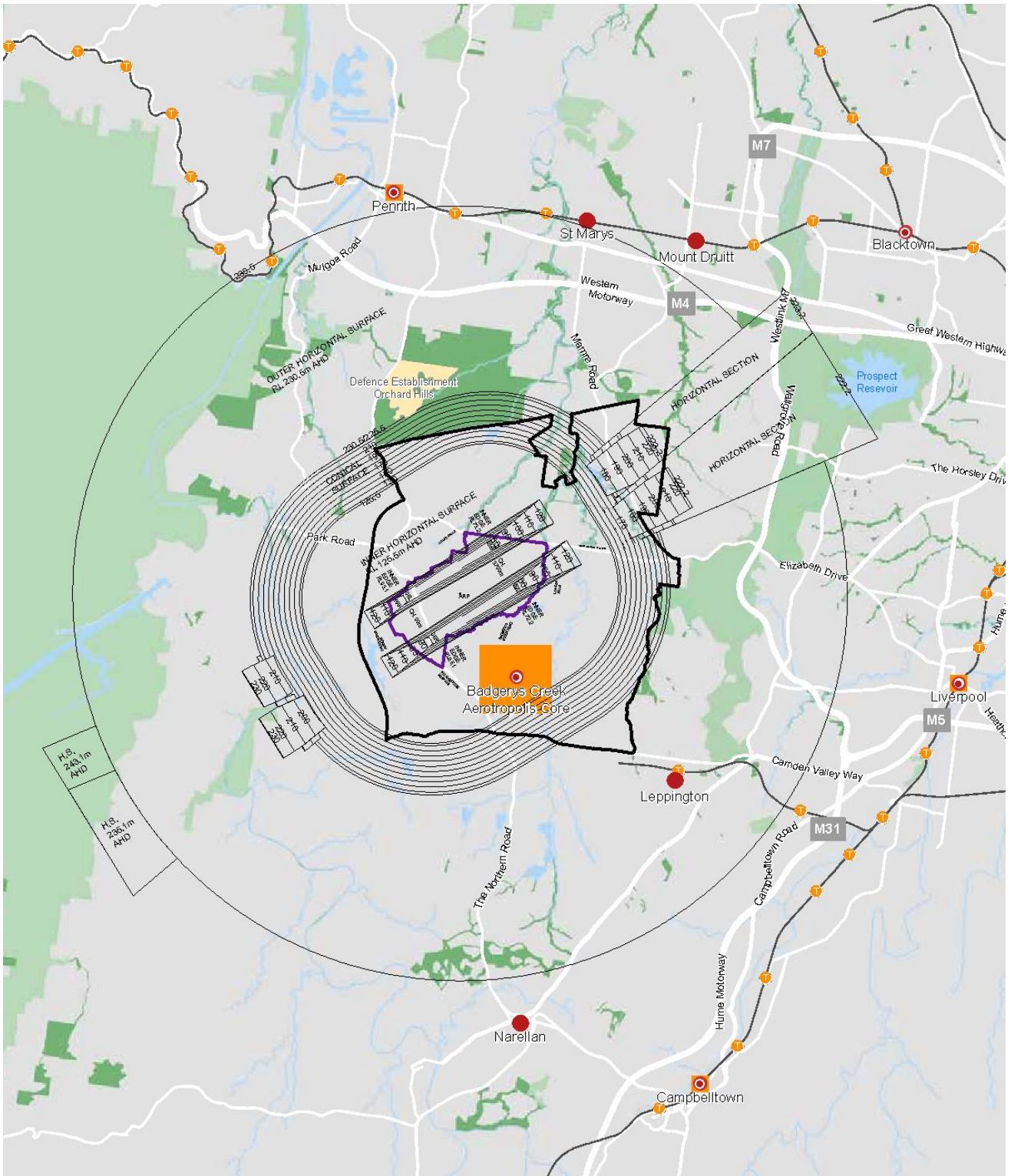
Birds can physically impact aircraft, particularly during take-off and landing. Land uses and/or embellishments that could attract significant birdlife must be considered in the context of airspace safety. This could affect the location of dams and other permanent water bodies, wastewater treatment facilities and even some biodiversity conservation sites.

Wind shear can be generated by buildings adjacent to an airport and can affect aircraft stability on take-off and landing. This becomes critical when a significant obstacle, such as a building, is in the path of a crosswind to an operational runway. In this situation, the wind flow is diverted around and over the buildings, causing variable crosswind speeds along the runway.

The risk of building-generated windshear will be addressed during detailed precinct planning. Typically, development proposals in high-risk locations will require referral to the Airport operator for review and concurrence.

Public safety zones are often defined by a trapezoidal area extending from either end of the runway. The risk of hazard associated with aircraft incidents is highest within these zones. Planning will exclude land uses that attract large numbers of people or include the storage or use of certain dangerous goods within these zones.





**OLS Chart**

**Western Sydney Aerotropolis**

- OLS Chart
- ▭ Western Sydney Aerotropolis
- ▭ Western Sydney Airport
- ▭ National Parks and Nature Reserves
- ▭ Environmental Conservation
- ◻ Metropolitan Cluster
- ◻ Health and Education Precinct
- Strategic Centre
- Railway
- Waterways



## 4.2 Infrastructure to connect the Aerotropolis

Several critical transport infrastructure and corridor preservation projects planned or under investigation in and around the Aerotropolis will influence the location and nature of development. At this stage, the LUIP reflects corridors as exhibited/announced and it is recognised that these corridors may shift, planning within the Aerotropolis will respond to any changes. Powering this development through sustainable, modern energy infrastructure, including locally produced clean energy, energy storage solutions, smart grid technology and innovative power purchasing options will be a focus for energy providers.

### 4.2.1 Public transport

Transport planning for the Aerotropolis will focus on making public and active transport the easiest and most convenient choice. The public transport network will reflect the service hierarchy adopted in *Future Transport Strategy 2056* including potential:

- city-shaping services – mass transit public transport services providing higher frequency, speed and volume linkages between our cities and centres that shape locational decisions of residents and businesses
- city-serving services – high to medium capacity, high frequency services, with more frequent stopping patterns
- centre-serving services – medium to low capacity, high frequency or on-demand services that provide customers with access to their nearest centres and transport node.

Public transport services to the Aerotropolis and surrounds will be staged with development to provide efficient, reliable and easy-to-understand journeys. Initial services on the North–South Rail Link and rapid bus services linking Liverpool, Penrith and Campbelltown with the Airport and Aerotropolis Core will be supported by local services that are likely to transition from regular bus services to dedicated other transit services, based on demand. This allows the system to adapt to the needs of the growing community.

### Mass transit rail

The Western Sydney City Deal proposes the first stage of the North–South Rail Link from St Marys to Aerotropolis Core via Western Sydney Airport, with a joint objective of having rail connected to the Western Sydney Airport in time for its opening. Work has commenced on a business case for the North–South Rail Link, which also includes the South West Rail Link to connect Leppington to the Western Sydney Airport via an interchange at Aerotropolis Core.

Proposed public transport infrastructure for further investigation includes a potential passenger rail connection providing services between the Aerotropolis Core, Airport, and Parramatta.

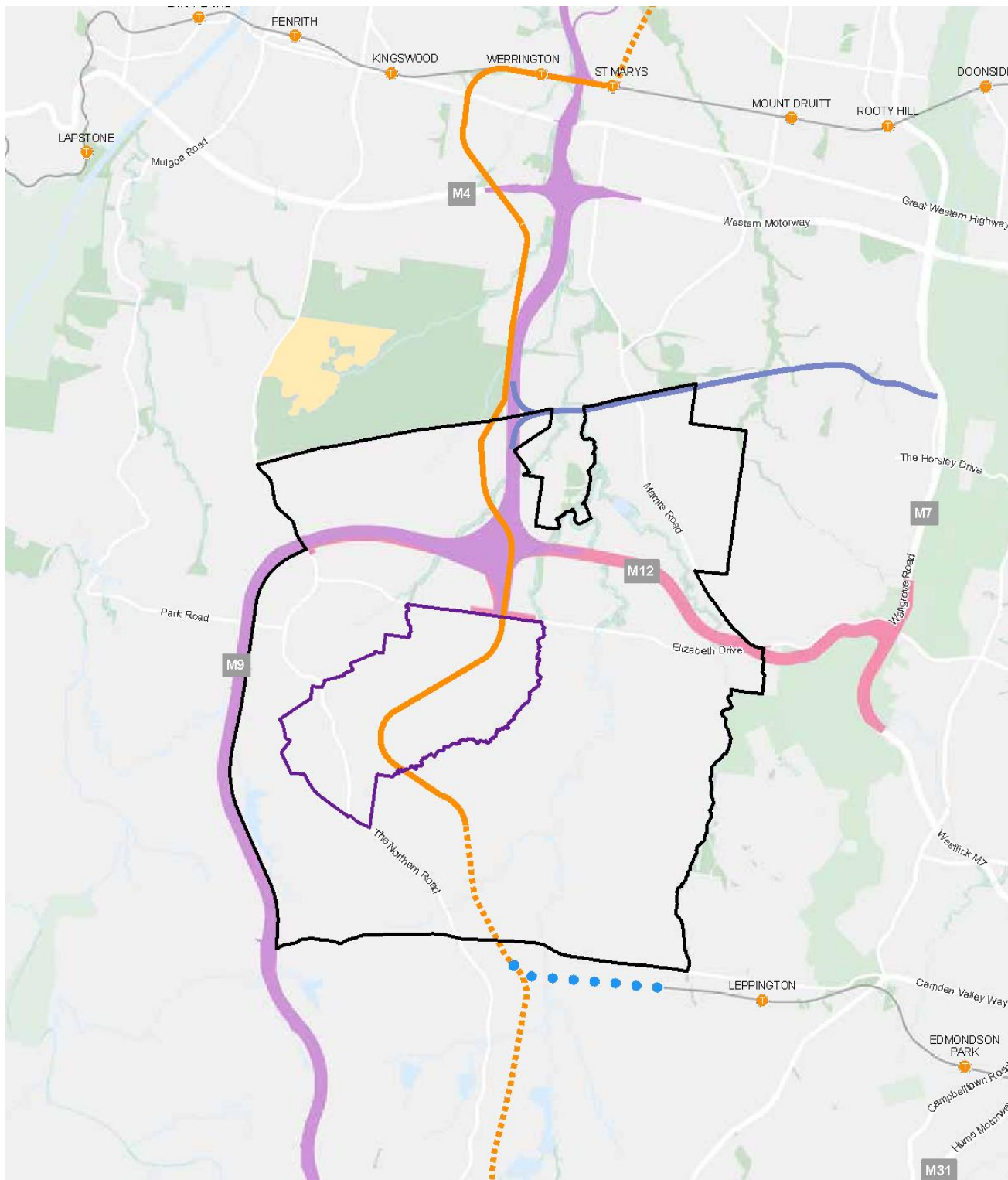
### Bus connections

Early provision and planning of rapid bus connections between the surrounding centres and the Aerotropolis will create more flexible access arrangements. These rapid bus services can support the construction of the new centres within the precincts, as well as providing early access to the Airport.

Proposed bus infrastructure for further investigation includes:

- potential dedicated bus links or bus priority on existing and new roads to enable efficient and reliable rapid bus links between the Airport, Aerotropolis and Penrith, Liverpool, Blacktown and Campbelltown–Macarthur.
- the bus link between Liverpool and the Airport and Aerotropolis Core could potentially include an extension of the Liverpool–Parramatta T-way, and upgrades along Fifteenth Avenue, as identified in the *Future Transport Strategy 2056* for investigation in the first 10 years
- a new bus interchange to improve connectivity between the centres within the Metropolitan Cluster.

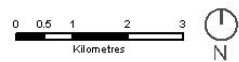




**Potential Transport Corridors**

**Western Sydney Aerotropolis**

- Western Sydney Aerotropolis
- Western Sydney Airport
- M9 - Outer Sydney Orbital Corridor
- M12 Motorway
- Western Sydney Freight Line
- Proposed North South Rail Link - Stage 1
- North South Rail Link - Future Stages
- South West Rail Link Potential Extension



#### 4.2.2 Road connections

Planning for the future road network will be underpinned by a movement and place framework that aims to balance the needs of:

- customers visiting vibrant commercial centres who want easy access and pedestrian-friendly environments
- public transport customers who depend on corridors for efficient movement to destinations
- private car users who want corridor access and on-street or nearby parking areas
- freight operators who need efficient corridors and kerbside access to meet delivery timeframes
- local communities who want to live in walkable and accessible places.

The key road infrastructure proposed to service the Aerotropolis includes:

- The Northern Road, providing the primary north-south connection along the western boundary of the Aerotropolis
- Elizabeth Drive, providing the key east-west link in the north of the Aerotropolis
- Bringelly Road providing the key east-west link in the south of the Aerotropolis
- smart technology on the M4 (committed under the first 10 years of the *Future Transport Strategy 2056*).

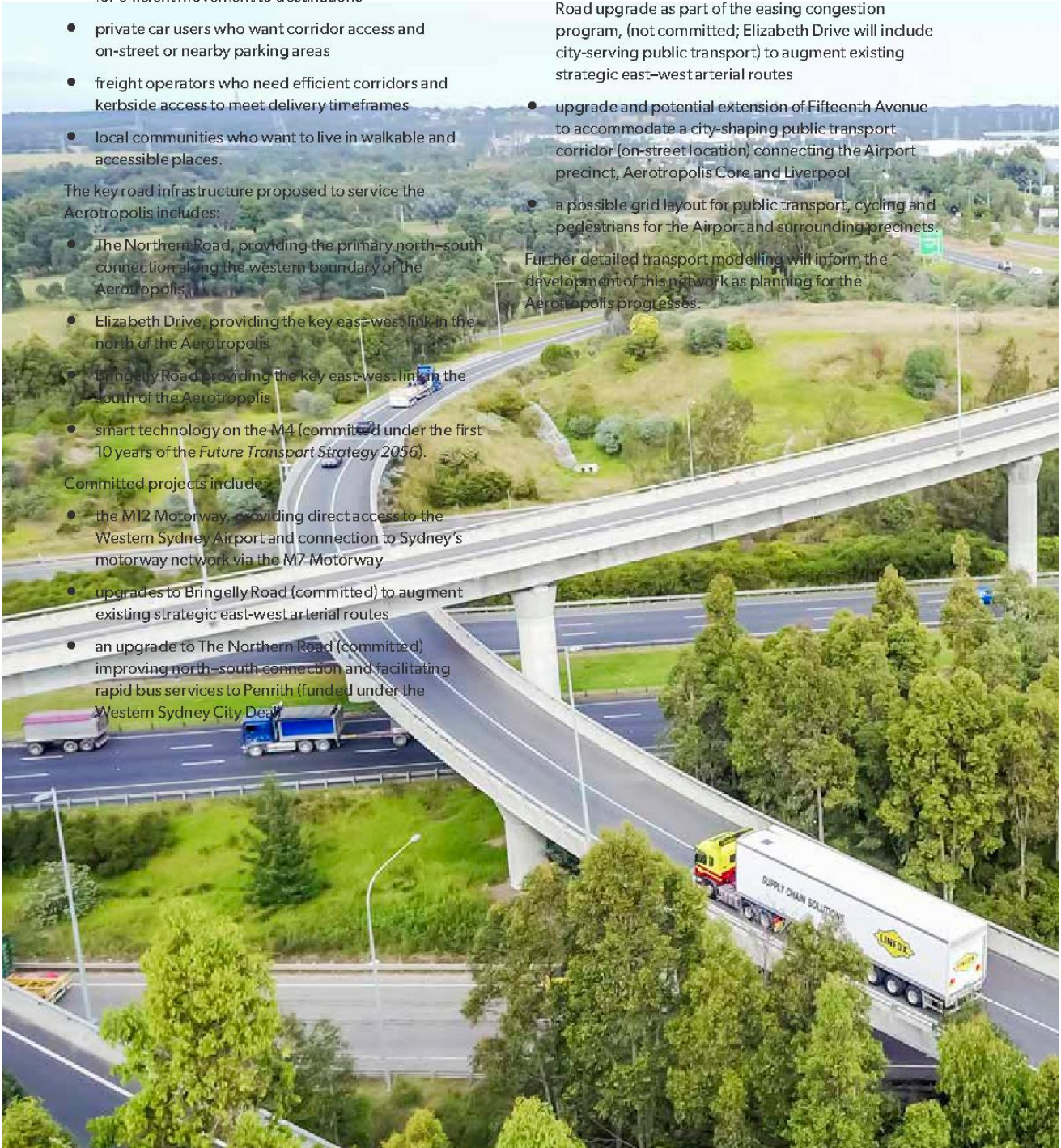
Committed projects include:

- the M12 Motorway, providing direct access to the Western Sydney Airport and connection to Sydney's motorway network via the M7 Motorway
- upgrades to Bringelly Road (committed) to augment existing strategic east-west arterial routes
- an upgrade to The Northern Road (committed) improving north-south connection and facilitating rapid bus services to Penrith (funded under the Western Sydney City Deal)

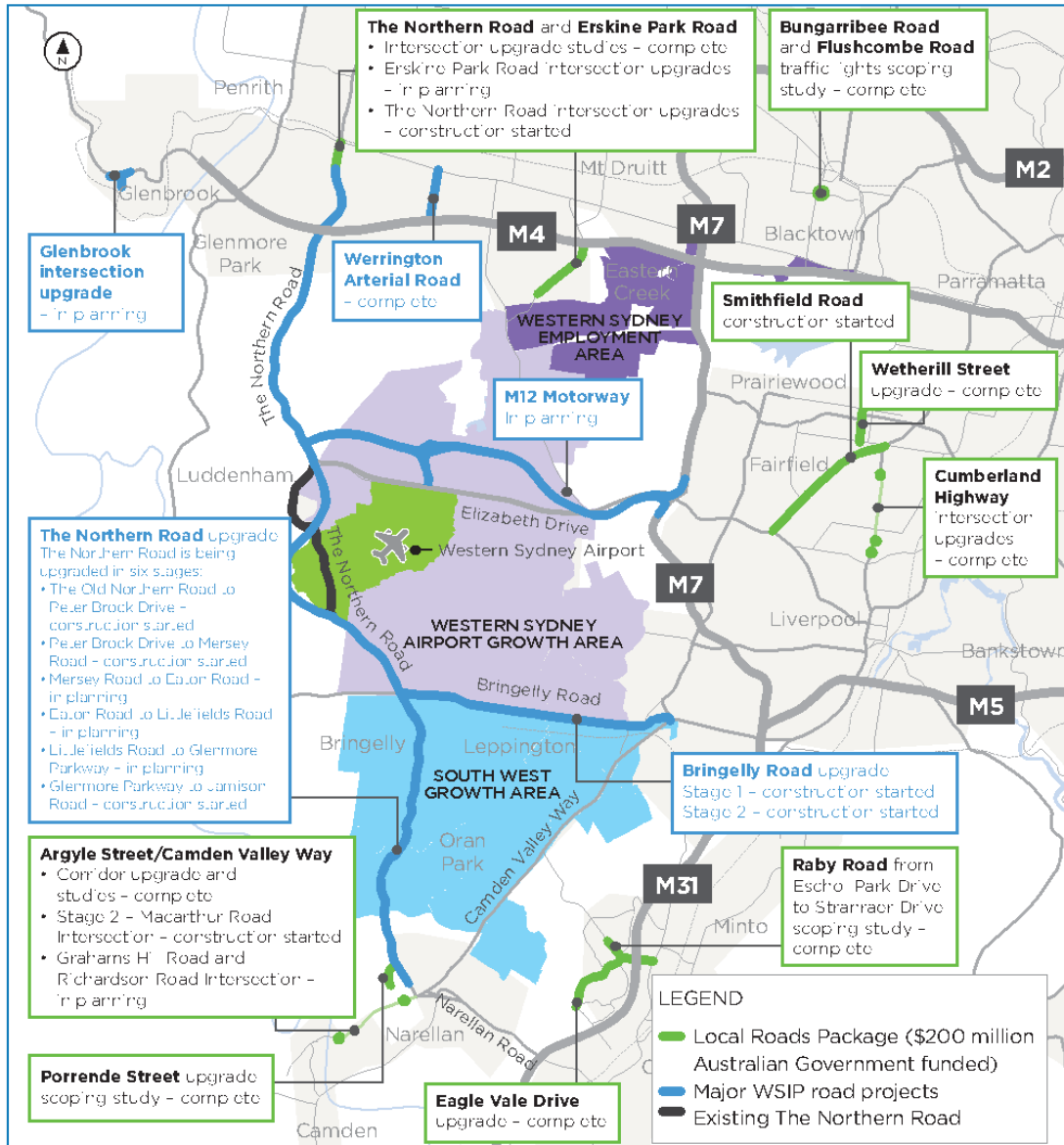
Work already underway or in planning includes:

- the Outer Sydney Orbital, a major north-south transport corridor which will include a motorway connection to the M4 Motorway as well as dedicated freight rail infrastructure (a freight infrastructure intermodal terminal is currently under investigation), providing a regional connection between Port Kembla and the Port of Newcastle via Western Sydney
- the intersection between Elizabeth Drive and Marsden Road upgrade as part of the easing congestion program, (not committed; Elizabeth Drive will include city-serving public transport) to augment existing strategic east-west arterial routes
- upgrade and potential extension of Fifteenth Avenue to accommodate a city-shaping public transport corridor (on-street location) connecting the Airport precinct, Aerotropolis Core and Liverpool
- a possible grid layout for public transport, cycling and pedestrians for the Airport and surrounding precincts.

Further detailed transport modelling will inform the development of this network as planning for the Aerotropolis progresses.



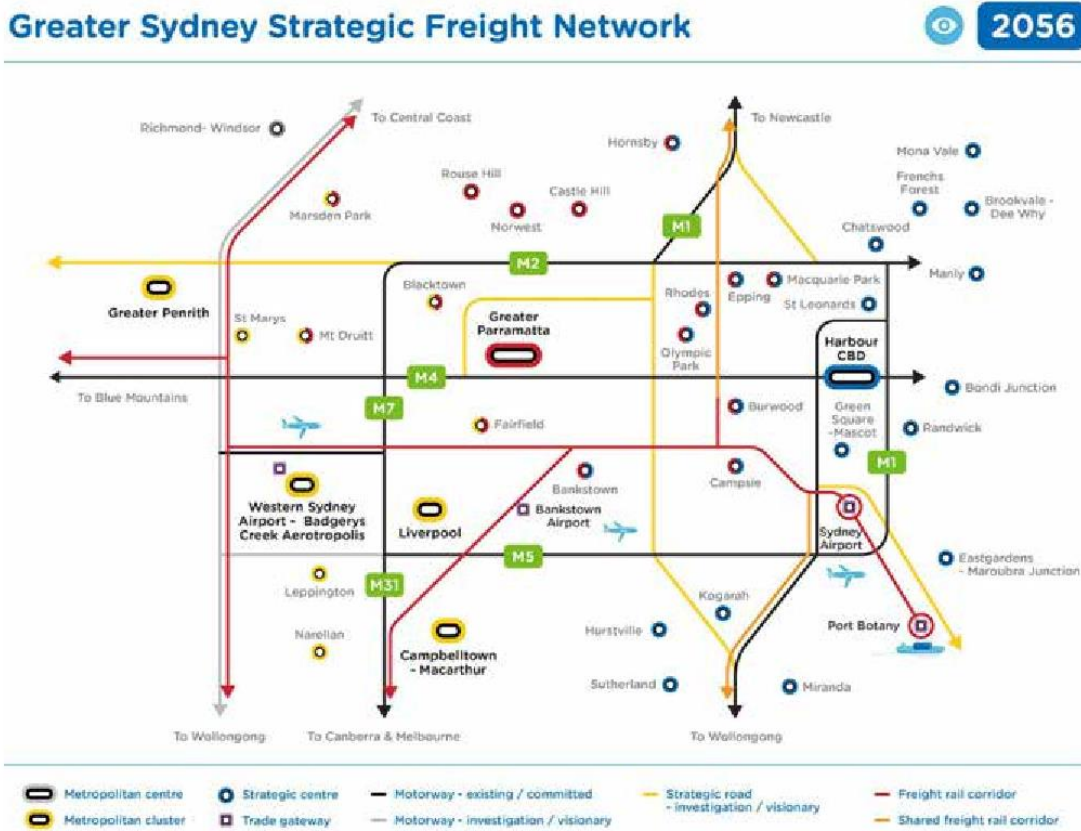
Western Sydney Infrastructure Plan  
 Source: Roads and Maritime Services



### 4.2.3 Freight requirements

Planning for the Aerotropolis should maximise the opportunity for it to be a central hub for the State's freight network. The Western Sydney Freight Line corridor has been proposed for protection to provide a dedicated freight rail connection between the Southern Sydney Freight Line near Yennora and the Outer Sydney Orbital with connection to potential new intermodal terminals in the Western Parkland City. The freight line, which is under investigation, will open opportunities for freight, logistics and related industries to better connect to global markets.

This will support the established Western Sydney Employment Area, a key freight and logistics hub. Planning for the Aerotropolis will accommodate this planned new freight infrastructure, as well as freight and logistics development enabling flexible employment precincts to support the increasing freight task and changes in global freight requirements. The Aerotropolis will provide a much-needed extension of Western Sydney Employment Area.



Source: Future Transport Strategy 2056

**4.2.4 New generation communication**

Creating the Aerotropolis and equipping its future economic capacity for growth requires a commitment to the latest generation of communications technology. This Plan will help to integrate digital connectivity, including 5G, broadband and wi-fi connections, into the delivery of services and enabling infrastructure. The State Infrastructure Strategy identifies smart cities as a focus for planning and infrastructure delivery.

Integrating digital infrastructure should be incorporated into all stages of land use planning design and construction. This is consistent with the Smart Western City Program under the City Deal, which will support connectivity, liveability and planning objectives. Initial scoping is considering a digital built Western Parkland City – including digital engineering for all Government infrastructure and the development of a digital twin of the area to improve planning and asset management.

Building a smart city will be an important focus for the planning of new precincts.

**Digital connectivity and smart technology**

**Western City Digital Action Plan**

Local governments will lead the development of a Western City Digital Action Plan in collaboration with the Australian and NSW governments, and industry partners.

**Smart Western City Program**

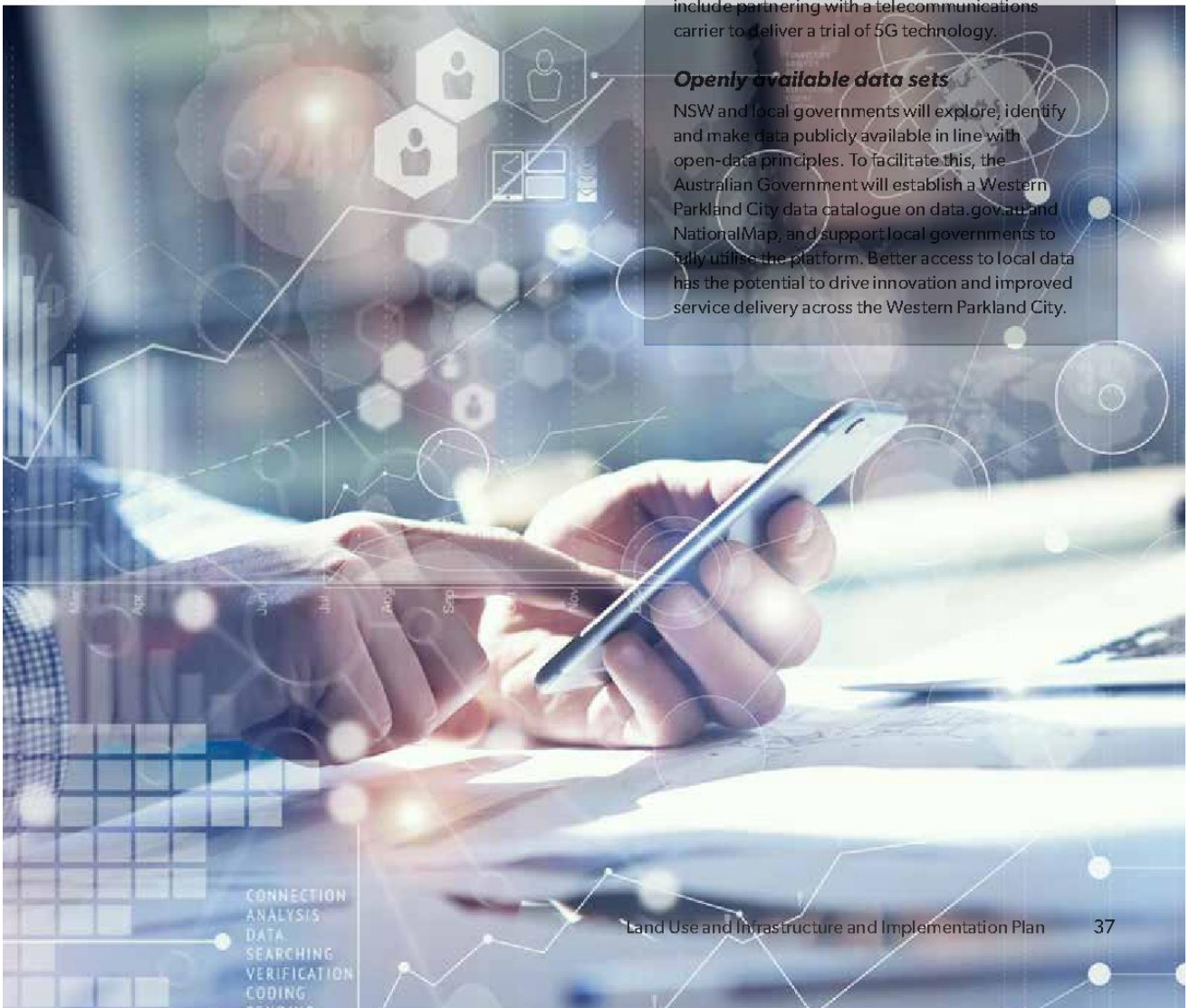
The NSW Government will deliver a Smart Western City Program to enable NSW agencies to embed interoperable smart and secure technology – such as transport and utility monitoring systems – into new infrastructure as it is rolled out.

**5G strategy**

The NSW and local governments will develop a 5G strategy for the Western Parkland City, which will include partnering with a telecommunications carrier to deliver a trial of 5G technology.

**Openly available data sets**

NSW and local governments will explore, identify and make data publicly available in line with open-data principles. To facilitate this, the Australian Government will establish a Western Parkland City data catalogue on data.gov.au and NationalMap, and support local governments to fully utilise the platform. Better access to local data has the potential to drive innovation and improved service delivery across the Western Parkland City.



### 4.3 A sustainable, liveable and green Aerotropolis

The Aerotropolis contains natural assets that represent opportunities and constraints to future urban growth. Key environmental considerations include waterways and riparian lands, biodiversity values and flooding. The greenfield nature of the area increases opportunities to introduce advanced sustainability initiatives to create an attractive destination for travellers, residents and millennial workers. Infrastructure investment will be coordinated through place-based business cases.

#### 4.3.1 Water smart planning in the South Creek catchment

Consistent with the strategic vision for the Western Parkland City, the Aerotropolis must develop in accordance with the principles of the *Greater Sydney Region Plan* that ensures green spaces and landscape are valued. This requires planning to value the quality of the natural environment of the Aerotropolis to achieve a cool, green parkland living and working community.

This Plan and the *Western City District Plan* embrace the natural systems of the South Creek catchment as valuable assets rather than constraints. This requires a new approach that brings riparian lands to the centre of urban activity and form, while improving and preserving environmental values.

This will be delivered through a NSW Government, cross-agency program that involves Infrastructure NSW, the Greater Sydney Commission, the Department of Planning and Environment, the Environmental Protection Authority, Office of Environment and Heritage and Sydney Water. The program will establish a framework for the long-term integrated, sustainable management of South Creek, addressing its environmental, aesthetic, biodiversity and hydrological values.

The outcomes of this program will be incorporated into all future planning for the Aerotropolis. This will integrate management of water across the catchment and see South Creek incorporate linear parklands that also protect biodiversity and endangered ecological communities including remnant Cumberland Plain Woodland. South Creek will be accessible, attractive and environmentally rich. Activity centres will be focused on the creekline and development will be integrated within the corridor to provide surveillance, promote activity and encourage community ownership and identity.

East-west green links will connect the South Creek parklands to Kemps Creek and further east to the Western Sydney Parklands, offering recreational opportunities such as walking trails, picnic grounds, working farms, water sports and mountain biking tracks. A network or grid of new roads and transport corridors will be developed as parkways to create vegetated corridors.

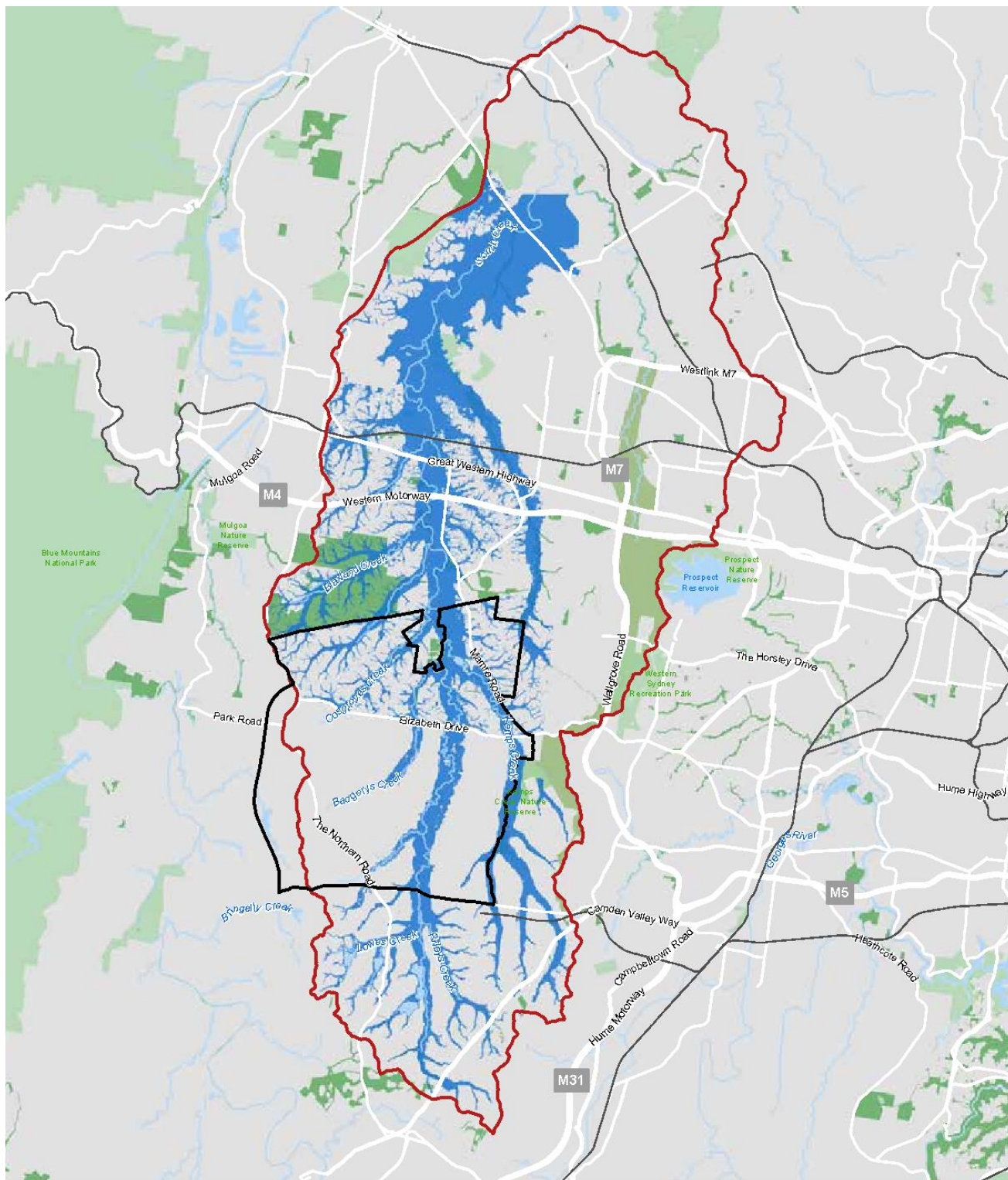
The Aerotropolis is in one of the warmest parts of Greater Sydney and heat can influence the health and lifestyle of residents and workers. The network of waterways offer potential to create greater environmental, social and amenity benefits through strategies and solutions to mitigate urban heat.

#### Water Sensitive Urban Design

More closely matches the pre-development stormwater regime, in both quality and quantity.

- Fits sensitively into its context.
- Reduces the amount of water transported between catchments intersected by developments or by road and rail corridors.
- Provides a higher level of consideration to projects passing through more sensitive waterways and catchments, and projects which cause the greatest amount of change to effective imperviousness.
- Best uses water resources (e.g. rainwater, stormwater etc.) that enters a project area.
- Is durable, functional and sustainable.

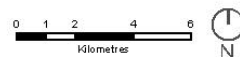




**South Creek Catchment**

**Western Sydney Aerotropolis**

- Western Sydney Aerotropolis
- South Creek Sub Catchment
- Probable Maximum Flood (PMF) (JACOBS, 2017)



**4.3.2 Contemporary, liveable neighbourhoods**

New design guidelines will be developed through the Planning Partnership to create workable and innovative standards for street layouts, building design, infrastructure and utilities (incorporating digital connectivity), open space and water management.

The Aerotropolis, at the heart of the Western Parkland City, also provides the opportunity to lead new design approaches to landscape management and the expansion of the tree canopy. The tree canopy will provide shade, cool buildings and prevent roads from becoming heat sinks.

A well designed built environment, such as the mixed use living precinct in Rossmore, will create enjoyable, attractive and inclusive places, with opportunities for social interaction and connection, new housing and employment opportunities, and social infrastructure. It will include public spaces and integrated cultural infrastructure that support people to participate in arts and creativity and to develop a sense of place, identity and a connection to their community.

Connected and legible street networks will provide direct, safe and convenient pedestrian, cycle and public transport access for people of all ages and abilities. At ground level, streets will be active and busy, with a mix of retail, restaurants, cafés and services.

Public areas will be designed for people, offering intimate urban spaces and plenty of greenery and tree canopy. Wide footpaths will create space for outdoor dining, places for people to meet, public art and large trees. Public spaces should be designed to be inclusive and to encourage and support creative and cultural uses such as music and performance that bring people together and activate the public domain.

Western Sydney is rich in Aboriginal history and heritage significance and is also home to the largest Aboriginal population in Australia. Despite this, there is a shortfall in cultural infrastructure for Aboriginal people to practice and share culture and for the wider community to visit to interact with and understand the Aboriginal culture, history and heritage of Western Sydney.

Celebrating the rich Aboriginal, cultural and natural heritage of the Aerotropolis, including the South Creek spine which holds special significance to the traditional owners of the land, could include a Aboriginal cultural centre in the Aerotropolis to support Aboriginal people to connect with their heritage and culture and to access economic opportunities. It could reinforce the unique history and identity of the Aerotropolis and support communities to develop a sense of place and belonging. It would also provide an exciting experience to attract people to visit the areas or for tourists arriving in Western Sydney to stay.

*Artist's impression of residential neighbourhoods*



40 Western Sydney Aerotropolis



Open space areas will be celebrated as places of shared importance to Indigenous and non-Indigenous people while maintaining important landscapes and views. An Indigenous reading of the landscape is essential to its interpretation and curation and the management of the changing landscape of the Western Parkland City. Indigenous heritage items and areas are expected to be found predominantly in riparian areas along the South Creek corridor. This work will inform the precinct plans.

Aerotropolis planning will ensure that residential or employment development is within close proximity to local open space (at least 3,000m<sup>2</sup>) and district open space (two to five hectares). People living in high density areas (including mixed use residential areas with more than 60 dwellings per hectare or mixed use employment areas with greater than 60 jobs per hectare) will live within 200 metres of open space.

District-scale open space such as playing fields will be provided towards the edge of centres to maximise catchment areas. Sporting fields will be shared with educational institutions wherever possible.

#### 4.3.3 A culture of arts and creativity

Considering creativity and cultural infrastructure as a central dimension of the planning process will strengthen the competitiveness, liveability, sustainability and cohesiveness of the Aerotropolis as it develops and grows. It will ensure that culture emerges in the Aerotropolis as a consumable asset, but as a carrier of metropolitan DNA, a driver of design and placemaking, and a source of identity, belonging and cohesion.

Public art, spaces where people can connect, create and engage with arts and culture, and the development of new cultural infrastructure, are critical for building strong and cohesive communities. Cultural and creative spaces will

play an important role in building local character and amenity, place-making and developing a sense of place, unique vernacular and feelings of identity and belonging in newly established communities.

Cultural infrastructure will support the Aerotropolis's ambition to be a home for science, health and education. Culture and creativity will enable and strengthen the productive growth of these precincts, driving other kinds of innovation (social, environmental and educational), creating jobs and ensuring that the Aerotropolis does not become a second division player in the innovation economy. It will help the area to develop to meet the expectations of future generations for a high-amenity high-experience urban life – a place where people want to live and work, and where employers want to invest in the creation of jobs. Co-locating artistic and creative organisations in science, health and education precincts will encourage collaboration, drive enterprise and innovation and support the development of creative industries.

Planning for the Aerotropolis will include investigation for cultural infrastructure that supports the tourism economy in the area, which will be a new gateway for Sydney, and address existing gaps in Western Sydney. This infrastructure has the potential to provide unique and exciting arts and cultural products and experiences and help to develop a night-time economy – attracting people to visit the area and encouraging visitors arriving via Western Sydney to remain in the area.

The second stage of the Land Use Plan will provide greater detail on potential projects to support creative opportunities in the Aerotropolis. These projects will be a combination of specific infrastructure investments, or strategies to embed creative industries with future development areas.

**4.3.4 Environmental conservation in the Cumberland Plain**

Western Sydney is home to some of the last remaining critically endangered plant communities on the Cumberland Plain as well as other threatened flora and fauna.

Strategic biodiversity certification allows for biodiversity values to be considered early in the planning process. It protects areas of high conservation value, identifies areas suitable for development and offsets any residual impacts to biodiversity. Strategic biodiversity certification removes the need for site-by-site threatened species assessment, provides certainty for developers and landowners and enables better environmental outcomes.

The *Cumberland Plain Conservation Plan*, a strategic conservation plan, will support an application by the Department of Planning and Environment for the biodiversity certification of the Aerotropolis and other new development areas in Western Sydney under the *Biodiversity Conservation Act 2016*. It will also propose a range of conservation measures, including protection of high conservation value core and corridor areas, revegetation and renewal, protection using development controls and investment in species recovery initiatives.

The development of the *Cumberland Plain Conservation Plan* and the biocertification of the Aerotropolis and other new areas in Western Sydney will run concurrently with precinct planning. The Aerotropolis includes an area which

was biodiversity certified in 2007 and is subject to planning controls that apply in that area.

The Department of Planning and Environment has conducted field surveys to determine biodiversity values in the Aerotropolis so that areas of high conservation value can be identified to biodiversity. The Department has also conducted preliminary mapping of biodiversity values.

**4.3.5 Clean, reliable, affordable modern energy infrastructure**

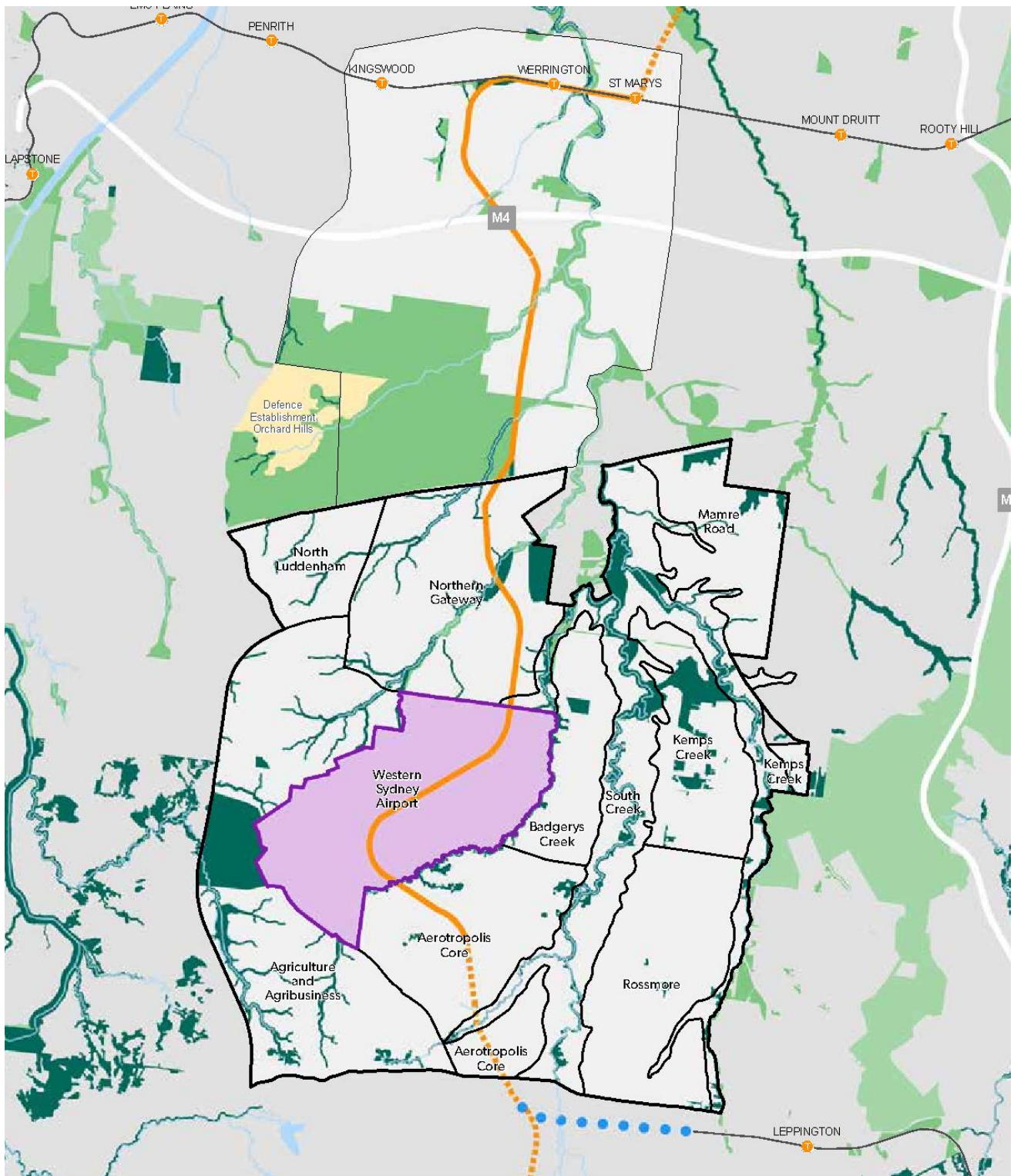
The energy sector is going through exciting changes. New energy technologies, solar and storage, combined with digital metering and software are changing the way energy is delivered to customers.

Planning for the Aerotropolis will consider how households and businesses can benefit from these changes. The Department of Planning and Environment will work with existing and new energy infrastructure providers to deliver energy infrastructure which meets the NSW Government’s objectives for a modern energy system. This will seek to combine local generation, such as small and medium scale solar, and storage with advanced electricity network management systems.

The development of the energy supplies will draw on Australian and international experience in combining locally generated electricity with the existing large-scale electricity network. This includes:

- installing solar rooftops and solar gardens models for new residences
- requiring all new industrial buildings and warehouses to have solar rooftops and/or co-located, behind-the-metre solar farms (similar to the 4MW solar power facility at Darwin Airport)
- using smart grid technologies, with onsite battery storage.





**Conservation Values**

**Western Sydney Aerotropolis**

- Western Sydney Aerotropolis
- Precinct Boundary
- Western Sydney Airport
- Potential and Existing Conservation Land
- National Parks and Nature Reserves
- Environmental Conservation
- Defence Land
- Proposed North South Rail Link - Stage 1
- North South Rail Link - Future Stages
- South West Rail Link Potential Extension
- Railway
- Waterways



5

# A flexible and adaptive planning framework

## 5.1 A proposed State Environmental Planning Policy (SEPP)

The proposed statutory planning framework for the Aerotropolis must encourage innovation and manage growth in a sustainable way, sequenced to reflect demand and infrastructure delivery. It will also address the unique airspace protection issues critical to the success of the Airport and the Aerotropolis.

### A proposed State Environmental Planning Policy – Western Sydney Aerotropolis (the SEPP) will:

- 

endorse the *Structure Plan* outlined in a Final (second stage) *Land Use and Infrastructure Implementation Plan*, to guide land use and investment decisions
- 

introduce incentives to encourage future desired land uses
- 

support the implementation of the South Creek Corridor Project and the vision of the Aerotropolis parkland setting
- 

identify necessary infrastructure and associated corridor protection
- 

recognise existing agricultural and agribusiness land use zones that will be retained until precincts are rezoned
- 

identify appropriate sequencing of land release precincts and establish strict criteria to guide alternative release scenarios
- 

implement new flexible land use zones unique to the Aerotropolis to fast-track precinct planning and attract business investment and jobs growth
- 

introduce an assessment framework to consider aircraft noise and operation for development around the Airport
- 

integrate with the broader infrastructure contributions and biocertification regimes

The SEPP will apply three new zones to the Aerotropolis:

- An Urban Development Zone will apply to developable lands within the Aerotropolis. This will identify broad land uses that are acceptable and allow strategic planning work to inform the layout of land uses when detailed site, engineering and urban design work is undertaken.
- An Infrastructure Zone will apply to new and existing road and rail corridors, as well as education and health infrastructure.
- An Environment Zone will apply to sensitive environmental areas such as South Creek.

The exception to these new zones will be the Agricultural and Agribusiness Precinct where the existing rural zones in Liverpool and Penrith local government areas will be reviewed and updated as necessary.

The SEPP will incorporate clauses relating to airspace to prevent encroachment of sensitive land uses into areas affected by aircraft noise and other airspace protection measures. These clauses will apply to land in the Blue Mountains, Penrith, Wollondilly, Camden, Liverpool, Campbelltown, Fairfield and Blacktown local government areas.

## 5.2 Urban development zone

An innovative new zone, the urban development zone will be applied to precincts through the SEPP. It allows for strategic planning directions to be given more prominence when detailed site, engineering and urban design work is undertaken.

The creation of this broad urban development zoning linked to strategic planning and enabling more detailed neighbourhood planning by a proponent is a feature of successful land release processes in Victoria, Queensland and Western Australia.

The aims of the Urban Development Zone will be to:

- implement the objective of the Western Parkland City objectives in accordance with the *Greater Sydney Region Plan*
- manage the transition of non-urban land into urban land in a way that is consistent with the requirements of this Plan

- ensure the development of well-planned and well-serviced, high-amenity and culturally vibrant new urban communities in accordance with this Plan and future precinct plans
- ensure a range and location of uses that can build the social fabric of new communities and consistent with the strategic planning for the Aerotropolis
- safeguard non-urban land from use and development that could prejudice its future urban development.

To ensure consistency with the strategic planning directions in the Final Plan and the SEPP, planning and development proposals will require a consistency assessment, to be included in the application. A referral mechanism to the Department of Planning and Environment will ensure new development proposals are assessed against the requirements of this Plan.

The new Urban Development Zone offers a clear line of sight from *A Metropolis of Three Cities*, through this Plan to each precinct plan and then to subdivision assessments for each site. Additionally, the new zone will eliminate the need for costly planning and zoning amendments that occur as greenfield delivery occurs – this allows new release areas to change and adapt over time.

## 5.3 Streamlined development assessment

The SEPP will encourage desired future land uses through the expanded use of complying development, provisions to support interim land uses and subdivision controls to preserve land for future development outcomes. Innovative measures to attract investment, such as greater use of complying development will be a further catalyst for diverse investment, subject to further investigation and government approval.

Detailed development controls will be established during precinct planning to specify employment and housing densities and height, infrastructure, open space, community facilities and services. Development controls will also include provisions to streamline complying development approvals for certain development types, such as those that encourage business investment and job creation.



### 5.4 Interim and out-of-sequence arrangements

Some landowners may wish to submit 'out of sequence' proposals to develop land early. Assessment of out of sequence proposals will consider the role of staging and sequencing in the efficient delivery of infrastructure and in supporting the broader vision for the Aerotropolis, beyond the aspirations of individual landowners.

Out of sequence proposals must demonstrate consistency with the strategic planning for the Western Parkland City and the specific requirements of this Plan via an assessment, against the following criteria:

- demonstrate compliance with *A Metropolis of Three Cities* and the *Western City District Plan*
- not compromise the integrated land use and transport planning that has focused the initial development areas on the Northern Gateway or Aerotropolis Core
- be at no cost to government and represent orderly development
- be fully supported by enabling infrastructure

- not preclude future urban development identified in this Plan by virtue of:
  - the proposed subdivision of land and subsequent lot size, subdivision pattern or tenure arrangement
  - the proposed investment in, and the operational and/or economic life of, the proposed development.

Out of sequence proposals must be submitted to, and assessed by, the Department through a planning gateway process with referral to the Department of Premier and Cabinet, Greater Sydney Commission, Transport for NSW, Department of Industry, the new Authority, Sydney Metro Authority and the relevant councils.

The governance processes for out-of-sequence development will be modelled on the NSW Government's *Unsolicited Proposal Guide 2017*.

A Ministerial Direction under section 9.1 of the EP&A Act will give effect to this Plan. Planning proposals can be considered; however support for rezonings will not occur until the Final Plan is released.

Artist's impression of the town centre of the Aerotropolis







## Funding, coordination and delivery of infrastructure

A *Metropolis of Three Cities* provides the spatial foundation for more effective and efficient planning for existing and new city-shaping infrastructure, and its enhanced utilisation for the Greater Sydney Region. While each of the three cities will require new infrastructure, the focus will vary depending on:

- existing infrastructure and its service levels, capacity, and amount of industry and housing activity
- existing levels of committed and planned investment
- time scale of development needed (projected population and service demand growth).

Future infrastructure investments must better connect the three cities by providing public transport and roads. Importantly, planning decisions need to accommodate population growth through coordinated provision of other essential infrastructure and services such as education and health facilities, utilities, as well as social, cultural and community infrastructure.

NSW's infrastructure capital program creates jobs and stimulates the economy in the short-term, enabling NSW to function more productively in the long-term. The NSW Government's capital investment framework integrates land use and infrastructure planning, project selection, and funding and delivery assurance, to ensure the right projects are built at the right time at the most efficient cost, and delivered on time and on budget.

Infrastructure in NSW is funded from a variety of sources including taxation, other State revenues and borrowings, the Restart NSW fund, Commonwealth grants, user charges, contributions from local developments, voluntary planning agreements, council rates and private investment.

Within the Aerotropolis, the Commonwealth Government has committed to fund the development of the Western Sydney Airport.

The Australian and NSW governments have committed to deliver the first stage of the North–South Rail Link from St Marys to Western Sydney Airport and the Aerotropolis Core. Both governments have committed to contribute up to \$50 million, each to a business case process in consultation with local government. This will include

investigation of integrated transport and delivery options for a full North–South Rail Link from Schofields to Macarthur and a South West Rail Link to connect Leppington to Western Sydney Airport via an interchange at the Aerotropolis Core.

In addition, the two governments have been in partnership since April 2014 to jointly deliver the *Western Sydney Infrastructure Plan* – a 10 year \$3.6 billion road investment program for Western Sydney.

However, government resources are finite and it is not possible to cover the cost of new or improved infrastructure across the entire Greater Sydney Region simultaneously. Infrastructure investments need to be prioritised to deliver maximum benefits to communities both locally and across the region. Assessment and coordination of infrastructure will be undertaken through a placed based business case.

### 6.1 State and local infrastructure requirements

As the planning framework for the Aerotropolis evolves the detail on infrastructure demand and provision will also evolve. The Final Plan is expected to include a list of key infrastructure that will require further investigation and funding decision, and a delivery framework for the initial precincts.

#### 6.1.1 Transport

Chapter 4 details the major infrastructure that will influence the growth and development of the Aerotropolis.

This includes connections to the Airport and Aerotropolis Core such as an extension of the Liverpool–Parramatta T-way, potential passenger rail connection providing service to Parramatta and a potential South West Rail Link to connect Leppington to Western Sydney Airport via an interchange under investigation at the Aerotropolis Core, to facilitate an interchange with the North–South Rail Link.

East-west transport links will directly connect to centres on the north–south train corridor. These links include Elizabeth Drive and Fifteenth Avenue, and will be investigated as part of more detailed planning for the Aerotropolis.

*Future Transport Strategy 2056* notes that transport services are rapidly changing with new technology, delivery models and service hierarchies. Forward-looking, responsive and agile planning will ensure new business and residential communities get the best value from new services and models. Transport networks must be able to adapt to a range of possible future uses and travel behaviours and should not be constrained by existing modes of transport.

The map on the right shows the transport initiatives to be staged over 20+ years as described in *Future Transport Strategy 2056*. Investment and sequencing is subject to prioritisation across all government projects.

### 6.1.2 Education

The NSW Department of Education's School Assets Strategic Plan sets the direction and framework for the future of school infrastructure. Schools Infrastructure NSW, a new specialist unit within the Department, will undertake school community planning and deliver the education infrastructure program, working with other State agencies and groups to develop schools as community hubs.

Schools Infrastructure NSW will assess the requirements and respond to school needs in the Aerotropolis through broad consultation to determine the distribution, scale and timing of new schools.

In all instances, community hubs incorporating schools and other social infrastructure will be integrated with open spaces and green links to allow for activation of green spaces as well as easy repurposing, expansion and contraction.

While accessibility via active transport will be important, secondary schools and major social infrastructure will be located close to major transport routes, particularly public transport, to allow for out-of-area travel. Primary schools and lower order social infrastructure will be integrated into walkable neighbourhoods.

Schools Infrastructure NSW will explore innovative approaches such as joint use agreements that bring schools and community facilities together to generate greater public benefit and to address gaps in social and cultural infrastructure in local communities.

Child care facilities will be provided in local and employment-based centres to be convenient for workers. Co-location or integration of facilities will be considered, where appropriate.

### 6.1.3 Health facilities

Regional-level health facilities are provided by NSW Health through the South Western Sydney Local Health District (SWSLHD). NSW Health has a range of infrastructure projects underway to meet the short to medium demands of growth in the broader Western Parkland City.

To meet longer term demand, NSW Health will plan for future health services in the Aerotropolis as part of usual clinical services and asset strategic planning processes. NSW Health is investigating a site for an integrated health facility within the Aerotropolis in a metropolitan or strategic centre location supported by public transport. This could serve up to 250,000 people from around the Western Parkland City.

### 6.1.4 Open Space

Ropes Creek, Kemps Creek, Badgerys Creek, Western Sydney Parklands and South Creek will all contribute to an open space network combining recreation, stormwater management and biodiversity conservation functions within the Aerotropolis. The open space network will provide a generous series of interconnected green corridors both north to south and east to west that combine to create a series of connected public areas.

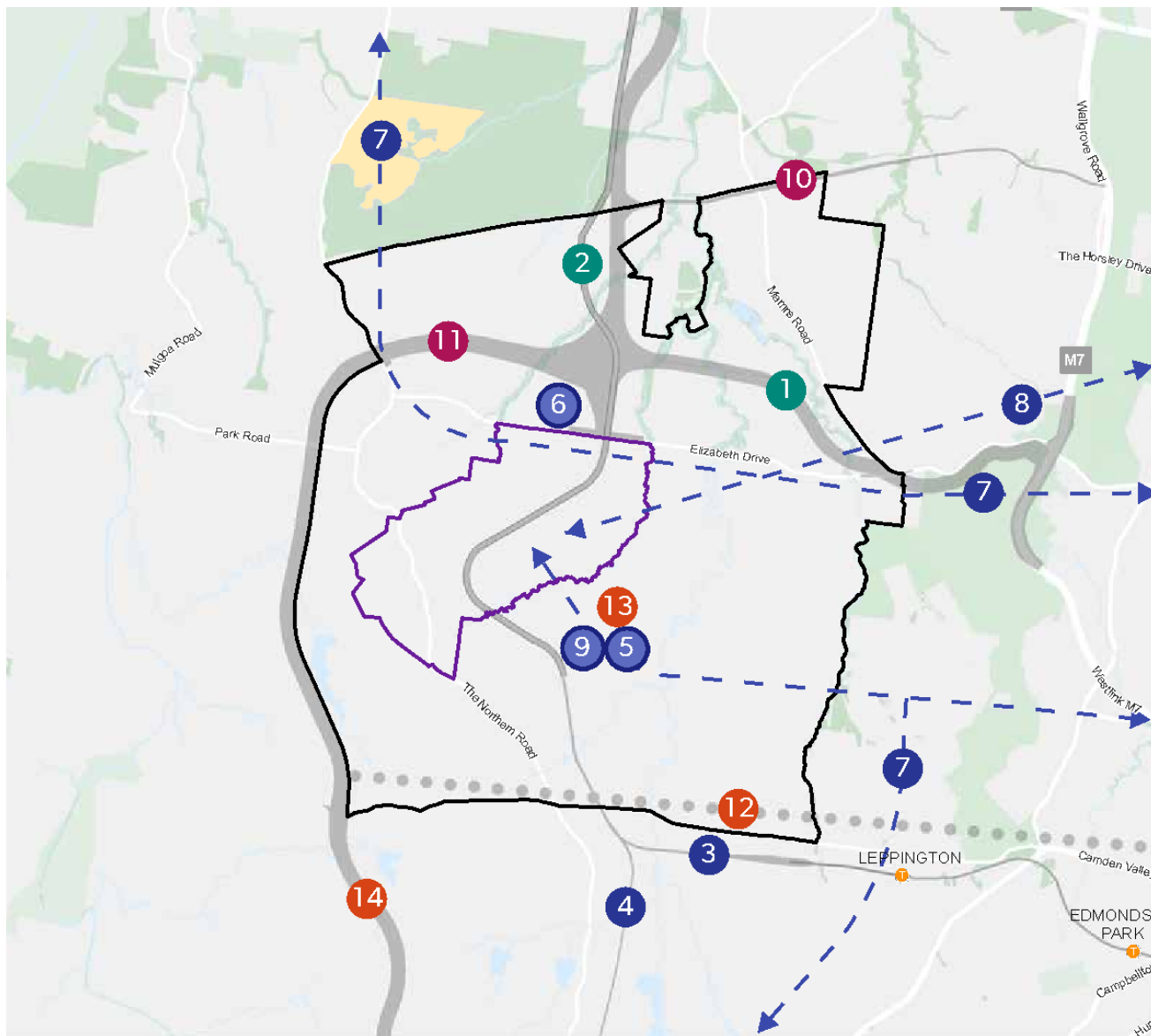
South Creek and its open space will be a key community asset with improved water quality and new crossings. The core open space and conservation corridor will provide for ecological protection and enhancement, high quality stormwater treatment and a regionally significant corridor.

Connections across South Creek and Kemps Creek and their floodplains will prioritise active transport. While the strategic road network will need to be flood free, other connections across the landscape will be integrated into the parkland setting.

Returning the floodplain to public ownership in certain locations, where feasible, will integrate passive and active recreation with the natural environment and water management mechanisms, while re-establishing tree canopy cover including Alluvial Woodland and Shale Plain Woodland.

Some sections of the core open space and conservation corridors will remain in private ownership and may continue to be used for activities compatible with the open landscape character, such as small grazing enterprises and market gardening subject to protection of ecological values.

Badgerys Creek, which defines the south-eastern boundary of Commonwealth-owned land, and running broadly from the south-west to the north, will create a landscape buffer between future employment lands and the Airport.



**Future Transport Initiatives**

**Western Sydney Aerotropolis**

**Committed Initiatives (0 - 10 years)**

- 1 Western Sydney Infrastructure Plan including the new M12
- 2 North-south Rail link in Western Parkland City: St Marys - Western Sydney Airport - Badgerys Creek Aerotropolis

**Initiatives for Investigation (0 - 10 years)**

- 3 Leppington to Western Sydney Airport - Badgerys Creek Aerotropolis Rail Link
- 4 Proposed North-south Rail Link in Western Parkland City: Western Sydney Airport - Badgerys Creek Aerotropolis - Campbelltown-Macarthur
- 5 Western Sydney Airport - Badgerys Creek Aerotropolis Connected and Automated Vehicles zone\*
- 6 Western Sydney Fuel Pipeline\*
- 7 Infrastructure to support Rapid Bus Connections and Improved Bus Connections between Western Sydney Airport - Badgerys Creek Aerotropolis and Penrith, Liverpool, Blacktown and Campbelltown-Macarthur

- 8 Western Sydney Airport - Badgerys Creek Aerotropolis - Parramatta Rail Link

- 9 Western Parkland City Bus Interchange\*

**Initiatives for Investigation (10 - 20 years)**

- 10 Western Sydney Freight Line
- 11 Outer Sydney Orbital from Great Western Highway to Western Sydney Airport - Badgerys Creek Aerotropolis

**Initiatives for Investigation (20+ years)**

- 12 M5 motorway extension from Liverpool to Outer Sydney Orbital
- 13 Western Sydney Airport - Badgerys Creek Aerotropolis Inner and Outer Ring Roads
- 14 Outer Sydney Orbital from Western Sydney Airport - Badgerys Creek Aerotropolis to Hume Motorway

\* Indicative Location

### 6.1.5 Arts and culture

The NSW Government's future support and investment in Arts, Screen and Culture is guided by a number of strategies. Arts 2025 is the overarching strategic framework which details the strategic priorities for the arts, screen and cultural sectors for the next eight years. This Strategic Framework draws from the actions in the NSW Government's Arts and Cultural Policy Framework: *Create in NSW*, and incorporates the ambitions of supporting excellence, participation, sustainability and diversity in the arts, screen and cultural sectors.

Key focus areas in the Strategic Framework include working across Government to make NSW a place that inspires and connects people through arts and creativity; growing and promoting NSW through Sydney as a creative destination and a cultural capital of the Asia Pacific; improving Liveability across the State by integrating arts, screen and culture in urban regeneration, cultural precincts and creative placemaking; building sustainable arts, screen and cultural sectors throughout NSW, with best practice business models to support vibrant artistic communities; and supporting diversity, facilitating participation and access to life enhancing arts, screen and cultural experiences for all communities.

The *Cultural Infrastructure Plan 2025+* sits underneath the Arts 2025 Strategic Framework as a detailed plan for the delivery of cultural infrastructure to support creativity and strong communities and thriving arts, screen and cultural sectors. The *Cultural Infrastructure Plan 2025+* will provide a strategic framework that guides how NSW plans and delivers cultural infrastructure. A key strategic priority of the Plan is to ensure that cultural infrastructure planning is integrated with state and local planning processes for land use and precinct planning so that its social and economic benefits are maximised.

Delivering cultural infrastructure in the Aerotropolis will require a coordinated effort and partnerships between the NSW Government, Commonwealth Government, councils, private enterprise and the not-for-profit sector that deliver on joint strategic priorities, and that leverage innovative and flexible solutions for funding and delivery.

Opportunities will be sought to integrate cultural infrastructure into the delivery of other infrastructure projects, such as transport, education and health precincts.

### 6.2 Utilities and services

The timely and efficient provision of enabling infrastructure is a key consideration to activate precincts. Limited trunk infrastructure means significant planning and investment is required to unlock development in the Aerotropolis.

As work continues to investigate the accommodation of trunk infrastructure, consideration needs to be given to how this will be funded and the timing and impacts of any infrastructure maintenance on road corridors. As an example, trunk infrastructure is not to be located within the Elizabeth Drive corridor but adjacent to that corridor within service roads or easements.

The second stage of the Land Use Plan (the Final Plan) will include a flexible servicing strategy that will provide long-term direction, ensure certainty of utility supply and allow for alternative servicing solutions as technologies and hybrid servicing methodologies. Precinct planning must build in a reduction in carbon emissions and recognise the use of urban design and smart infrastructure to manage energy, water and waste efficiently.

Other constraints that will be explored as part of the Final Plan include:

- out of sequence developments and capacity for development to pay for infrastructure
- fragmented land
- isolated development separated from existing infrastructure
- lead time for constructing ultimate infrastructure
- service provider funding and business models
- environmental obligations and aspirations
- timing of infrastructure investment
- temporary infrastructure
- industry acceptance of economically viable sustainable alternative servicing solutions
- rethinking the business as usual approach.

The limited infrastructure within the Aerotropolis presents a unique opportunity to efficiently and collaboratively plan for and explore alternative and innovative servicing solutions. The Department of Planning and Environment will continue to work with utility providers, Infrastructure NSW and WSA Co. to develop an innovative and sustainable servicing strategy for the Aerotropolis which will include consideration of initiatives such as smart cities and zero carbon cities and smart grid systems.

Given the size and complexity of the utilities and services delivery, the new Authority will be responsible for coordinating timely delivery of infrastructure and services for the Aerotropolis.

### 6.3 Development Contributions for the Aerotropolis

The current system of development contributions allows for the levying of contributions towards local and state infrastructure under the EP&A Act. Broadly, the means for securing development contributions through the planning process are:

1. Development contributions (s7.11)
2. Fixed development consent levies (s7.12)
3. Special infrastructure contributions (SIC) (s7.24)
4. Affordable housing contributions (s7.32)
5. Voluntary planning agreements (s7.4).

Local development contributions and Special Infrastructure Contributions (SIC) are contributions required as a condition of development approval to fund infrastructure. Council's Section 7.11 Contribution Plan will fund local infrastructure such as parks, local roads and community facilities. Regional infrastructure can be funded through a Special Infrastructure Contribution Plan and address broader issues such as affordable housing, and where applicable, biodiversity offsets.

Voluntary Planning Agreements (VPAs) can be used with the private sector to fund infrastructure or to manage private delivery of infrastructure.

A SIC will be developed to fund and deliver regional infrastructure. The infrastructure schedule and SIC rate will be publicly exhibited with the second stage of the Land Use Plan for the Aerotropolis. Specific SIC rates are likely to be developed for each precinct and may be refined with more detailed planning. The likely rates of these plans will be at least the equivalent of SIC rates in adjoining growth areas. Regional infrastructure may also be funded through other value sharing mechanisms as outlined in Section 6.4.

The Department of Planning and Environment will also work with Penrith and Liverpool councils to prepare section 7.11 (formerly section 94) plans, under the EP&A Act for the Aerotropolis to secure funding for local infrastructure as part of the finalisation of each precinct plan.

### 6.4 Other Value Sharing Mechanisms

Consideration of additional mechanisms to fund infrastructure is consistent with a range of local, national and international experience in drawing on value sharing as a source of major project funding resulting from significant land value uplift.

While the specifics of potential value sharing mechanisms will be explored and developed as part of the second stage of the Land Use Plans, there are a range of innovative private and public sector financing solutions.

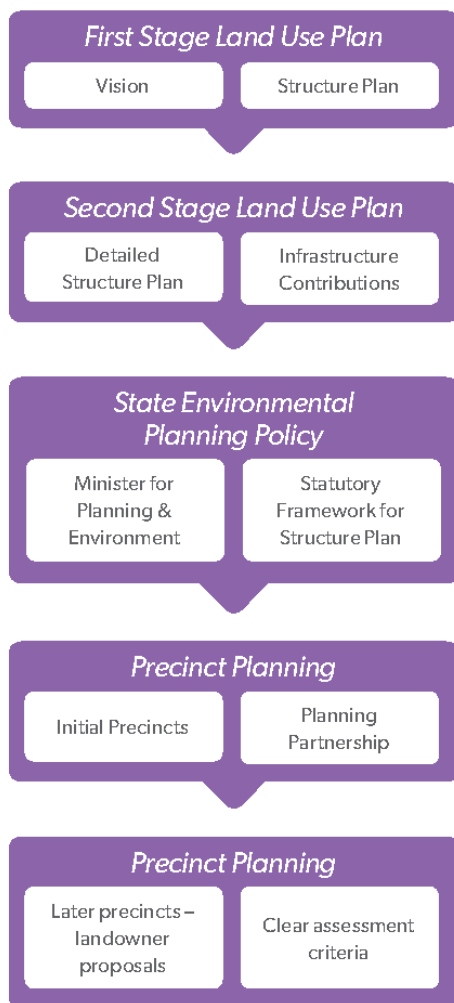
The consideration of other value sharing options will be in addition to the standard range of development contributions including Special Infrastructure Contributions to ensure the major development based investments by the NSW and Commonwealth governments are delivered in line with broader developments.

The consideration of additional mechanisms will also be within the context of other development contributions and levies on businesses and households.



# A roadmap to make the Aerotropolis development ready

The roadmap



## 7.1 The first stage – vision and identification of early precincts

This Plan is the next step in the delivery of the Aerotropolis providing an opportunity to discuss the future direction for the Aerotropolis. It will give the community, landowners, infrastructure agencies and industry groups an understanding of the relationship between the initial precincts and the delivery of new connecting infrastructure to the Airport and Aerotropolis.

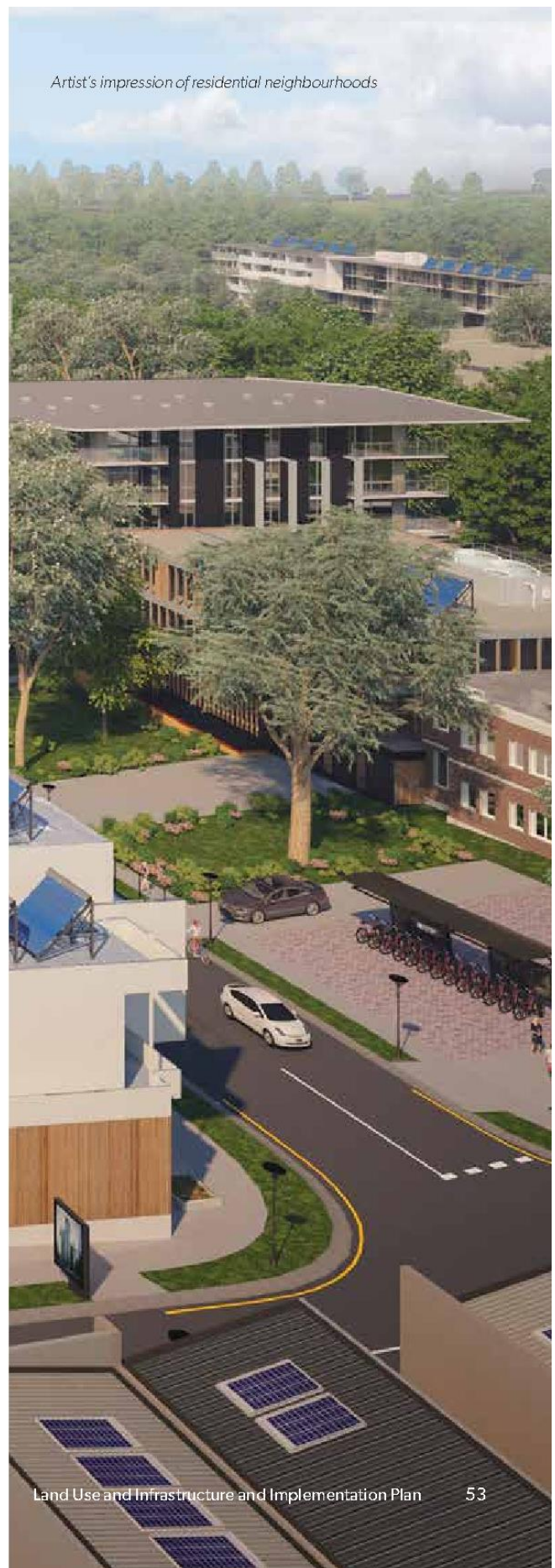
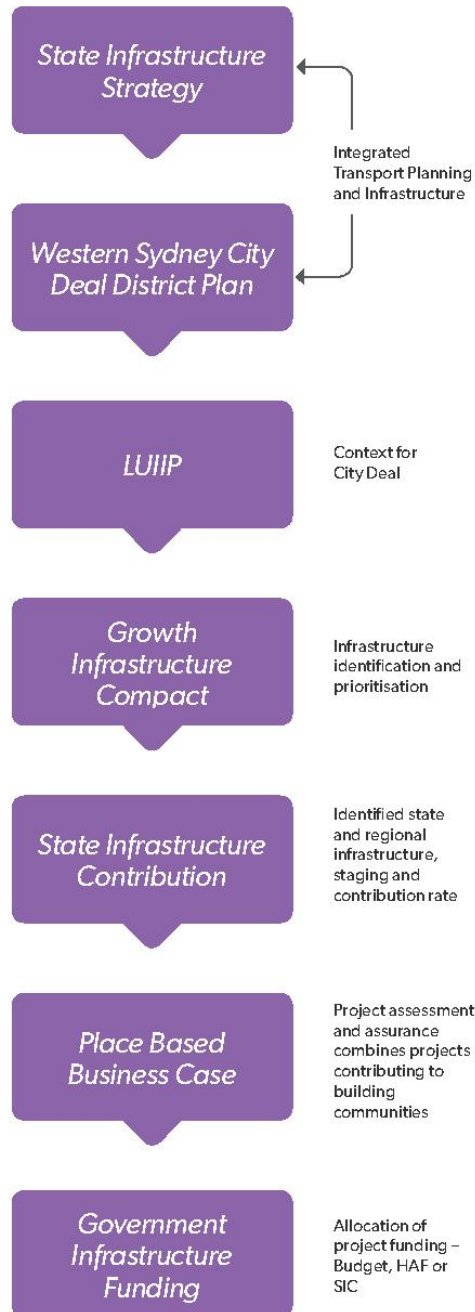
This Plan also shows the broad scope for the future development of the Aerotropolis, including the different precincts as well as high level understanding of the proposed land uses through the first-stage Structure Plan. Following community and industry consultation the Plan will be reviewed and refined. For these reasons this Plan should not be viewed as conferring development rights or changing the planning controls that apply to a site.

Integrating development of the Aerotropolis with the delivery of the Airport and its potential connecting infrastructure will use the planning system to coordinate what development will happen, where and by when. This Plan will be accompanied by statutory instruments to ensure the coordinated approach to land use planning is recognised formally in planning decisions, including:

- a Ministerial Direction issued under section 9.1 of the EP&A Act
- a discussion paper describing the intended effect of the proposed SEPP.

Place-based business cases will be developed for the new connecting infrastructure with more detail about the cost and staging of road, rail and supporting infrastructure will be available. The Final Plan will include a detailed inventory of the infrastructure, its costs and the contributions necessary.

Infrastructure Planning Pathway



### 7.2 Rezoning of initial precincts

Rezoning of the initial precincts will be the next step through the preparation and approval of precinct plans and the finalisation of the SEPP. The Western Sydney Planning Partnership will prepare and assess the precinct plans.

Delivery of the precinct plans will be through the new approach to greenfield planning, the Urban Development Zone to ensure a flexible approach that ties the new development to strategic planning work.

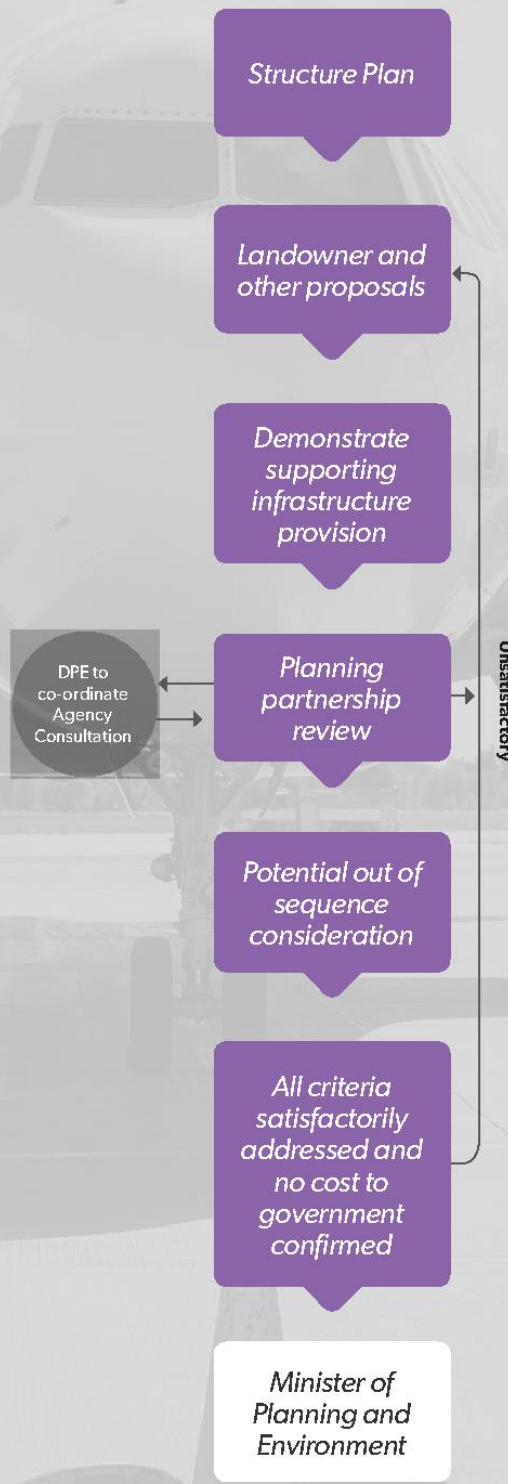
It is expected the rezoning process will commence after the release of the Final Plan and will be finalised before the end of 2019.

### 7.3 Identifying later stages – precincts

Although the focus of planning will be on the initial precincts, this Plan sets out the process to consider how landowners and industry can bring forward areas for new precinct plans. Proposals to accelerate precinct plans for later stages will be assessed against criteria outlined in section 5.4.

Landowners can prepare for this process by compiling base line studies of their lands, covering issues such as land capability, infrastructure provision and development options consistent with the precinct vision. The governance processes for out-of-sequence development will be modelled on the NSW Government’s *Unsolicited Proposal Guide 2017*.

Acceleration of Precinct Plans





## 7.4 Delivery of the Aerotropolis

A collaborative, tri-government approach is fundamental to unlocking and activating the Aerotropolis.

Delivery of the Aerotropolis will be managed using the governance processes identified in the Western Sydney City Deal. These processes are designed to achieve collaboration across the three levels of government over the planning, infrastructure delivery and coordination of development at the Airport, the Aerotropolis and the wider Western Parkland City.

The Western Sydney Planning Partnership will unlock the combined resources of councils, the Greater Sydney Commission, Transport for NSW and the Department of Planning and Environment to deliver the initial precincts. Collaborative structures, such as the consistent approach to design standards necessary for the new paradigm of water sensitive urban design to implement the South Creek strategy, will also allow other projects to flourish across the Western Parkland City.

A proposed new Authority will focus initially on the Aerotropolis Core but will also be able to guide and assist the broader delivery of the principles identified in this Plan. The Sydney Metro Authority will focus on the planning and delivery of the first stage of the North-South Rail Link, in particular the development of land in the locality of potential future stations, depots and stabling yards.

The Department of Planning and Environment will continue to review the operation of the planning framework for the Aerotropolis and the effectiveness of new development streaming processes.

### Roles of the proposed new Authority for the Western City

- Initial focus on the Commonwealth land within the Aerotropolis to commence delivery of 200,000 jobs, over 20 years, needed for our community
- Become master planner and master developer of the Aerotropolis with a focus on delivery and implementation
- Manage infrastructure delivery and the creation of places, streets, open spaces and public areas
- Work alongside the Western Sydney Planning Partnership and the Sydney Metro Authority to streamline planning processes



## Appendices

### 8.1 Expected planning outcomes – initial precincts

Place	Aerotropolis Core
LGA	Liverpool
Total Area (Approx.)	1,055 hectares
Desirable Land Uses	Defence and aerospace, High technology industry, Education, including international and tertiary education, Professional services, Commercial offices, Food and beverage, Visitor accommodation, Entertainment/recreation, Retail, Cultural and sports facilities, Public and private health services,
Estimated Jobs (At full development)	60,000
Estimated Homes (At full development)	8,000
Key Challenges	Aircraft noise and interface with Thompsons and South Creek
Key Potential Infrastructure	North-South Rail Link South West Rail Link extension Airport Ring Road Upgrade to Fifteenth Avenue city shaping public transport corridor South Creek crossings Rehabilitation of Thompsons and South Creeks Cycle networks to airport and rest of the Aerotropolis. Rail Link between Parramatta and the Airport and Aerotropolis Core Western Parkland City Bus Interchange
Strategic Outcomes	Establishment of a successful aerospace and defence industry cluster — the Western Sydney Aerospace and Defence Industries Precinct Major centre and robust local economy built around professional services, high technology, food production and processing, health and education, creative industries Connected by high frequency public transport to other centres in Greater Sydney A centre for excellence in education including secondary and tertiary education facilities Potential for major public hospital and private hospital co-located with universities and research institutes Aviation industries on fringe of Airport Main street retail offering day-to-day and high-end shopping Entertainment quarter incorporating night life focused on South Creek with active interface Noise managed to allow a mix of uses in appropriate locations Unique city character at an urban scale Residential development is to be located along the creek lines A sustainable and resilient centre that embraces new and emerging technologies in energy, transport and water management An urban tree canopy is to be provided along open space corridors and major roads and road connections to contribute to the amenity of the area

Place	Aerotropolis Core
<b>Strategic Outcomes (continued)</b>	<p>Vibrant and liveable communities with cultural facilities, public art and creative placemaking</p> <p>Successful and vibrant places that leverage the high frequency public transport connections to the Airport and other centres in Greater Sydney</p> <p>Enable innovative approaches to resource recovery and waste management, including appropriate urban design for collection facilities</p> <p>Enable innovative approaches to sustainability outcomes including the incorporation of sustainable, adaptable and durable credentials as a key driver for the design and function of the precinct.</p>
<b>Implementation Strategies</b>	<p>Prepare detailed precinct plan including city centre master plan (Planning Partnership)</p> <p>Further investigation into potential station locations to service the centre (Sydney Metro, Transport for NSW)</p> <p>Transport for NSW will investigate transport connections to Western Sydney Airport and Aerotropolis Core including rapid bus connections to Greater Penrith, Liverpool, Blacktown and Campbelltown- Macarthur as well as train connections to St. Marys, Parramatta, Leppington and Macarthur</p> <p>Prepare a development control plan to guide built form and public domain treatment, servicing strategies and the South Creek interface Macarthur (Planning Partnership)</p> <p>Investigate economic incentives for business investment (Industry)</p> <p>Use flexible zoning to maximise diversity and attract investment (Planning Partnership and DPE)</p> <p>Deliver the 5 Million Trees program to increase urban canopy cover to 40% (DPE)</p> <p>Investigate the Development of a public art strategy for the Aerotropolis (DPE)</p>

Place	Northern Gateway
<b>LGA</b>	Penrith
<b>Total Area (Approx.)</b>	1,120 hectares
<b>Desirable Land Uses</b>	<p>Food technology and research, Food production and processing, Agribusiness, Fresh food produce markets, Warehousing and logistics, Defence and aerospace, and High technology commercial enterprise/industry, residential, education, complementary offices and retail, health services, entertainment, recreation, visitor accommodation</p> <p>Note: Desirable land uses are dependent upon noise limitations and ANEF/ANEC contours</p>
<b>Estimated Jobs (At full development)</b>	22,500+
<b>Estimated Homes (At full development)</b>	3,400+
<b>Key Challenges</b>	<p>Permeability and treatment of major infrastructure corridors to complement the landscape and topography</p> <p>Relationship to surrounding metropolitan rural area</p> <p>Aircraft Noise – ANEC and ANEF restrictions</p> <p>Flood management</p>
<b>Vision</b>	<p>The Northern Gateway will be a major airport interface, serving as a key strategic centre within the Western Economic Corridor – linking the Western Sydney Airport with the Metropolitan Cluster. The Northern Gateway will harness existing and emerging economic opportunities that are catalysed from the Western Sydney Airport. Residential development will be located in appropriate locations to ensure that Western City District residents have the opportunity to live in the 30 minute city.</p>

Place	Northern Gateway
<b>Strategic Outcomes/ Planning Priorities</b>	<p>Major airport interface with high-quality urban streetscape and development, including the public domain. Attractive entry points to reflect the main approach to the Airport</p> <p>A centre that focusses on education research and development and high technology with links to food production and processing</p> <p>Strong relationship with the underlying topography and scenic values, including South Creek corridor and Greater Sydney Green Grid, incorporating tree canopy and local open space</p> <p>Minimal conflict between airport operations and land use/development outcomes</p> <p>Implement approved Sydney Science Park</p> <p>Access points kept to a minimum from Elizabeth Drive to service private development</p> <p>Road layout and subdivision pattern supports Elizabeth Drive as an east-west city-serving corridor for moving people and goods. Collaborate with NSW Roads and Maritime on Elizabeth Drive upgrade, function and configuration (Planning Partnership)</p> <p>Residential development limited to the centre and focused on centre serving transport.</p> <p>Housing forms support the centre and where possible integrate with commercial and employment opportunities</p> <p>Educational establishments limited to the centre where accessible by public transport</p> <p>All stages and sub-precincts adopt a grid layout at the centre of public transport networks for public transport, cycling and pedestrians</p> <p>Protection of transport corridors and prevent possible conflict with adjoining land Flexible employment hubs with supporting uses that create and enhance a sense of place</p> <p>Consider interim land uses during the construction of the WSA</p> <p>Enable innovative approaches to resource recovery and waste management, including urban design for collection facilities</p> <p>Enable innovative approaches to sustainability outcomes including the incorporation of sustainable, adaptable and durable credentials as a key driver for the design and function of the precinct.</p>
<b>Implementation Strategies</b>	<p>New flexible zoning to fast-track precinct planning and attract business investment and job growth (Planning Partnership)</p> <p>Protection of transport corridors and prevent possible conflict with adjoining land use, including the North-South Rail Link and M12 (DPE)</p> <p>All stages and sub-precincts adopt a grid layout at the centre of public transport networks for public transport, cycling and pedestrians (Planning Partnership)</p> <p>Develop a public domain strategy which includes a tree replacement program along Elizabeth Drive (DPE and RMS)</p> <p>Deliver the 5 Million Trees program to increase urban canopy cover to 40%. An urban tree canopy is to be provided along open space corridors and major roads and road connections to contribute to the amenity of the area (DPE)</p> <p>Landscaped boulevards along major transport corridors, contributing to urban tree canopy and amenity, including mature trees retained along Elizabeth Drive where possible/feasible, subject to road safety considerations (Planning Partnership and DPE)</p> <p>Access points rationalised from Elizabeth Drive to service private development. Avoid direct access to development from Elizabeth Drive (Planning Partnership)</p> <p>Road layout and subdivision pattern supports Elizabeth Drive as an east-west city-serving corridor for moving people and goods. Collaborate with NSW Roads and Maritime on Elizabeth Drive upgrade, function and configuration (Planning Partnership)</p> <p>Consult with utility providers on the provision of water and electricity infrastructure (Planning Partnership and DPC)</p> <p>Prepare a public domain strategy (DPE)</p> <p>Deliver the 5 Million Trees program to increase urban canopy cover to 40%. (DPE)</p>

Place	South Creek
LGA	Liverpool and Penrith
Total Area (Approx.)	1,950 hectares
Desirable Land Uses	Open space, Recreation facilities, Pedestrian and cycle connectivity, Community facilities, and Restaurants or cafes  Some residential in appropriate areas (outside the ANEC 20 and connected to mixed use residential), can be considered above the 1:100 chance per year flood line if justified by the Sector Strategy.
Estimated Jobs (At full development)	500
Estimated Homes (At full development)	Minimal
Key Challenges	Aircraft noise Flood management
Key Potential Infrastructure	Upgrade of Elizabeth Drive Cycle networks to airport and rest of the Aerotropolis Stormwater infrastructure Potential extension to Fifteenth Avenue
Strategic Outcomes	Establishment of a landscape buffer on the western boundary utilising the Badgerys Creek corridor Appropriate and activated interface with South Creek High-quality public domain along Elizabeth Drive to reflect the main approach to the Airport Mature trees retained along Elizabeth Drive where possible/feasible Landscaped boulevard along major transport corridor, contributing to urban tree canopy and amenity Access points rationalised from Elizabeth Drive to service private development An urban tree canopy is to be provided along open space corridors and major roads and road connections to contribute to the amenity of the area Enable innovative approaches to resource recovery and waste management, including appropriate urban design for collection facilities. Enable innovative approaches to sustainability outcomes including the incorporation of sustainable, adaptable and durable credentials as a key driver for the design and function of the precinct.
Implementation Strategies	Address interface with and activation South Creek corridor through precinct planning (Planning Partnership) Identify appropriate east-west crossings of South Creek, particularly active transport connections (Planning Partnership) Prepare a public domain strategy for Elizabeth Drive (DPE and RMS) Retain mature trees along Elizabeth Drive (RMS) Deliver the 5 Million Trees program to increase urban canopy cover to 40% (DPE) Avoid direct access to development from Elizabeth Drive. (Planning Partnership)

## 8.2 Outline of the proposed State Environmental Planning Policy (SEPP)

The proposed SEPP will include new planning provisions to apply to the Aerotropolis.

### Three land use zones

**Infrastructure Zone** will apply to new and existing road and rail corridors and will facilitate necessary transport, education and health infrastructure provision.

**Environment Zone** will apply to high environmental value land or land identified for protection and will allow for development compatible with the protection of the environment.

**Urban Development Zone (UDZ)** will apply to developable lands. For urban development to be 'unlocked', consistency with the LUIP will need to be approved by the Secretary of the Department of Planning and Environment. Planning proposals to rezone land must be consistent with the LUIP and relevant provisions of the SEPP. Until the land is rezoned, the underlying planning controls of the relevant local environmental plan will continue to apply, although the SEPP will ensure uses approved are consistent with or don't interfere with the achievement of the LUIP.

### Exempt and complying development

The proposed SEPP will incorporate expanded opportunities to utilise complying development, with additional categories for development to initially target early works, enabling works, and placeholder development such as warehousing and light industry.

### Principal development standards

#### Minimum subdivision lots

It is proposed that there will be no minimum lot sizes for housing.

Lot size will be determined on merit at the development application stage with consideration of the applicable Development Control Plan (DCP), the maximum density permissible and the allotment cap proposed in the SEPP.

#### Height of buildings

The purpose of the maximum building height controls is to control the scale of development. The height controls proposed relate to desired densities in a scale of building that is consistent with the expected pattern of development, while considering the operational airspace of Western Sydney Airport. Increased building heights have been proposed where greater densities are possible to support development within the proposed centres.

#### Dwelling density

The purpose of minimum and maximum density controls is to establish density requirements which ensure that there is efficient use of land. It ensures that new communities are supported by infrastructure which meets the needs of the incoming population.

#### Miscellaneous provisions

Including controls relating to land acquisition, development near zone boundaries, preservation of trees or vegetation, and heritage conservation.

#### Airspace and aircraft noise provisions

The SEPP will include controls to protect airspace and safeguard the community from noise related impacts from the airport.

The implications of the OLS Chart for the Airport have been mapped and appropriate development controls will be imposed to protect airspace. As the Airport gets closer to operations additional airspace surfaces such as the PANS-OPS (Procedures for Air Navigation Services – Aircraft Operations) will also be mapped.

Any encroachment into operational airspace for Western Sydney Airport will require Commonwealth approval. The Commonwealth approvals framework is set out under Part 12 of the Airports Act 1996.

New residences will be prevented from being developed in the higher noise zone (above ANEC/ANEF 20) around the Airport. This restriction is one of the most important factors in protecting the new Aerotropolis community from potential noise-related impacts of airport operations.

Development up to the 20 ANEC/ANEF contour will need to adopt appropriate design and construction standards to reduce any further potential for aircraft noise impacts.

#### Additional local provisions

A range of additional local provisions including infrastructure and biodiversity protection, earthworks, specific incentive provisions such as short-term sunset clauses to support interim land uses, specific provisions for accelerated precincts, and airspace controls.

### Precinct specific appendices

The release of precincts will be staged, beginning with the three initial precincts in the Interim Plan, in line with anticipated infrastructure delivery and market demand.

More detailed development controls will be developed at during precinct planning through indicative layout plans.

### Consent authority

The consent authority in the SEPP will be Council unless the development is nominated as State or regional development.

### Corridor protection mechanisms

The Aerotropolis contains several planned infrastructure corridors. The Department of Planning and Environment is working closely with Transport for NSW to identify the alignment of each corridor to effectively plan for corridor protection. A Section 9.1 Direction will be implemented to ensure the protection of these corridors from inappropriate development and preserve opportunities for their future implementation. The proposed SEPP will be consistent with the Section 9.1 Direction.

### Ongoing review and referral

The proposed SEPP will include provisions requiring mandatory periodic review of the instrument. The proposed SEPP may also require that a review be undertaken once more detailed planning is completed for Western Sydney Airport. This review will involve mandatory referral to relevant stakeholders, including councils, the Greater Sydney Commission, WSA Co and the proposed new Authority.

## 8.3 Principles for planning of subsequent precincts

As a general principle, planning for subsequent precincts will be informed based on a series of market and industry studies against their geographic and locational characteristics. It will also take account of population projections to ensure staging of rezoning and investment in line with service needs.

### Mamre Road – Key features

The Mamre Road Precinct is affected by aircraft noise and is not suitable for noise sensitive land uses. It is connected to the Western Sydney Employment Area and the potential Western Sydney Freight Line. It will therefore be planned for uses such as a warehousing and logistics precinct, forming an extension of the Western Sydney Employment Area. This precinct could present potential opportunities for an intermodal terminal serviced by the planned Western Sydney Freight Line.

### North Luddenham – Key features

The North Luddenham Precinct will leverage from its proximity to the Outer Sydney Orbital, the Agricultural and Agribusiness Precinct and Western Sydney Airport to be an area focussed on uses such as high technology and research and development associated with food production and processing.

### Badgerys Creek – Key features

Directly adjoining the Airport to the east and Aerotropolis Core to the south, the Badgerys Creek precinct will support airport operations and the new urban centre. Affected by aircraft noise, it is not suitable for noise sensitive land uses. However, it will meet demand for a range of employment generating uses that do not require or benefit from direct access to public transport but which would benefit from proximity to airport operations and the new urban centre. Residential development is not appropriate.

### Kemps Creek – Key features

The Kemps Creek Precinct will be a new, flexible employment development connected to residential communities in the south, Aerotropolis Core, the Airport and other centres such as Liverpool CBD. The precinct is appropriate for mixed business development such as smaller innovative and creative industries that seek more affordable, out of centre accommodation with accessibility and amenity.

### Rossmore – Key features

Situated on the eastern side of South Creek in the south of the Aerotropolis, Rossmore Precinct will be the largest concentration of mixed living communities.

Development on Fifteenth Avenue will typically be up to six storeys along the corridor, stepping up to a maximum of eight storeys, achieving densities of 65 to 80 dwellings per hectare, recognising a centre serving transport network. A variety of local centres along the route will provide small supermarkets, essential retail and community services. Further investigation is to be undertaken regarding the role of Fifteenth Ave as a transit corridor which may lead to further opportunities for higher density centres.

To capitalise on the amenity of the waterways, residential development of 45 to 65 dwellings per hectare, in two to four-storey articulated buildings will fringe the creeks, along with other community uses such as schools and community facilities. Local centres will be positioned to maximise the riparian lands, encouraging activity and providing surveillance and public safety.

**Agriculture and Agribusiness Precinct – Key features**

The Agriculture and Agribusiness Precinct will skirt the western edge of the Airport and support the long-term retention and growth of agriculture and agribusiness in the Western City. This area will support the transition of existing agriculture in the area, as well as the development of new agricultural opportunities.

It will build on existing, successful agricultural operations on these lands, proximity to the Airport, compatibility with airport operations and associated landscape benefits of retaining open lands between The Northern Road and the Outer Sydney Orbital as a peri-urban fringe of Sydney.

The Precinct will capitalise on growing local and international demand for fresh food. It offers a reliable water supplies, good soils, available farm labour, and proximity to markets. Agribusiness in NSW and the potential for fresh food markets within the aerotropolis would benefit from easy access to the Airport to move fresh food product to direct flights to international markets. Fresh food businesses in the aerotropolis will have the opportunity to expand into high precision and traditional agriculture.

It is envisaged, that following the completion of a feasibility study, the size and location of an agri-port will be identified within this precinct. The agri-port will benefit from its proximity to the Western Sydney Airport and road and rail freight lines. The agri-port will provide for the movement of fresh food products and commodities.

Development within the agriculture or agribusiness lands may include:

- ongoing agriculture production such as dairying and poultry farming
- intensive horticulture such as mushroom and tomato farming
- food processing
- food research and technology.

The precinct should be complementary and not diminish or impact upon the effective ongoing agriculture and industry operations (and their important clusters) and viability within the surrounding area, both now and in to future. This includes being considerate of biosecurity, water access and demand, competition and land use conflict. The transition of existing agricultural lands to alternative uses is not envisaged in current planning. However, these issues will be considered as long-term planning for the Aerotropolis is reviewed and monitored. Residential development opportunities are only appropriate if ancillary to agriculture.







Land Use and Infrastructure and Implementation Plan 63

# Glossary

## Aerotropolis

An Aerotropolis is a metropolitan area whose infrastructure, land-use and economy are centred on the airport and includes the outlying corridors, and aviation orientated business and residential development that benefit from each other and their accessibility to the airport.

See **Western Sydney Aerotropolis**

## Aerotropolis Core

This is the central city at the core of the Aerotropolis activity associated with Western Sydney Airport. The combination of uses, activities, development and places are reliant on and complementary to the operation of a global airport.

## Australian Noise Exposure concept (ANEC)

Anticipated forecasts of future noise exposure patterns based on indicative flight paths around an airport that constitute the contours.

## Australian Noise Exposure Forecast (ANEF)

Approved forecasts of future noise exposure patterns around an airport that constitute the contours on which land use planning authorities base their controls.

## Biodiversity onsets

Measures that compensate for the adverse impacts of an action, such as clearing for development. Biodiversity offsets protect and manage biodiversity values in one area in exchange for impacts on biodiversity values in another.

## Greater Sydney Region

Means the region comprising the local government areas within the boundary shown on the map in Schedule 1 of the Greater Sydney Commission Act 2015.

## Growth area

Identified by the NSW Government as major greenfield development areas.

## Local centre

Smaller-scale places that vary from a few shops on a corner to a vibrant main street and generally serve a local population.

## Local Environmental Plan (LEP)

A statutory spatial plan comprising planning controls to determine the type and amount of development that can occur on a parcel of land. In the Greater Sydney Region, LEPs can be made by the Minister for Planning or the Greater Sydney Commission.

## Obstacle Limitation Surface (OLS)

Designed to protect aircraft flying in visual conditions close to an airport by defining a volume of airspace to be protected from development, primarily modelled on the layout and configuration of proposed runways.

## Planned precinct

A planned approach to growth, with new homes and jobs close to public transport, shops and services, while retaining and enhancing a community's character.

## Procedures for Air Navigation Services — Aircraft Operations Surfaces (PANS OPS)

The primary surface for protecting aircraft operating under non-visual (instrument guided) conditions generally located above the OLS. Separate procedures for each runway and for the type of navigation system being used and the multiple surfaces are combined to form the PANS OPS.

## State Environmental Planning Policy (SEPP)

A statutory plan, typically prepared by the NSW Department of Planning and Environment and endorsed by the Minister for Planning that can be a spatial plan for particular land in NSW and/or set policy that applies to particular land or all land in NSW.

## Strategic centre

The role of strategic centres, set out in *A Metropolis of Three Cities* states "Strategic centres vary in size, location and mix of activities. They enable access to a wide range of goods, services and jobs. Strategic centres are expected to accommodate high levels of private sector investment, enabling them to grow and evolve. They will become increasingly important parts of the region's structure."

**Western Economic Corridor**

The Greater Sydney Commission’s Western Sydney District Plan identifies that the emerging Western Parkland City and the Western Sydney Airport and the Aerotropolis will grow a strong trade, logistics, advanced manufacturing, health, education and science economy to create a new Western Economic Corridor that will be the most connected place in Australia.

**Western Parkland City Metropolitan Cluster**

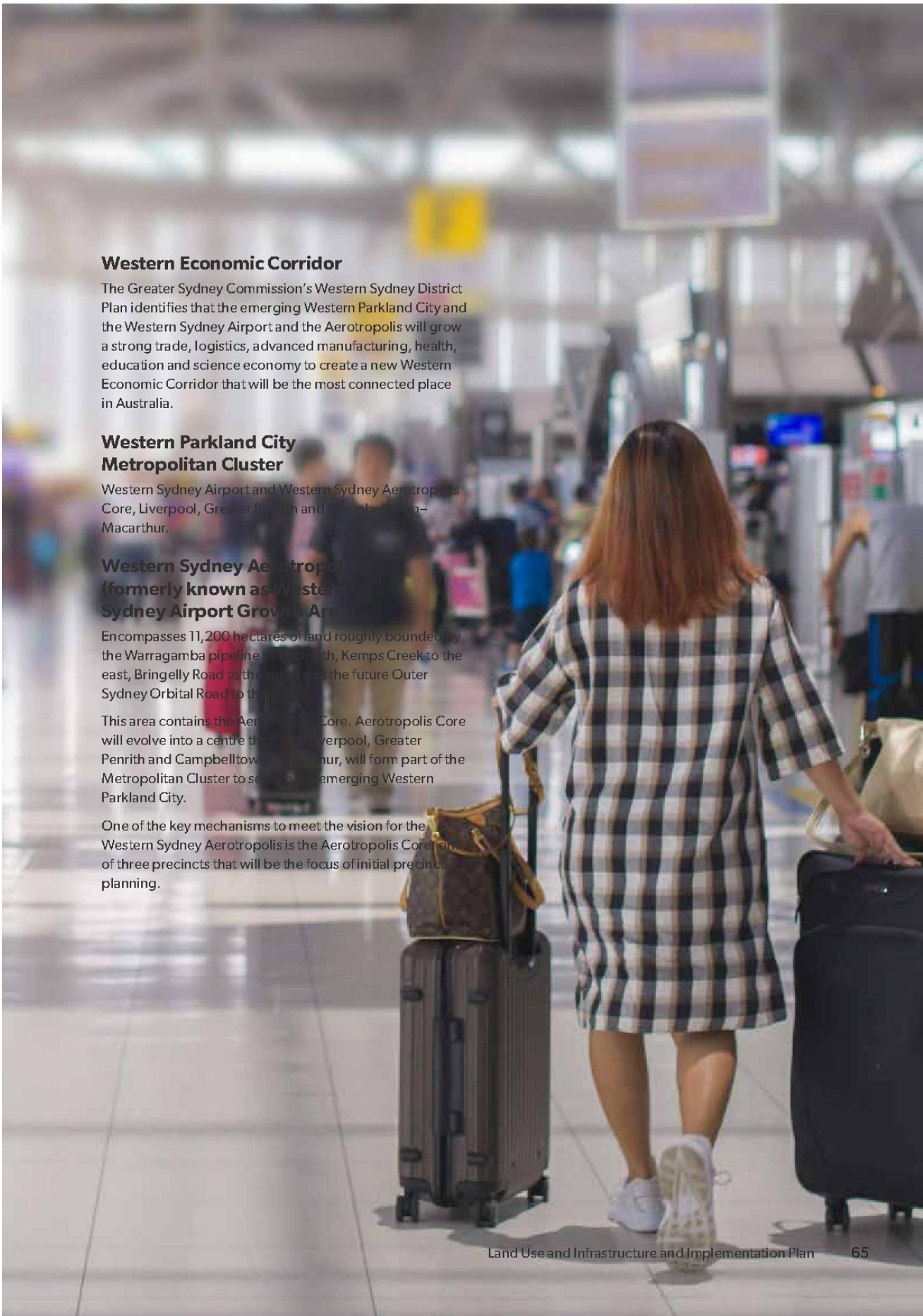
Western Sydney Airport and Western Sydney Aerotropolis Core, Liverpool, Greater Penrith and Campbelltown-Macarthur.

**Western Sydney Aerotropolis Core (formerly known as Western Sydney Airport Growth Area)**

Encompasses 11,200 hectares of land roughly bounded by the Warragamba pipeline to the north, Kemps Creek to the east, Bringelly Road to the south and the future Outer Sydney Orbital Road to the west.

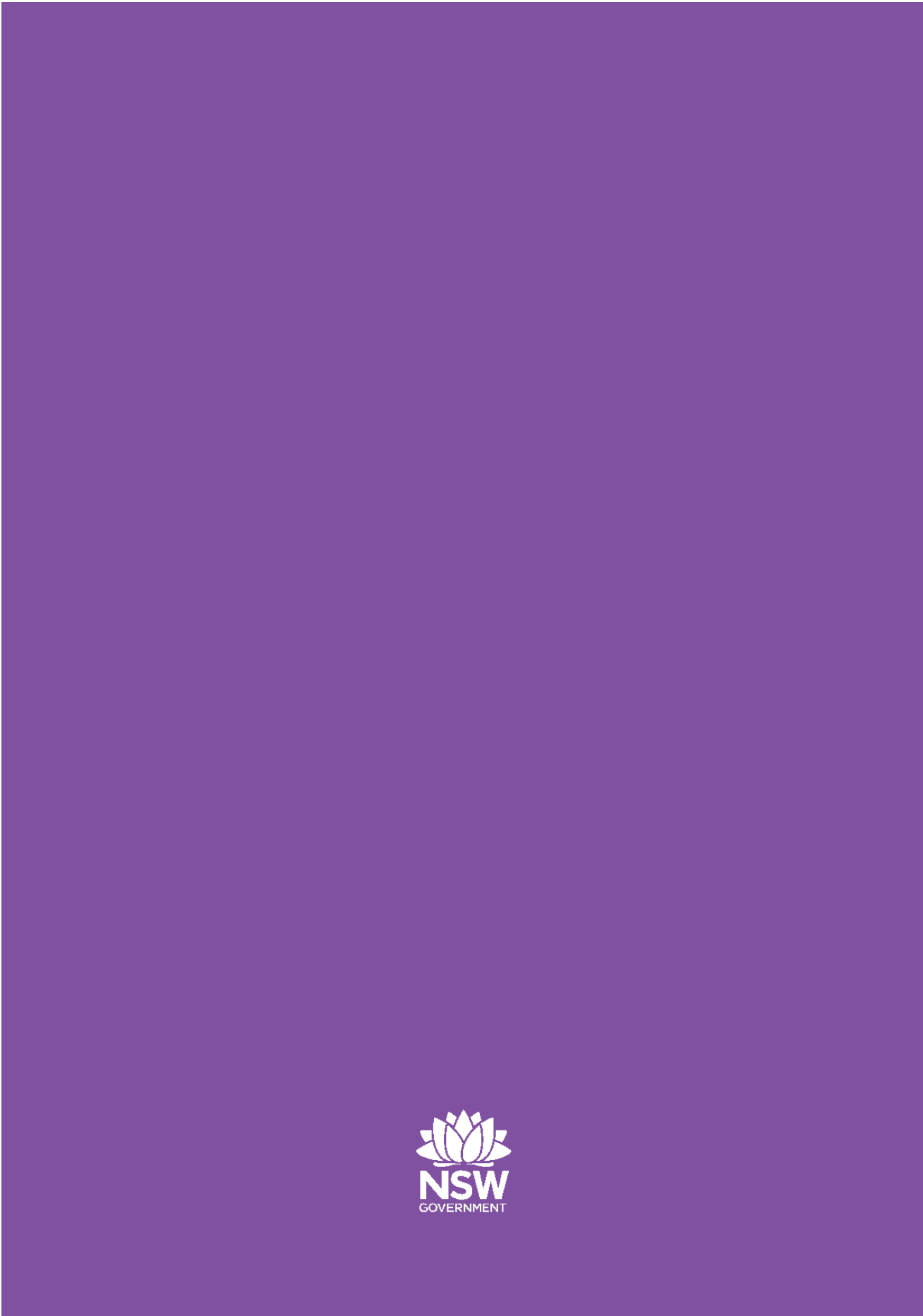
This area contains the Aerotropolis Core. Aerotropolis Core will evolve into a centre that will include Liverpool, Greater Penrith and Campbelltown. Macarthur, will form part of the Metropolitan Cluster to serve the emerging Western Parkland City.

One of the key mechanisms to meet the vision for the Western Sydney Aerotropolis is the Aerotropolis Core of three precincts that will be the focus of initial precinct planning.



ORD02

Attachment 2



# Western Sydney Aerotropolis

## Stage 1 Plan

### Frequently Asked Questions

August 2018

#### What is the Western Sydney Aerotropolis?

- The Western Sydney Aerotropolis (formerly Western Sydney Airport Growth Area) is an area of approximately 11,200 hectares surrounding the Western Sydney Airport site in Badgerys Creek.
- The new Western Sydney Airport will bring key infrastructure delivery, improved transport connectivity, and new jobs, presenting a unique opportunity to plan for and support development around a new economic centre.
- In collaboration with local councils, other state and federal agencies, the Department has released a high-level plan to secure a long-term supply of land that will support a diverse range of employment and housing.

#### What is planned for the Western Sydney Aerotropolis?

- There are already several key pieces of infrastructure planned for the Western Sydney Aerotropolis, including the new Western Sydney Airport, M12 Motorway, Outer Sydney Orbital (motorway and freight rail line), South West Rail Link extension, North-South Rail and Western Sydney Freight Line.
- The Federal and State governments, working with local councils are planning to leverage from these projects to facilitate industrial, commercial and residential development in appropriate locations to enable people to live close or easily connect to their workplace. The existing waterway system of South Creek presents a unique opportunity to provide high quality open space and natural amenity in the area.

#### What is the Stage 1 Land Use and Infrastructure Implementation for the Western Sydney Aerotropolis?

- The Stage 1 Plan is a high-level vision for how the Western Sydney Aerotropolis might take shape. It identifies potential land uses and the sequence of development surrounding the new Western Sydney Airport.
- Land uses for the Western Sydney Aerotropolis have been strategically planned around the new Western Sydney Airport, to ensure opportunities such as tourism, high technology commercial operations and new and innovative businesses are maximised and impacts, such as aircraft noise, are minimised.
- The Department is working in consultation with local councils and other state and federal government agencies through a new Planning Partnership to refine the plan and ensure a coordinated approach to planning that will deliver benefits to all stakeholders and the community.



# Western Sydney Aerotropolis

## Stage 1 Plan

### Frequently Asked Questions

August 2018

The Planning Partnership is a new approach to collaborative planning identified in the Western Sydney City Deal.

#### What employment opportunities are planned for the Western Sydney Aerotropolis?

- The Aerotropolis will contribute to 200,000 new jobs for Western Sydney over the next 20 years.
- The cornerstone of economic growth in the Western Sydney Aerotropolis is the new airport, opening opportunities for jobs in tourism, hospitality, technology, research and innovation, warehouse and logistics, manufacturing, retail, agribusiness and aviation industries.
- The plan proposes land uses that will ensure the long-term supply of jobs in the Western Sydney Aerotropolis and maximise links to nearby centres such as Liverpool, Penrith and Campbelltown-Macarthur to connect existing and future residents to more jobs.

#### What is the time frame for developing the Western Sydney Aerotropolis?

- The Aerotropolis will develop over time. The Aerotropolis Core, Northern Gateway and South Creek precincts will be the focus for the next five years.
- These precincts have been identified in recognition of the growth and open space opportunities enabled by major government infrastructure to support development, particularly the Western Sydney Airport, the proposed first stage of the North South Rail Link and the Western Sydney Infrastructure Plan.
- The South Creek precinct will also be developed to create the central parkland for the Aerotropolis and the broader Western Parkland City.

#### How does the new airport influence planning for the Western Sydney Aerotropolis?

- The Western Sydney Aerotropolis embraces the transformational potential of a 24-hour international airport to create a thriving new economic hub.
- Planning work considers how to maximise opportunities to deliver new jobs, infrastructure and services to support existing and new residents while allowing the safe and effective operation of the airport.
- The land uses proposed in the Stage 1 Plan work around the requirements and operation of the airport to ensure community safety and amenity as well as airspace protection.



# Western Sydney Aerotropolis

## Stage 1 Plan

### Frequently Asked Questions

ORD02

August 2018

#### Will aircraft noise affect planning and development?

- Land use within the Western Sydney Aerotropolis has been planned to manage the impacts of aircraft noise.
- Residential housing will be located further from the airport in the areas least impacted by aircraft noise, with commercial and industrial uses located closer to the airport.
- The Australian Noise Exposure Forecast (ANEF) is the standard used to address aircraft noise through land use planning. According to this standard, residential development is allowed in contours up to 25. The Stage 1 Plan proposes a much stricter limit for residential development of contours up to 20.

#### Will the community have a chance to have their say?

- The Stage 1 Land Use and Infrastructure Implementation Plan for the Western Sydney Aerotropolis is now on exhibition and we are keen to hear your feedback.
- You can find out more about the plan and talk to the team at one of our drop-in sessions:

Location	Date	Time
Bringelly Community Centre 5 Greendale Rd, Bringelly NSW 2556	Thursday, 6 September	Drop in any time between 4pm-7pm
Twin Creeks Golf & Country Club 2/8 Twin Creeks Dr, Luddenham NSW 2745	Monday, 10 September	Drop in any time between 4pm-7pm
Bringelly Community Centre 5 Greendale Rd, Bringelly NSW 2556	Saturday, 15 September	Drop in any time between 10am-1pm

- You can also make a submission until 12 October 2018. You can view the plan and provide feedback online at [planning.nsw.gov.au/aerotropolis](http://planning.nsw.gov.au/aerotropolis)
- All submissions will be made public in line with the Department's objective to promote an open and transparent planning system. If you do not want your name published, please state this clearly at the top of your submission. Before making a submission, please read our privacy statement at: [planning.nsw.gov.au/privacy](http://planning.nsw.gov.au/privacy)



Attachment 3

# Western Sydney Aerotropolis

## Stage 1 Plan

Frequently Asked Questions

August 2018

### Where can I find out more

- For more information, call 1300 305 695 and ask for the Department's Aerotropolis Activation Team.
- If English isn't your first language, please call 131 450. Ask for an interpreter in your language and then request to be connected to our Information Centre on 1300 305 695.

### What are the next steps?

- Over the next few months, the Department will be working with the Councils through the Planning Partnership towards the following activities:
  - Develop contributions plans (state and local) to allow for the delivery of key infrastructure;
  - Develop a SEPP (State Environmental Planning Policy) for Western Sydney Aerotropolis;
  - Consider all responses to the plan received during exhibition and use these to inform the final Land Use and Infrastructure Implementation Plan;
  - Work with local councils, other state and federal government agencies, landowners and the community to prepare the final LUIP which provides a basis for rezoning of lands to facilitate development.





## Camden Council

### General Purpose Financial Statements

for the year ended 30 June 2018

### Statement by Councillors and Management

made pursuant to Section 413(2)(c) of the *Local Government Act 1993 (NSW)* (as amended)

The attached General Purpose Financial Statements have been prepared in accordance with:

- the *Local Government Act 1993 (NSW)* (as amended) and the regulations made thereunder,
- the Australian Accounting Standards and other pronouncements of the Australian Accounting Standards Board
- the Local Government Code of Accounting Practice and Financial Reporting.

To the best of our knowledge and belief, these financial statements:

- present fairly the Council's operating result and financial position for the year,
- accord with Council's accounting and other records.

We are not aware of any matter that would render these statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 23 October 2018.

---

Councillor Peter Sidgreaves  
Mayor  
23 October 2018

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Councillor Theresa Fedeli  
Deputy Mayor  
23 October 2018

---

Ron Moore  
General Manager  
23 October 2018

---

Paul Rofe  
Responsible Accounting Officer  
23 October 2018

## Camden Council

### Special Purpose Financial Statements for the year ended 30 June 2018

#### Statement by Councillors and Management made pursuant to the Local Government Code of Accounting Practice and Financial Reporting

The attached Special Purpose Financial Statements have been prepared in accordance with:

- NSW Government Policy Statement 'Application of National Competition Policy to Local Government',
- The Office of Local Government Guidelines 'Pricing and Costing for Council Businesses – A Guide to Competitive Neutrality',
- The Local Government Code of Accounting Practice and Financial Reporting,

To the best of our knowledge and belief, these financial statements:

- present fairly the operating result and financial position for each of Council's declared business activities for the year, and
- accord with Council's accounting and other records.

We are not aware of any matter that would render these statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 23 October 2018.

---

Councillor Peter Sidgreaves  
Mayor  
23 October 2018

---

Councillor Theresa Fedeli  
Deputy Mayor  
23 October 2018

---

Ron Moore  
General Manager  
23 October 2018

---

Paul Rofe  
Responsible Accounting Officer  
23 October 2018



**Investment Summary Report  
September 2018**

**Camden Council**

Executive Summary - September 2018



**Investment Holdings**

	Amount (\$)	Current Yield (%)
Cash	11,500,000.00	1.60
Term Deposit	116,200,000.00	3.09
	<b>127,700,000.00</b>	

**Detailed Maturity Profile**

	Amount (\$)	
00. Cash + Managed Funds	11,500,000	9%
01. Less Than 30 Days	14,000,000	1.1%
02. Between 30 Days and 60 Days	13,000,000	10%
03. Between 60 Days and 90 Days	12,500,000	10%
04. Between 90 Days and 180 Days	36,200,000	28%
05. Between 180 Days and 365 Days	11,000,000	9%
06. Between 365 Days and 3 Years	16,000,000	13%
07. Between 3 Years and 5 Years	13,500,000	1.1%
	<b>127,700,000</b>	

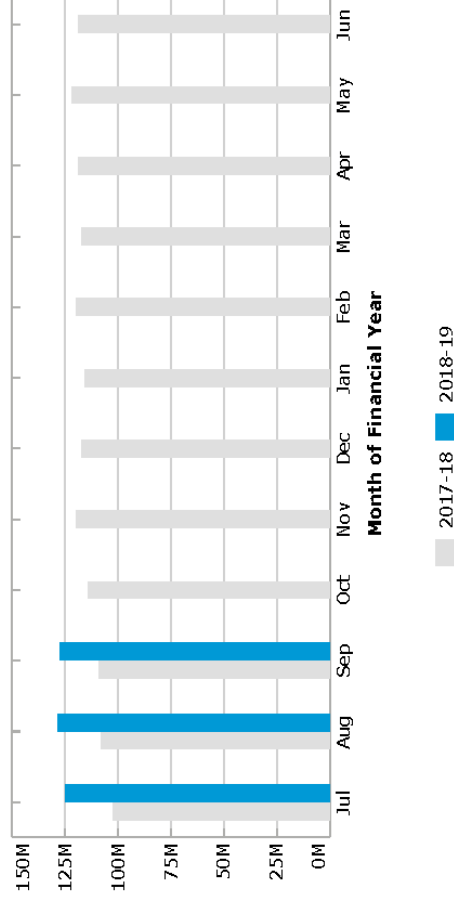
*Percentages in this report may not add up to 100% due to rounding*

**Sources of Funds**

	Amount (\$)
Section 7.11 Developer Contributions	66,000,000
Restricted Grant Income	1,400,000
Externally Restricted Reserves	13,500,000
Internally Restricted Reserves	25,000,000
Camden Regional Economic Taskforce	335,000
General Fund	21,465,000
<b>Total Funds Invested</b>	<b>127,700,000</b>

Council's investment portfolio has decreased by \$1.0m since the August reporting period, the decrease primarily relates to the payments for capital works. The source of funds invested are indicative only, due to Council's annual financial reports still being finalised for 30 June 2018.

**Investment Portfolio Balance**



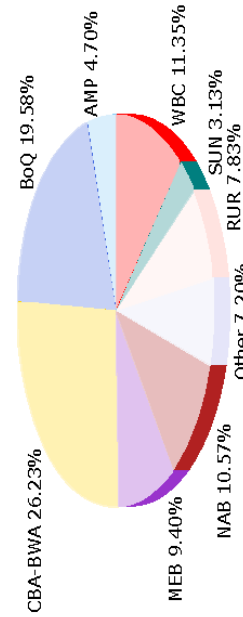
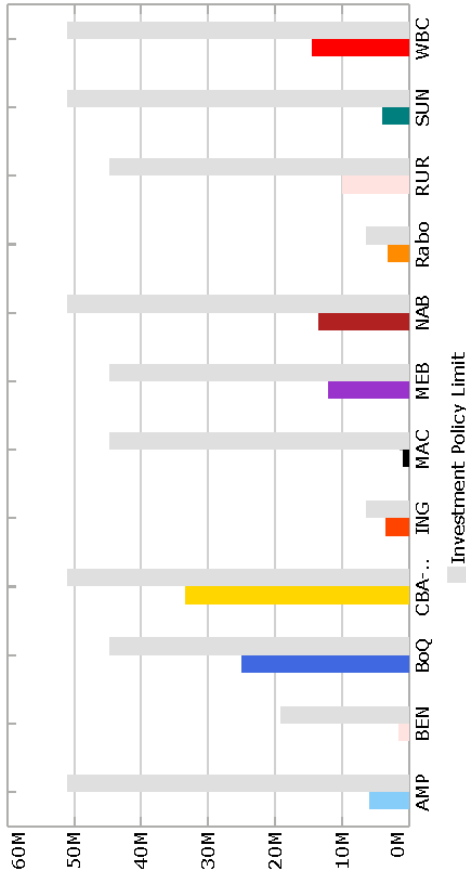


**Camden Council**  
Individual Institutional Exposures Report - September 2018

Individual Institutional Exposures

Parent Group	Exposure (\$M)	Credit Rating	Policy Limit	Actual	Capacity
AMP Bank	6.00M	A-1, A	40.00%	4.70%	45.08M
Bank of Queensland	25.00M	A-2, BBB+	35.00%	19.58%	19.70M
Bendigo and Adelaide Bank	1.50M	A-2, BBB+	15.00%	1.17%	17.66M
Commonwealth Bank of Australia	33.50M	A-1+, AA-	40.00%	26.23%	17.58M
ING Group (Foreign Sub)	3.50M	A-1*, A+*	5.00%	2.74%	2.88M
Macquarie Group	1.00M	A-1, A	35.00%	.78%	43.70M
Members Equity Bank	12.00M	A-2, BBB	35.00%	9.40%	32.70M
National Australia Bank	13.50M	A-1+, AA-	40.00%	10.57%	37.58M
Rabobank Aus (Foreign Sub)	3.20M	A-1*, A+*	5.00%	2.51%	3.19M
Rural Bank	10.00M	A-2, BBB+	35.00%	7.83%	34.70M
Suncorp Bank	4.00M	A-1, A+	40.00%	3.13%	47.08M
Westpac Group	14.50M	A-1+, AA-	40.00%	11.35%	36.58M
	<b>127.70M</b>				

Individual Institutional Exposure Charts



\*Council's investment policy limits investments in foreign subsidiary banks which are monitored by APRA to a maximum 5% of the total portfolio in any single entity

Council's portfolio is within its individual institutional investment policy limits.  
Council's portfolio is within its term to maturity investment policy limits.  
Council's portfolio complies with the NSW Ministerial Investment Order.



**Camden Council**  
Performance Summary - September 2018

**Interest Summary**

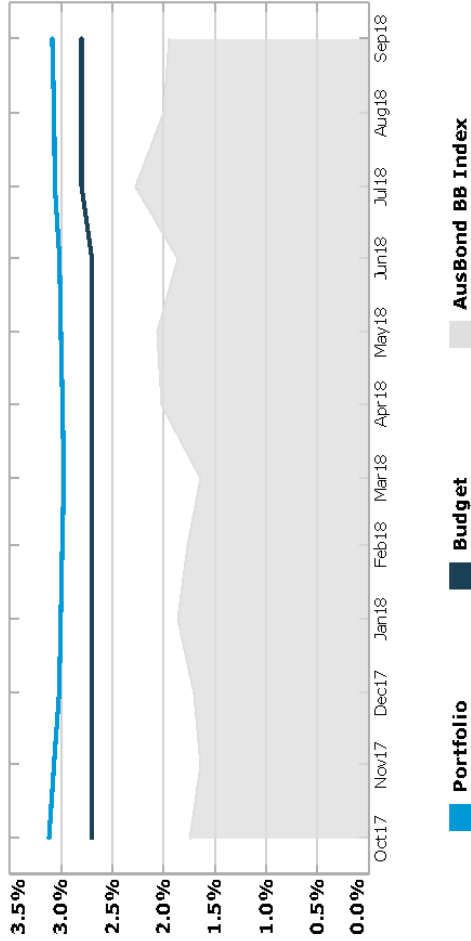
Interest Summary as of September 2018	
Number of Investments	92
Average Days to Maturity	312
Weighted Portfolio Yield	3.09%
CBA Call Account	1.60%
Highest Rate	5.10%
Lowest Rate	2.54%
Budget Rate	2.80%
Average BBSW (30 Day)	1.85%
Average BBSW (90 Day)	1.93%
Average BBSW (180 Day)	2.12%
Official Cash Rate	1.50%
AusBond Bank Bill Index	1.94%

**Interest Received During the 2018/2019 Financial Year**

	September	Cumulative	Original Budget	* Revised Budget
General Fund	\$133,526	\$400,986	\$1,450,000	\$1,450,000
Restricted	\$181,023	\$548,598	\$1,230,000	\$1,230,000
<b>Total</b>	<b>\$314,549</b>	<b>\$949,584</b>	<b>\$2,680,000</b>	<b>\$2,680,000</b>

\*The Revised Budget is reviewed on a quarterly basis as part of the Budget Process

**Investment Performance**



**Historical Performance Summary**

	Portfolio	AusBond BB Index	Outperformance
Sep 2018	3.09%	1.94%	1.15%
Last 3 Months	3.07%	2.06%	1.01%
Last 6 Months	3.04%	2.02%	1.02%
Financial Year to Date	3.07%	2.06%	1.01%
Last 12 months	3.03%	1.87%	1.16%

**Investment Performance**

Council's portfolio returned 3.09%pa on a weighted average yield basis during September. This compares favourably with the Ausbond Bank Bill Index's return of 1.94%pa for the month.



## Camden Council Investment Holdings Report - September 2018

<b>Cash Accounts</b>						
Amount (\$)	Current Yield	Institution	Credit Rating	Amount (\$)	Deal No.	Reference
11,500,000.00	1.60%	Commonwealth Bank of Australia	A-1+	11,500,000.00	535548	
<b>11,500,000.00</b>						

<b>Term Deposits</b>										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
2-Oct-18	1,500,000.00	2.75%	Suncorp Bank	A-1	30-Apr-18	1,517,404.11	536557	17,404.11	At Maturity	3090
3-Oct-18	1,500,000.00	2.66%	National Australia Bank	A-1+	2-May-18	1,516,615.89	536569	16,615.89	At Maturity	3091
8-Oct-18	1,000,000.00	2.70%	Bankwest	A-1+	2-May-18	1,011,243.84	536570	11,243.84	At Maturity	3092
8-Oct-18	500,000.00	2.70%	Commonwealth Bank of Australia	A-1+	8-May-18	505,400.00	536626	5,400.00	At Maturity	3093
10-Oct-18	1,000,000.00	2.67%	Bank of Queensland	A-2	9-May-18	1,010,606.85	536627	10,606.85	At Maturity	3094
15-Oct-18	500,000.00	2.67%	Bank of Queensland	A-2	14-May-18	505,120.55	536632	5,120.55	At Maturity	3096
15-Oct-18	1,000,000.00	2.67%	Bank of Queensland	A-2	16-May-18	1,010,094.79	536639	10,094.79	At Maturity	3097
17-Oct-18	1,500,000.00	2.67%	Bank of Queensland	A-2	21-May-18	1,514,593.56	536649	14,593.56	At Maturity	3098
22-Oct-18	1,000,000.00	2.64%	National Australia Bank	A-1+	23-May-18	1,009,475.07	536656	9,475.07	At Maturity	3099
22-Oct-18	500,000.00	2.65%	National Australia Bank	A-1+	4-Jun-18	504,319.86	536696	4,319.86	At Maturity	3105
24-Oct-18	1,500,000.00	2.54%	Commonwealth Bank of Australia	A-1+	26-Feb-18	1,522,651.23	536310	22,651.23	At Maturity	3071
24-Oct-18	1,000,000.00	2.65%	AMP Bank	A-1	25-May-18	1,009,365.75	536663	9,365.75	At Maturity	3100
29-Oct-18	1,500,000.00	2.72%	Rural Bank	A-2	28-May-18	1,514,084.38	536664	14,084.38	At Maturity	3101
1-Nov-18	2,500,000.00	5.00%	Bank of Queensland	A-2	4-Nov-13	2,612,671.23	535476	112,671.23	Annually	2653
5-Nov-18	1,500,000.00	2.76%	Rural Bank	A-2	30-May-18	1,514,064.66	536670	14,064.66	At Maturity	3102
7-Nov-18	1,000,000.00	2.80%	Rural Bank	A-2	10-May-18	1,011,046.58	536628	11,046.58	At Maturity	3094
12-Nov-18	1,000,000.00	2.73%	Bank of Queensland	A-2	1-Jun-18	1,009,124.93	536689	9,124.93	At Maturity	3104
12-Nov-18	500,000.00	2.75%	Rural Bank	A-2	5-Jun-18	504,445.21	536705	4,445.21	At Maturity	3106
14-Nov-18	1,000,000.00	2.60%	Bank of Queensland	A-2	16-Feb-18	1,016,169.86	536241	16,169.86	At Maturity	3068
19-Nov-18	500,000.00	2.75%	Rural Bank	A-2	5-Jun-18	504,445.21	536706	4,445.21	At Maturity	3107

Page 5 of 8.



**Camden Council**  
Investment Holdings Report - September 2018

<b>Term Deposits</b>										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
21-Nov-18	1,000,000.00	2.60%	Bank of Queensland	A-2	22-Feb-18	1,015,742.47	536261	15,742.47	At Maturity	3070
22-Nov-18	1,000,000.00	5.10%	Bank of Queensland	A-2	25-Nov-13	1,043,035.62	535477	43,035.62	Annually	2661
26-Nov-18	1,500,000.00	2.75%	National Australia Bank	A-1+	12-Jun-18	1,512,544.52	536740	12,544.52	At Maturity	3108
28-Nov-18	1,500,000.00	2.80%	Suncorp Bank	A-1	13-Jun-18	1,512,657.53	536743	12,657.53	At Maturity	3109
3-Dec-18	1,000,000.00	2.80%	Suncorp Bank	A-1	18-Jun-18	1,008,054.79	536754	8,054.79	At Maturity	3110
5-Dec-18	1,000,000.00	2.80%	National Australia Bank	A-1+	25-Jun-18	1,007,517.81	536785	7,517.81	At Maturity	3113
10-Dec-18	2,000,000.00	2.80%	National Australia Bank	A-1+	27-Jun-18	2,014,728.77	536801	14,728.77	At Maturity	3114
12-Dec-18	1,500,000.00	2.60%	Bank of Queensland	A-2	13-Dec-17	1,531,200.00	536086	31,200.00	At Maturity	3047
12-Dec-18	1,000,000.00	2.80%	National Australia Bank	A-1+	2-Jul-18	1,006,980.82	536807	6,980.82	At Maturity	3115
12-Dec-18	1,000,000.00	2.80%	Bankwest	A-1+	2-Jul-18	1,006,980.82	536808	6,980.82	At Maturity	3116
17-Dec-18	3,000,000.00	2.80%	Bankwest	A-1+	2-Jul-18	3,020,942.47	536810	20,942.47	At Maturity	3117
17-Dec-18	1,000,000.00	2.79%	Bankwest	A-1+	4-Jul-18	1,006,803.01	536825	6,803.01	At Maturity	3118
20-Dec-18	1,000,000.00	2.60%	National Australia Bank	A-1+	28-Feb-18	1,015,315.07	536317	15,315.07	At Maturity	3073
2-Jan-19	2,000,000.00	2.62%	Commonwealth Bank of Australia	A-1+	3-Jan-18	2,038,905.21	536117	38,905.21	At Maturity	3053
2-Jan-19	1,000,000.00	2.60%	Commonwealth Bank of Australia	A-1+	7-Mar-18	1,014,816.44	536366	14,816.44	At Maturity	3076
9-Jan-19	1,500,000.00	2.65%	Rural Bank	A-2	9-Jan-18	1,528,859.59	536128	28,859.59	At Maturity	3055
10-Jan-19	1,500,000.00	2.80%	National Australia Bank	A-1+	9-Jul-18	1,509,665.75	536832	9,665.75	At Maturity	3119
14-Jan-19	1,500,000.00	2.80%	Bankwest	A-1+	11-Jul-18	1,509,435.62	536839	9,435.62	At Maturity	3120
16-Jan-19	1,500,000.00	2.85%	ME Bank	A-2	13-Jul-18	1,509,369.86	536844	9,369.86	At Maturity	3121
21-Jan-19	2,000,000.00	2.85%	AMP Bank	A-1	21-Jun-18	2,015,928.77	536764	15,928.77	At Maturity	3111
23-Jan-19	1,000,000.00	2.85%	AMP Bank	A-1	25-Jun-18	1,007,652.05	536784	7,652.05	At Maturity	3112
29-Jan-19	1,500,000.00	2.85%	ME Bank	A-2	16-Jul-18	1,509,018.49	536850	9,018.49	At Maturity	3122
30-Jan-19	1,000,000.00	2.60%	Commonwealth Bank of Australia	A-1+	5-Mar-18	1,014,958.90	536346	14,958.90	At Maturity	3075
4-Feb-19	1,500,000.00	2.85%	ME Bank	A-2	23-Jul-18	1,508,198.63	536863	8,198.63	At Maturity	3123
6-Feb-19	2,000,000.00	2.85%	ME Bank	A-2	24-Jul-18	2,010,775.34	536865	10,775.34	At Maturity	3124
11-Feb-19	1,500,000.00	2.85%	ME Bank	A-2	26-Jul-18	1,507,847.26	536876	7,847.26	At Maturity	3125





## Camden Council Investment Holdings Report - September 2018

Term Deposits										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
13-Feb-19	1,500,000.00	2.85%	ME Bank	A-2	27-Jul-18	1,507,730.14	536878	7,730.14	At Maturity	3126
18-Feb-19	1,000,000.00	2.75%	Bank of Queensland	A-2	1-Aug-18	1,004,595.89	536908	4,595.89	At Maturity	3128
20-Feb-19	1,500,000.00	2.76%	Bankwest	A-1+	8-Aug-18	1,506,124.93	536927	6,124.93	At Maturity	3129
26-Feb-19	1,000,000.00	2.80%	AMP Bank	A-1	30-Jul-18	1,004,832.88	536884	4,832.88	At Maturity	3127
28-Feb-19	1,000,000.00	5.00%	Rabodirect	A-1*	28-Feb-14	1,029,452.05	535516	29,452.05	Annually	2702
6-Mar-19	1,200,000.00	5.00%	Rabodirect	A-1*	3-Mar-14	1,234,520.55	535517	34,520.55	Annually	2703
6-Mar-19	1,000,000.00	2.80%	ME Bank	A-2	8-Aug-18	1,004,142.47	536928	4,142.47	At Maturity	3130
12-Mar-19	1,500,000.00	2.80%	ME Bank	A-2	8-Aug-18	1,506,213.70	536929	6,213.70	At Maturity	3131
13-Mar-19	1,500,000.00	2.80%	Bankwest	A-1+	13-Aug-18	1,505,638.36	536948	5,638.36	At Maturity	3132
18-Mar-19	1,000,000.00	2.77%	Bankwest	A-1+	15-Aug-18	1,003,566.85	536963	3,566.85	At Maturity	3133
20-Mar-19	1,500,000.00	2.77%	Bankwest	A-1+	20-Aug-18	1,504,781.10	536982	4,781.10	At Maturity	3134
25-Mar-19	1,500,000.00	2.75%	Bank of Queensland	A-2	27-Aug-18	1,503,955.48	537011	3,955.48	At Maturity	3135
27-Mar-19	1,500,000.00	2.75%	Bank of Queensland	A-2	29-Aug-18	1,503,729.45	537023	3,729.45	At Maturity	3137
1-Apr-19	1,500,000.00	2.75%	Bank of Queensland	A-2	29-Aug-18	1,503,729.45	537024	3,729.45	At Maturity	3138
3-Apr-19	1,000,000.00	2.80%	AMP Bank	A-1	31-Aug-18	1,002,378.08	537046	2,378.08	At Maturity	3139
8-Apr-19	1,500,000.00	2.75%	Bank of Queensland	A-2	3-Sep-18	1,503,164.38	537047	3,164.38	At Maturity	3140
10-Apr-19	1,500,000.00	2.70%	Bankwest	A-1+	24-Sep-18	1,500,776.71	537160	776.71	At Maturity	3141
15-Apr-19	1,000,000.00	2.70%	National Australia Bank	A-1+	25-Sep-18	1,000,443.84	537161	443.84	At Maturity	3142
15-May-19	1,500,000.00	4.55%	Westpac Group	A-1+	15-May-14	1,525,991.10	535497	25,991.10	Annually	2717
20-May-19	1,500,000.00	2.75%	Bankwest	A-1+	28-Aug-18	1,503,842.47	537016	3,842.47	At Maturity	3136
22-May-19	1,500,000.00	4.55%	Westpac Group	A-1+	21-May-14	1,524,869.18	535536	24,869.18	Annually	2718
25-Nov-19	1,000,000.00	2.90%	ING Bank (Australia)	A*	23-Nov-17	1,024,789.04	535985	24,789.04	Annually	3032
27-Nov-19	1,000,000.00	4.10%	Rabodirect	A+*	27-Nov-14	1,034,597.26	535518	34,597.26	Annually	2760
27-Nov-19	2,000,000.00	2.88%	Rural Bank	BBB+	23-Nov-17	2,049,236.16	535987	49,236.16	Annually	3033
2-Dec-19	1,500,000.00	2.90%	ING Bank (Australia)	A*	27-Nov-17	1,536,706.85	535996	36,706.85	Annually	3035
2-Dec-19	1,500,000.00	2.83%	Rural Bank	BBB+	1-Dec-17	1,535,355.62	536020	35,355.62	Annually	3037

Page 7 of 8.



**Camden Council**  
Investment Holdings Report - September 2018

<b>Term Deposits</b>										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
4-Dec-19	1,500,000.00	4.25%	Bendigo and Adelaide Bank	BBB+	28-Nov-14	1,553,619.86	535488	53,619.86	Annually	2762
11-Dec-19	1,500,000.00	4.00%	National Australia Bank	AA-	16-Dec-14	1,547,178.08	535504	47,178.08	Annually	2766
19-Dec-19	1,000,000.00	3.85%	Macquarie Bank	A	19-Dec-14	1,145,772.60	535503	145,772.60	At Maturity	2767
2-Feb-20	1,000,000.00	3.90%	Westpac Group	AA-	2-Feb-15	1,025,750.68	535537	2,575.68	Annually	2772
10-Feb-20	1,000,000.00	2.90%	ING Bank (Australia)	A-*	8-Feb-18	1,018,671.23	536215	18,671.23	Annually	3065
15-Mar-21	1,000,000.00	3.60%	Bank of Queensland	BBB+	15-Mar-17	1,019,726.03	535484	19,726.03	Annually	2958
7-Apr-21	1,000,000.00	3.50%	Bank of Queensland	BBB+	3-Apr-17	1,017,356.16	535486	17,356.16	Annually	2963
17-May-21	1,000,000.00	3.10%	Westpac Group	AA-	16-May-17	1,003,906.85	535544	3,906.85	Quarterly	2975
1-Feb-22	1,000,000.00	3.60%	Westpac Group	AA-	1-Feb-17	1,006,016.44	535538	6,016.44	Quarterly	2936
2-Feb-22	1,500,000.00	3.57%	Westpac Group	AA-	2-Feb-17	1,508,802.74	535539	8,802.74	Quarterly	2937
10-Feb-22	1,000,000.00	3.56%	Westpac Group	AA-	10-Feb-17	1,005,071.78	535540	5,071.78	Quarterly	2938
15-Feb-22	1,500,000.00	3.75%	Bank of Queensland	BBB+	15-Feb-17	1,535,136.99	535547	35,136.99	Annually	2939
22-Feb-22	2,000,000.00	3.64%	Westpac Group	AA-	22-Feb-17	2,007,978.08	535541	7,978.08	Quarterly	2940
28-Feb-22	1,000,000.00	3.75%	Bank of Queensland	BBB+	27-Feb-17	1,022,191.78	535483	22,191.78	Annually	2946
28-Feb-22	1,000,000.00	3.55%	Westpac Group	AA-	28-Feb-17	1,003,306.85	535542	3,306.85	Quarterly	2950
1-Mar-22	1,000,000.00	3.58%	Westpac Group	AA-	1-Mar-17	1,002,746.30	535543	2,746.30	Quarterly	2952
3-Mar-22	1,000,000.00	3.60%	Westpac Group	AA-	3-Mar-17	1,002,761.64	535545	2,761.64	Quarterly	2954
9-Mar-22	1,000,000.00	3.61%	Westpac Group	AA-	9-Mar-17	1,002,076.99	535546	2,076.99	Quarterly	2956
23-Mar-22	500,000.00	3.80%	Bank of Queensland	BBB+	23-Mar-17	509,994.52	535485	9,994.52	Annually	2960
4-May-22	1,000,000.00	3.60%	Bank of Queensland	BBB+	8-May-17	1,014,400.00	535487	14,400.00	Annually	2971
	<b>116,200,000.00</b>					<b>117,728,508.76</b>		<b>1,528,508.76</b>		



## Camden Council

### Civic Centre Cultural Performance Subsidy

#### Policy 4.31

#### 1. INTRODUCTION

Camden Council provides a small amount of funds as Civic Centre fee relief for not for profit performance groups. Events subsidised under the policy form part of the annual Camden Civic Centre cultural program.

A single funding round will be conducted in June each year to attract six high quality cultural performances to be scheduled in the July – June financial year to follow; funding will not exceed \$1200 for any event funded.

Civic Centre management will review applications in light of the community cultural needs. The objective will be to meet key demographic groups; seniors, family, youth and children. Centre Management will seek to source up to 3 events to compliment those funded in order to deliver a cultural program that meets the needs of the community and its demographic breakdown; funding again will not exceed \$1200 for any event funded.

Any balance of funds will be utilised to fund one off events that meet the criteria outside of the funding round; funding will not exceed \$400 for any event funded.

#### 2. OBJECTIVES

- ◆ To **increase accessibility** to the Civic Centre venue for not for profit community performance groups
- ◆ To **enhance community awareness and involvement in cultural performances** and heighten the profile of community performance groups
- ◆ To **enhance community wellbeing, sense of belonging** through exposure to high quality cultural events and activities that are of interest to key demographic groups.

#### 3. TARGET

- ◆ Local not for profit performance groups in each of the key demographics
- ◆ Projects where there may be no other source of funding available or any other opportunity to fundraise to sustain the group.
- ◆ Performances which offer a free or nominal entry fee
- ◆ New and emerging cultural performers offering the community a unique experience

**Under Council's Policy no solely government-funded organisations will be considered for funding by Council.**

**Funds provided under this policy may not be used in conjunction with funds secured through any other Camden Council financial assistance policy specific to the event in question.**

The following means of advertising will be available to events funded under the policy:

- Civic Centre Web-site listing
- Poster (provided by the applicant where possible) display on each of the community noticeboards
- Inclusion in Civic Centre mail out to the existing database
- In house promotion of the event as a component of the Civic Centre Annual Cultural Calendar

#### **4. ELIGIBILITY CRITERIA**

- ◆ Applications for cultural performances scheduled to be held at Camden Civic Centre in the July to June period, dates must coincide with availability of the facility
- ◆ Funds will be available to non government organizations who are not for profit and or community groups either based in the Camden LGA or undertaking a performance of direct benefit to the community and people of Camden LGA; and
- ◆ Applications may be for a portion of venue hire costs up to the value of and not exceeding \$1200 (excluding gst) . (Funds which provide for either the cost of the Auditorium on a Saturday evening, or a day hire of the Auditorium and Gallery for six hours from Sunday to Friday.)

#### **5. ASSESSMENT CRITERIA**

Proposed events must

- ◆ Demonstrate value to both the Camden community and Camden Council through the provision of high quality cultural performances.
- ◆ Involve participation and audience from local residents
- ◆ Indicate local support either financial or in kind
- ◆ Show evidence that the proposed activity is well planned and likely to attract the target audience
- ◆ Contribute to the Annual Civic Centre cultural program

Preference is given where:

- Funding will provide opportunity for the community to access high quality entertainment
- ◆ There is little opportunity for funding to come from other sources.
- ◆ Partnership arrangements are in place between organizations.
- ◆ Events are scheduled to fall within the July to June period, immediately following the June funding round

## 6. INELIGIBLE APPLICATIONS

- ◆ Political parties;
- ◆ For profit, government, business or private organizations;
- ◆ Reoccurring events within the funding period, (note that an organisation is entitled to stage self funded events in the same funding period);
- ◆ Events not planned to be held within the Civic Centre facilities;
- ◆ An organization with substantial unallocated resources;
- ◆ For events to be staged in consecutive funding rounds.

## 7. CONDITIONS

- ◆ Successful applicants must not vary the purpose or date of the grant without written approval from Council
- ◆ The applicant must provide a copy of their most recent audited financial statement where available
- ◆ Successful applicants must acknowledge Council's financial contribution through;
  - Joint promotion
  - Acknowledgement of Council's support
  - Invitation extended to Council representatives to be present.
  - The inclusion of Council's logo on all promotional material
  - A brief evaluation on the outcome of the event is required within one month of the event

## 8. FUNDING:

- One funding round will be held in June each year, with amounts of up to \$1200 allocated to events scheduled to be staged within the July to June period following the funding round
- Funding applications will be assessed against the policy objectives with recommendations to council for endorsement
- Camden Civic Centre management will source an additional three events to meet the needs of the community, ensuring key demographic groups are catered for within the funded program and calendar of events
- Any balance of funds will be utilised to fund one off events that meet the criteria outside of the funding round; funding will not exceed \$400 for any event funded
- The program will be advertised broadly through local media, all council websites, lets connect, civic centre publications, and direct target mail distribution
- Information packages including applications will be provided to applicants on request.

**All payments under this policy will be limited to one hall hire donation in any financial year and will be paid directly to the Camden Civic Centre account.**

**9. APPROVALS PROCEDURE:**

- ◆ Funding submissions received in June will be assessed by Civic Centre Management against the policy with a recommendation provided to Council for endorsement.
- ◆ Details of events sourced by Centre Management or one off applications for funding outside of the funding round will be provided to a committee comprising of the Mayor, Deputy Mayor and General Manager for approval.

**10. CANCELLATION**

In the event that the performance is cancelled, 50% of costs incurred by the venue will be the responsibility of the hirer.

**RECORD KEEPING:**

Camden Council maintains records of all funding approved under the financial assistance policy 4.3

**ALLOCATION OF FUNDS**

Applications will be assessed and ranked, Low, Medium or High as a basis for consideration by Council.

**Low** application is outside the guidelines

**Medium** application is within the guidelines however

- ◆ Alternative sources of funding are available, or
- ◆ Application is not considered as high a priority as other applications;
- ◆ Applications budget is outside the resources of this program
- ◆ The event would not enhance the cultural event calendar or provide an event of broad interest to the community

**High** application meets the guidelines and is considered appropriate for Council to fund  
**The event will enhance the cultural program and provide an event of interest to the community.**

**Notification of the outcome of your application will be provided in writing.**

**All funds will be paid directly to the Civic Centre account.**



**Camden Council**

**CIVIC CENTRE Cultural Performance Subsidy  
Application Form 4.31.**

**PART I PROJECT DETAILS**

1. Performance Name: \_\_\_\_\_

2. Organisation Name: \_\_\_\_\_

3. Contact person responsible for performance:

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Telephone: (Work) \_\_\_\_\_ (Home) \_\_\_\_\_

(Mobile) \_\_\_\_\_

Does your performance meet the criteria for the policy? Yes/No

- ◆ Demonstrate value to both the Camden community and Camden Council through the provision of high quality cultural performances.
- ◆ Involve participation and audience from local residents
- ◆ Indicate local support either financial or in kind
- ◆ Show evidence that the proposed activity is well planned and likely to attract the target audience
- ◆ Contribute to the Annual Civic Centre cultural program

Please summarise how

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. )

5. Funds being applied for: \$ \_\_\_\_\_

Please complete the attached budget template for the performance.

6.. Brief Description of the cultural performance and the particular demographic the performance will appeal to, indicating the anticipated audience size.
7. Provide detail of any other funding applied for this performance? (please note that events funded through alternate Council funding are not eligible for funding under this policy) <input type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b>
8. If yes, please give details of amount requested, funding body and whether funding has been approved/received.
9. Proposed date for the event? Note the event must be scheduled from July – June period following the funding period.
10. How will you promote your project in the community? Please identify any opportunities for joint promotion of the cultural calendar.
11. What activities/services have your organisation or group provided or been involved in over the last twelve (12) months within the community?
12. How many local community members belong to your organisation?
13. Will an entry fee be charged to attend the event, if so how much will the entry fee be for adults, children and families? Note that the funding is available to free or nominal entry events.



In the event that a surplus of funds is generated, what will funds be utilised for?
14. Does the organisation have Public Liability Insurance? Please provide details of Insurance Company and cover.  <input type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b>
15. Has the application been approved by your organisation?  <input type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b>

I/ we have read the guidelines and conditions of Camden Council Civic Centre Cultural Performance Subsidy 4.31. and wish to proceed with this application for funding.



\_\_\_\_\_

\_\_\_\_\_

Signature

Signature

**Date**

**Date**

\_\_\_\_\_

\_\_\_\_\_

Name (please print)

Name (please print)

\_\_\_\_\_

\_\_\_\_\_

Position

Position

\_\_\_\_\_

\_\_\_\_\_

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Attachment 1

**PART II****PROJECT BUDGET**

<b>ITEM</b>	<b>\$</b>
<b>A.INCOME</b>	
1 Funds sought from Council for Civic Centre Hire Fee Subsidy	
2 Applicants Contribution	
3 Other Income ; please specify	
<b>Total(A)</b>	

<b>B EVENT COSTS</b>	<b>Applicants Contribution</b>	<b>Funds sought from Council</b>
Venue hire		
Sound and lighting		
Marketing and promotion		
Other ; please specify		
<b>Subtotal (B)</b>		
<b>C. LABOUR COSTS</b>	<b>Applicants Contribution</b>	<b>Funds sought from council Eg sound and lighting</b>
Sound and lighting technical support		
Ushers		
Security, please provide licence details		
Stage management		
Other ; please specify		
<b>Subtotal (C)</b>		
<b>D. OTHER PROJECT COSTS</b>	<b>Applicants Contribution</b>	
<b>Subtotal (D)</b>		
<b>E. TOTAL COSTS (B+C+D)</b>		
Subtotal B		
Subtotal C		
Subtotal D		
<b>Total Cost (B+C+D)</b>		

**Non Financial Contributions (eg Volunteer Work)**

**Guidelines to Filling out the Application Form**

**1. Performance Name**

**This is a short title that we can use to identify your performance. The name should only relate to the performance you are seeking funding for.**

**2. Organisation Name**

**Refers to the organisation that is making the funding application.**

**3. Contact Person**

**This should be someone that has comprehensive knowledge of the performance.**

**4. Description of your performance**

**If you feel that your project does not fall into any of the options provided please complete the section entitled 'Other'.**

**5. Funds Sought from Council**

**This refers to the total amount of funding you wish to receive from Council to subsidise the hire fees of the Civic Centre pertaining to the event.**

**6. Estimated Budget**

**Budget to include all related income and expenditure refer budget sheet.**

**7. Brief Description**

**Identify the audience being targeted and the intended audience capacity to event is likely to appeal to. If a comparative event has been staged add comparative figures.**

**8. Details of alternative funding sought for the event**

**9. As above**

**10. Date**

**Record the date the event is scheduled for; ensure the Civic Centre is holding the date and venue for you during the application process.**

**11. Promotion**

**How the event will be promoted and any mediums you intend using. Note: the cost of advertising should be shown in the budget sheet attached.**

**12. Activities and services**

**Briefly outline the activities and services your organisation has provided in the last twelve months, here you may wish to highlight events you have provided services for which relate to Camden Council community events.**

**13. Community members**

**Identify the portion of memberships held by local community members.**

14. Entry Fee

**Outline the anticipated charge for audience specifically adult, child and family rates.**

15. Insurance

**Provide details of your insurance coverage specific to your equipment and public liability. Your performers will need to be covered by your own public liability insurance.**

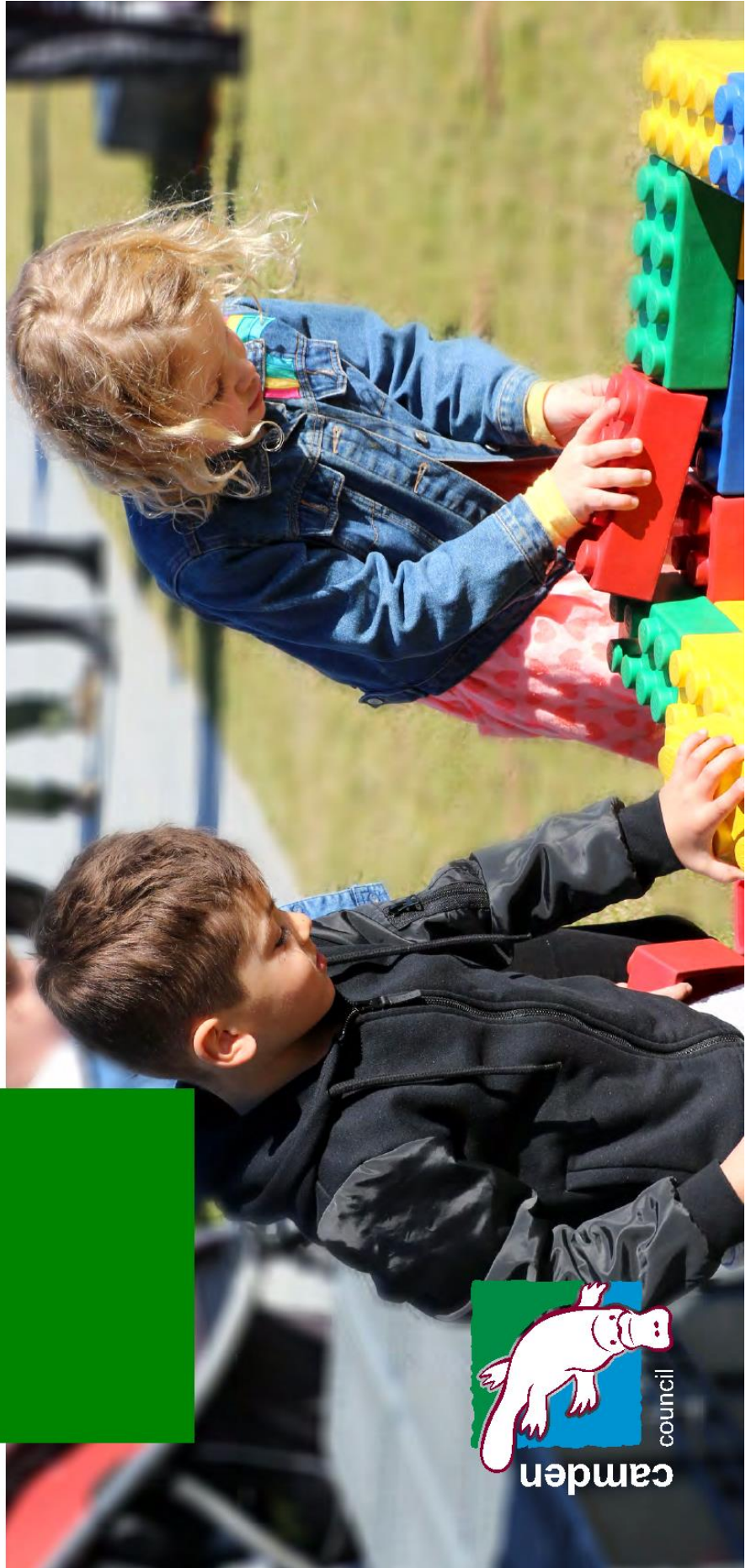
**Note that electrical equipment utilised must also to tagged and tested.**

16. Application Approval

**Do you have agreement from the performers to stage the event on the performers to stage the event on the proposed date according to your application?**

# 2018-2021 Children and Families Strategy

2018-2021





**"Children are the future leaders of their communities, the future drivers of their local economies and the future parents of the next generation" - Camden Community Strategic Plan June 2017**

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## Mayor's Message

Camden Local Government Area (LGA) is one of the fastest growing areas in Australia. We understand our community is changing and there are a high number of families with young children choosing to make the Camden LGA their home. This strategy represents what Council will do with the community now to make sure this is the best place for young children and families to live and visit. Children are our future and we want them to be the best they can be. We want the Camden LGA to be a place that children not only call 'home' but feel that they are valued members of our community. Through this strategy, we are looking at ways we can ensure children have an opportunity to be a part of conversations on matters that impact them, and that adults listen to and respect their views.

We understand that some families in our community are under financial pressure to make ends meet and spend quality time with their children. We want the outcomes of this strategy to help strengthen families and to make sure we are providing affordable child-friendly activities such as events, parks and bike tracks for families to live, learn and grow together.

As a parent, I have first-hand experience of the pressures of parenthood. Having support from friends, other parents and local services can make raising children a little easier. This strategy focuses on supporting parents to connect and be actively involved in community life.

As Mayor and a parent raising children in the Camden community, I am proud of Council's role in facilitating this strategy for children aged 0-12 years and families.

**Cr Peter Sidgreaves**  
Mayor of Camden



## Executive Summary

Camden Local Government Area (LGA) is a great place to raise a family. It is an area surrounded by open rural and agricultural land with conveniently located playgrounds, walking and cycle tracks, libraries, health facilities and entertainment activities for children and families to enjoy together.

As the old saying goes, “it takes a village to raise a child”. Government agencies, educators, coaches, business owners, religious leaders, parents and carers all have a role to play in ensuring every child living in the Camden LGA enjoys a safe, healthy and happy childhood.

The earliest experiences of a child’s life significantly influence their success and development in adolescence and adulthood. An investment in children in their early years can contribute to a reduction in societal problems such as crime, poor literacy, obesity, poor health, unemployment and homelessness. Early intervention is not only a cost-effective solution to these broader and often cyclical social issues but has the potential to make a real difference in the day-to-day lives of children as they grow and develop.

Fundamental to the development of this strategy has been the United Nations Convention on the Rights of the Child (1989). We want all children living in the Camden LGA to feel that they are equal members of our community. They should know that their views are heard, they are safe, and have access to quality education, play and cultural activities.

We are endeavouring to make the Camden LGA the best place for children and families to live now and in the future. Through implementing this strategy, we want an ongoing improvement of connectedness and empowerment for all families with children aged 12 years and under.

## The Goal

**“Camden LGA is a place where all children receive a safe, healthy and happy start in life, are actively connected and have a voice in their community”**





## How we created this strategy and action plan

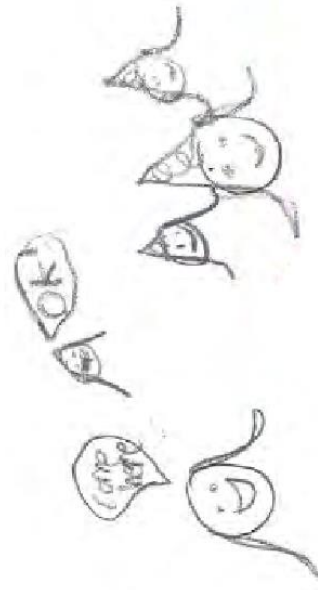
This strategy was developed by researching the current social trends of the Camden Local Government Area (LGA) and listening to the key voices in our community.

It has been informed by a compilation of Australian and International frameworks including the *NSW Strategic Plan for Children & Young People 2016-2019*.

This strategy will work towards achieving the community's aspirations for the Camden LGA that have been outlined in the *Camden Community Strategic Plan*. It does this by specifically focusing on what can be done to improve the quality of life and social connections for children and families living in the Camden community.

Children, parents/carers and local services (government and non-government) that work with families and children aged 0-12 years were consulted to develop this strategy. Their knowledge and expertise is the most valuable voice guiding this strategies direction. We have listened to and taken their ideas, views, experiences and values into consideration.

Council would like to thank people who have contributed to developing this strategy, especially those who took the time to complete a survey or attend a community conversation. The implementation of this strategy will involve Council continuing to work in partnership with the local community and service providers to achieve the goal set for local children and their families.

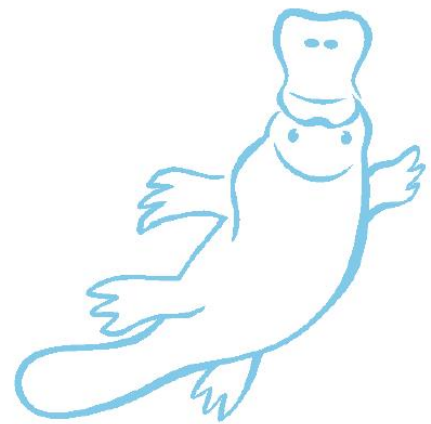
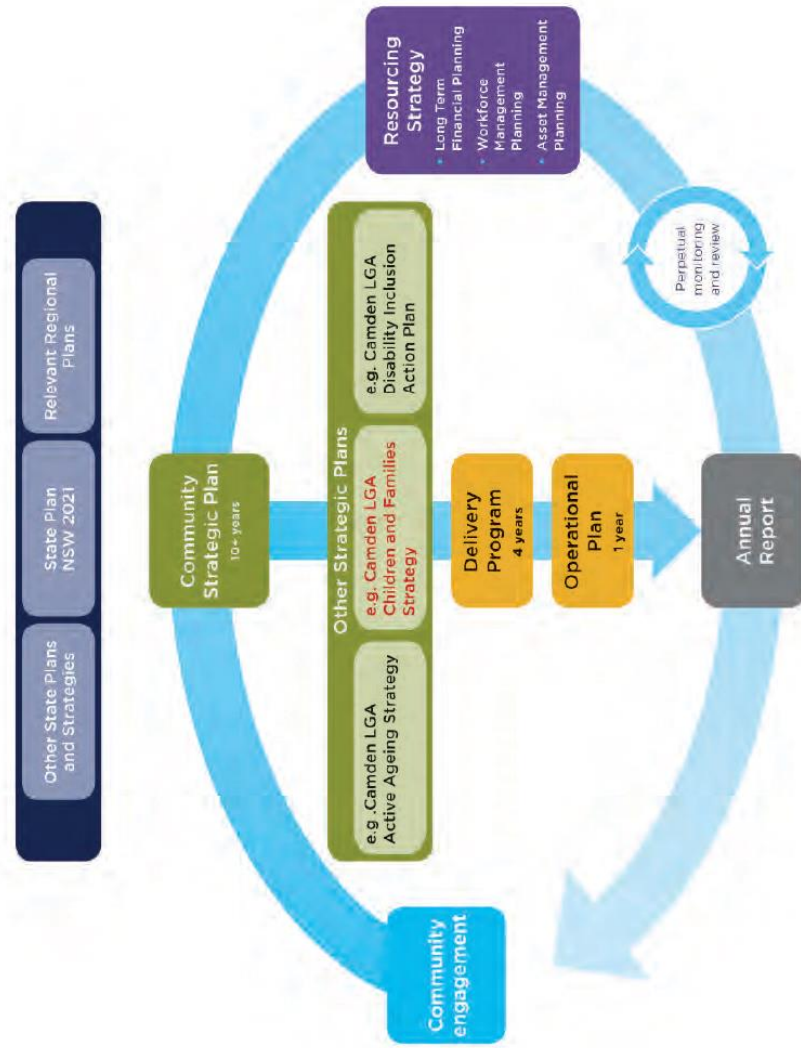


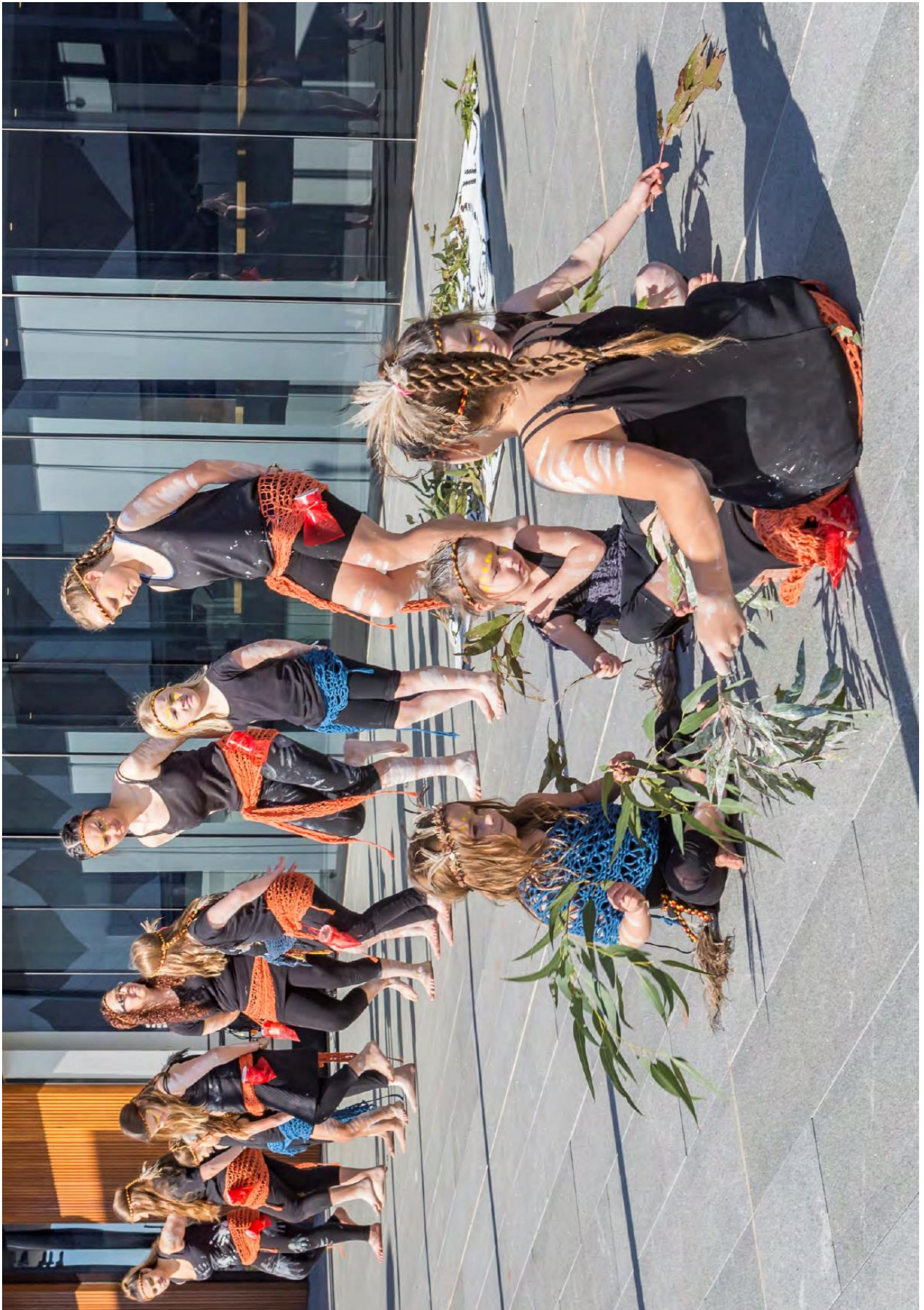
## Integrated Planning and Reporting Framework – How this strategy fits

The Integrated Planning and Reporting (IP&R) diagram below shows where the *Camden Children (0-12 years) and Families Strategy* fits in the IP&R framework.

Our Children and Families Strategy has been developed with the National and State strategies in mind. We seek to align with these strategies to ensure locally we are addressing State priorities.

This strategy also considers the unique characteristics of the Camden community and the future direction set for this local government area as outlined in the *Camden Community Strategic Plan*.





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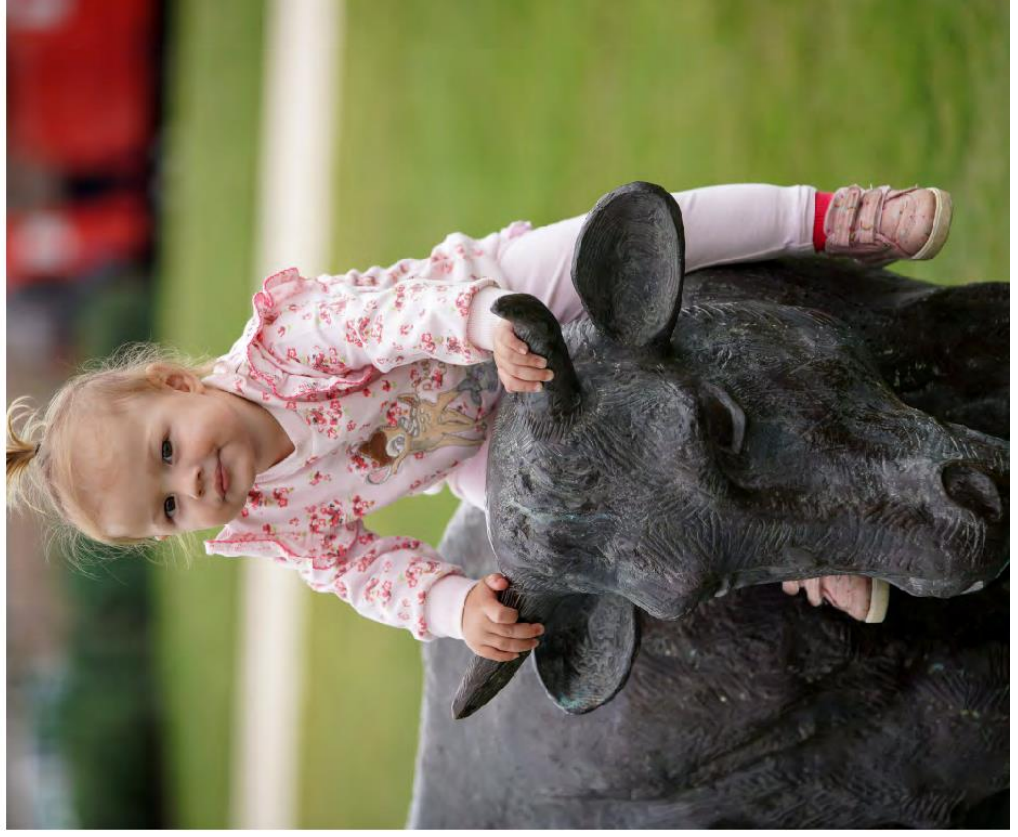
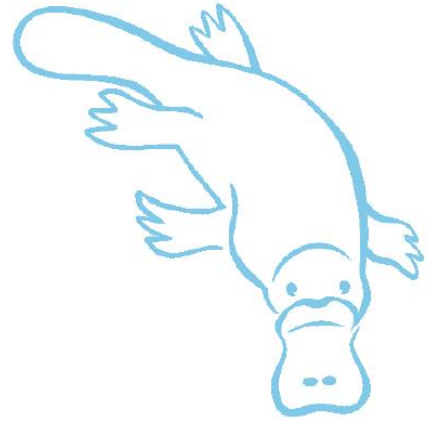
Attachment 1

## Background Information – Setting The Scene

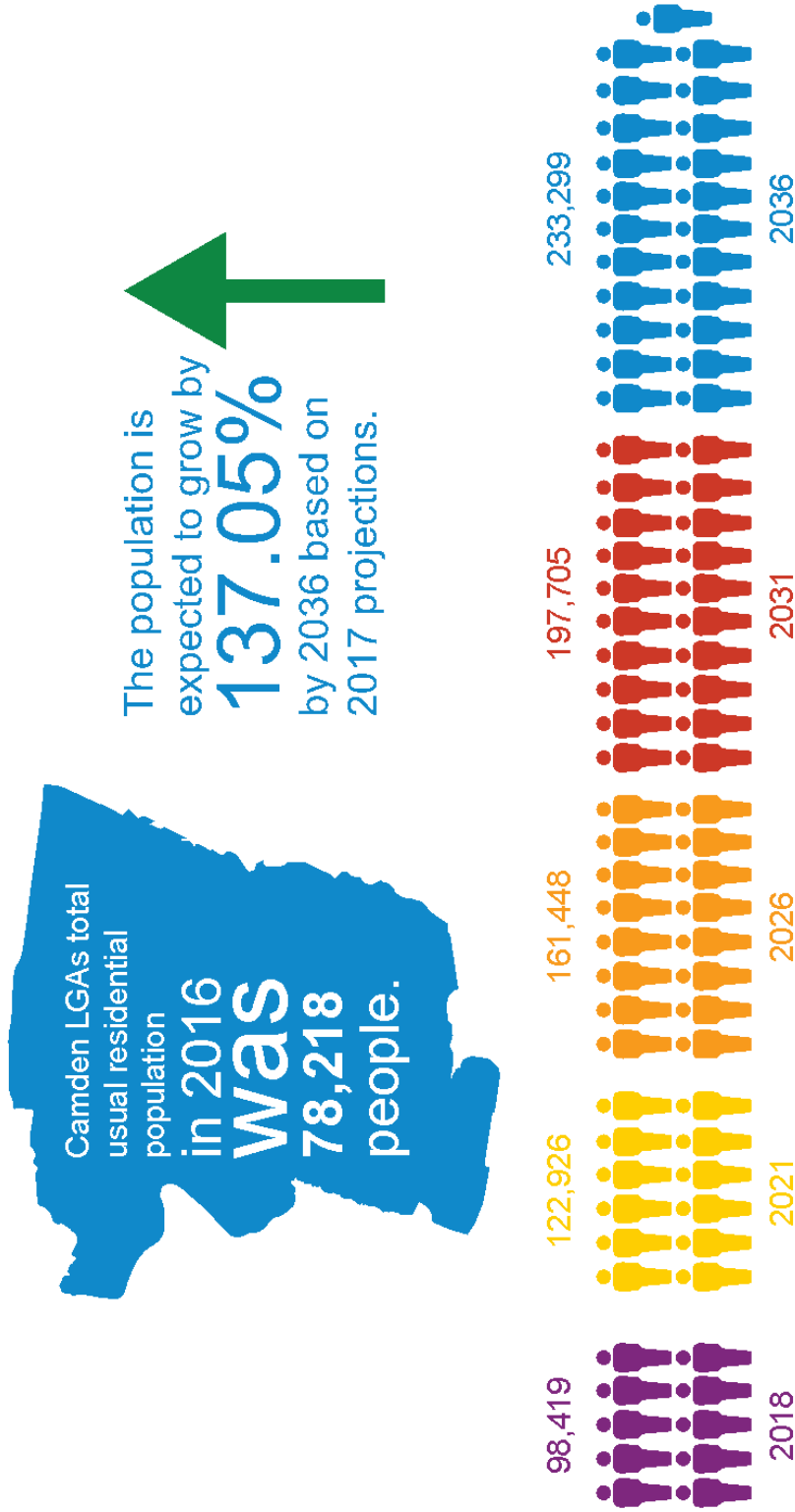
### Camden's Community

The Camden Local Government Area (LGA) is located approximately 60km South-West of Sydney CBD and covers an area of 200 square kilometres bounded by Liverpool City Council in the North, Campbelltown City Council in the East and Wollondilly Shire Council in the South and West.

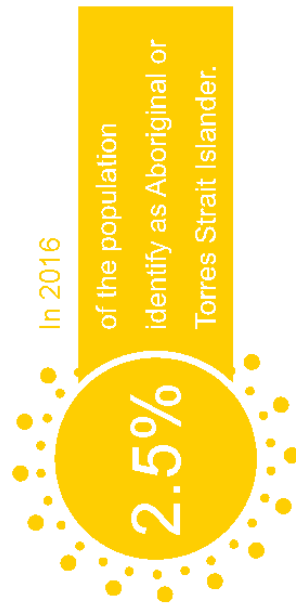
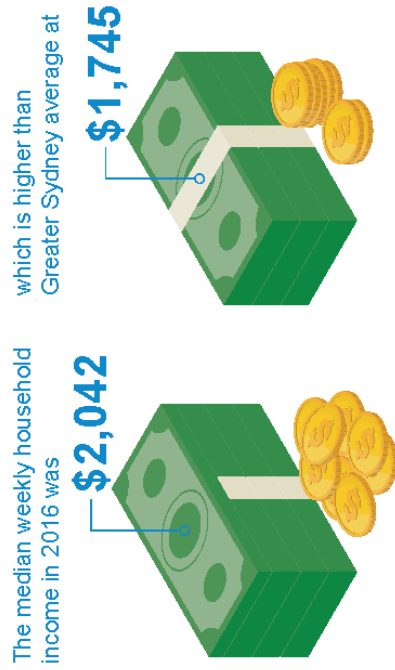
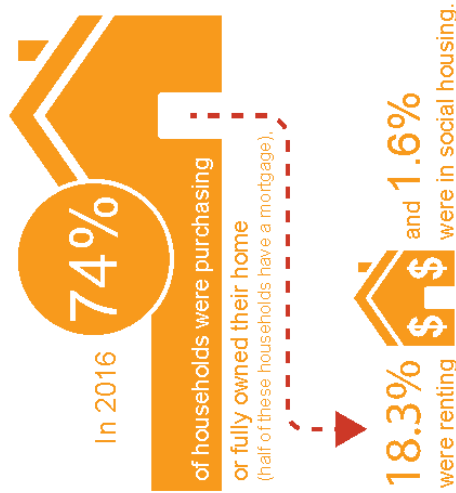
In the last few years the Camden LGA population has grown exponentially. Approximately 2,700 new residential dwellings were occupied in 2017 based on Council information. Census data shows trends of younger couples moving into the area, gravitating to the suburbs of Spring Farm, Gregory Hills and Oran Park. A large portion of our community is made up of 0-11 year olds. They make up the largest percentage at 19.5% of Camden's total population. We expect that over the next few years this percentage will continue to grow as younger couples begin to start their own families.



### Camden's Community Profile<sup>1</sup>

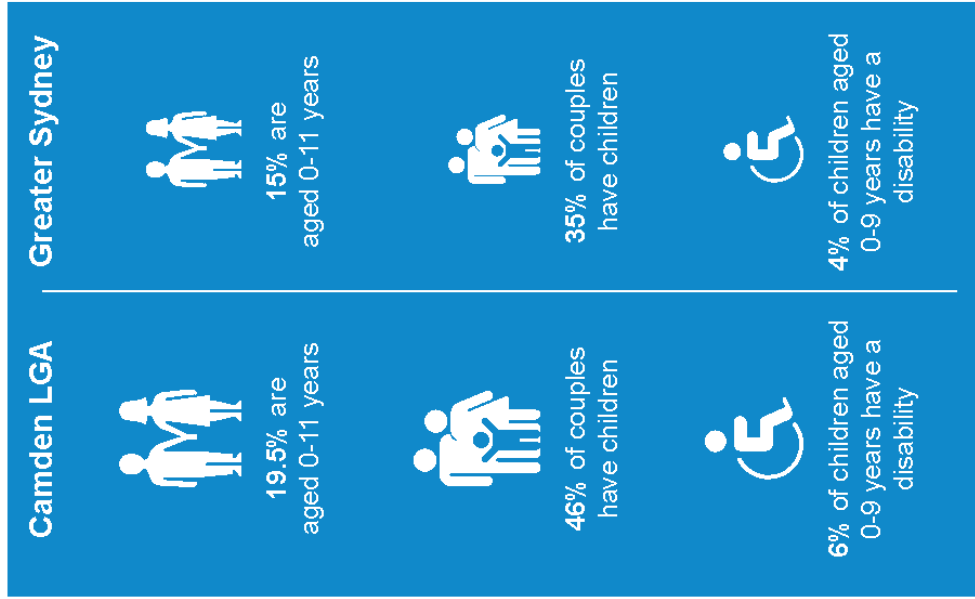
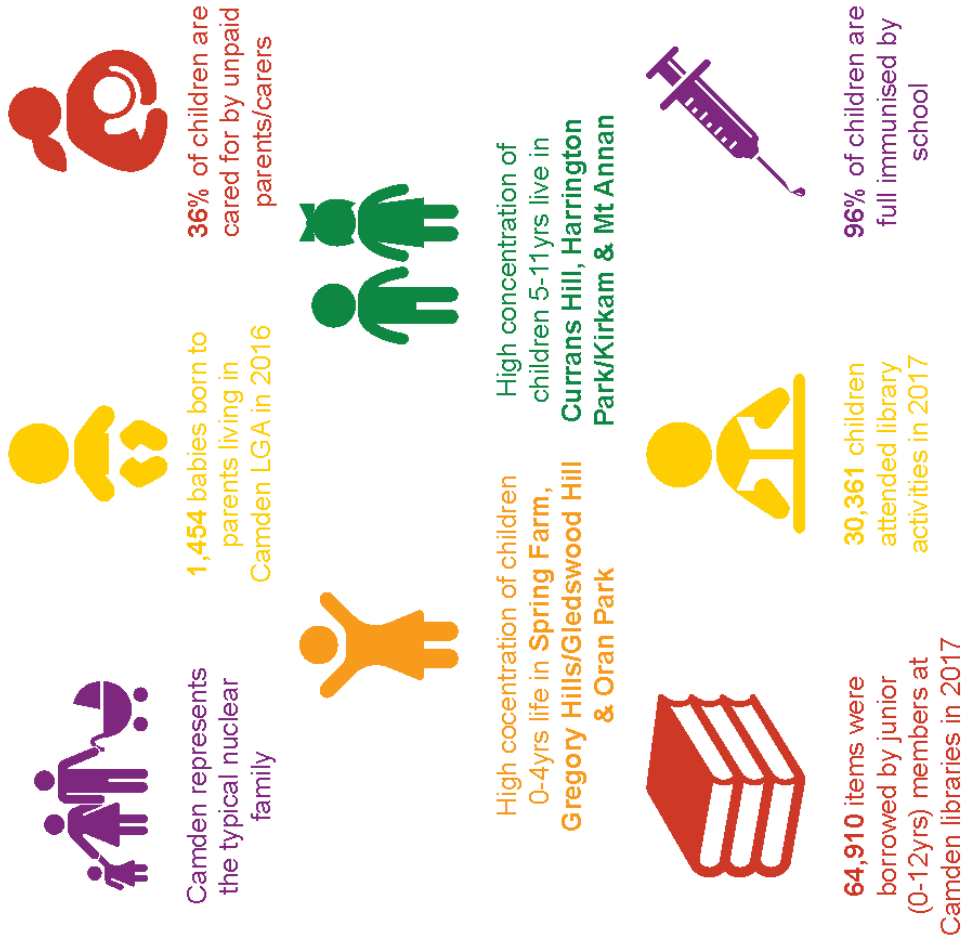


<sup>1</sup>Australian Bureau of Statistics Census 2016 – Camden Profile Id.



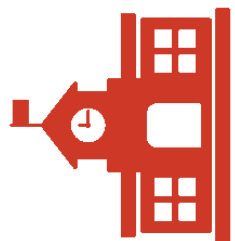


## Camden's Children<sup>2</sup>



<sup>2</sup> Sourced from: Australian Bureau of Statistics Census 2016, Australian Government Department of Health and Camden Council information.

**Infrastructure for children and families in the Camden Local Government Area<sup>3</sup>**



**23** Primary Schools



**58** Long Day Care Centres & Preschools



**2** Community Pools



**3** Community Libraries



**27** Established Playgroups



**85+** Playgrounds



**1** Sports Hub, **1** Skate Park, **1** Leisure Centre, **23** Sportsground Sites



**26** General Practitioner Practices

<sup>3</sup> Sourced from Camden Council data – Current as at June 2018

## Profiles of Camden’s children – Diverse lifestyles and experiences

The following profiles have been created to reflect the statistics captured in the latest Australian Census Data 2016 and also Camden LGA’s unique geographical characteristics, which can contribute to Camden children experiencing different lifestyles and childhoods depending on where they live within the LGA.

### **This is Lucy.**

*She is 3 years old. She lives with her parents and has no siblings. They live in Spring Farm. She has many neighbours nearby who are of similar age to her. Lucy’s parents are in their early 30s; they are mortgage holders and moved into the Camden area from Campbelltown LGA just before Lucy was born. Both Lucy’s parents are in the work force, but her dad is looking for another trade qualified job.*

### **This is Zoe.**

*She is 8 years old. She has recently moved to Oran Park from the inner city area. She enjoys riding her bike to school and walking with her parents to the parks near her home. Her parents work full-time in professional jobs and still travel in to the city for work on public transport. They have minimal extended family around them so Zoe goes to Out Of School Care most days of the week.*



### **This is Michael.**

*He is 9 years old. He has an 11 year old brother and they are living and renting in Currans Hill with their mum who is in her late 30s. Many of their friends from school live nearby. Michael’s family speak Spanish at home more so than English. Michael’s mum works part-time in the Campbelltown area and goes to TAFE. She catches the bus to work.*

### **This is Tom.**

*He is 5 years old and has just started kindergarten at Aspect Macarthur School where he gets an intensive autism specific program. Tom’s family lives on acreage in Cobbitty. Generations of his family have grown up in the Camden area. Tom has a younger brother, James, who is 3 years old. His mother works part-time and cares for James on the days he does not attend the local preschool. Tom’s younger brother and mother like to go to the play group held at the nearby church. Tom and his family enjoy their rural lifestyle, caring for their horses on the family property. They rely heavily on their personal car to get to places.*



## International, National, State, District and Local considerations

TABLE 1: How the *Camden Children (0-12 years) and Families Strategy* links to other strategic policy and frameworks.



 <p>International perspective</p>	<p>United Nations Convention on the Rights of the Child</p>	<p>In 1990 Australia ratified the United Nations <i>Convention on the Rights of the Child (CRC)</i>. This means that Australia has a duty to ensure that all children in Australia enjoy the rights set out in the treaty.</p> <p>Core Principles of the <i>Convention on the Rights of the Child</i>:</p> <ul style="list-style-type: none"> <li>• All children have the right to live and develop;</li> <li>• Respect for the best interests of the child as a primary consideration in all decisions relating to children;</li> <li>• The right of all children to express their views freely on matters affecting them; and</li> <li>• The right of all children to enjoy all the rights of the CRC without discrimination of any kind.</li> </ul> <p>A Child Friendly City is the embodiment of the <i>Convention of the Rights of the Child</i> at the local level. In practice, the Rights are reflected in policies, laws, programmes and budgets. In Child Friendly Cities, children are active agents; their voices and opinions are taken into consideration and influence decision-making processes.</p> <p>WHO's objective is the attainment by all people of the highest possible standard of health.</p>
 <p>National perspective</p>	<p>National Framework for Protecting Australia's Children 2009–2020</p> <p>National Plan to reduce violence against women and their children 2010–2022</p>	<p>The purpose of the <i>National Framework for Protecting Australia's Children</i> is to support families and children through strengthening family relationships and parenting skills. It focuses very much on prevention and intervention. Their key message is "<i>protecting Australia's children is everyone's responsibility</i>".</p> <p>This plan brings together all State Jurisdictions to make a real and sustained reduction in the levels of violence against women. It focuses strongly on building respectful relationships and increasing gender equality to prevent violence from occurring in the first place. It recognises the impact on children who are exposed to violence in the home.</p>



Table continued...


 State perspective	
NSW Children and young persons (care and protection) Act 1998	The objectives of this Act are that: <ul style="list-style-type: none"> <li>• Children receive the care and protection necessary for their safety, welfare and wellbeing including their parent and carers capacity.</li> <li>• Children are provided with long-term, safe, nurturing, stable and secure environments.</li> <li>• Institutions, services and facilities responsible for caring and protecting children are free from violence and exploitation and provide services that foster their health, developmental needs, spirituality, self-respect and dignity.</li> <li>• Parents receive assistance for performing their child-rearing responsibilities to promote a safe and nurturing environment.</li> </ul>
NSW Children (Protection and Parental Responsibility) Act 1997	This Act considers the responsibility of parents for the behaviour of their children. It enables police to escort certain children from public places to their parents' residences and other places. It makes provisions for local crime prevention plans to ensure community safety.
NSW Premier's Priorities	The Premier's Priorities most relevant to this strategy include: <ul style="list-style-type: none"> <li>• Protecting our kids: Decrease the percentage of children re-reported at risk of significant harm by 15% by 2020.</li> <li>• Tackling childhood obesity: Reduce overweight and obesity rates of children by 5% by 2025.</li> <li>• Improving Education results: Increase the proportion of NSW Students in the top two NAPLAN bands by 8% by 2019.</li> </ul>
NSW Strategic Plan for Children and Young People (2016-2019)	This plan aims to ensure "children and young people in NSW are safe, connected, respected, healthy and well, with opportunities to thrive and have their voice heard." (Office of the Advocate for Children and Young People).





Table continued...

 <p>State perspective</p>	<p>Families NSW Program (targets children 0-8 as well as parents)                  – Delivered by NSW Health, Department of Education and Community Services (FACS).</p>	<p>Priorities within this program include providing support for childhood development, providing information to parents for decision-making, and that children are healthy and safe (i.e. immunisations).</p>
<p>NSW Family and Community Services (FACS) Targeted Earlier Intervention Program</p>	<p>A two stream program (1. a community strengthening stream and 2. a wellbeing and safety stream) targeting children 0-3 years, Aboriginal children and children raised by young parents. It aims for children within these groups to have a safe and affordable place to live; live a healthy life; learn, contribute and achieve; contribute to and benefit from our economy; are safe; participate and feel culturally and socially connected and contribute to decision-making that affects them; and live fulfilling lives.</p>	
<p>NSW Domestic and Family Violence Blueprint for reform 2016-2021</p>	<p>The purpose of the reform is to better support victims and reduce re-victimisation rates especially for women and children; change the behaviour of perpetrators and hold them accountable; and intervene early within vulnerable communities. Their key message is that violence is preventable and communities should work together to achieve this goal.</p>	



Table continued...

 <p>South West Sydney district perspective</p>	<p>South Western Sydney Local Health District Health Improvement for Children, Young People and Families 2016-2025</p> <p>South Western Sydney Local Health District – Growing Healthy Children: Childhood Overweight and Obesity Prevention and Management Action Plan 2017-2025</p>	<p>The plan is focused on helping babies, children and young people to grow to their potential. It guides the development and enhancement of health based services from preparing for parenthood and antenatal and postnatal care, through to promoting healthy diet and lifestyles for children of all ages.</p> <p>This plan aims to create and promote healthier physical activity and food environments by working with local governments to heighten the availability and affordability of healthy food options, increase incidental and planned physical activity opportunities, enabling people to rehydrate at water refill stations in public places and educating vulnerable communities about healthy choices.</p>
 <p>Local perspective</p>	<p>Camden LGA Community Strategic Plan</p> <p>Camden Disability Inclusion and Access Plan 2017 – 2021</p> <p>Pedestrian Access and Mobility Plan 2014</p>	<p>Objectives:</p> <ul style="list-style-type: none"> <li>• Caring for the urban and natural environment including heritage sites.</li> <li>• Integrated and safe transport system.</li> <li>• Celebrating social diversity and cultural expression.</li> <li>• Opportunities for lifelong learning.</li> <li>• Maintain strong partnerships and shared responsibilities with stakeholders.</li> <li>• Community and stakeholders are kept informed.</li> </ul> <p>Ensuring play and exercise equipment, buildings and facilities and community events are accessible and inclusive of people with disability.</p> <p>This plan sets out how Council intends to improve pedestrian connectivity across the Camden area.</p>



ORD07

Attachment 1





# What you told us

## Children's voices

Over the last five years (2013 to 2017) Camden Council has taken the opportunity to find out from children what they like about the place they live, what they like to do and what they wanted more of in the Camden area. We did this at community events including Camden Play Day for Families, Narelan Rhythms Festival and Camden Craft Markets. Their responses have been summarised below. From some of our younger respondents, going to a playgroup and duck feeding was something they enjoyed. Other children mentioned indoor activities such as playing the computer or watching TV or stated non-specific activities such as "fun stuff" or "hanging out with friends". Children also said they liked to visit their grandparents and friends. A collation of their responses has been detailed below.

Where do you like to visit in Camden?	What do we need more of in Camden?	What do you like about living in Camden?
<ul style="list-style-type: none"> <li>• Mount Annan Botanical Gardens.</li> <li>• The Community Farm and Belgenny Farm.</li> <li>• Family friendly cafes.</li> <li>• Sustainable living education centre.</li> <li>• Movies.</li> <li>• Play Zone.</li> <li>• Church.</li> <li>• The pools.</li> <li>• Walking track.</li> <li>• The library.</li> </ul>	<ul style="list-style-type: none"> <li>• Free Play Day events.</li> <li>• Parks to play in and play equipment.</li> <li>• A motorbike track.</li> <li>• A water park.</li> <li>• Trees, grass and plants.</li> <li>• Slide park and bike track in Grasmere.</li> <li>• A farm.</li> <li>• Dog parks.</li> </ul>	<ul style="list-style-type: none"> <li>• Parks/playgrounds.</li> <li>• Bike tracks.</li> <li>• Swimming pools.</li> <li>• Library.</li> <li>• Community events (Camden Show, fetes/fairs and markets).</li> </ul>
<p><b>What do Camden children most like to do?</b></p> <p>Most respondents said they liked active play or sports (mostly outside), and to visit parks and open areas. Activities they enjoyed included dancing, singing, horse riding, karate, drama, kick ball, roller skating, skateboarding and swimming.</p>		

Children attending the Camden Play Day for Families event on Sunday, 21<sup>st</sup> May 2017 worked with a cartoonist to draw things they would like to see and do in their fictional Camden Kingdom. Some of their responses have been listed below.

**As the ruler of the Camden Kingdom, what events would you run for your people to have fun?**

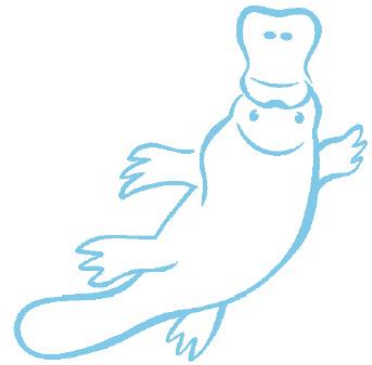
- Running days including running down hills.
- Race days such as racing turbo cars and rollercoasters.
- Adventure walks where people are educated about good and bad snakes.
- A Poke Walk event where people chase Pokemon in a big group and feel part of a community playing a common game.

**Other items drawn by children included:**

- A telescope to see the stars.
- Sunset views because they enjoyed admiring the sunsetting during family walks at dusk.
- Houses to illustrate the notion of coming together with family.
- A modern city with lots of hotels and restaurants.



Based on these responses it can be inferred that Camden children are interested in animals, nature, water and recreational activities, playing videogames and online games, science/technology and astronomy. Children also indicated family, teachers, and grandparents were important people to them.





## Parents', carers' and grandparents' voices

During the 2017 calendar year, Council surveyed parents attending family events and children's activities including Camden Family Play Day for Families (May 2017), Children's Week Art Workshops (September 2017), Welcoming the Babies (September 2017), Camden Kids Fun Day (September 2017) and Grandparents Day (November 2017).

### What makes Camden LGA a good place to raise children aged 0-12 years?

- Safe, friendly and well-cared for areas that are central as well. Also, all the government initiatives that are run for children and the services which are applicable for them (e.g. library and days like Kids Fun Day).
- So many great facilities and a lot of young families.
- Camden is a community.
- Love the family and community atmosphere.
- Lots of family and free activities. Lots of parks.
- Lovely parks and outdoor spaces. Free family activities through Council and library. Love the Babies Into Books (BiBs) sessions at the library.
- Friendly neighbourhood – Lots of infrastructure and kid friendly.

### What parents want in the future?

- Affordable family events like Camden Play Day for Families and Kids Fun Day.
- Shaded areas over playgrounds.
- Information about after hours General Practices and pharmacies located in the Camden LGA.
- Better access to specialised support services and programs within Camden LGA.

### What parents value the most?

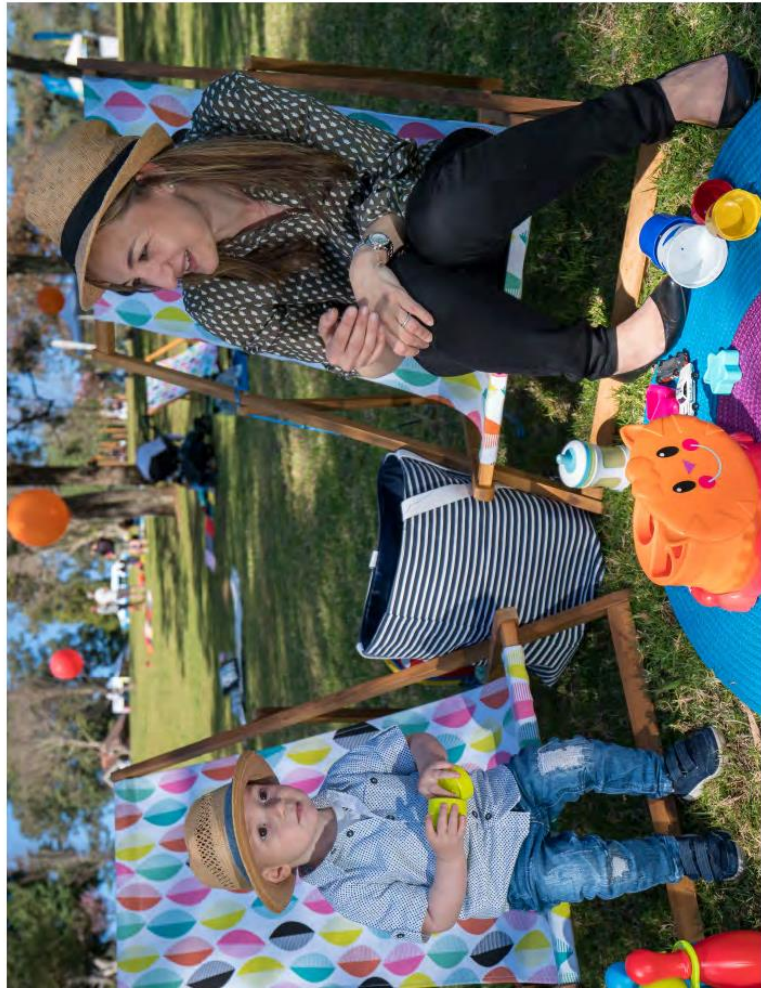
- Parks and playgrounds that were fenced and had toilets, water play based activities, nature walks and facilities that catered for babies and toddlers;
- Social activities including mother's groups, family events and community activities and other opportunities for parents to meet others in the area.
- Good quality education institutions. Quality Education and transition to school programs were deemed the most important (14%) with day care, preschool, family day care and before and after school care services a close second (12%).

### What would make Camden better?

- 56% of respondents said the key challenge to accessing activities, services and facilities for families was "the lack of knowledge about activities and services and eligibility criteria".
- The top 3 ways parents/carers said they prefer to receive information included on social media and Apps (53%), followed by the Camden Kids website (40%) and email (28%).

A small number of parents and grandparents came along to share their opinions and perspectives about raising young children in the Camden area.

Despite only a small group of parents/carers participating in this conversation, we are thankful that they shared openly about their experiences. A summary of this conversation has been detailed here. →



Generally, the Camden LGA was considered a great place for children and families. They agreed Camden offered a nice community, and the suburb-based community Facebook pages are great too. They specifically said the “parks are amazing” and they liked the quantity of affordable activities (e.g. Storytime, Babies into Books, children and family events like Fun Day and the previous beach bus).

One person commented “it is amazing what is available now [for children and families] compared to 20-30 years ago.”

When discussing what can be challenging about being a parent in the Camden LGA parents spoke about balancing family commitments and working. One parent said “if only one parent works, we can’t afford all the extra-curricular activities we want for our children.

If both parents work, we can’t take them to these activities.” Participants spoke about the fact we are more spread out, which limits social/family connections. A lack of public transport, traffic congestion during peak travel periods, and not being aware of activities available for children and families were highlighted as barriers for them to engage in community life.

Parents/grandparents wished children had a greater opportunity to share with decision makers their thoughts and ideas about the facilities, playgrounds and activities they need and want. They felt children should tell adults what makes them truly happy and what they think makes Camden a good place to live.

## What needs to happen to improve the lives of children and families in the Camden LGA?

"Out of hours care needs to be more flexible for parents who have to stay back late at work or get held up in traffic on the odd occasion. They also need to provide activities that are appealing to older aged kids in care."

"I have to travel outside the area for second language classes for my child. In Europe and other countries, it is common practice for children to be fluent in more than one language. I would like to see more classes available locally to teach children a second language."

"Bring back the maternity ward at Camden Hospital"

"We would like more child friendly business in Camden LGA – promotion of safe and child-friendly venues, somewhere to share a meal with our kids."

"More activities and events specifically for grandparents caring for their grandchildren."

"Local environmental resources should be better utilised and advertised to people who have recently moved to the area."

"Parents need to be involved in community decisions on an ongoing basis e.g. families commenting on park designs. Needs to be established about issues/needs for children and families regularly"

"Rather than a child friendly framework we need a community development one – how are we as community are going to support children to develop"

"Adults need to advocate for children in planning decisions"

"The child's voice needs to be heard"

"We need more places that are safe and affordable for children to play in after school"

"Council should consider opening the libraries on Sundays to accommodate for families and our growing community."



ORD07

Attachment 1

## Child and family workers' voices

Camden Council facilitated a focus group consultation with 36 child and family workers and industry professionals in February 2018. The session was attended by NSW Health (represented by the South Western Sydney Local Area Health District), NSW Police Force (represented by Camden Policing Area Command) as well as representatives from Western Sydney University, local children and family workers, preschools/day care and Out of School Care service providers. Below is a summary of the conversations that took place on the day.

Most workers felt the Camden LGA was a great location for families and children. They said there are great schools, good infrastructure and community events for families. Camden is a proud LGA with lots of open green space that offered families a mixed urban and rural lifestyle. Traffic congestion, lack of public transport and limited health services however were identified as disadvantages for Camden families. There is also a perception that the area is growing too quickly, constantly changing and yet can be stuck in its small country town ways.

Child and family workers and professionals rated having "a connected and healthy community that focused on a child's development and education" as the most important strategic priority areas for the Camden LGA. Workers felt the co-location of services in a child and family community hub within the Camden LGA would make it easier for Camden families to access local services funded to support children and parents/carers. They wanted to investigate opportunities for services to adopt more flexible operating hours to meet the availability of working parents. Workers recognised more needs to be done to engage new residents, people new to parenthood and emerging community groups such as Cultural and Linguistically Diverse (CALD) communities. Workers said the lack of ongoing and long-term funding for not-for-profit service providers hindered their ability to deliver programs for Camden's children and families.

In the pursuit of a child-friendly Camden, workers said it was important for children to be given a greater voice in the community and to take on a leadership role. They felt this needed to be strongly embedded within this strategy. Workers discussed the design and construction of physical spaces for families. They said decision makers should be more community focused rather than retail/business focused. Spaces must be designed to facilitate building social capital between families and their community, and children and their parents/carers. For this to take place, the needs of the whole family should be considered.



# A summary of priorities identified by local children and family workers and professionals

More financial assistance for families to pay for their child's participation in sport, music and other services they need. This will support children to build their social skills/ confidence to interact in their community.

Restrict the number of unhealthy takeaway/ food outlets and increase the access to healthy affordable foods.

Better access to affordable early intervention/development support services without delays e.g. speech pathology, dental and occupational therapy.

**Introduce a Children's Council.**

More supported playgroups.

Greater access to inclusive child care services for children with additional needs.

**5-12 years needs more attention.**

Greater community awareness about the importance of "play" and play based education programs. Ways parents can interact with their children to support learning through connected/engaged play.

More reliable, safe and affordable public transport so parents and children can access activities, events and programs in their community.

Establish a purpose built early intervention/ community service hub – Families to access services to meet identified needs.

**Increase local medical services and facilities.**

More services to travel out to families in the more isolated areas (e.g. Leppington/Bringelly).

Identify safe routes to walk/cycle to school or day care/preschool.

More free family activities and events for children that are inclusive of all children.

Offer more family friendly restaurants/ places for families to catch up other than a park.

Decision makers need to regulate the location of Early Childhood Education and Care facilities to prevent services being established in close proximity to each other.

Integrate opportunities for parents/carers to chat with children about everyday activities – How does food get into shops? Where does beef come from? Plaques or tip sheets for parents on the walls in shops. Language needs to be in everyday life.

All facilities for children and families support healthy eating e.g. greater healthy options, no sugary drinks and no advertising of unhealthy foods.

Health and nutrition fun days and school holiday programs for children/ families e.g. healthy food stalls, cooking workshops for kids, appearance from a nutrition magician or Healthy Harold type program.

Increase community knowledge of services and how to access them.

Advocating to the State Government for schools to be better located in the community, to reduce a school's student enrolment capacity and one on one support for children with additional needs.

Investigate opportunities for services to work collaboratively with schools.

Place local leisure, sport and cultural facilities in new areas so people don't have to travel.

**What we will do together to make the Camden Local Government Area the best place for children to live, learn and grow**

**How our Children and Families Strategy supports the community’s vision for Camden Local Government Area**

The *Camden Community Strategic Plan* outlines the Camden community’s long-term vision and goals. It sets the key directions for the whole local government area and aims to improve the quality of life for all residents. The *Camden Children (0-12 years) and Families Strategy* will contribute to achieving the community’s broad vision by focusing on what can be done for children and families. Detailed in the table below are the directions, objectives, strategies and indicators of the Camden Community Strategic Plan that this Strategy will support.

Key Direction	Objectives	Strategies	Indicator
2. Healthy Urban and Natural Environment	2.1 Caring for urban and natural environments including heritage sites.	2.1.1 Protect the built and natural heritage of the Camden LGA. 2.1.2 Conserve native flora and fauna and their habitats, and promote local involvement through community education programs.	Increase community participation in protecting and managing the natural environment.
4. Effective and Sustainable Transport	4.1 Integrated and safe transport system.	4.1.1 Ensure the provision of adequate transportation network facilities are available across the Camden LGA (bus, railway, walking, cycle and car).	Maintain or reduce the number of pedestrian and vehicle accidents in the Camden LGA.

Table continued...

Key Direction	Objectives	Strategies	Indicator
5. An Enriched and Connected Community	5.1 Celebrating social diversity and cultural expression.	5.1.1 Foster strong, cohesive, healthy and safe communities. 5.2 Build partnerships with local community organisations and groups in the delivery of services to a diverse community across the Camden LGA. 5.1.3 Facilitate community connections, inclusion, resilience and sense of belonging through the provision and support of a broad range of events and activities.	Maintain or increase number of culturally diverse programs/celebrations. Maintain or increase number of recreation facilities, sporting fields and open space. Reduce crime rates.
	5.2 Opportunities for life-long learning.	5.2.1 Provide library services that promote community hubs, enable people to connect, stimulate opportunities to share information and learn, and foster cultural and social exchange.	Maintain or increase the number of places available at local schools and colleges. Maintain or increase the number of library members.
6. Strong Local Leadership	6.1 Maintain strong partnerships and shared responsibilities with stakeholders.	6.1.1 Provides services and facilities that are high quality, accessible and responsive to the community's needs. 6.2.1 Continue to engage the community and stakeholders in the decision-making process.	Increase partnership project arrangements with external community groups and/or the private sector
	6.2 Community and stakeholders are kept informed.	6.2.2 Deliver services through adequate resources and best value options. 6.2.3 Strengthen partnerships with a wide range of service providers to avoid duplication, synchronise service delivery and seek economies of scale.	Local media outlets continue to service the Camden LGA.

### The Camden Children (0-12 Years) and Families Strategy Outcomes

Through the implementation of the activities detailed in the Action Plan 2018/19 to 2020/21 (page 34-63), we endeavour to deliver the following outcomes for children and families living in the Camden LGA.






 <p>Voice</p>	<p>1.1 Children have increased opportunities to have their voices heard by adults particularly those in decision-making roles.</p>	<p>1.2 Children have a greater sense of belonging in their community.</p>	<p>1.3 Children go to the Camden Kids website to obtain information about matters that affect them locally.</p>
 <p>Learning and Development</p>	<p>2.1 The Camden LGA remains above the Greater Sydney average for all 5 AEDC developmental domains.</p>	<p>2.2 The Camden LGA AEDC 'developmentally on track' scores are at least 85% for all 5 domains by 2028.</p>	<p>2.3 The indicator related to children being regularly read to at home prior to kindergarten improves from 94.8% in 2015 to 98% in 2028 based on teacher's reports recorded in AEDC data.</p>
 <p>Connect</p>	<p>2.4 Improvement in the results for suburbs identified at risk or vulnerable based on 2015 AEDC data by 2028.</p>	<p>2.5 Families report their children are being read to most days of the week at home.</p>	<p>3.3 Children are educated and supported to demonstrate cultural inclusion, kindness and acceptance of social diversity.</p>
 <p>Wellbeing</p>	<p>3.1 Reduced social isolation amongst new parents and new residents and the inclusion of all children and families.</p> <p>4.1 Reduction in the number of primary school aged children requiring dental intervention.</p> <p>4.4 Children and parents suffering with a mental health issue are seeking help from support services.</p>	<p>3.2 Children can participate in spontaneous play and exploration in their local neighbourhood.</p> <p>4.2 Reduction in childhood obesity rates.</p>	<p>4.3 Parents can access information about healthy eating practices.</p>

Table continued...

 <p>Safe</p>	<p>5.1 Knowledge of cyber safety reported by parents and children.</p>	<p>5.2 Organisations are up to date with child protection/child safe organisations requirements and practices.</p>	<p>5.3 Parents/carers have a better understanding about the dynamics of family violence and its impact on children.</p>
	<p>5.4 Integrated and safe transport system resulting in fewer road safety incidents involving children.</p> <p>5.7 The 0 drowning rate for children aged 0-12 years in the Camden LGA is maintained.</p>	<p>5.5 Fewer children requiring hospital treatment due to a preventable accident at home.</p>	<p>5.6 Emergency preparedness initiatives consider families with children (dependants).</p>
 <p>Informed and Empowered</p>	<p>6.1 More children and parents to know about services and programs available for them in the local area.</p>	<p>6.2 Increase in traffic on the Camden Kids website.</p>	<p>6.3 Increase in the Camden Kids email list registrations.</p>





**STRATEGIC PRIORITY 1: CHILDREN HAVE A VOICE AND ARE HEARD IN THEIR COMMUNITY**

**“Children have the right to express their views, obtain information and make ideas or information known, and ... have their opinions taken into account in any matter or procedure affecting them” United Nations, 1989**

**WHERE WE ARE NOW**

Camden Council over the last five years has facilitated age-appropriate activities to document the views of Camden children (see the “*what children told us*” section on page 20). We could however be doing more to make sure children’s voices are being documented and heard by decision makers.

We need to inform, educate and provide children with opportunities to become advocates, problem solvers and positive change makers in the Camden community. We need to support them to become confident at making choices about matters that affect them whether that’s at home, at school or in the community.

**WHAT WE WANT**

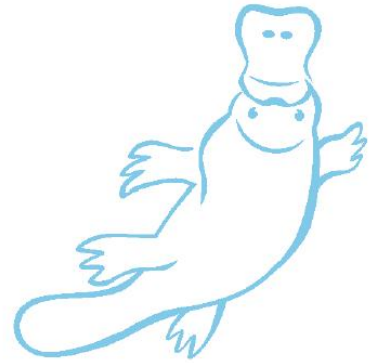
1. Children to share their views and ideas and for these to be listened to and respected by adults.
2. Children to know where they can go to get information about matters that affect them and where they can go to get help (i.e. Kids Helpline).
3. Council and other organisations to adopt innovative and age-appropriate ways to ask children what they think and want.
4. Children’s needs are investigated, and their wants heard when managing the Camden LGAs growth.



**If you ever wanted to know what is important to a child, ask them!**

**Camden children told us:**

- "I love butterflies, rainbows, my mum, my home and my cat. They mean a lot to me." (Age 6)
- "I've drawn a picture of me having fun swimming in the pool" (Age 5)
- "I love my family. They do lots of stuff for me." (Age 10)
- "Life, Country, Respect – Paying respect to different cultures and lives. (Age 8)
- "My talents are art, knitting, skipping, and playing on the monkey bars and hopscotch." (Age 8)
- "I love nature and respecting the environment." (Age 7).
- "I like riding my bike and feeding the ducks" (Age unknown).



**"My mum lets me pick what I want to take to school for lunch and asks what parks/things we want to do"**

Camden Children have Voices Survey 2018, Child age 8.



**Action Table 2018/19 – 2020/21**  
**Strategic priority 1: Children have a voice and are heard in their community**

Strategic action	Target group/page	Measurement of success	Implementation timeline <sup>4</sup>	Lead organisations and their roles <sup>5</sup>
1. Council ensures children are consulted on matters that affect them including playground and community facility design and social planning matters using best practice engagement methods for children.	Children (3-12).	Number of children participating in consultations increases compared to benchmark data collected by Council.	Ongoing.	Camden Council (service provider).
2. Build the capacity of parents/carers to support their child's decision-making skills and confidence in expressing their opinions to adults.	Parents/ carers.	Number of parents to receive information about the importance of teaching children to become confident decision makers and positive agents of change via the Camden Kids website and other platforms.	Ongoing.	Camden Council with identified project partners (capacity builders).

<sup>4</sup> Timeline reflects indicative project commencement.

<sup>5</sup> Service provider's role is to deliver the project, program or service; capacity builder's role is to provide opportunities for people through upskilling, education and empowerment; a connector's role is to identify and create networks and partnerships; a facilitator's role is to actively support the development of a project/service; and a supporter's role is to promote activities to gain exposure and/or offer advice to the project, program or service provider.

Table continued...

Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>4</sup>	Lead organisations and their role <sup>5</sup>
3. Utilise creative writing and art classes/workshops to enable children to express their thoughts and ideas in non-verbal formats.	Children (5-12).	Number of children participating in creative writing and art classes. Number of workshops delivered. Number of cultural activities run to highlight children's voices to the broader Camden community.	Ongoing.	Camden Council with identified project partners (service provider).
4. Include child-friendly features on the Camden Kids website and promote this site as a child's one-stop shop to find out about local matters that affect them.	Children (5-12).	Number of hits on the child-friendly sections of the Camden Kids website.	2020.	Camden Council (service provider).

Table continued...

	Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>4</sup>	Lead organisations and their role <sup>5</sup>
5.	Council's frontline customer service staff are skilled in listening and responding to enquiries from children (age appropriate), families with language barriers and children or parent/carers with disability and are equipped with simplified communication tools (i.e. use pictures and simple language) to communicate Council information.	All children and families.	Number and type of strategies used by frontline Customer Service staff to manage enquiries and promote council's services and resources to children and families. Customer service and frontline Council staff report they feel they can support children, families with language barriers and children/carers with a disability to access information.	2020 and ongoing.	Camden Council (service provider).
6.	Develop a community education campaign to promote Children's Rights and raise awareness that children are valuable community members with expertise in "childhood".	Whole of community.	Community education campaign is developed and implemented.	2021.	Camden Council with identified project partners (capacity builders).

# LEARNING & OPPORTUNITY

**STRATEGIC PRIORITY 2: ALL CHILDREN FROM BIRTH THROUGH TO PRIMARY SCHOOL AGE HAVE THE OPPORTUNITY TO ENHANCE THEIR DEVELOPMENT AND LEARNING.**



***“Quality early learning and care play a vital role in the development of our children and sets the best foundation for the future of our children and nation” The Hon Dame Quentin Bryce AD CVO, 2016.***

**WHERE WE ARE NOW?**

In the Camden LGA, we have a higher number of people providing unpaid child care to their own children or another person’s child (36.2%) compared to the Greater Sydney region (27.3%)<sup>6</sup>. This result has increased slightly since 2012 (35.5%). For many families the affordability of formal childcare services such as day care is likely to be swaying them towards unpaid childcare. We are anticipating many parents will re-evaluate the affordability of formal day care with the Federal Government’s introduction of the Child Care Subsidy.

The Australian Early Development Census data (AEDC)<sup>7</sup> is a nationwide data collection of early childhood development, captured at the time children commence their first year of school. It provides Council and the community with evidence to develop policy and projects aimed at addressing the evolving needs of children’s learning and development in the early years (0-5 years). The data is collected by the Australian Government every 3 years. The AEDC data collected in 2015 showed a 39% increase in the number of children attending preschool in the Camden LGA and fewer children attending day care (3.6% reduction) and playgroups (8.1% reduction) in comparison to the 2012 results. Despite this, 98.4% of teachers surveyed as part of AEDC said kindergarten students overall transitioned well to school and 94.8% of teacher’s felt kindergarten students were regularly read to at home prior to starting primary school

<sup>6</sup> Australian Bureau of Statistics Census 2016 – Camden Profile Id

<sup>7</sup> Australian Early Development Census data 2015

## 2015 Camden LGA Australian Early Development Census data results

Developmental on Track	Camden LGA	Greater Sydney
Physical Health & Wellbeing	85%	78%
Social Competence & Wellbeing	82%	77%
Emotional Maturity	82%	79%
Language & Cognitive Skills	92%	89%
Communication & General Knowledge	82%	76%

Developmentally vulnerable	Camden LGA	Greater Sydney
Physical Health & Wellbeing	5%	8%
Social Competence & Wellbeing	5%	9%
Emotional Maturity	4%	6%
Language & Cognitive Skills	2%	4%
Communication & General Knowledge	3%	8%

Developmentally at risk	Camden LGA	Greater Sydney
Physical Health & Wellbeing	10%	13%
Social Competence & Wellbeing	11%	14%
Emotional Maturity	12%	14%
Language & Cognitive Skills	3%	7%
Communication & General Knowledge	13%	16%

Domain	Domain Description
Physical health and wellbeing	Children's physical readiness for the school day, physical independence and gross and fine motor skills.
Social competence	Children's overall social competence, responsibility and respect, approach to learning and readiness to explore new things.
Emotional maturity	Children's pro-social and helping behaviours and absence of anxious and fearful behaviour, aggressive behaviour and hyperactivity and inattention.
Language and cognitive skills (school-based)	Children's basic literacy, interest in literacy, numeracy and memory, advanced literacy and basic numeracy.
Communication skills and general knowledge	Children's communication skills and general knowledge based on broad developmental competencies and skills.

Above: Descriptions of the AEDC developmental domains



### WHAT WE WANT

1. Children to receive high quality education locally, particularly in the early years to enable them to maximise their individual ability and potential.
2. Parents and carers are better informed about the benefits of 'play' and 'play-based education programs'.
3. Parents are aware and skilled in how to enhance their child's learning in the home environment and supported to do this in the public domain.
4. Children to be socially, emotionally and cognitively ready to transition from preschool to primary school and from primary school to high school.
5. All children to be read to at home.
6. Increased enrolments in preschool programs based on parents/carers gaining a heightened awareness of its importance.



#### Did you know?

90% of a child's brain development occurs in the first 5 years of their life, making it a critical window for early education and learning.

Source: NSW Department of Education website, 2018.

**Action Table 2018/19 – 2020/21**  
**Strategic priority 2: All children from birth through to primary school age have the opportunity to enhance their development and learning**

Strategic action	Target group/ age	Measurement of success	Implementation timeline <sup>8</sup>	Lead organisations and their role <sup>9</sup>
7. Camden Libraries children's activity program (Babies into Books, Storytime, Baby Playdate, Mini Builders Lego at the Library, Paws 'n' Tales and school holiday activities for primary school aged children) continues.	Children 0-12 years. Parents/carers.	<ul style="list-style-type: none"> <li>High participation rates are maintained.</li> </ul>	Ongoing.	Camden Council (service provider).
8. A community based early literacy program (Camden Paint the Town REAd) is implemented.	Whole of community.	<ul style="list-style-type: none"> <li>Increased community awareness of Camden Paint the Town REAd.</li> <li>A reading day and other Camden Paint the Town REAd activities run annually.</li> <li>Parents/carers attending a Camden Paint the Town REAd activity report they will implement the campaign's message of reading, talking rhyming and singing to a child daily.</li> </ul>	Annually.	Camden Paint the Town REAd Committee (service providers).

<sup>8</sup> Timeline reflects indicative project commencement.

<sup>9</sup> Service provider's role is to deliver the project, program or service; capacity builder's role is to provide opportunities for people through upskilling, education and empowerment; a connector's role is to identify and create networks and partnerships; a facilitator's role is to actively support the development of a project/service; and a supporter's role is to promote activities to gain exposure and/or offer advice to the project, program or service provider.

Table continued...

	Strategic action	Target group/ age	Measurement of success	Implementation timeline <sup>8</sup>	Lead organisations and their role <sup>9</sup>
9.	Council investigates partnerships with researchers, universities, place-makers and local businesses to facilitate opportunities for children's language development to become part of their everyday lives (e.g. visits to the playground/park and retailers).	Whole of community.	<ul style="list-style-type: none"> <li>Number of locations in the public domain that parents/ carers receive prompts to engage in a conversation with their child.</li> </ul>	2020 and then ongoing.	Camden Council (connector/provider) with identified project partners (provider/facilitators).
10.	Early childhood education and care providers are supported to provide an inclusive learning environment, and staff are empowered to identify children with learning or behavioural needs and/or make referrals to external specialist support services.	Early Childhood Education and Care services.	<ul style="list-style-type: none"> <li>Number of centres participating in training courses.</li> <li>Evaluation tools used to determine quality and quantitative data from participants.</li> </ul>	2020 and then ongoing.	Camden Council in partnership with training facilitators (capacity builders). Early childhood education and care providers (service providers).
11.	Target geographical areas identified as being developmentally at risk based on AEDC and other relevant data.	Parents of children aged 0-5 years.	<ul style="list-style-type: none"> <li>Improvement in suburb specific AEDC data.</li> </ul>	Ongoing.	Camden Council with identified place-based project partners (service providers).
12.	Advocate to service providers to deliver more supported playgroups in the Camden Local Government Area (LGA).	Children 0-5 years.	<ul style="list-style-type: none"> <li>At least 2 new playgroups are established in the Camden LGA by 2021.</li> </ul>	Ongoing.	Camden Council (advocate/supporter) and playgroup providers (service provider).



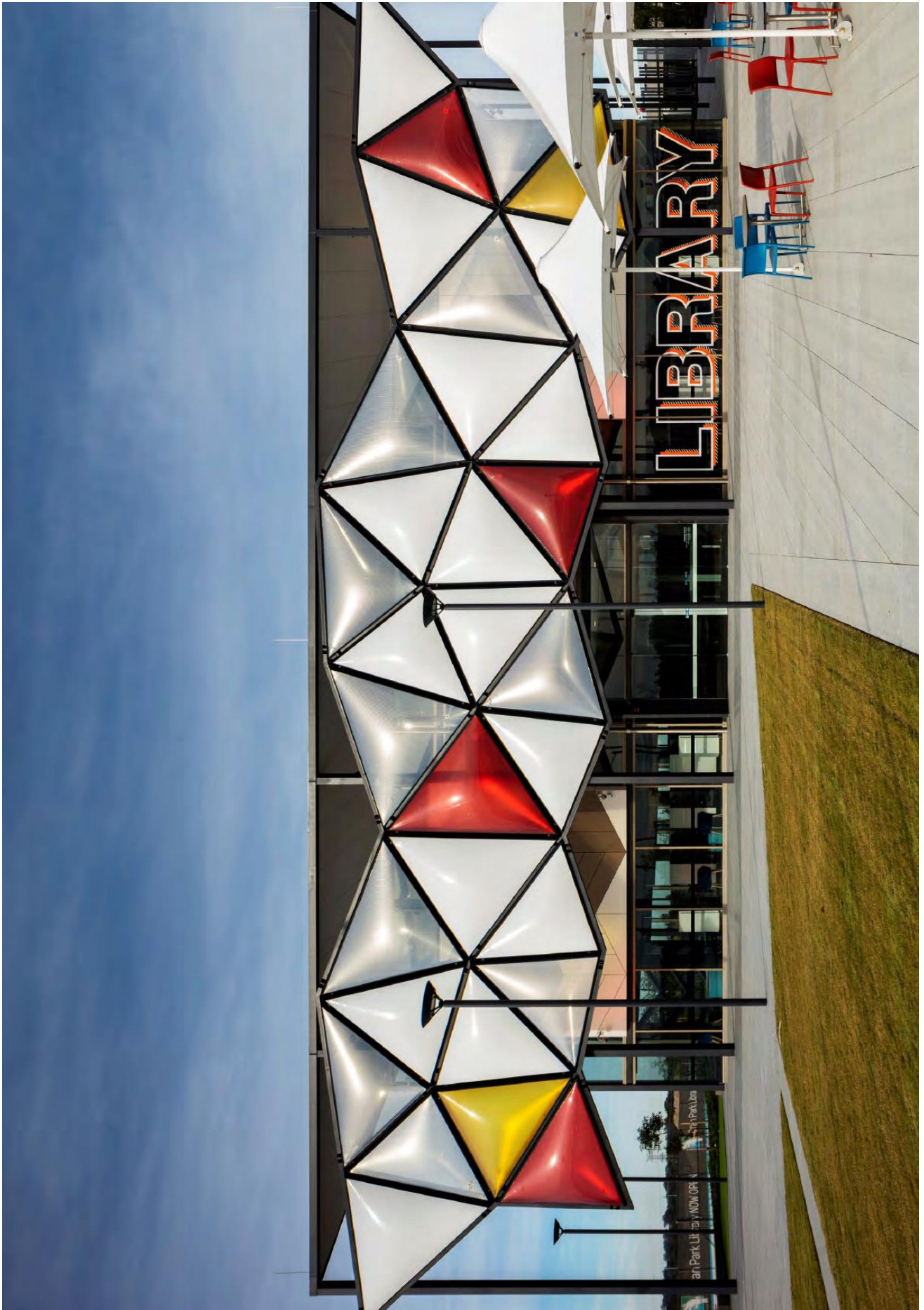
Table continued...

	Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>8</sup>	Lead organisations and their role <sup>9</sup>
13.	Increase parent/carer awareness about benefits of preschool and other transition to school programs (i.e. playgroups).	Parents of children aged 0-5 years.	<ul style="list-style-type: none"> <li>Increased number of children attending daycare/preschool programs and playgroup based on AEDC data post-awareness raising campaign.</li> <li>Continued overall improvement in the 5 domains of the AEDC data.</li> </ul>	2019 and then ongoing.	Camden Council with identified project partners (capacity builders).
14.	Explore the need for community-based transition to school programs (both preschool to primary school and then primary school to high school) targeting both children and parents/carers.	<p>Preschool aged children and their parents/carers.</p> <p>Children in year 6 and their parents/carers.</p>	<ul style="list-style-type: none"> <li>Number of visits on blog or webpages.</li> <li>Number of participants in webinars.</li> <li>Number of parents/carers and children attending in person information sessions.</li> <li>Children in Kindergarten and year 7 report experiencing a smoother transition to school.</li> </ul>	2019.	Camden Council with identified project partners (service providers/capacity builders).
15.	Advocate for and promote activities/groups for grandparents providing informal care for their grandchildren.	Grandparents and children aged 0-5 years.	<ul style="list-style-type: none"> <li>Number of grandparent/grandchild activities offered in the Camden LGA and participation rates.</li> </ul>	Ongoing.	Camden Council (advocate) and community services/groups (service providers).

Table continued...

Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>8</sup>	Lead organisations and their role <sup>9</sup>
16. Implement Carers NSW initiatives to provide a greater level of support to young carers in the Camden community, and assist teachers to identify students who may be caring for another family member.	Primary schools.	<ul style="list-style-type: none"> <li>Number of schools implementing Carers NSW Young Carer programs.</li> </ul>	2019.	Carers NSW (capacity builder) and primary schools (service provider). Camden Council (connector/supporter).
17. Establish and promote creative writing activities, reading challenges, afterschool homework groups and tutoring services to primary school children to maintain their engagement in reading and literacy programs.	Children 5-12 years.	<ul style="list-style-type: none"> <li>Number of activities provided.</li> <li>Participation rates in activities.</li> <li>Number of new groups established and/or services promoted.</li> </ul>	Ongoing.	Camden Council with identified project partners (service provider).
18. Council, NSW Department of Planning and the NSW Department of Education work together to ensure primary schools in the Camden Local Government Area (LGA) are being built in a timely manner.	Children 5-12 years.	<ul style="list-style-type: none"> <li>Quarterly meetings between Council and relevant State Government agencies are held to resolve planning matters related to primary schools.</li> </ul>	Ongoing.	Camden Council (connector) with the NSW Department of Education and NSW Department of Planning (service providers).





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## STRATEGIC PRIORITY 3: CAMDEN LGA IS A CHILD-FRIENDLY PLACE WHERE CHILDREN AND FAMILIES ARE CONNECTED TO THEIR LOCAL COMMUNITY

**“A child-friendly built environment [enables children to] participate in family, community and social life” NSW Commission for Children and Young People, 2009**

### WHERE WE ARE NOW?

- The community consultations highlighted a need for:
  - community service providers and facilities to be physically located in geographically isolated areas of Camden LGA;
  - improved connectivity (i.e. safe and well-connected paths and cycle routes) to create a healthy and resilient community;
  - more affordable, frequent and safe events/activities for children;
  - better public transport to assist parents and children to build social connections and participate in their community.
- Social capital is essential to building social connections. A recent study by Cred Consulting found Camden CBD had a high number of social connectors and was considered a good example within Camden LGA<sup>10</sup>.

### WHAT WE WANT

- The urban built environment in the Camden LGA is child-friendly and adopts Universal Design principles.
- Local businesses (i.e. restaurants, cafes, theatres, cinemas and art gallery) to adopt child-friendly philosophies and to assist parents with connecting socially with the wider community.
- Green spaces to be maintained and balanced with urban growth.
- Children as a stakeholder group to be considered in strategic land use planning decisions.

<sup>10</sup> Cred Consulting 2017 – Greater Sydney’s Social Capital: Its Nature and Value.



**Action Table 2018/19 – 2020/21**  
**Strategic priority 3: Camden LGA is a child-friendly place where children and families are connected to their local community**

Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>11</sup>	Lead organisations and their role <sup>12</sup>
Child-friendly businesses: 1. Pilot a child-friendly audit of an established CBD to identify potential modifications to the physical environment to make it more accessible, safe and child-friendly. 2. Educate local businesses about child-friendly principles and offer to conduct an audit to award retailers with a child-friendly status. 3. Promote child-friendly businesses to families via the Camden Kids website and other platforms.	Whole of community.	<ul style="list-style-type: none"> <li>Pilot one CBD child-friendly audit.</li> <li>Number of businesses requesting an audit and awarded "child-friendly status".</li> <li>Parents report positive experiences when attending child-friendly businesses.</li> </ul>	2021 then ongoing.	1. Camden Council with community stakeholders (service providers). 2. Camden Council (service providers) with Camden Chamber of Commerce, Greater Narellan Business Chamber (supporters). 3. Camden Council (service providers).
20. Council applies the principles of Universal Design to playspaces and refers to the NSW Government's <i>Everyone Can Play: Inclusive Play spaces</i> for guidance.	Whole of community.	<ul style="list-style-type: none"> <li>Council receives positive feedback that playspaces in the Camden LGA are designed for children of all ages and abilities and considers the needs of their families and carers.</li> </ul>	Ongoing.	Camden Council (service provider).

<sup>11</sup> Timeline reflects indicative project commencement.

<sup>12</sup> Service provider's role is to deliver the project, program or service; capacity builder's role is to provide opportunities for people through upskilling, education and empowerment; a connector's role is to identify and create networks and partnerships; a facilitator's role is to actively support the development of a project/service; and a supporter's role is to promote activities to gain exposure and/or offer advice to the project, program or service provider.

Table continued...

Strategic action	Target group/ age	Measurement of success	Implementation timeline <sup>11</sup>	Lead organisations and their role <sup>12</sup>
21. Council has strategies in place to ensure environmental sustainability and social planning are key considerations during the assessment of developments and land use planning decision-making.	Whole of community.	<ul style="list-style-type: none"> <li>Measure the number of Social Impact Assessments (SIA) referred to Council's social planners for review.</li> <li>Long-term, children will inherit an environment that is green, clean and safe from rubbish and pollution.</li> <li>The community feels that Camden's urban growth is balanced with achieving positive social, health and economic outcomes for children and families.</li> </ul>	Ongoing.	Camden Council (service provider).
22. Identify community facilities needed by children and families, and provide input into their future planning.	Children and Families.	<ul style="list-style-type: none"> <li>Number of occasions input was provided during the planning stage of community facilities that children and/or families are identified as a stakeholder group.</li> </ul>	Ongoing.	Camden Council (service provider/facilitator).
23. Children are engaged in learning about environmental sustainability, storm water renewal, waste reduction and recycling and can actively be involved in caring for the natural environment.	Children 3-12 years.	<ul style="list-style-type: none"> <li>Children's participation in Council run environmental education programs and bush care activities.</li> </ul>	Ongoing.	Camden Council (service provider/capacity builder).

Table continued...

	Strategic action	Target group/ age	Measurement of success	Implementation timeline <sup>11</sup>	Lead organisations and their role <sup>12</sup>
24.	Affordable family friendly events are held annually.	Children and Families.	<ul style="list-style-type: none"> <li>Feedback from event attendees.</li> <li>Number of local families with young children attending.</li> <li>Learn what services and programs are available in the Camden LGA.</li> </ul>	Annually.	Camden Council (service provider) with community service providers (supporters).
25.	Regular activities are held for children in their "tweens".	Children 9-12 years.	<ul style="list-style-type: none"> <li>The number of activities/ events offered for children aged 9 to 12 years and participation rates.</li> </ul>	Pilot 2020 and then ongoing.	Camden Council (facilitator/ service provider).
26.	Support emerging community groups and new families moving to new residential estates in the Camden LGA to build connections with services and other residents to assist them to engage in community life.	CALD communities. New families to the Camden LGA living within new urban land release estates.	<ul style="list-style-type: none"> <li>Feedback from parents who have recently moved into the Camden LGA via the Welcome Program Officers.</li> </ul>	Ongoing.	Camden Council Cohesive Communities Advisory Group (connector/service provider) and Welcome Program Officers within new residential estates (supporter).
27.	Children are encouraged to embrace individual differences and respect diversity. Parents/carers are supported to discuss cultural diversity with their child and have the opportunity to learn about different cultural values and beliefs within the Camden community.	Children 3-12 years.	<ul style="list-style-type: none"> <li>The number of parents/carers to receive existing resources for discussing cultural diversity with children.</li> <li>Children and family participation rates at multicultural and cohesive community events/activities.</li> </ul>	Ongoing.	Camden Council (service provider) with community groups (supporters).

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# WELLBEING

## STRATEGIC PRIORITY 4: FAMILIES ARE HEALTHY AND WELL BALANCED EMOTIONALLY, PHYSICALLY AND MENTALLY

*“Nutritious food and regular physical activity supports the normal growth and development of children” Australian Government Department of Health 2009 and “a child’s family is the first and biggest influence on their mental health – Children can be taught how to cope with their emotions, to bounce back from problems and to develop positive relationships” KidsMatter 2018.*

### WHERE WE ARE NOW

- The availability of health data on a local government area level is limited.

### WHAT WE WANT

- Children have access to medical/health treatment and healthy food.
- Affordable recreational activities for children and families.
- Children and parents with mental health concerns can access adequate support locally.
- Parents and early childhood and care providers are supported to teach emotional resilience and social skill development.
- Families to work together to make “healthy” normal including encouraging parents to role model positive behaviours to their children.



### Did you know?

Providing children with the experience of safety, predictability, encouragement and emotional comfort during their infancy can positively affect their social and emotional development and their long-term outcomes.

Source: National Health and Medical Research Council website, 2018.

**Action Table 2018/19 – 2020/21**  
**Strategic priority 4: Families are healthy and well balanced emotionally, physically and mentally**

Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>13</sup>	Lead organisations and their role <sup>14</sup>
28. Promote the benefit of physical activity for children including participation in community-based sport, incidental physical exercise and recreationally (i.e. visits to a park).	Parents.	<ul style="list-style-type: none"> <li>Number of applications for the Active Kids Rebate locally.</li> <li>Children's participation rates in local sport programs on Council-owned facilities.</li> </ul>	Ongoing.	Camden Council with identified project partners (capacity builders).
29. Encourage community based sports to participate in the NSW Health "Finish with the right stuff" training and make efforts to increase the visibility of healthy food and drink options at a child's eye level within their canteens.	Community based sport clubs with canteen facilities.	<ul style="list-style-type: none"> <li>Number of clubs attending training and implementing advice.</li> </ul>	2019 and then ongoing.	Camden Council (connector) with NSW Health and community based sports clubs (service providers).

<sup>13</sup> Timeline reflects indicative project commencement.

<sup>14</sup> Service provider's role is to deliver the project, program or service; capacity builder's role is to provide opportunities for people through upskilling, education and empowerment; a connector's role is to identify and create networks and partnerships; a facilitator's role is to actively support the development of a project/service; and a supporter's role is to promote activities to gain exposure and/or offer advice to the project, program or service provider.

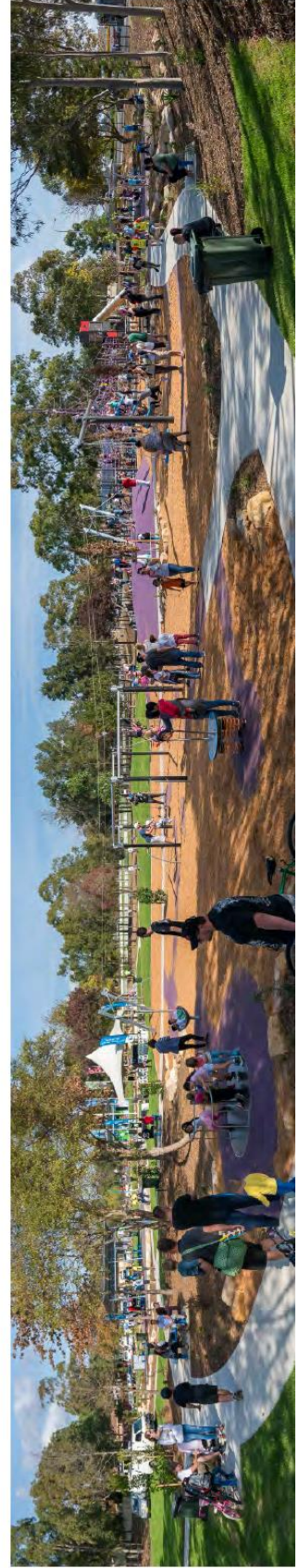
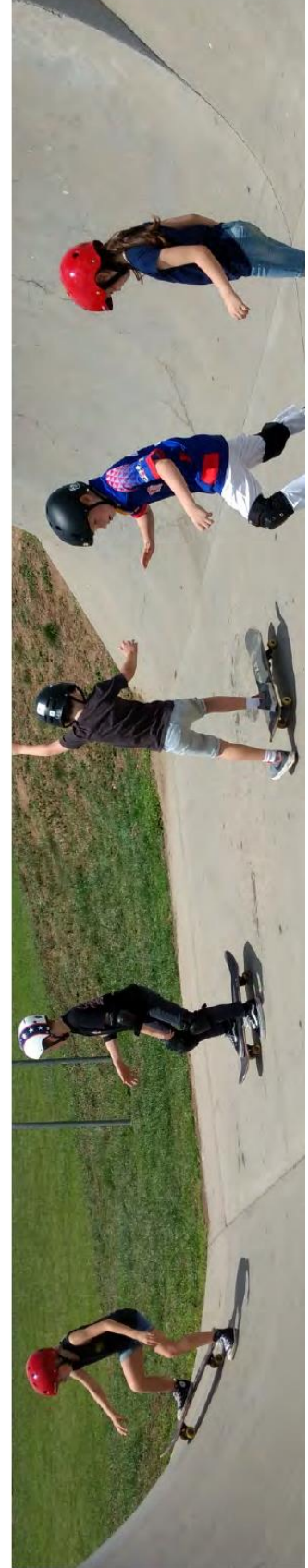


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	Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>13</sup>	Lead organisations and their role <sup>14</sup>
30.	Promote the Healthy Kids website and State and Federal Government Health programs targeting children to parents/carers and Early Childhood Education and Care Service providers (includes reducing childhood obesity, increasing a family's physical activity, nutrition and mental health initiatives).	Children, parents/ carers, primary schools and Early Education and Care Institutions.	<ul style="list-style-type: none"> <li>Promotion of the Healthy Kids website on the Camden Kids website.</li> <li>NSW Health program promotional flyers distributed by Council.</li> <li>Attendance rates at NSW Go 4 Fun project in the Camden LGA.</li> <li>Number of preschools and playgroups participating in NSW Health's Munch and Move program.</li> </ul>	Ongoing.	Camden Council (supporter) with Federal and NSW Health Departments (service provider).
31.	Expand the availability of water refill stations at Council-owned parks and ensure water refill stations are provided at large scale community events targeting children and families.	Children and Families.	<ul style="list-style-type: none"> <li>Increased number of events and locations where water refill stations are used.</li> </ul>	2018 and then ongoing.	Camden Council with Sydney Water (service providers).
32.	Link vulnerable families with services providing healthy food pantry and meal programs.	Families.	<ul style="list-style-type: none"> <li>Vulnerable families not currently engaged with local services know about these programs and how to access them.</li> </ul>	Ongoing.	Camden Council (supporter/ connector) with community service providers and church groups (service provider).

Table continued...

Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>13</sup>	Lead organisations and their role <sup>14</sup>
33. Promotion of family fun, inclusive and affordable activities that encourage families to get active (e.g. the promotion of bike and walking tracks and outdoor gym equipment locations).	Families.	<ul style="list-style-type: none"> <li>Number of activities and projects held.</li> </ul>	2020 and then ongoing.	Camden Council (service provider/supporter).
34. Promote mental health support services to parents and children who need help with anxiety, depression, bullying, low self-esteem and other behaviours, emotional and mental health issues.	Children 3-12 years.	<ul style="list-style-type: none"> <li>Number of referrals from the Camden LGA to mental health support programs and services.</li> </ul>	Ongoing.	Camden Council (capacity builder/connector).
35. Build the capacity of out of school activity providers (e.g. coaches and Out of School Hours Care services) to support children with behavioural issues due to trauma or disability.	Primary school aged children. Children with disability.	<ul style="list-style-type: none"> <li>Coaches and out of school activity providers report they feel they know how to best support a child with disability or behavioural issues.</li> </ul>	2019.	Camden Council (facilitator) with specialised community service providers (supporters) and out of school activity providers (service providers).





## STRATEGIC PRIORITY 5: CHILDREN ARE AND FEEL SAFE AT HOME AND IN THEIR COMMUNITY

***“Children and young people should be able to feel safe in all spaces – in their home, at school, at work, out and about and in their community.”***  
**Office of the Advocate for Children and Young People, 2016**

### WHERE ARE WE NOW

- Over the last five (5) years rates of domestic violence assaults have increased in the Camden LGA, however this is likely to be reflective of Camden’s population growth and an increase in people reporting domestic violence incidents due to National, State and local education campaigns<sup>15</sup>.
- No children have drowned in the Camden LGA over the last 5 years (2013 to 2017)<sup>16</sup>.
- There has been increased demand placed on local resources for children of all ages to receive cyber safety education.

### WHAT WE WANT

- Children to be safe in all areas of the community including online.
- Children and parents to know where they can get help to ensure their child’s physical and virtual safety.

<sup>15</sup> NSW Bureau of Crime Statistics, 2018

<sup>16</sup> Royal Lifesaving Society Australia, 2018



**The safety, welfare and wellbeing of the child is paramount.**

Source: Children and Young Persons (Care and Protection) Act 1998

Action Table 2018/19 – 2020/21  
**Strategic priority 5: Children are and feel safe at home and in their community**

Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>17</sup>	Lead organisations and their role <sup>18</sup>
<b>36. Child accident prevention</b> a. Promote child accident prevention information and resources to ensure children are safe at home, during play, in the car and when near water. b. Promote the Poison Information Line to parents.	Parents.	<ul style="list-style-type: none"> <li>Number of hits on child accident prevention information on the Camden Kids website.</li> </ul>	Ongoing.	Camden Council (capacity builder).
<b>37. Cyber Safety</b> a. Host a Cyber Safety education workshop for parents and children with intellectual disability. b. Promote cyber safety education programs administered by the federal and local police to primary schools. c. Refer parents/carers to the Office of eSafety Commission and NSW Department of Education <i>Bullying No Way</i> website for tips and advice about protecting their children online. d. Promote the Kids Helpline to primary school aged children who may be victims of cyber bullying and their parents/carers.	Parents and children 5-12 years.	<ul style="list-style-type: none"> <li>Targeted cyber safety workshop for children with a disability is delivered.</li> <li>Number of cyber safety education sessions run in schools by local police.</li> <li>Children and parents/carers report they feel more empowered to manage online safety matters, have a better understanding of the law and where to go for support if they or their child are victimised.</li> </ul>	Ongoing.	a. Camden Council with Camden Police Area Command and identified training facilitators (capacity builders/service providers). b. Camden Council (supporter) and Camden Police Area Command (service provider). c. Camden Council (capacity builder). d. Camden Council (capacity builder).

<sup>17</sup> Timeline reflects indicative project commencement.

<sup>18</sup> Service provider's role is to deliver the project, program or service; capacity builder's role is to provide opportunities for people through upskilling, education and empowerment; a connector's role is to identify and create networks and partnerships; a facilitator's role is to actively support the development of a project/service; and a supporter's role is to promote activities to gain exposure and/or offer advice to the project, program or service provider.

Table continued...

	Strategic action	Target group/ age	Measurement of success	Implementation timeline <sup>17</sup>	Lead organisations and their role <sup>18</sup>
38.	<p><b>Child Protection</b></p> <p>a. Encourage Early Childhood Education and Care services to implement protective behaviours programs.</p> <p>b. Review Camden Council's implementation of Child Safe Organisations Principles (Australian Human Rights Commission).</p>	<p>Children aged 3-5 years.</p>	<ul style="list-style-type: none"> <li>Early Childhood Educators report number of children who participate in the SAFE book series program at their preschool/day care centre.</li> <li>Council's internal Child Safe organisation practices are reviewed.</li> </ul>	<p>Ongoing.</p>	<p>a. Camden Council (connector) with NSW Office of Children's Guardian and Australian Human Rights Commission (facilitator/capacity builder) and Early Childhood Education and Care Services (service provider).</p> <p>b. Camden Council (service provider)</p>
39.	<p><b>Family violence</b></p> <p>a. Increased community awareness/ education campaigns about the effects of family violence on children.</p> <p>b. Local primary schools are encouraged to undertake school based and/or participate in community based White Ribbon Day initiatives and other funded domestic violence programs.</p>	<p>Whole of community and primary school aged children.</p>	<ul style="list-style-type: none"> <li>A greater number of people are aware of what constitutes domestic violence and are aware of their options to report incidents of domestic violence to the NSW Police Force, as indicated by BOSCAR data and referrals to the Women's Domestic Violence Court Advocacy Program.</li> <li>Number of schools who implement White Ribbon Day initiatives and/or participate in community based White Ribbon Day events.</li> </ul>	<p>2019 then ongoing.</p>	<p>a. Camden Council with Camden Wollondilly Domestic Violence Committee (capacity builders).</p> <p>b. Camden Council (supporters) and primary schools (service providers).</p>

Table continued...

Strategic action	Target group/age	Measurement of success	Implementation timeline <sup>17</sup>	Lead organisations and their role <sup>18</sup>
<p><b>Road Safety</b></p> <p>a. Coordinate 4 free child restraint fitting days annually and utilise this opportunity to disseminate information about children and road safety.</p> <p>b. Identify safe and accessible pedestrian paths of travel using markings on footpath around day care centres/preschools and primary schools to encourage children and parents to walk, ride or scooter to school.</p>	<p>Parents and Children 0-12 years.</p>	<ul style="list-style-type: none"> <li>Fewer road safety incidents involving children.</li> <li>Increased participation in child restraint fitting days.</li> <li>Collect and measure baseline data from schools about student's transportation methods to school.</li> </ul>	Ongoing.	<p>a. Camden Council (service provider).</p> <p>b. Camden Council (facilitators).</p>
<p><b>Emergency preparedness.</b></p> <p>a. Promote the Triple Zero Kids campaigns locally.</p> <p>b. Families that live in bushfire and flood prone areas are supported to have an evacuation preparedness plan.</p> <p>c. Explore providing basic first aid for kids training locally.</p>	<p>Parents and Children 0-12 years.</p>	<ul style="list-style-type: none"> <li>Number of hits on the Triple Zero awareness information on the Camden Kids website.</li> <li>Number of families living in bushfire and flood prone area to receive emergency preparedness information.</li> <li>Number of children to be educated in basic first aid.</li> </ul>	Ongoing.	<p>a. Camden Council (capacity builder).</p> <p>a. Camden Council (facilitator) with emergency response services (service providers).</p> <p>b. Camden Council (connector).</p>
<p><b>Water and pool safety</b></p> <p>a. Promote the benefits of children learning to swim and local providers to parents.</p>	<p>Parents with children 3 months to 12 years.</p>	<ul style="list-style-type: none"> <li>Maintain 0 drowning incidents of children aged 0-12 years in the Camden LGA.</li> </ul>	Ongoing.	<p>b. Camden Council (capacity builder).</p>



Table continued...

Strategic action	Target group/ age	Measurement of success	Implementation timeline <sup>17</sup>	Lead organisations and their role <sup>18</sup>
<p><b>Animal safety</b></p> <p>a. Council's responsible pet ownership education campaign, <i>Paws and Pip</i> is offered to preschools, primary schools and children's community groups (e.g. Scouts) in Camden LGA.</p> <p>b. The <i>Paws and Pip</i> messages are delivered to children attending relevant community events.</p>	<p>Children 3-12 years.</p>	<ul style="list-style-type: none"> <li>Number of children who are informed through the Council's <i>Paws and Pips</i> program about how to interact with dogs, cats and other animals at home and in public places.</li> </ul>	<p>Ongoing.</p>	<p>a. Camden Council (service provider/capacity builder).</p> <p>b. Camden Council (service provider/capacity builder).</p>



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# INFORMED AND EMPOWERED

## STRATEGIC PRIORITY 6: FAMILIES HAVE ACCESSIBLE AND ACCURATE INFORMATION TO MAKE INFORMED DECISIONS FOR THEIR CHILD/CHILDREN AND FAMILY

*“Knowledge is power. Information is liberating. Education is the premise of progress, in every society, in every family”.* Kofi Annan

### WHERE WE ARE NOW?

- Parents/carers surveyed in 2017 said “the key challenge to accessing activities, services and facilities in the Camden area was the lack of knowledge about activities and services and eligibility criteria”.

### WHAT WE WANT

- Children and Parents/carers are informed about topics of interest to them and in the formats they utilise the most.
- Parents/carers to report they find it easy to locate accurate and up to date information about local services and programs.
- Parents/carers feel empowered to make educated decisions for their families.



**Did you know?**  
 Constant and sometimes contradictory information from multiple “experts”, as well as opportunities to compare one-self with others (including celebrity mothers and bloggers) are contributing factors to heightening anxiety rates in new mothers.  
 Source: *Western Sydney University, 2017*

**Action Table 2018/19 – 2020/21**  
**Strategic priority 6: Families have accessible and accurate information to make informed decisions for their child/children and family**

	Strategic action	Target group/page	Measurement of success	Implementation timeline <sup>19</sup>	Lead organisations and their role <sup>20</sup>
44.	The <i>Camden Kids</i> website is updated (including the addition of child-friendly features that provide children with the information they want in a fun and interactive way) and marketed to parents and children.	Parents and children aged 5-12 years.	<ul style="list-style-type: none"> <li>Number of visitors to the Camden Kids website.</li> </ul>	Ongoing.	Camden Council (service provider).
45.	Increase social media presences across the Camden Council Facebook page and local mother's group pages to engage families.	Parents.	<ul style="list-style-type: none"> <li>Level of engagement across Facebook posts.</li> </ul>	Ongoing.	Camden Council (service provider).
46.	Coordinate a quarterly eNewsletter about upcoming parenting, children and family events and activities to be disseminated to the Camden Kids website mailing list subscribers.	Parents.	<ul style="list-style-type: none"> <li>Number of people receiving the eNewsletter.</li> </ul>	2019 and then ongoing.	Camden Council (service provider) with community services (supporter).

<sup>19</sup> Timeline reflects indicative project commencement.

<sup>20</sup> Service provider's role is to deliver the project, program or service; capacity builder's role is to provide opportunities for people through upskilling, education and empowerment; a connector's role is to identify and create networks and partnerships; a facilitator's role is to actively support the development of a project/service; and a supporter's role is to promote activities and activities to gain exposure and/or the project planning and delivery.



## How council will monitor and review this plan

Camden Council will be the custodians of the *Camden Children (0-12 years) and Families Strategy* and will monitor the implementation of the action tables. We will review the strategy outcomes and report on these in line with Council's Delivery Program reporting schedule.

Part of the evaluation process will be ensuring we regularly have conversations with children, parents/carers, grandparents and workers to gauge their views and to find out what is working and what needs improvement. Their everyday experiences will assist us to identify emerging needs and put in place appropriate responses.

Council will also use relevant data captured by external organisations including Australian Bureau of Statistics, Australian Early Development Census, NSW Bureau of Crime Statistics and Research and NSW Health data to evaluate our impact.

After this strategy's implementation, the current action tables will be reviewed and the next 4 year action tables (2021/22 to 2024/25) will be developed.

## Conclusion

Children are our future. We want the children of today and tomorrow to live within a Camden community that values children, has a liveable and clean physical environment and is a safe and inclusive place for young families to call home. We want children to be empowered to become actively engaged in the Camden community and to feel confident to express their concerns and ideas.

This strategy is Camden Council's commitment to make the Camden LGA an even better place for children (0-12 years) and families. But we cannot do this alone. A collaborative approach with other tiers of government, local service providers, parents, carers and of course children is paramount to ensuring our goal for Camden's children becomes a reality.

It is important that this strategy is viewed as the first step in building our child-friendly Camden community. We recognise that children's needs change as new generations are born and because of situational factors such as our rapid urban growth. Emerging needs for children and families will continue to be monitored and responded to through our *Camden Children (0-12 years) and Families Strategy*.

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