

Submission

# Draft Blueprint for the Western Parkland City and Draft Western Parkland City Economic Development Roadmap - Phase 1

April 2022





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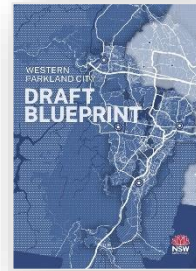
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## Table of Contents

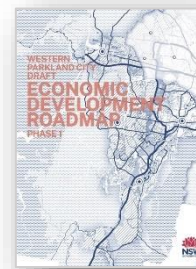
<b>Executive Summary</b> .....	3
<b>Recommendations</b> .....	5
<b>Introduction</b> .....	9
<b>Strategic Context</b> .....	9
<b>Key Issues and Considerations</b> .....	10
<b>Section 1 - Role of the Draft Blueprint</b> .....	10
<b>Section 2 – Delivery Priorities for the Camden LGA</b> .....	24
<b>Section 3 - Additional opportunities, gaps, and issues for the Camden LGA (Draft Blueprint)</b> .....	25
<b>Section 4 - Role of the Draft Economic Roadmap</b> .....	26
<b>Section 5 - Economic Priorities for the Camden LGA</b> .....	26
<b>Section 6 - Additional opportunities, gaps, and issues for Camden LGA (Draft Economic Roadmap)</b> .....	28
<b>Conclusion</b> .....	28

## Executive Summary

The Western Parkland City is undergoing rapid change, which provides numerous challenges and opportunities for the Camden Local Government Area (LGA), one of the fastest growing LGAs in Australia. In response to the NSW Government's vision for the Western Parkland City (WPC), Council welcomes the opportunity to provide comments on the *Draft Blueprint for the Western Parkland City (Draft Blueprint)* and *Draft Western Parkland City Economic Development Roadmap - Phase 1 (Draft Economic Roadmap)*.



Through the Draft Blueprint and Draft Economic Roadmap, the NSW Government has outlined a vision for the WPC, supported by key infrastructure, and the creation of jobs and economic opportunities in Western Sydney. Council supports the overall vision for a green, connected, and advanced WPC and looks forward to working together with the NSW Government in realising the vision for Australia's first 22nd Century City.



In response to the Draft Blueprint and Draft Economic Roadmap, Council has prepared the following submission, which highlights key issues for the Camden LGA, underpinned by four (4) critical elements for its place in the WPC, summarised as follows:

Source: The Western Parkland City Authority (2022). <https://wpca.sydney.gov.au>. Retrieved March 15, 2022.

1. The Western Parkland City Authority (WPCA) has considered earlier feedback prepared by the Western Parkland Councils, relating to the issue of funded and unfunded infrastructure priorities for the Camden LGA. Notwithstanding, clearer timeframes and funding mechanisms are required for delivery of the infrastructure priorities that have been identified to support Councils in the planning process for the WPC. **Council welcomes a collaborative approach by the NSW Government to ensure holistic planning is undertaken and infrastructure is delivered in a consistent manner across the Western Parkland City.**
2. It is Council's understanding that the Draft Blueprint will succeed the Western Sydney Place-based Infrastructure Compact (PIC) program as the mechanism for implementation of land use and infrastructure planning across the WPC. Notwithstanding, it is not altogether clear how the former PIC program is reflected in the Draft Blueprint. **It is recommended that the Draft Blueprint consider the established PIC equally with other infrastructure planning and prioritisation works, to support housing delivery and economic growth across the entire Western Parkland City.**
3. The South West Growth Area (SWGA) presents a unique opportunity for housing, employment generation, infrastructure provision, and liveability in the Camden LGA. The existing SWGA Structure Plan (circa 2006), a framework to guide the development of this area, is outdated and reflects a 'road-based' transport network. Consequently, a planning disconnect has been identified for the SWGA as to its context in an overarching Structure Plan for the WPC. **It is recommended that the Draft Blueprint include a contemporary planning vision for the SWGA in the Western Parkland City.**

4. Council commends the Draft Blueprint's depiction in prioritising the completion of investigations of the rail connection between Bradfield and Leppington, linking Bradfield City Centre to Liverpool. **Council strongly supports that this rail link (i.e. the South West Rail Link Extension) is fully constructed by 2031, and that a final business case for the future rail connection between Bradfield, Oran Park, Narellan and Macarthur (i.e. the North South Rail Line) is completed by 2023.**

While detailed comments on the Draft Blueprint and Draft Economic Roadmap are individually outlined further in this submission, following is a summarised list of Council's recommendations in response to each of the WPCA's documents.

## Recommendations

### Role of the Draft Blueprint

#### Key Strategies and Plans

1. That the Draft Blueprint identify its relationship to other key State and Federal strategies, plans and delivery programs, in particular those relating to the Western Sydney Aerotropolis and Western City District Plan.

#### Infrastructure Initiatives

2. That the Draft Blueprint includes a section headed 'Gaps and Opportunities', to explore and directly address the gaps and opportunities that relate to future infrastructure and service provision.
3. That clarification is provided on how future infrastructure initiatives will be identified and added to the Draft Blueprint, and how these initiatives will be prioritised and funded.
4. That consideration be given to linking infrastructure initiatives to future population projections and employment growth.

#### Resilience

5. That consideration be given to the resilience of the Western Parkland City in the event that the Western Sydney International Airport (WSIA) does not generate the volume of forecast economic activity.

#### Place-based Infrastructure Compact (PIC)

6. That the Draft Blueprint identifies its relationship to the previously prepared Western Sydney Place-based Infrastructure Compact.
7. That clarification is provided on how the Draft Blueprint will be monitored, the cycle of its review process and the manner in which a review would be undertaken.

#### Vision

8. That the Draft Blueprint references the '*NSW 2040 Economic Blueprint*', in providing context for its relationship to both the Draft Blueprint and the Draft Economic Roadmap.
9. That the 'Connected City' vision in the Draft Blueprint be further refined, to differentiate between key transport and social infrastructure themes.

#### Delivering A Green City

10. That the Draft Blueprint provides details on how the Western Parkland City will be delivered, given the reduction of proposed open space in Bradfield and the broader Aerotropolis area.
11. That clarification is provided on the method of calculation for green and open space, having regard to the NSW Government Greener Places Guide.
12. That the Draft Blueprint illustrates how the water networks are leveraged and influence liveability and connectivity, and provides a gap analysis of natural resources and infrastructure.

13. That the Draft Blueprint provides details on consultation and engagement with affected landowners on the agricultural impacts for the WPC.

### **Delivering A Connected City**

14. That the Draft Blueprint states how the '30-minute City' and '15-minute walkable neighbourhoods' will integrate in facilitating seamless and sustainable travel throughout the WPC.
15. That clear mode-shift targets are established in the Draft Blueprint for the WPC.
16. That Camden Council continues to be directly involved in planning for infrastructure provision/projects .
17. That the Draft Blueprint describes clearly how the issue of housing affordability in the WPC can be addressed.
18. That clarification is provided as to whether the content of the exhibited Draft Blueprint is reflective of the pending updates made by Transport for NSW on transport infrastructure planning in the WPC.
19. That an amendment be made to *C1 Priority ('Prepare a Western Parkland City transport structure plan increasing north-south and east-west links across the City')* to reflect an up-to-date planning vision of the structure planning required for the WPC.
20. That clarification is provided as to the steps and timing in the process for Transport for NSW to complete their investigations and business case for a rail connection between Bradfield City Centre and Leppington, in ensuring delivery of the rail line in the stipulated 2031 timeframe.
21. That the statement to *'complete investigations and staging for north-south extension of the Sydney Metro: Western Sydney Airport'* expressly states the need for completion of a Final Business Case, with a clear and definitive timeframe for its conclusion.
22. That the WPCA, TfNSW and DPE consult with Councils in investigating the *C5 Priority ('Investigate potential for additional transit orientated nodes to optimise rail investments')*, as part of ongoing planning for growth in the WPC and that wording for *C5 Priority* be amended to reflect this arrangement.
23. That clarification is provided as to the relationship between *C1 Priority ('Prepare a Western Parkland City transport structure plan increasing north-south and east-west links across the City')* and *C7 Priority ('Deliver road activation packages in the Aerotropolis, South West, Greater Macarthur and Wilton Growth Areas and support delivery of rapid, frequent, and local bus connections')*.
24. That the Draft Blueprint states the intent to include local government in the rollout of *C8 Priority ('Pilot a multi-utilities approach and investigate renewable energy opportunities to support early and efficient activation of the Aerotropolis')* in future infrastructure provision, planning and delivery.
25. That a land acquisition strategy is developed by the NSW Government for *C12 Priority ('Protect the land corridor for the M9 Outer Sydney Orbital, freight/motorway links, from*

*Macarthur to Penrith*'), to provide certainty as to timing for landowners/residents who may be impacted by the corridor.

### **Delivering an Advanced City**

26. That the Draft Blueprint aligns with the Western Sydney City Deal vision for 200,000 jobs proposed across a wide range of industries, and identify how these jobs are proposed to be apportioned across the WPC.

### **Implementation and Governance**

27. That the vision outputs of the Draft Blueprint are evidenced-based, and that the data/information on which this vision is established, is readily available/accessible to key stakeholders e.g. local government.

### **Appendix A**

28. That the Draft Blueprint acknowledges the cycle/timing in its future review, relative to the referenced 'plans, strategies and initiatives' prepared by Councils.
29. That 'Appendix A' in the Draft Blueprint includes WSA Co. (as to the management/development of the WSIA site), given the significance of how WSA Co. will catalyse land-use and infrastructure change in the WPC through the Airport's infrastructure development.
30. That the '*Connected (Transport): Regional Priorities*' section of the Draft Blueprint includes reference to the Outer Sydney Orbital (OSO) as a regional transport issue.
31. That the statement "*provide connections between metropolitan centres*" under the rapid bus services section on page 62 is amended, not to preclude the provision of rapid bus services to defined 'strategic centres'.
32. That the project description under the Spring Farm Parkway Stage 2 includes reference to the provision of 'south facing' ramps, providing direct access to the southern extent of the M31 Hume Motorway.

### **Delivery Priorities for the Camden LGA**

33. That the completion of a final business case for the rail connection between Bradfield City Centre and Oran Park (through to Narellan and Macarthur) is noted in the list of highest priorities.

### **Additional opportunities, gaps, and issues for Camden LGA (Draft Blueprint)**

34. That an additional layer to the Draft Blueprint is included, titled 'Delivering a Prosperous City', that consolidates the economic initiatives identified to make the WPC a success.
35. That further consideration is given on how the Draft Blueprint will address the Urban Heat Effect in the WPC.
36. That further consideration is given to the need for a significant health facility in the South West Growth Area.



### **Role of the Draft Economic Roadmap**

37. That in the process of implementing actions and activities from the Draft Economic Roadmap, strong consideration be given for the employment and economic opportunities which will help in facilitating infrastructure, transport connectivity, skills development, and liveability requirements of LGAs with high population growth.

### **Economic Priorities for the Camden LGA**

38. That further consideration be given for supporting and attracting SMEs into strategic and local centres, with particular consideration for cultural and creative businesses and organisations.

### **Additional opportunities, gaps, and issues for Camden LGA (Draft Economic Roadmap)**

39. That further consideration be given to small and medium-sized enterprises – attracting, retaining, supporting, and growing the businesses that will support the WPC's ongoing growth and prosperity, in particular, on ways to support small business owners of non-English speaking backgrounds.
40. That further consideration be given to the role that a robust network of community services plays in the health, wellbeing, and economic prosperity of the WPC.

This document represents Camden Council's formal submission to the Draft Blueprint and Draft Economic Roadmap. At its meeting on 12 April 2022, Council resolved to endorse and forward this formal submission for the consideration of the Western Parkland City Authority.

## Introduction

The Draft Blueprint provides significant opportunities regarding employment, investment attraction and infrastructure provision, with the objective of creating a liveable Western Parkland City. The overall vision and intended outcomes to deliver a green, connected, and advanced City are supported by Council.

The Draft Economic Roadmap provides an overarching strategy to maximise these opportunities, attract investment, businesses, and talent to the Western Parkland City. It focuses on leveraging the City's existing strengths and helping to support the advanced industries that will create new jobs for the next generation. In-principle, Council is supportive of the strategic intent of the Draft Economic Roadmap that will facilitate the delivery of new jobs and economic growth for the Western Parkland City.

A range of opportunities and challenges have been identified by Council in the Draft Blueprint and Draft Economic Roadmap that impact on the Camden LGA, along with corresponding recommendations to address these issues; all of which are outlined under the 'Key Issues and Considerations' section of this submission.

## Strategic Context

### Camden Local Strategic Planning Statement

Council adopted its Local Strategic Planning Statement (LSPS) on 14 April 2020. Embedded in the Camden LSPS is a commitment to infrastructure and collaboration, liveability, productivity, and sustainability objectives to demonstrate how the Camden LGA will change to meet the community's needs across a 20-year planning vision.

The Camden LSPS implements in part, the strategic direction of The Greater Sydney Region Plan and Western City District Plan at the local level by setting clear local priorities for jobs, homes, services, and open space that the Camden community will need in the future.

Community Strategic Plan

These priorities are in keeping with the objectives proposed in the Draft Blueprint, demonstrating a correlation between the Draft Blueprint and Council's LSPS.

### Camden Community Strategic Plan June 2017

The Camden Community Strategic Plan (CSP) sets out the community's vision for the Camden LGA and identifies key directions to achieve this vision. 'Key direction 1' of the CSP aims to actively manage Camden's growth with a strategy to better achieve a balance between population growth, urban development, and the environment.

#### Strategies

**1.1.1** Ensure provision of appropriate urban development for sustainable growth in the Camden LGA

**1.1.2** Manage and plan for a balance between population growth, urban development and environmental protection

**1.1.3** Ensure adequate, accessible and high quality open and public space is made available across the Camden LGA

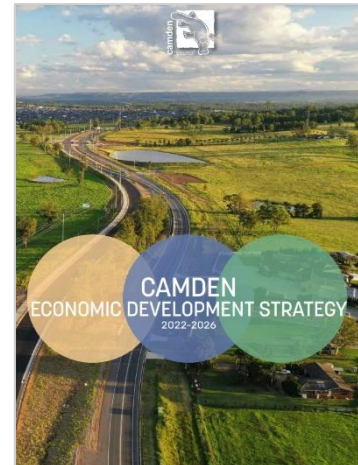
**1.2.1** Ensure rural land and associated landscape impacts are addressed.

Source: Camden Community Strategic Plan June 2017 (page 23).

### Camden Economic Development Strategy 2022-2026

The Camden Economic Development Strategy 2022-2026 (EDS) was adopted on 8 March 2022. The EDS identifies four strategic directions which will support and enhance the Camden LGA local economy. The four directions include:

1. facilitating business and industry growth;
2. strengthening education, training, and career pathways;
3. attracting investment to the region; and
4. supporting the development of vibrant places.

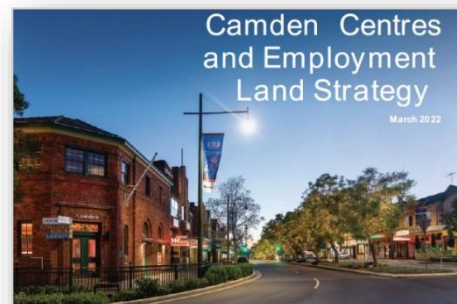


Source: Camden Economic Development Strategy 2022-2026 (cover page).

### Camden Centres and Employment Land Strategy

The Camden Centres and Employment Land Strategy (CELS, 2022) sets a strategic planning vision for the Camden LGA’s retail centres and industrial and urban services land development for the next 20 years. The development of existing and future centres and industrial and urban services land will help to build a diverse range of employment opportunities throughout the Camden LGA. The Strategy includes an Action Plan and guiding criteria for development. There are 34 actions in the CELS, developed under the following four key directions:

1. A network of successful, integrated and attractive retail centres;
2. A network of productive industrial and urban services land;
3. Agribusiness, tourism and health care services that support the local economy; and
4. Capitalise on existing and future infrastructure.



Source: Camden Centres and Employment Land Strategy (cover page).

## Key Issues and Considerations

### Section 1 - Role of the Draft Blueprint

#### Key Strategies and Plans

- While the Draft Blueprint acknowledges other key strategies and plans e.g. Western City District Plan etc., it would benefit from an expanded overview of the Blueprint’s role relative to these other planning initiatives e.g. pictorially depict the Blueprint’s context relative to other plans and strategies and articulate how it will influence (or be influenced) by other plans/strategies, whether they be Federal, State or local.
- It is also unclear what role the Draft Blueprint has in a statutory and policy formulation sense. Ideally the Draft Blueprint would work iteratively with the Greater Sydney

Region Plan (Region Plan) and Western City District Plan (District Plan) to plan for and manage growth in the Western Parkland City.

**Recommendation:**

- 1. That the Draft Blueprint identify its relationship to other key State and Federal strategies, plans and delivery programs, in particular those relating to the Western Sydney Aerotropolis and Western City District Plan.**

Infrastructure Initiatives

- One of the key objectives/outputs sought from the Draft Blueprint is to identify ‘gaps and opportunities’ for the WPC, particularly regarding infrastructure and services. While it is noted that the Draft Blueprint references many opportunities in the WPC, it does not identify some of the existing gaps to the delivery of infrastructure, such as the absence of an Integrated Transport Plan for the Western Parkland City. This may assist other government organisations in understanding the extent of their required input in helping to effectively close some of the gaps and successfully realising the objectives of the Draft Blueprint.
- Pursuant to identification of gaps and opportunities in infrastructure and service provision, it is unclear how future infrastructure/service initiatives will be identified and added to the Draft Blueprint, and how these initiatives will be prioritised and funded.
- Council notes the previous work completed by the Greater Sydney Commission (GSC) on a Place-based Infrastructure Compact (PIC), for part of the WPC area. The intent of the PIC was to provide an evidence-based approach to infrastructure investment decisions, utilising datasets such as the ‘Common Planning Assumptions’. In formulating the infrastructure vision via the Draft Blueprint, it is recommended that a similar approach is taken in linking infrastructure initiatives to future population projections and employment growth.

**Recommendation:**

- 2. That the Draft Blueprint includes a section headed 'Gaps and Opportunities', to explore and address the gaps and opportunities that relate to future infrastructure and service provision.**
- 3. That clarification is provided on how future infrastructure initiatives will be identified and added to the Draft Blueprint, and how these initiatives will be prioritised and funded.**
- 4. That consideration be given to linking infrastructure initiatives to future population projections and employment growth.**

Resilience

- The issue of resilience is addressed in the Draft Blueprint, in the context of withstanding climate change, natural disasters (fire/flood), even the ongoing global

pandemic. While these are important considerations in quantifying resilience in the future WPC, there is also a need for commentary on how the WPC will be resilient in the event that the WSIA is not a success (either as an economic generator, or international airport). In the event that the WSIA does not generate the volume of forecast economic activity, given the WPC (particularly Bradfield) is heavily leveraged on this strategically significant piece of infrastructure, the Draft Blueprint should include a contingent provision in the event the WSIA does not realise its forecasted economic potential.

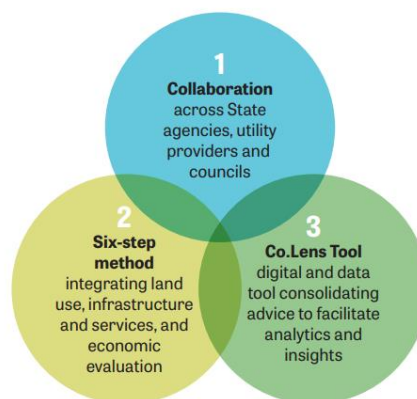
**Recommendation:**

- 5. That consideration be given to the resilience of the Western Parkland City in the event that the Western Sydney International Airport (WSIA) does not generate the volume of forecast economic activity.**

Place-based Infrastructure Compact (PIC)

- As previously noted, the PIC process undertaken by the GSC for the WPC was publicly exhibited, thus creating an expectation of its intent to guide infrastructure planning in the WPC. It is Council’s understanding that the Draft Blueprint ‘incorporates’ the PIC work previously undertaken by the GSC, however, the Draft Blueprint appears not to make any overt reference

The new PIC model



Source: GSC Place-based Infrastructure Compact (page 3).

to this work, nor how it is encapsulated in the drafting/implementation of the Draft Blueprint. There is merit in providing some narrative as to the history of the PIC, and how it relates to the Draft Blueprint, in the interests of continuity/transparency.

- With regard to future refinement of the Draft Blueprint, there is some uncertainty as to it post-adoption development/review. Clarification is sought on how the Draft Blueprint will be monitored into the future, the cycle of this review process and the manner in which a review would be undertaken.

**Recommendation:**

- 6. That the Draft Blueprint identifies its relationship to the previously prepared Western Sydney Place-based Infrastructure Compact.**
- 7. That clarification is provided on how the Draft Blueprint will be monitored, the cycle of its review process and the manner in which a review would be undertaken.**

## Vision

- Given that the Western Parkland City is likely to be a major catalyst for the NSW economy in the years ahead, it is important to reference the *'NSW 2040 Economic Blueprint'*, in outlining the vision via the Draft Blueprint and Draft Economic Roadmap.
- In reference to the three core themes for the WPC (i.e. Green City, Connected City and Advanced City), while it is acknowledged that the term 'Connected City' is fitting to describe both transport links, and the social framework of a City, they are each significant enough to warrant their own individual 'Vision' theme in providing clarity of what is planned for the WPC. For example, in the Western City District Plan, the vision for social initiatives is grouped under the heading of 'Liveability'. Council has adopted a similar approach in its LSPS, to articulate the need to plan for infrastructure and services to meet the community's needs. Developing a 'Liveability' theme for the Draft Blueprint could ensure that social issues are appropriately afforded an equal status alongside the other themes for the WPC.



### Local Priority L1

Providing housing choice and affordability for Camden's growing and changing population

### Local Priority L2

Celebrating and respecting Camden's proud heritage

### Local Priority L3

Providing services and facilities to foster a healthy and socially connected community

### Local Priority L4

Encouraging vibrant and connected centres which reflect Camden's evolving character

### Local Priority L5

Supporting cultural infrastructure to promote cultural and creative spaces

### Recommendation:

- That the Draft Blueprint references the *'NSW 2040 Economic Blueprint'*, in providing context for its relationship to both the Draft Blueprint and the Draft Economic Roadmap.
- That the 'Connected City' vision in the Draft Blueprint be further refined, to differentiate between key transport and social infrastructure themes.

Source: Camden Local Strategic Planning Statement 2020 (page 25).

## Delivering A Green City

- In response to submissions, the planning outcomes for Bradfield and the broader Aerotropolis area resulted in a reduced amount of planned open space compared to what was originally proposed. Council's submission requests that the draft Blueprint clarify how a 'Green City' will be delivered and the method to calculate green and open space.
- The Western Parkland City is endowed with an extensive network of rivers, creeks, and tributaries, all of which underpin the 'Green City'. It is recommended that the Draft Blueprint be bolder in its vision of how these water networks are leveraged – for example, references to the Georges, Hawkesbury and Nepean Rivers are depicted more prevalently in the local government appendix of the Draft Blueprint.

- There is an opportunity for the Draft Blueprint to provide more insight on sustainability issues, pertaining to water and energy efficiency, informed by a gap analysis of natural resources and infrastructure.
- While the Draft Blueprint makes a passing reference to supporting the agriculture sector to access international markets, it makes no mention of managing impacts on the existing agricultural industries in the WPC.

**Recommendation:**

- 10. That the Draft Blueprint provides details on how the Western Parkland City will be delivered, given the reduction of proposed open space in Bradfield and the broader Aerotropolis area.**
- 11. That clarification is provided on the method of calculation for green and open space, having regard to the NSW Government Greener Places Guide.**
- 12. That the Draft Blueprint illustrates how the water networks are leveraged and influence liveability and connectivity, and provides a gap analysis of natural resources and infrastructure.**
- 13. That the Draft Blueprint provides details on consultation and engagement with affected landowners on the agricultural impacts for the WPC.**

Delivering A Connected City

- The aspirations of a '30-minute City' for the Western Parkland City are described in the Draft Blueprint. It is noted that Transport for NSW is currently developing the concept of '15- minute walkable neighbourhoods' – this initiative may be expanded further on public exhibition of their revised '*Future Transport 2056*'. The Draft Blueprint needs to reflect how the '30-minute City' and '15-minute walkable neighbourhoods' will integrate in facilitating seamless/sustainable travel throughout the WPC.
- While the Draft Blueprint notes the merits for 'mode-shift' as stated on page 35 ("*The planning of transport of systems needs to be adaptable and allow for shifts in mode share*"), it does not set a clear target in this regard. Without a specific, measurable goal, WPC transport systems are more likely to evolve based on historical patterns and influence i.e. a radial transport network, that is overly car dependant, not necessarily integrated, and without temporal nexus. Mode-shift targets are essential for inclusion in the Draft Blueprint.
- The overview of '*Aligning Growth with Infrastructure*' (page 42) in the Draft Blueprint is commended; particularly, any governance arrangements to support a collaborative place-based approach. In this regard, Council would request ongoing involvement in planning for infrastructure provision/projects, in conjunction with the corresponding delivery agencies.

Council has previously prepared a 'South West Growth Area Infrastructure Study', the object of which is to guide the coordinated delivery of infrastructure provision in the

South West Growth Area, in support of housing development. In keeping with ‘*Local Priority 14*’ enshrined in Council’s LSPS, this Infrastructure Study is intended in part to facilitate orderly development in the Camden LGA.

Camden Council

## Local Priority 14

### Working in partnership to deliver a more liveable, productive and sustainable Camden

Council recognises that greater coordination in the planning and delivery of infrastructure is required, in collaboration with all levels of government, industry and the community, to ensure that growth is managed appropriately and Camden’s unique characteristics are protected. A key action of the LSPS is for Council to develop a strategy which will be used to advocate for key infrastructure to support growth in the Camden LGA.

Whilst the City Deal is a key partnership for Council, there are many other partnerships and collaborations that Council is involved in. With the SWGA being located almost entirely within the Camden LGA there is an important partnership between Council and the DPIE to deliver new urban development for the local community. Council will continue to work closely with DPIE to plan and deliver the SWGA.

Source: Camden Local Strategic Planning Statement 2020 (page 34).

- Further to the point of ‘*Aligning Growth with Infrastructure*’, the issue of ‘*Orderly Development*’ (page 42) warrants an expanded narrative.
  - For example, there is a need to establish measures where/when ‘out of sequence’ development is proposed i.e. how this will be managed, so as to not adversely impact already sequenced development fronts. There are existing examples of this occurring in the WPC e.g. Leppington precinct, and with the onset of Bradfield and the emerging Greater Macarthur Growth Area, limited capital investment resources of Government may be stretched thin across multiple/large development fronts.
- *Monitoring to inform decision making* – further to the point made (‘*Orderly Development*’, (page 42) of universal access to common data sets, WPCA is encouraged to work with other NSW Government agencies in facilitating access to other infrastructure planning sources e.g. Transport for NSW – South West Sydney Transport Structure Plan, Sub District Integrated Network Plan, Integrated Transport Action Plans; Department of Education and Training – school infrastructure plan. These outcomes would generate a genuinely transparent, integrated infrastructure planning approach across all tiers of government for the WPC.
- *Housing Affordability* – while local government (Appendix A) highlights the pervasive issue of affordable housing throughout the WPC, the Draft Blueprint has limited commentary (other than a passing reference to the NSW Housing Strategy, page 41). There is an opportunity for the Draft Blueprint to make a stronger statement of how the challenge of housing affordability in the WPC can/should be addressed.
- *Future Transport 2056* – it is noted that at the time of the Draft Blueprint’s exhibition, Transport for NSW were due to exhibit their revised/updated ‘*Future Transport 2056*’ strategy. Clarification is sought as to whether the content of the Draft Blueprint is reflective of the pending updates made by Transport for NSW on transport infrastructure planning in the WPC?



- While the Draft Blueprint is acknowledged as a high-level, strategic document, it would benefit from a quantitative correlation between future growth and provision of new infrastructure, particularly in the greenfield areas of the WPC.
  - For example, for the Draft Blueprint could reconcile outputs of the NSW Housing Strategy with outputs from the PIC process. This would describe where the occurrence of infrastructure stimulates growth, and where growth will stimulate the need/timing of infrastructure.
- *C1 Priority – ‘Prepare a Western Parkland City transport structure plan increasing north-south and east-west links across the City’ (page 37).*

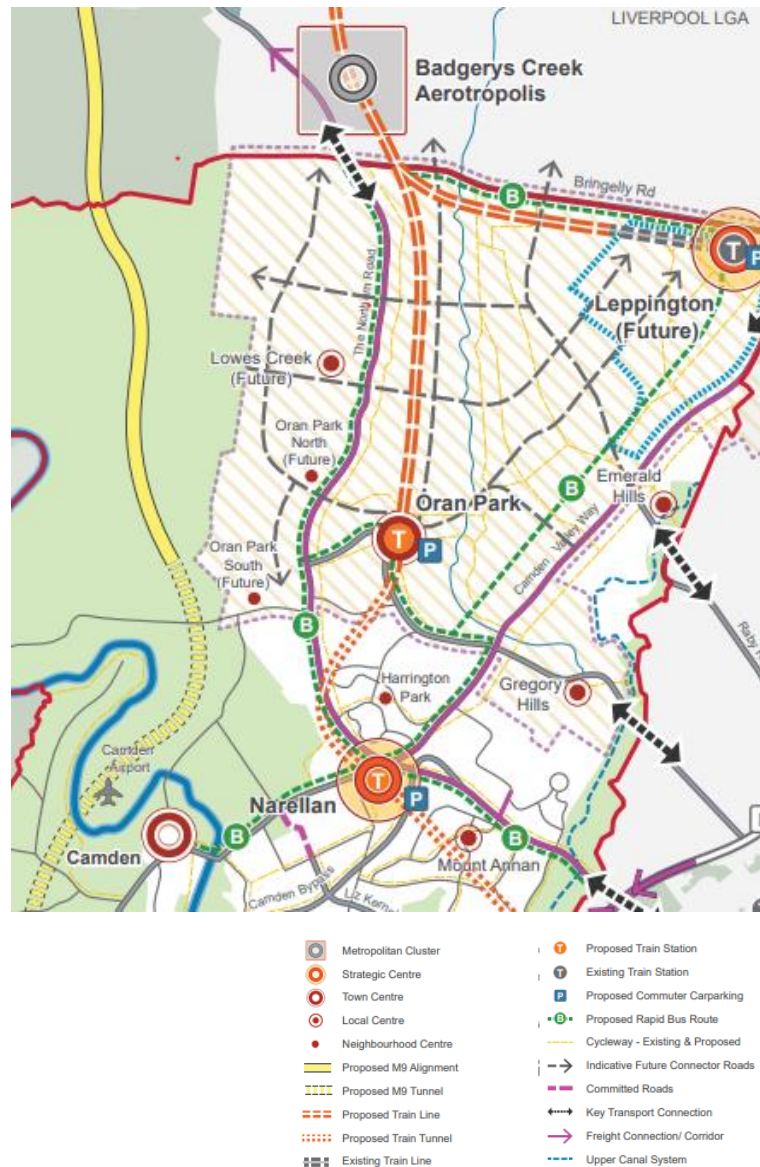
While the need for an integrated transport network strategy is acknowledged (and strongly supported by Council), the Draft Blueprint does not respond to/acknowledge the legacy planning disconnect in the South West Growth Area (SWGA) i.e. the current status of the SWGA Structure Plan, relative to the current status of supporting infrastructure. In recent years, Council has advocated for the NSW Government to conduct a comprehensive review of the SWGA Structure Plan, noting the inherent challenges associated with precinct planning based on a Structure Plan that is considerably outdated.

- For example, since its inception in 2006, the SWGA Structure Plan (centres hierarchy) is predicated on a ‘road-based’ transport network. The NSW Government have since gazetted two rail corridors in the SWGA, catalysing the need for the Draft Blueprint to reflect an up-to-date planning vision for this area in the WPC. Council recommends an amendment to *C1 Priority* to reflect this element of the structure planning required for the WPC.
- *C2 Priority – ‘Complete investigations to prioritise a rail connection between Bradfield City Centre and Leppington, linking Bradfield City Centre to Glenfield and Liverpool by 2031’ (page 37).*

Council strongly supports this priority in the Draft Blueprint, as it will be instrumental in facilitating ‘city-shaping’ infrastructure in the WPC, that will influence the urban form of adjacent areas as they transition from existing rural uses. In reference to the ‘Delivery Horizon’; further clarification is required as to the steps in the process i.e. pursuant to Transport for NSW completing their investigations and business case for a rail connection between Bradfield City Centre and Leppington, additional points should be noted regarding the approval and funding process, in ensuring delivery of the rail line in the stipulated 2031 timeframe.

- C4 Priority** – ‘Complete investigations and staging for north – south extension of Sydney Metro – Western Sydney Airport connecting Bradfield City Centre and Western Sydney International Airport south towards Campbelltown-Macarthur and north towards Schofields/ Tallawong and the east -west link connecting Westmead to Bradfield City Centre via the Airport. (page 37).

Council recommends that the statement to ‘complete investigations and staging for north-south extension of the Sydney Metro: Western Sydney Airport’ is emboldened in its intent i.e. that it expressly articulates the need for completion of a Final Business Case, with a definitive timeframe for its conclusion e.g. by 2023. As per the adjacent map extract from Council’s LSPS, the future rail corridors are depicted as strategically significant in shaping in the future structure of the Camden LGA and broader WPC.



Source: Camden Local Strategic Planning Statement 2020 (page 27).

- C5 Priority** – ‘Investigate potential for additional transit orientated nodes to optimise rail investments’ (page 37).

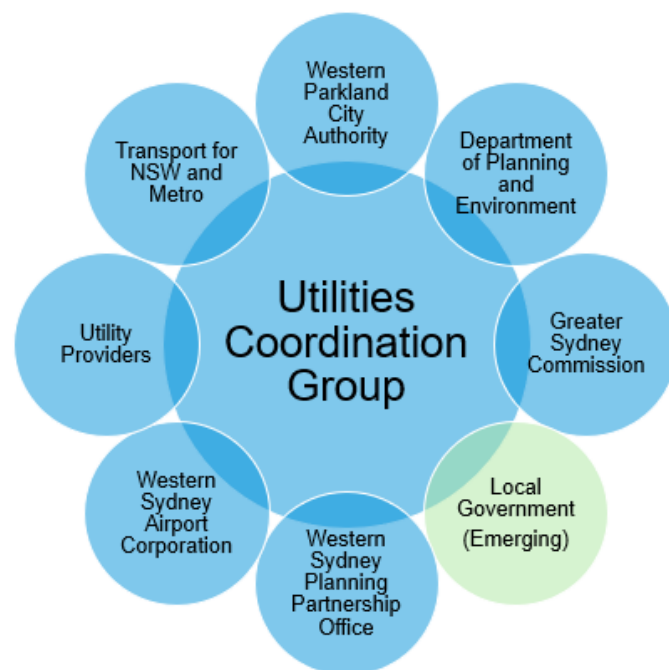
Council recommends that, along with the WPCA, that TfNSW and DPE consult with Councils in investigating this C5 Priority, as part of ongoing planning for growth in the WPC (and that wording for C5 Priority is amended to reflect this arrangement).

- C7 Priority** – ‘Deliver road activation packages in the Aerotropolis, South West, Greater Macarthur and Wilton Growth Areas and support delivery of rapid, frequent and local bus connections’ (page 38).

Council seeks clarity as to the relationship between *C7 Priority* and *C1 Priority*, in particular, as to whether the road activation packages will be an output from the ‘integrated network strategy’ referenced in *C1 Priority*? How would these relate to other plans developed previously by Transport for NSW e.g. Sub-District Integrated Network Plan, and pending work by DPE e.g. SWGA Structure Plan Review – Integrated Transport and Land Use Planning?

- *C8 Priority* – ‘Pilot a multi-utilities approach and investigate renewable energy opportunities to support early and efficient activation of the Aerotropolis’ (page 38).

The piloting of a multi-utilities approach, to group utilities and services into a single space to minimise redundancies and improve the safety and performance of services (while saving investment costs), is supported by Council. However, a similar ‘Western Sydney Utilities Collaboration’ group, facilitated by DPE since 2019, to date has not holistically engaged all local government in the process. It is anticipated that more than \$70bn will be invested in utilities to service the WPC between 2021 and 2025. It is only practical that partnerships that include local government would be able to definitively plan, innovate, coordinate, and deliver utility infrastructure across the WPC. Council requests that the Draft Blueprint articulates the intent to include local government in the rollout of this strategically significant investment opportunity in future infrastructure provision, planning and delivery.



- *C12 Priority* – *Protect the land corridor for the M9 Outer Sydney Orbital (freight/motorway links) from Macarthur to Penrith* (page 39).

Pursuant to finalising the gazettal of the Outer Sydney Orbital corridor, Council recommends that a land acquisition strategy is developed by the NSW Government, to provide certainty as to timing for landowners/residents who may be impacted by the corridor.

- There is some inconsistency in the mapping across the extent of the Draft Blueprint e.g. new major mass transit corridors (rail, rapid bus) are shown on some maps, and not others (as is the case for the Outer Sydney Orbital corridor, particularly for OSO 2) – while not essential in every instance, if these corridors were mapped throughout the Draft Blueprint, it would provide a consistent viewpoint of the WPC vision.

**Recommendation:**

14. That the Draft Blueprint states how the '30-minute City' and '15-minute walkable neighbourhoods' will integrate in facilitating seamless and sustainable travel throughout the WPC.
15. That clear mode-shift targets are established in the Draft Blueprint for the WPC.
16. That Camden Council continues to be directly involved in planning for infrastructure provision/projects.
17. That the Draft Blueprint describes clearly how the issue of housing affordability in the WPC can be addressed.
18. That clarification is provided as to whether the content of the exhibited Draft Blueprint is reflective of the pending updates made by Transport for NSW on transport infrastructure planning in the WPC.
19. That an amendment be made to *C1 Priority ('Prepare a Western Parkland City transport structure plan increasing north-south and east-west links across the City')* to reflect an up-to-date planning vision of the structure planning required for the WPC.
20. That clarification is provided as to the steps and timing in the process for Transport for NSW to complete their investigations and business case for a rail connection between Bradfield City Centre and Leppington, in ensuring delivery of the rail line in the stipulated 2031 timeframe.
21. That the statement to '*complete investigations and staging for north-south extension of the Sydney Metro: Western Sydney Airport*' expressly states the need for completion of a Final Business Case, with a clear and definitive timeframe for its conclusion.
22. That the WPCA, TfNSW and DPE consult with Councils in investigating the *C5 Priority ('Investigate potential for additional transit orientated nodes to optimise rail investments')*, as part of ongoing planning for growth in the WPC and that wording for *C5 Priority* be amended to reflect this arrangement.
23. That clarification is provided as to the relationship between *C1 Priority ('Prepare a Western Parkland City transport structure plan increasing north-south and east-west links across the City')* and *C7 Priority ('Deliver road activation packages in the Aerotropolis, South West, Greater Macarthur and Wilton Growth Areas and support delivery of rapid, frequent and local bus connections')*.

**Recommendation:**

**24. That the Draft Blueprint states the intent to include local government in the rollout of C8 Priority ('Pilot a multi-utilities approach and investigate renewable energy opportunities to support early and efficient activation of the Aerotropolis') in future infrastructure provision, planning and delivery.**

**25. That a land acquisition strategy is developed by the NSW Government for C12 Priority ('Protect the land corridor for the M9 Outer Sydney Orbital, freight/motorway links, from Macarthur to Penrith'), to provide certainty as to timing for landowners/residents who may be impacted by the corridor.**

Delivering an Advanced City

The Western Sydney City Deal states that the WPC will create 200,000 new jobs across a wide range of industries over the next 20 years. The Draft Blueprint needs to align with this vision and identify how the 200,000 jobs are proposed to be apportioned across the Western Parkland City (*Draft Blueprint - Measure 5: Jobs page 52*).

**JOBS FOR THE FUTURE**

The Western Parkland City will create 200,000 new jobs across a wide range of industries over the next 20 years. The Airport and Aerotropolis will attract infrastructure, investment and knowledge-intensive jobs, and the benefits will flow into health and education, retail, hospitality, and industrial activities that will power the City.

The Australian and NSW governments, with support from local governments, will supercharge job creation in the Western Parkland City. The Aerotropolis will be the catalyst for employment growth in the metropolitan centres of Liverpool, Penrith and Campbelltown, and the broader City. An Investment Attraction Office will be established to attract international companies, with global defence and security leader Northrop Grumman the first to commit to the Aerotropolis.

A Development Authority will be set up, with an initial focus on the Commonwealth land within the Aerotropolis to commence delivery of 200,000 jobs, over 20 years, needed for our community.



**KEY FEATURES**

- **The Badgerys Creek Aerotropolis** will be a world-class employment sector for jobs in aviation, aerospace, defence industries and advanced manufacturing
- A high employment **agribusiness precinct** to leverage the airport by providing new domestic and export opportunities for NSW farmers
- An **Investment Attraction Fund** and **Western Sydney Investment Attraction Office**
- A **Western Sydney Development Authority** to plan and develop the genesis of the Aerotropolis
- Establishing the **NDIS Quality and Safeguards Commission** in Penrith
- **Releasing government land** to drive economic growth
- Targets for **Indigenous employment, social employment and procurement**

Source: Western Sydney City Deal 2018 (page 12).

**Recommendation:**

**26. That the Draft Blueprint aligns with the Western Sydney City Deal vision for 200,000 jobs proposed across a wide range of industries and identify how these jobs are proposed to be apportioned across the WPC.**

Implementation and Governance

In providing assurance for future investment in the WPC, it is important that the Draft Blueprint is evidenced-based, and that the data/information on which it is predicated, is readily available/accessible to key stakeholders e.g. local government. One of the key shortcomings of the Place-based Infrastructure Compact process was not being able to rationalise some of its recommendations e.g. priority rating of certain infrastructure projects, in the absence of being able to see the basis of information used in making strategically significant infrastructure investment decisions.

Earlier in this submission, 'Recommendation 1' notes the need for the Draft Blueprint to clearly articulate its relationship to other key State and Federal strategies, plans and delivery programs. Expanding on this recommendation, in the context of its future implementation, a shortcoming of the Draft Blueprint is that while it references theme-based planning activities, it doesn't overly reference the corresponding planning strategies in place.

- For example, the Draft Blueprint provides an overview of Sydney Water's work in the WPC but makes no reference to their 'Growth Servicing Plan 2020 – 2025'; similarly, there is only passing reference made to TfNSW's 'Future Transport 2056'. There is an extensive list of existing plans and strategies that should be cross-referenced in the Draft Blueprint to ensure an integrated planning approach (noting that they're not as yet listed in the draft document).

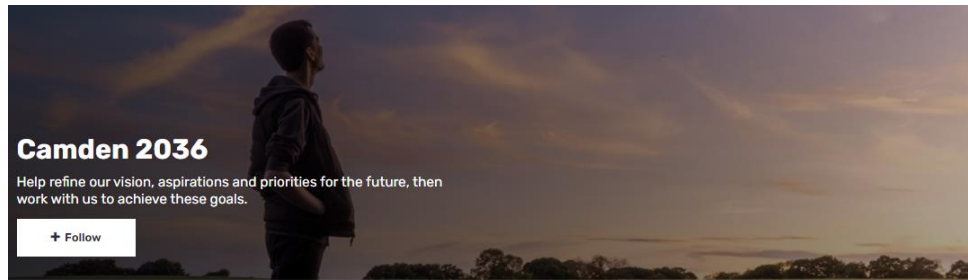
Regarding a minor governance issue for the Draft Blueprint; in reference to the 'Western City District Plan', it is noted that centres such as Penrith, Liverpool, Bradfield etc., are referred to as 'Metropolitan Clusters', whereas in the Draft Blueprint, they're generally referred to as 'Metropolitan Centres'. To avoid the potential for confusion on this issue, there may be benefit in having consistent naming conventions between the Draft Blueprint and the Western City District Plan.

**Recommendation:**

**27. That the vision outputs of the Draft Blueprint are evidenced-based, and that the data/information on which this vision is established, is readily available/accessible to key stakeholders e.g. local government.**

Appendix A

- As noted on page 55 of the Draft Blueprint – "The preliminary inputs have been drawn from a range of local plans, strategies and initiatives prepared by or for the Western Parkland Councils". It is important to acknowledge the cycle/timing in review of the Draft Blueprint, relative to the referenced 'plans, strategies and initiatives' prepared by Councils.
  - For example, the Western Parkland Councils are due to review their respective Community Strategic Plans; there will also eventually be a cyclic review of the LSPS', and LEPs etc.; it is worth noting that the Draft Blueprint would be subject to further refinement resulting from these local planning/strategic updates.



## Camden 2036

Help refine our vision, aspirations and priorities for the future, then work with us to achieve these goals.

+ Follow

Home / Camden Community Strategic Plan

### A review of your Community Strategic Plan is underway

**The plan sets a vision that guides our future actions.**

Camden's Community Strategic Plan outlines how Council and the community will collaborate to deliver a shared vision. It will also guide our key planning, investment, management and operational decisions up to 2036.

The Community Strategic Plan must be reviewed and used by the new Council to guide its actions for the term of office.

**Community input is vital.**

We want to understand your aspirations for the future and identify where we should be focusing our efforts to make Camden an amazing place to live, work and play.

### Community input is vital for our future

Please complete a survey to tell us how we can improve the Community Strategic Plan and where we should focus our efforts.

Source: [yourvoice.camden.nsw.gov.au/CSP](http://yourvoice.camden.nsw.gov.au/CSP).

- The role/function of Appendix A in the Draft Blueprint (preliminary inputs by local government area, funded and unfunded) is acknowledged as a positive initiative, in that it articulates the extent to which Council has been consulted in part development of the Draft Blueprint. Council recommends expanding this section, to include the WSA Co. (as to the management/development of the WSIA site), given the significance of how they will catalyse land-use and infrastructure change in the WPC through the Airport's (and associated/supporting) infrastructure development.
- *Connected (Transport): Regional Priorities* (page 56) – further to the other regional priorities identified, it may be prudent to reference the Outer Sydney Orbital (OSO) as a regional transport issue. While it is acknowledged that the OSO's planning may not necessarily rate as a 'high priority'; it is recommended to note it in the context of the other projects listed. It's possible that the Federal Government 'High Speed Rail' initiative may also require similar treatment.

- *Rapid bus services (page 62)* – reference is made to the statement “provide connections between metropolitan centres”. Council recommends amending this statement, so as to not preclude the provision of rapid bus services to defined ‘strategic centres’.

- For example, Leppington is classified as a strategic centre under the Western City District Plan. Leppington is also identified as being on a ‘city-serving corridor’ for rapid bus services (via Rickard Road), as per Transport for NSW’s ‘Future Transport 2056’. Therefore, it is important that the Draft Blueprint depicts rapid bus services as connecting to strategic centres as it does to metropolitan clusters.

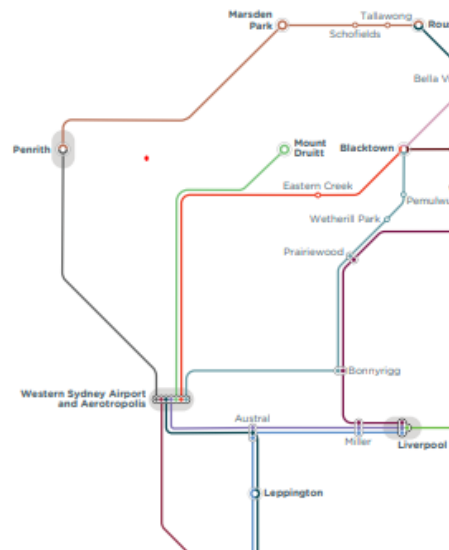
- *South West Growth Area (page 62)* – It is Council’s understanding that DPE is currently conducting a review of the South West Growth Area ‘Special Infrastructure Contribution’ (SIC) schedule. It is noted that this review may identify further key ‘Intra-City Transport Infrastructure Priorities and Preferences’, with input from Transport for NSW and Camden, Campbelltown and Liverpool City Councils.

- *Spring Farm Parkway Stage 2 (page 62)* – the project description requires an included reference to the provision of ‘south facing’ ramps, providing direct access to the southern extent of the M31 Hume Motorway.

- Of the other preliminary inputs that were identified by Council (page 63), following are further suggested edits (in italics) to the items already noted:

- Rapid bus services in 2026 via The Northern Road and Narellan Road that will connect to Oran Park, *and Narellan, through to Campbelltown.*
- Spring Farm Parkway Stage 2 – *extension of link from the M31 Hume Motorway to the Camden Bypass.*

### 2036 Rapid bus lines



Source: Future Transport Strategy 2056 (page 136).





- In reference to pages 64 & 65 – this part of the Draft Blueprint appears unclear. It does not appear ‘titled’ as the other pages are and references local infrastructure for LGAs that are covered previously e.g. Liverpool (page 60), Penrith (page 58) and Fairfield (page. 60).

**Recommendation:**

- 28. That the Draft Blueprint acknowledges the cycle/timing in its future review, relative to the referenced ‘plans, strategies and initiatives’ prepared by Councils.**
- 29. That ‘Appendix A’ in the Draft Blueprint includes WSA Co. (as to the management/development of the WSIA site), given the significance of how WSA Co. will catalyse land-use and infrastructure change in the WPC through the Airport’s infrastructure development.**
- 30. That the ‘*Connected (Transport): Regional Priorities*’ section of the Draft Blueprint includes reference to the Outer Sydney Orbital (OSO) as a regional transport issue.**
- 31. That the statement “*provide connections between metropolitan centres*” under the rapid bus services section on page 62 is amended, not to preclude the provision of rapid bus services to defined ‘strategic centres’.**
- 32. That the project description under the Spring Farm Parkway Stage 2 includes reference to the provision of ‘south facing’ ramps, providing direct access to the southern extent of the M31 Hume Motorway.**

## Section 2 – Delivery Priorities for the Camden LGA

- Council supports the Draft Blueprint prioritising the completion of investigations for the rail connection between Bradfield City Centre and Leppington, linking Bradfield City Centre to Liverpool by 2031. In proceeding with the Final Business Case for the South West Rail Link Extension, resulting in its construction/operation by 2031, this will ensure communities in South West Sydney have functional mass transit access to the Western Sydney International Airport (WSIA) and employment opportunities in the Aerotropolis.
- Equally, the completion of a final business case for the rail connection between Bradfield City Centre and Oran Park (through to Narellan and Macarthur) is significant in providing key mass transit for the Western Parkland City (WPC), and thus should also be noted in this list of highest priorities.

**Recommendation:**

- 33. That the completion of a final business case for the rail connection between Bradfield City Centre and Oran Park (through to Narellan and Macarthur) is noted in the list of highest priorities.**

### Section 3 - Additional opportunities, gaps, and issues for the Camden LGA (Draft Blueprint)

- While the layers in the Draft Blueprint provide a sound rationale, there may be merit in considering the economic dimension of the WPC e.g. employment, business investment etc, as a ‘standalone’ component of the Draft Blueprint – while the Draft Economic Roadmap obviously addresses this element, given the implications for success of the WPC, the economic considerations as a separate layer in the Draft Blueprint would be of benefit e.g. ‘Delivering a Prosperous City’.
- In reference to the ‘*economic ecosystems*’ stated on page 20, this highlights the limitations of the Camden LGA capitalising on economic benefits, given the ‘ecosystems’ have a unique geographical context.
  - For example, it appears the vision for these ‘ecosystems’ are hinged on elements such as ‘networks’ (hub infrastructure, efficient corridor development) and ‘people’ (universities, TAFE) – if the Camden LGA is lacking in some of these elements (e.g. efficient rail corridor development could be years away, there is little certainty of there being leading education facilities in the Camden LGA), what does that mean for the Camden LGA’s prospects in cultivating these ‘economic ecosystems’?
- Additional key challenges that have been identified for the Camden LGA are noted as follows:
  - To ensure that infrastructure is delivered in line with development.
  - The Urban Heat Effect is a key issue for the Western Parkland City. Hence, Council questions how the Draft Blueprint will address this challenge to help deliver more positive outcomes for the community.
  - There is a need for a significant health facility in the South West Growth Area / Aerotropolis to be identified.

#### Recommendation:

- 34. That an additional layer to the Draft Blueprint is included, titled ‘*Delivering a Prosperous City*’, that consolidates the economic initiatives identified to make the WPC a success.**
- 35. That further consideration is given on how the Draft Blueprint will address the Urban Heat Effect in the WPC.**
- 36. That further consideration is given to the need for a significant health facility in the South West Growth Area.**

## Section 4 - Role of the Draft Economic Roadmap

- The Draft Economic Roadmap aims to deliver more than 200,000 new jobs throughout the Western Parkland City. In planning to achieve this ambition, Council encourages the WPCA to recognise that a large portion of these new jobs will be filled by existing and future residents of the Western Parkland City, as the region continues its trajectory as one of the fastest growing in Australia.

### Recommendation:

- 37. That in the process of implementing actions and activities from the Draft Economic Roadmap, strong consideration be given for the employment and economic opportunities which will help in facilitating infrastructure, transport connectivity, skills development, and liveability requirements of LGAs with high population growth.**

## Section 5 - Economic Priorities for the Camden LGA

In-principle, Council is supportive of the Economic Directions and the outlined Priorities, noting the following:

- Camden's ample supply of greenfield land, located within close proximity to the Bradfield City Centre and Western Sydney International Airport, presents a range of development opportunities across industries, including agribusiness, freight and logistics and advanced manufacturing. Activities and planning for growing these, and supporting industries, such as those outlined in Economic Direction One, should be approached with consideration for the leverage benefits that come from Camden's prime position in the heart of the Parkland City, along with its abundant capacity to accommodate the growth of the industries for the future.
- Section 5.3 *Infrastructure and amenities* – it is noted that construction and retail are identified as major focus areas for most centres, and that Camden's two biggest industries are construction and retail, bolstered by its rapid population growth in recent years. The Camden LGA and its network of major centres (Leppington, Narellan, Camden, Oran Park) is therefore well-positioned to continue to grow these industries in line with projected population and business growth throughout the Western Parkland City, with the potential to be a base for major construction firms and industry-supporting training and education providers.
- *Priority 14: Growing strategic and local centres* – the Leppington Town Centre is classified as a future Strategic Centre that will service the immediate needs of the Western Sydney International Airport and Bradfield City Centre, as well as the commercial, entertainment, amenity, and retail needs of two of the fastest growing LGAs in Australia – Camden and Liverpool.

- *Priority 14: Growing strategic and local centres* – it is suggested that consideration is given for support and attraction of small-to-medium enterprises into these centres, with particular consideration for cultural and creative businesses, in light of the limited cultural infrastructure and activity in the WPC identified on page 35 of the Draft Economic Roadmap. These are the types of businesses that bring vibrancy and activation to centres, attract visitors, and facilitate a diverse workforce.

**38. That further consideration be given for supporting and attracting SMEs into strategic and local centres, with particular consideration for cultural and creative businesses and organisations.**

- *Priority 15: Delivering economic enabling infrastructure investments* – to reiterate the importance of enabling transport infrastructure in the development and growth of centres, as noted earlier in the submission, Council continues to advocate to the relevant government agencies in progressing identified future transport projects, such as the future rail connection to Oran Park and Narellan, as more immediate and funded priorities in support of Camden’s rapid population growth.
- *Priority 20: Focussing on workforce skills* – of note is the Camden LGA’s rapid population growth, relative to a shortage of skilled local workers across a range of industries and a lack of local training opportunities, as identified through consultations undertaken for the Camden *Economic Development Strategy*. These trends point to the requirement for local, accessible, diverse, and inclusive education, training, and employment pathways throughout the WPC. Camden is well-positioned to host a modern education and training facility which targets school leavers and those seeking to up-skill to match changing labour markets and industry demands.
- The priority industry sectors identified in the Draft Economic Roadmap align with those identified in the *Camden Economic Development Strategy 2022-2026*, such as visitor economy, construction, agribusiness, advanced manufacturing, health and education and circular economy.

### TOP THREE INDUSTRIES FOR LOCAL EMPLOYMENT



Source: Camden Economic Development Strategy 2022-2026 (page 27).

## Section 6 - Additional opportunities, gaps, and issues for Camden LGA (Draft Economic Roadmap)

- The Draft Economic Roadmap does not demonstrate sufficient consideration for small and medium-sized enterprises – attracting, retaining, supporting, and growing the small businesses that will support the Western Parkland City’s ongoing growth and prosperity. There should also be particular focus on ways to support small business owners of non-English speaking backgrounds to thrive in their businesses and leverage off the Western Parkland City’s abundant opportunities.
- Additionally, the Draft Economic Roadmap lacks adequate consideration for the role that a robust network of community services plays in the health, wellbeing and economic prosperity of the Western Parkland City and its citizens. As the most culturally diverse region within Australia, with a high intake of refugees and migrants and a significant non-English speaking population, the Western Parkland City is well-positioned to support, leverage off and grow the workforce potential of a huge and expanding migrant population.

### Recommendation:

**39. That further consideration be given to small and medium-sized enterprises – attracting, retaining, supporting, and growing the businesses that will support the WPC’s ongoing growth and prosperity, in particular, on ways to support small business owners of non-English speaking backgrounds.**

**40. That further consideration be given to the role that a robust network of community services plays in the health, wellbeing and economic prosperity of the WPC.**

## Conclusion

Camden Council welcomes the release of a new vision for the Western Parkland City in the form of the Draft Blueprint and Draft Economic Roadmap and commits to a continued collaborative approach toward realising the aspirations of Australia’s first 22nd Century City.

Council’s submission supports the broad intent and aims of the Draft Blueprint and Draft Economic Roadmap and notes the synergy between both documents and Council’s key land use planning, and community and economic development strategies. This submission has outlined recommendations to address a number of concerns and has sought further clarification on several key matters.

Council commends the NSW Government on its collaborative approach to date on preparing the Draft Blueprint and Draft Economic Roadmap and welcomes any further opportunity to discuss the recommendations noted in this submission.



camden  
council

