

Department of Planning and Environment

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# Greater Penrith to Eastern Creek (GPEC) Investigation Area

Draft Strategic Framework

November 2022





# Acknowledgement of Country

We acknowledge the Traditional Custodians of Country across Greater Penrith Eastern Creek (GPEC), the Dharug people. We respect and acknowledge their continued connection to Country, which takes in everything within the physical, cultural and spiritual landscape - landforms, waters, air, sky, trees, rocks, plants, animals, foods, medicines, kinship, knowledge, songs, stories and art, as well as spiritual beings and people.

We acknowledge the importance of waterways to Dharug people, who come equally from water and from land, and who find healing and peace in the waterways of this Country. We respectfully acknowledge their resilience despite the ongoing impacts of colonisation. We also acknowledge the many other Aboriginal people who have been connected to this Country for generations.

We extend our respect to the other Aboriginal communities within GPEC whose voices we seek to empower through this project. We acknowledge the strength and diversity of the broader Aboriginal community.

This strategic framework is based on a foundation of recognising Country; learning and understanding from Country how to better plan with her. The waterways, open green spaces, and remaining bushland are significant features of this Country, and must be protected.

Through our engagement program, we have sought to embed the voices of Traditional Custodians and Aboriginal communities. We hope the future GPEC is a place that honours and celebrates Country and the vibrant cultural identity of the Aboriginal communities.

We acknowledge that Dharug people have always, and will always, physically and spiritually live on and with Country.

*This acknowledgement has been prepared by the GHD/Zion project team based on conversations with Dharug Traditional Custodians and the Department of Planning and Environment, and outcomes of engagement activities with Aboriginal communities.*

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Greater Penrith to Eastern Creek (GPEC) Investigation Area

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# Executive summary

The draft strategic framework for Greater Penrith to Eastern Creek (GPEC) aligns with the Greater Sydney Regional Plan, the Western and Central City district plans and the Western Parkland City Blueprint.

It identifies areas where there is capacity for new housing and urban renewal and supports growth aligned to investment in transport infrastructure. This will reinforce the Aerotropolis that is anchored by the Western Sydney International (Nancy-Bird Walton) Airport.

This strategic framework is an important next step in strategic planning for the Western Parkland City. It outlines a clear vision for GPEC, together with a framework of priorities and actions to guide future precinct planning and development aligned with infrastructure.

Detailed investigation into strategic planning contexts and significant drivers for growth has led to the identification of 6 precincts for growth and change to 2056. Much of this change will be in the form of urban renewal around major transport infrastructure in precincts such as St Marys, Kingswood and Werrington, Penrith Centre and Mount Druitt and Rooty Hill.

New urban development in Orchard Hills transition from a rural area to provide for new housing, infrastructure and services around a new Sydney Metro station and mixed use local centre. Longer term change will take place in Luxford to align with the provision of future transport infrastructure.

Draft infrastructure lists in this strategic framework include regional social infrastructure and open space, utilities and services and transport projects that may be suitable for investigation to support growth within the identified growth precincts.

The strategic framework will be implemented by a local planning direction to guide future rezoning and precinct-scale planning. It will inform new and revised planning controls in the Penrith and Blacktown local government areas (LGAs).



Figure 1 | Tench Reserve overlooking the Nepean (Dyarubbin) River

# About this strategic framework

The draft GPEC Strategic Framework consolidates and builds on strategic planning and infrastructure work to set a clear direction for future growth and development. The strategic framework will inform regional and local planning decisions and NSW Government-led planning and provision of infrastructure, asset management and services.

## Planning context

The strategic framework aligns and builds on regional and district strategic plans and the Western Parkland City Blueprint. It will support local planning and the Western Sydney Place-based Infrastructure Compact by guiding planning proposals and precinct planning.

## Who will use it?

Local and state government planners, and proponents will use the strategic framework when preparing or assessing planning proposals.

It will also be used by planners developing precinct plans, or new or revised development control plans. It will also inform preparation and assessment of site specific proposals, at the discretion of the consent authority



Figure 2 | Planning context

## How will the strategic framework be applied?

The final strategic framework will be supported by a Ministerial direction that establishes it as a matter for consideration for planning proposals. It will also inform ongoing strategic planning by the councils, including local strategies and future updates to local strategic planning statements (LSPSs).

## Purpose

The strategic framework aims to identify and achieve a shared vision for GPEC. Along with its supporting documents, it identifies:

- a draft vision for feedback from the community and stakeholders
- what makes the area special and the characteristics that the community value, to ensure that these characteristics are celebrated and protected
- a spatial framework that includes:
  - locations to focus new development and supporting investment and enable growth and innovation
  - areas of limited or no change,
  - places to be retained for open space or environmental purposes
- regional and district scale infrastructure required to support continued growth.

## Structure

The strategic framework sets out:

- **a vision** for growth
- **planning priorities** to achieve the vision
- **directions and actions** to implement the planning priorities
- **infrastructure** requirements at the regional and district level needed to support growth.

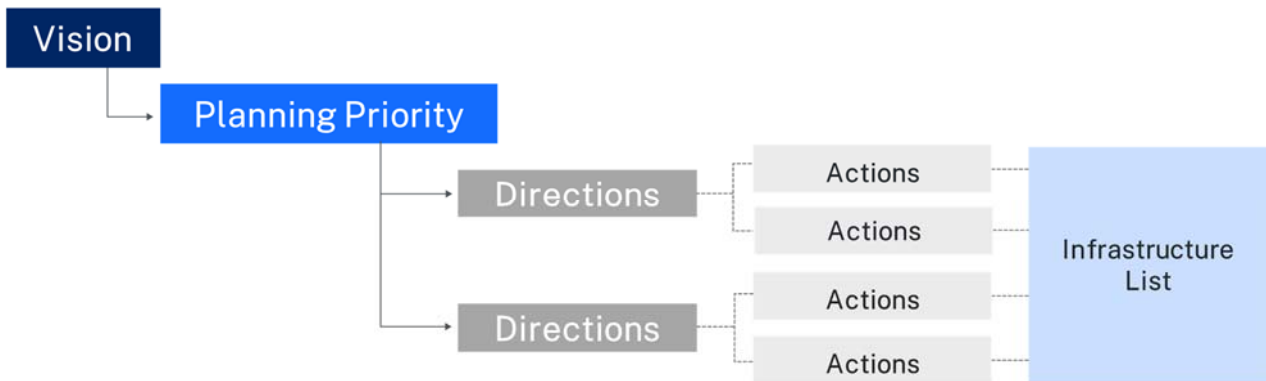


Figure 3 | Strategic framework approach

It comprises 8 parts:

- **Part 1: Introduction** to the GPEC Investigation Area, its location and community.
- **Part 2: Strategic context**, a summary of the strategic planning, transport and infrastructure context.
- **Part 3: Vision**, the draft vision and structure plan that shows key features of anticipated growth and change.
- **Part 4: Planning priorities**, 6 draft planning priorities with supporting directions and actions.
- **Part 5: Infrastructure**, a preliminary assessment of the regional and district level infrastructure requirements.
- **Part 6: Implementation, monitoring and review**, including proposed implementation mechanisms, the approach to monitoring and review, and next steps.
- **Part 7: Glossary**
- **Part 8: Reference list**



# Have your say

The draft GPEC Strategic Framework package is on exhibition until 16 December 2022. We are seeking feedback from the community, industry, state agencies and local government on the vision, priorities and actions within the framework.

To view the supporting documents and have your say, visit [www.planning.nsw.gov.au/greater-penrith-to-eastern-creek-area](http://www.planning.nsw.gov.au/greater-penrith-to-eastern-creek-area)

If you do not have internet access, you can mail your feedback to:

Att: Director Central Western  
Department of Planning and Environment  
Locked Bag 5022, Parramatta NSW 2124

For further information about GPEC, email your enquiry to [information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au) or contact the **Planning Customer Support Team** on [1300 420 596](tel:1300420596) option 2.

Following exhibition, we will refine the framework based on the feedback received. We expect to finalise it in the first half of 2023.

Once the strategic framework is finalised, the NSW Government, councils and the private sector will work together on its implementation. It will be incorporated into future activities, acting as a mechanism to unite these stakeholders towards one vision for the region.

# Part 1 Introduction

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## The investigation area

in 2018, the Western Sydney City Deal and Greater Sydney Region Plan identified the Greater Penrith to Eastern Creek Investigation Area (GPEC) as suitable for future growth and change.

GPEC spans approximately 19,000 ha, connecting the Central River City and Western Parkland City. It sits within both Penrith and Blacktown local government areas (LGAs) (see **Figure 4**).

At the 2021 Census, GPEC was home to around 293,000 people and accommodated more than 75,000 jobs. We expect this to increase by around 135,000 people by 2056, with the number of jobs projected to approximately double.

Sydney Metro – Western Sydney Airport will catalyse opportunities for growth, enabling better connections to the rest of Greater Sydney and helping to unlock land for new homes and urban renewal.

More than half the new population will live around new Sydney Metro stations at St Marys and Orchard Hills. Significant growth in jobs will occur in Penrith CBD. Kingswood and Werrington will be locations for health- and education-focused jobs, and St Marys and Mount Druitt will be GPEC's strategic centres.

The Department of Planning and Environment has worked with councils and agencies to investigate the area and to identify how the expected growth in jobs and homes could occur in a sustainable way.

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## The community

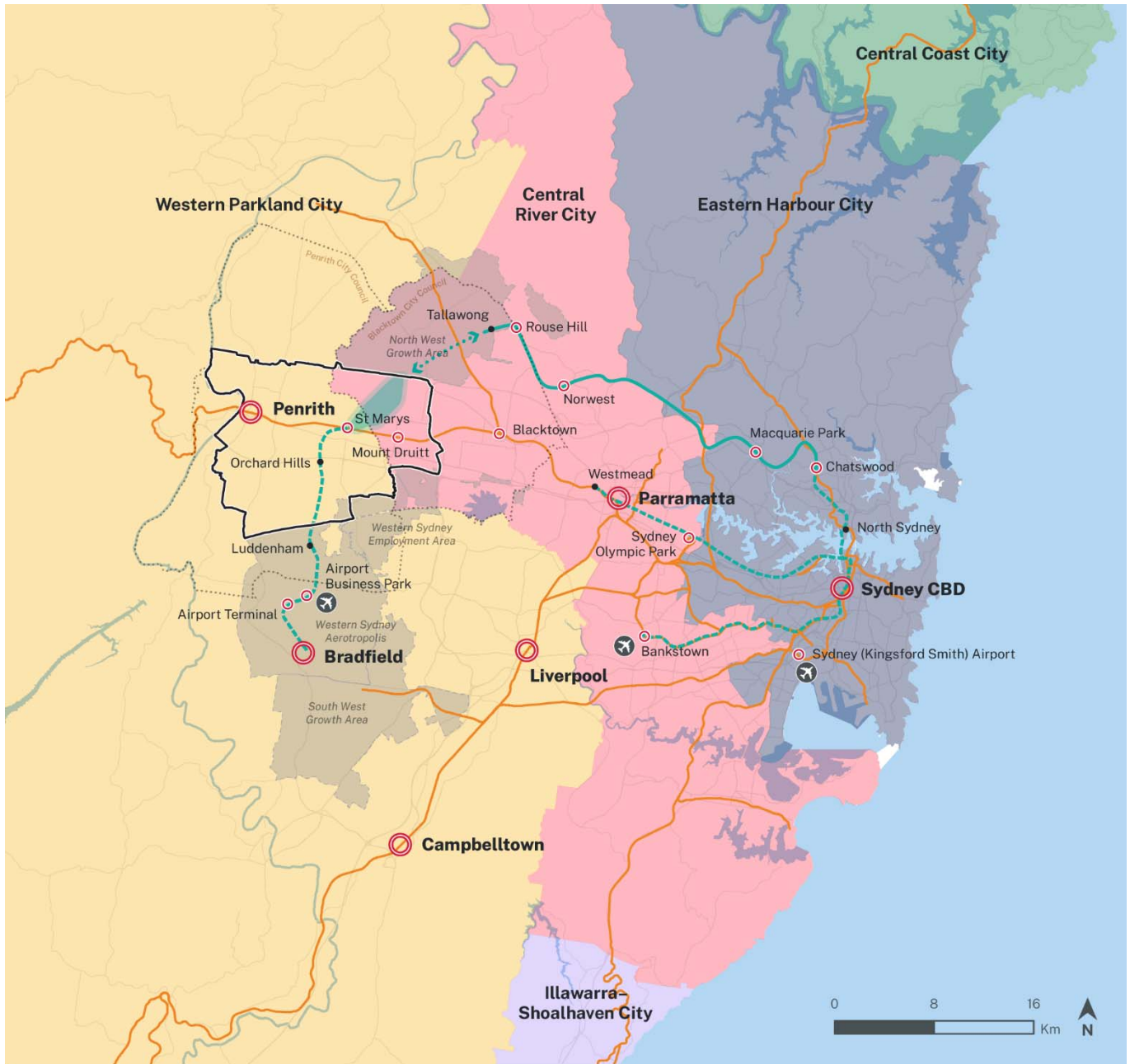
### A continuous connection to Country

#### Past

The land that stretches from Penrith to Eastern Creek has been home to the Dharug people for 60,000 years. Aboriginal people used the for living, gathering and trade due to its proximity to waterways and the abundance of plants and wildlife.

GPEC Country is characterised by the soft undulating hills and grasslands of the Cumberland Plain with important creeks forming and connecting to the main water courses - Wianamatta (South Creek) and Dyarubbin (Hawkesbury-Nepean). Ridgelines and highpoints were important pathways and connectors across Country.

GPEC has been a place of movement, as Aboriginal people moved north to south along ridgelines and the banks of the Wianamatta or Dyarubbin, or east to west from the coast to the mountains. Located just outside the boundaries of the GPEC, the banks of the Dyarubbin is an important gathering place and resource area for mob. This area is named Yarramundi, after an important Aboriginal person.



- Metropolitan Centre-Cluster
- Strategic centre
- Airport
- Greater Penrith to Eastern Creek
- Sydney train suburban network
- Major roads and highways
- Sydney Metro: constructed
- Sydney Metro: planned and underway
- Transport corridor investigation area
- Potential future metro link
- Penrith City Council and Blacktown City Council LGA boundaries
- Other growth areas
- Western Parkland City
- Central River City
- Eastern Harbour City
- Illawarra-Shoalhaven City
- Central Coast City

Figure 4 | GPEC in the context of Greater Sydney

Once British colonists arrived, many Aboriginal communities including Dharug people were impacted by disease and massacre. Aboriginal communities in the Sydney basin were forced to move further west; the area now known as St Marys became a place for Dharug people and others to shelter and take refuge. Over the following generations, GPEC continued to be a place where Aboriginal communities would come to seek safety and housing as they were relocated from other Country, either due to policy or widespread development.

Many places across GPEC are significant for Dharug people and broader Aboriginal communities. This includes the Blacktown Native Institution, established to house Aboriginal children who were removed from their families and taught how to conform with European customs. This site is both a place of sadness and trauma, and a place of enduring connection for Dharug people.

## Today

GPEC today is home to a diverse and resilient Aboriginal community, made up of Traditional Custodians who have continued to live on Country, Aboriginal people from off-Country who have lived in the area for generations, and many other Aboriginal people who continually relocate to the area to seek employment opportunities and be close to family and community.

This is a large, diverse and strong community, yet people are disadvantaged, disconnected and displaced. There is much to be done to help the community to reconnect and thrive.

Aboriginal communities across the area deeply value the open space, waterways and wildlife that keep them connected to Country. Wianamatta and Dyarubbin hold a special significance to the community and there is a strong desire to enable access for connecting to Country. Yarramundi remains an important place for the community to visit and practice culture.

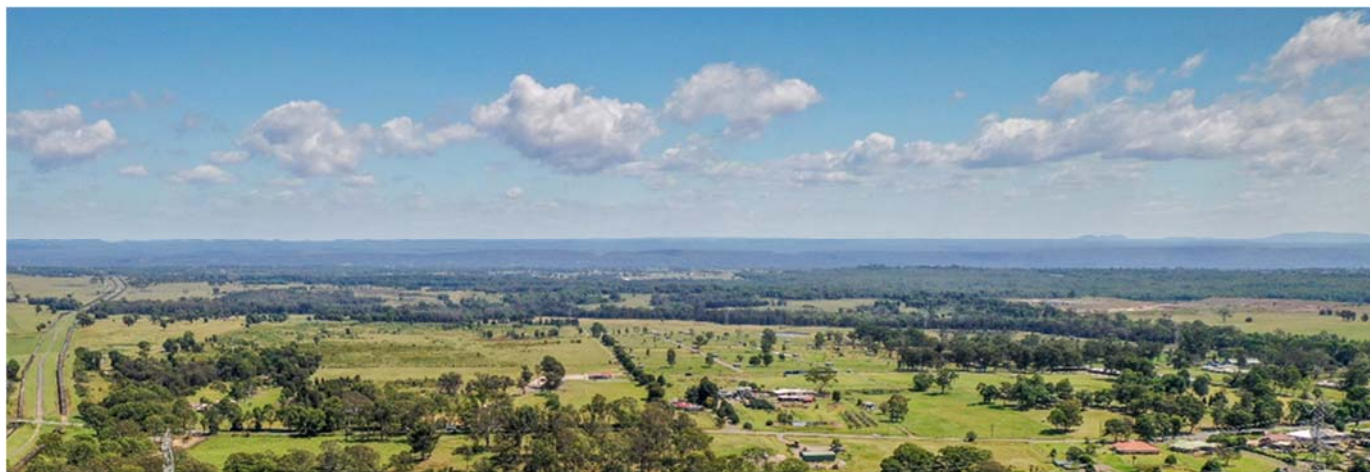


Figure 5 | View over GPEC looking west across Orchard Hills

## Future

The Aboriginal community seeks places in GPEC to come together, connect with Country or with each other, and feel a sense of cultural safety. Country in this area has already changed so much because of development, there is a need to protect and value what remains, especially areas of open space and waterways. This requires us to consider the cultural values of the landscape including ridgelines, Wianamatta, Dyarubbin and the creeks within these systems. A Country-centred approach to planning and design will enhance and celebrate these important landscape features.

The future GPEC is a place that is honest and truthful about the ongoing impacts of colonisation. Dharug people have an ongoing connection to this place, and it is important to continually use present tense language to respectfully acknowledge their unbroken ties to this Country.

*This section has been prepared by the GHD/Zion project team based on engagement with Aboriginal communities.*

## **A young and diverse community**

GPEC's population is young and diverse, representing many cultures and backgrounds. This is reflected in the median age of 34 and the large proportion of primary school aged children (38.1% compared to 32.6% for Greater Sydney at the 2021 Census)).

Households are generally larger than the Greater Sydney average, particularly within Blacktown LGA. Newer suburban areas like Glenmore Park tend to have a higher proportion of primary school aged children given the large number of families.

Almost 40% of Blacktown LGA GPEC residents and 24.5% of Penrith LGA GPEC residents were born overseas. Ropes Crossing is home to the highest proportion of overseas-born residents. Large Filipino and Indian communities call GPEC home.

GPEC's Aboriginal community is one of the largest in Australia, with 5.7% or 15,245 people identifying as Aboriginal or Torres Strait Islander at the 2021 Census.

Compared to Greater Sydney, there is a higher proportion of people renting community or social housing. There is also a slightly higher proportion of people living in GPEC who require assistance with core activities compared to Greater Sydney.



# GPEC Community Snapshot

(Sourced from Profile ID using 2021 Census data)

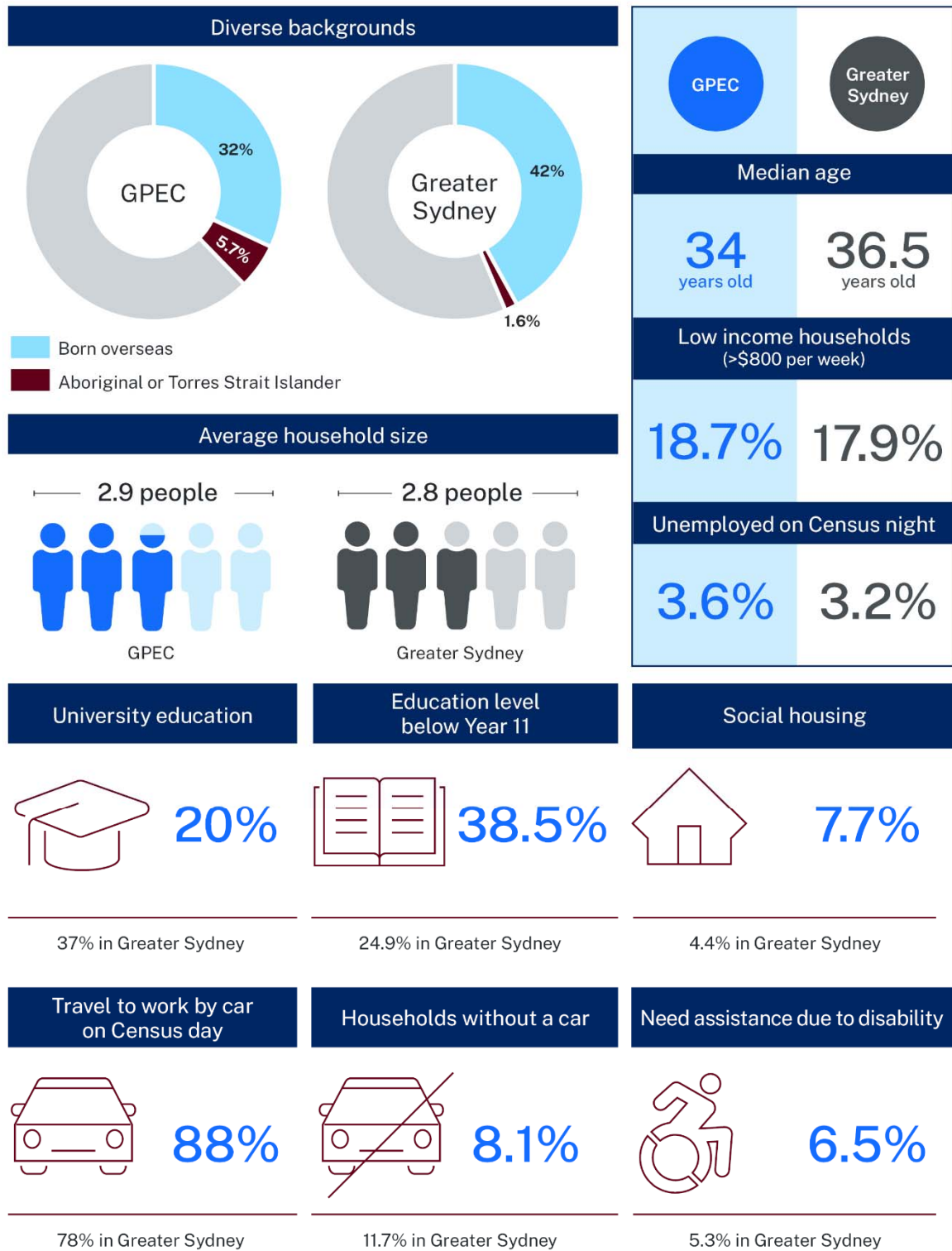


Figure 6 | GPEC community snapshot

# Part 2 Strategic context

The strategic framework sits within a wider context of strategic planning (Figure 7).

We prepared it in consultation with Penrith and Blacktown councils as well as other state agencies. It is supported by a detailed urban design study that identifies constraints and opportunities across GPEC.

Part 5 identifies regional-level infrastructure items that may be suitable for investigation to enable development in identified focus precincts.

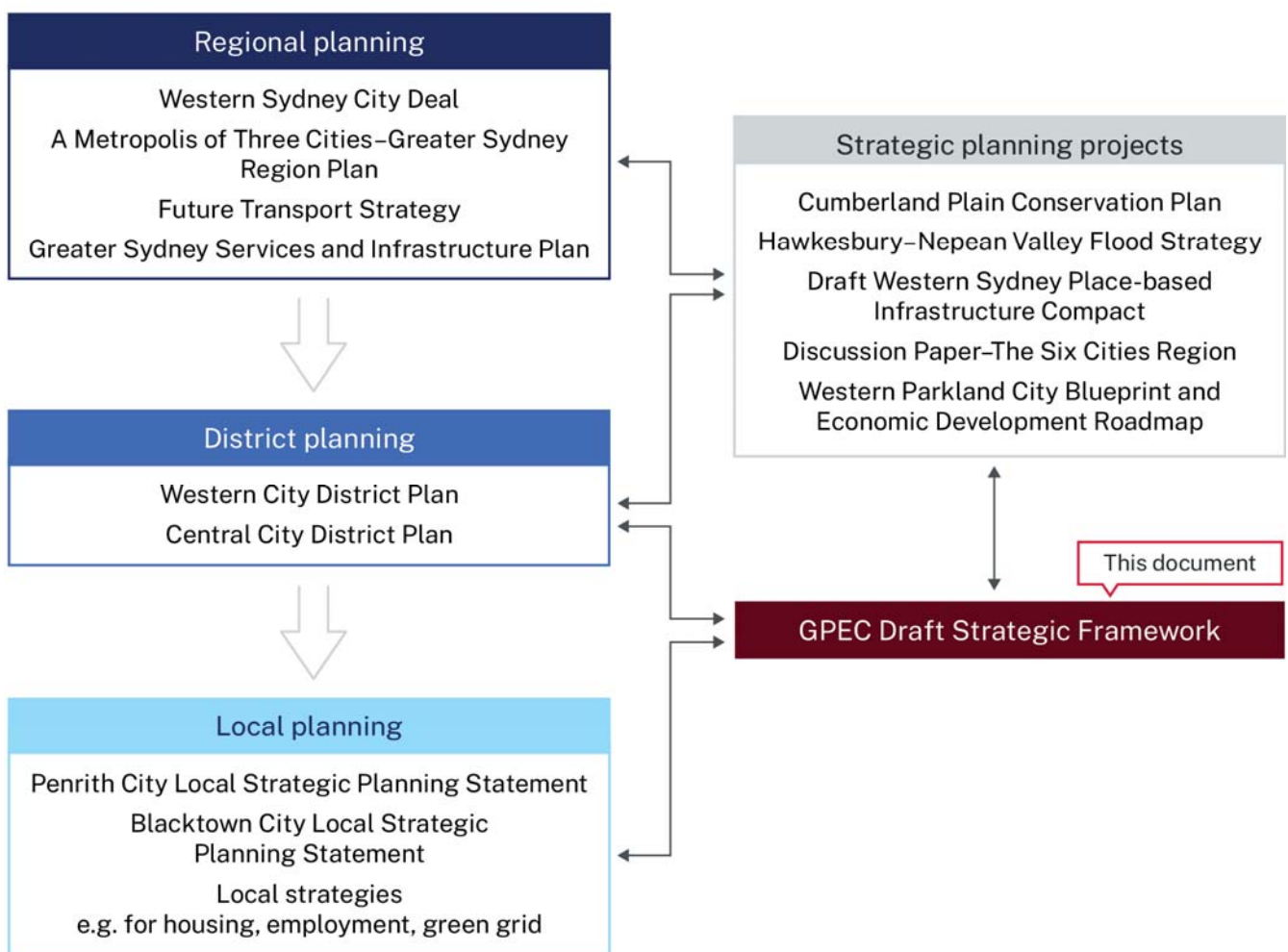


Figure 7 | Strategic planning context

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## Strategic planning

### Region and district plans

The *Greater Sydney Region Plan – A Metropolis of Three Cities* is a 40-year vision and 20-year plan to manage growth and change across Greater Sydney. It is built on a vision of Greater Sydney as a single metropolis of 3 interconnected cities, where most residents live within 30 minutes of their jobs, education and health facilities, services and recreation places. The strategic framework proposes actions that support residents' access to jobs, education and services within a 30-minute public or active transport trip.

Most of GPEC is in the Western Parkland City, with the eastern precincts of Luxford, Ropes Crossing and Mount Druitt and Rooty Hill located in the Central River City.

The Western and Central City district plans, also released in 2018, note that planning for GPEC will identify where there is capacity for new housing and urban renewal in association with investment in transport infrastructure that will connect to the Aerotropolis and Western Sydney International (Nancy-Bird Walton) Airport.

### Six Cities Region

The *Six Cities Region Discussion Paper* redefines Greater Sydney as a network of 6 connected cities (Lower Hunter and Greater Newcastle City, Central Coast City, Illawarra Shoalhaven City, Eastern Harbour City, Central River City and Western Parkland City) that form a global city region. It proposes a vision of global competitiveness and local liveability.

The discussion paper outlines 6 region shapers: an embedded First Nations voice; a connected region; housing supply, diversity and affordability; inclusive places connected to infrastructure; powering local jobs and economies; and creating climate-resilient green cities. These are reflected in the strategic framework.

The Greater Cities Commission is reviewing the 2018 Region Plan and district plans to progress the region shaper priorities and align with the Six Cities vision.

### Future Transport Strategy and future transport plans

The *Future Transport Strategy* sets the strategic directions to achieve world-leading mobility for customers, communities and businesses. It is part of a suite of government strategies, policies and plans that integrate and guide land use and transport planning across NSW.

The strategy will inform future transport plans and place-based transport plans. The future transport plans will replace the Greater Sydney and Regional NSW services and infrastructure plans.

The Greater Sydney Services and Infrastructure Plan is Transport for NSW's 40-year plan for transport in Sydney. It supports the land use vision outlined in the Greater Sydney Region Plan and builds on the state-wide transport outcomes identified in the Future Transport Strategy.

The plan identifies corridors that could be used in future for new transport infrastructure to improve connections within GPEC and to the wider region. These include the:

- potential future Outer Sydney Orbital, a motorway and freight link that is planned to run north-south through GPEC connecting Western Sydney with the Central Coast and Illawarra, and connect to the future Western Sydney Freight Line
- Sydney Metro – Western Sydney Airport to be operational for passenger services in time for the opening of the new airport,
- a potential future Metro / rail link to connect St Marys to Tallawong,
- future road freight connections and the Castlereagh Connection which would link from Kurrajong to Sydney’s motorway network, and provide alternate route to the Blue Mountains.

## State Infrastructure Strategy 2022-2042

*State Infrastructure Strategy 2022-2042* sets out Infrastructure NSW’s advice on NSW’s infrastructure needs and priorities for the next 20 years, and beyond. This strategic framework aligns with many of the strategy’s objectives, strategic directions and recommendations, including to:

- plan for housing in great neighbourhoods for all parts of the community
- achieve an orderly and efficient transition to net zero emissions
- embed reliability and resilience into infrastructure
- capitalise on blue-green infrastructure opportunities
- ensure secure high-speed digital connectivity in key precincts
- coordinate infrastructure, land use and service planning to meet housing, employment industry and community needs.

## Western Parkland City Blueprint and Economic Development Roadmap Phase 1

The draft *Western Parkland City Blueprint* prioritises the infrastructure, funding and investment required to realise the vision for the Western Parkland City. It seeks to guide NSW Government decision-making by identifying directions under the themes of a connected, green and advanced city.

The associated *Economic Development Roadmap – Phase 1* outlines 3 economic directions to unlock investment and growth within the Western Parkland City, including to foster innovation and build global competitiveness, leverage city strengths and develop 22<sup>nd</sup> century workforce skills.

Actions within this strategic framework align with many of the priorities within these documents and provide complementary detail specific to GPEC.

## Draft Western Sydney Place-based Infrastructure Compact (PIC)

The *Draft Western Sydney Place-based Infrastructure Compact (PIC)* is a strategic planning model that examined staged growth across 3 high growth areas in the Western Parkland City – GPEC, Western Sydney Aerotropolis Growth Area and Austral to Glenfield.

It was prepared with state agencies, utility providers and councils, setting out what infrastructure may be needed, the costs, priorities, potential timing and potential funding sources.

The PIC breaks GPEC into 14 precincts and considers 3 scenarios for development to test the implications of growth on infrastructure requirements. From this, the PIC identifies the most effective and equitable way to sequence growth, using cost effectiveness and a cost-benefit analysis.

The strategic framework reflects the findings of the PIC, where appropriate. Further refinement of infrastructure requirements will form part of detailed council and agency infrastructure planning processes, such as investigations into urban release and urban renewal areas like Orchard Hills and St Marys.

## Cumberland Plain Conservation Plan

The Cumberland Plain Conservation Plan supports growth and change in Western Sydney's planned precincts in new growth areas. It applies a strategic conservation planning approach and secures biodiversity approvals upfront in the planning process to support large-scale development.

The plan provides for strategic biodiversity certification under the NSW *Biodiversity Conservation Act 2016*. It will also provide strategic assessment under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*, meaning no further biodiversity approvals are needed in certified areas.

The plan identifies land capable of urban development and land that should be protected for biodiversity. This allows for the development of land for housing, jobs and infrastructure while protecting threatened plants and animals. Importantly, the Aboriginal community will be involved in the plan's implementation.

Planning for Orchard Hills, one of the GPEC precincts, provides a unique opportunity to develop a town centre amongst the Cumberland Plain Woodland identified in the plan. This will create a town centre defined by green links, creek lines and open spaces, enabling residents to connect with the landscape around them.

## Local strategic planning

Penrith City and Blacktown City councils' local strategic planning statements reflect the district plan commitments to investigate where new homes and workplaces can be sustainably located within GPEC.

Penrith City Council's statement commits to investigating urban investigation areas at Orchard Hills and Glenmore Park South as well as urban renewal within St Marys Town Centre. Blacktown City Council's statement identifies opportunities for growth in the area north of Mount Druitt (Luxford Precinct) following additional transport infrastructure commitments by the NSW Government, as well as in the Mount Druitt and Rooty Hill centres.

This strategic framework recognises that these areas will contribute to long-term housing and jobs targets in both LGAs. Further work is required to ensure that the right infrastructure can be delivered to enable growth in these areas.

Both councils have also prepared local strategies to realise district and region objectives. These contribute to local planning and community outcomes and to the future of the wider Western Parkland City. The aims and objectives of these strategies are generally reflected in this strategic framework.



## Penrith City Council

- Places of Penrith Strategic Framework:
  - Local Housing Strategy (endorsed 2022)
  - Green Grid Strategy (endorsed 2021)
  - Employment Lands Strategy (endorsed 2021)
  - East-west Corridor Interim Centres Strategy (endorsed 2020)
  - Rural Lands Strategy (currently under review)
- Sport and Recreation Strategy (endorsed 2020)

## Blacktown City Council

- Housing Strategy (endorsed 2020)
- Recreation and Open Space Strategy (endorsed 2017)
- Integrated Transport Management Plan (endorsed 2013)

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## Major projects

### Sydney Metro

Sydney Metro is planning to have the Western Sydney Airport line operational when the airport opens to passengers. This is a key catalyst for change in GPEC, with the line connecting GPEC to the Aerotropolis via stations at Orchard Hills and St Marys.

The NSW Government has also proposed connecting the Metro North West line at Tallawong and Western Sydney Airport line at St Marys in the long term. This could make it easier for people living in GPEC to connect to jobs across Greater Sydney.



Figure 8 | Artist's impression of the new St Marys metro station (Sydney Metro 2020)

## Outer Sydney Orbital Stage 1

The Outer Sydney Orbital Stage 1 (OSO 1) corridor will provide for a future motorway and freight rail connection between Richmond Road in the north, and the Hume Motorway near Menangle in the south.

The proposed motorway would, if built:

- provide a road network connecting the Western Parkland City and a future link to the Illawarra and Central Coast
- allow for a transport link between the North West and South West growth areas, reducing travel times between these areas
- connect the airport with Western Sydney Employment Area
- support inter and intra-regional connections.

A dedicated future freight rail line in the OSO 1 corridor would:

- connect the existing Main South and Main West rail lines for freight movement
- provide a freight rail connection between Port Botany, Western Sydney and regional NSW, reducing the number of trucks travelling through these areas, travel times, congestion, costs and local air pollution while increasing safety and amenity in Western Sydney
- help to further separate freight and passenger rail, which will then improve passenger services
- support future intermodal terminals, allowing rail freight to move efficiently in Western Sydney.

The Greater Sydney Commission (now the Greater Cities Commission), Department of Planning and Environment, and the community and stakeholders identified a recommended corridor in 2018. Following feedback, Transport for NSW has further defined the OSO 1 corridor to reduce impacts on people's properties. This includes removing the Dunheved Loop and narrowing the corridor where possible.

A section of the OSO 1 through the Western Sydney Aerotropolis has been protected. The corridor is also considered in the Cumberland Plain Conservation Plan ecological offset program.

Identifying and protecting land provides certainty on where infrastructure will be built, even though construction may not happen for many years. It means land is available when it is needed and ensures the right kind of land uses can be planned for in surrounding areas.

Further investigations will identify corridors to connect the OSO with the Illawarra (Stage 2) and the Central Coast (Stage 3). The NSW Government announced the preferred OSO Stage 2 corridor in August 2021 and will finalise the corridor when it updates the Greater Macarthur Growth Area Interim Structure Plan – *Greater Macarthur 2040*.

## Net Zero Plan Stage 1: 2020-2030

The *NSW Net Zero Plan 2020-2030* sets out the NSW Government's commitment to achieve a 50% reduction in emissions by 2030 (on 2005 levels), as part of the wider commitment to reach net zero by 2050.

As well as driving uptake of emission reduction technologies, the plan commits to:

- diversifying the state’s energy supply and improving transmission infrastructure
- improving electric vehicle infrastructure
- embedding sustainable building material standards and targets into the design and construction of major NSW Government infrastructure projects
- continuing investment in the NSW Biodiversity Conservation Trust to support biodiversity conservation and habitat protection.

In response, this strategic framework proposes actions that support the plan’s implementation.

## Hawkesbury-Nepean Valley Flood Strategy

The Hawkesbury-Nepean Valley covers around 500 sq km from Bents Basin, near Wallacia, to the Brooklyn Bridge. Floods in the Hawkesbury-Nepean Valley pose a significant flood risk due to the valley’s unique landscape and the size of its population. There is no simple solution to managing or reducing the valley’s high flood risk. The NSW Government is delivering the Flood Strategy program, together with local councils, businesses, and the community. Managing existing and future flood risk in the Hawkesbury-Nepean Valley requires an integrated approach to infrastructure, land use and emergency management planning.

Future decisions on flooding policy, including building in the Hawkesbury-Nepean, will be guided by the recent recommendations of the Independent Inquiry into Flooding. The NSW Government has accepted all the inquiry’s recommendations and will now begin the implementation process.

## Aerotropolis planning

The 2022 Aerotropolis Planning Package and supporting technical studies for initial precincts facilitates a significant portion of development that will support more than 100,000 new jobs on GPEC’s southern doorstep. These will be high-skill jobs across aerospace and defence, manufacturing, healthcare, freight and logistics, agribusiness, education and research industries.

The Aerotropolis is essential to the NSW Government vision for a 30-minute city, where people live within 30 minutes by public transport to their nearest strategic or metropolitan centre.

GPEC provides the opportunity for residential growth and local employment uses that are connected to the Aerotropolis, helping to achieve the 30-minute city vision.

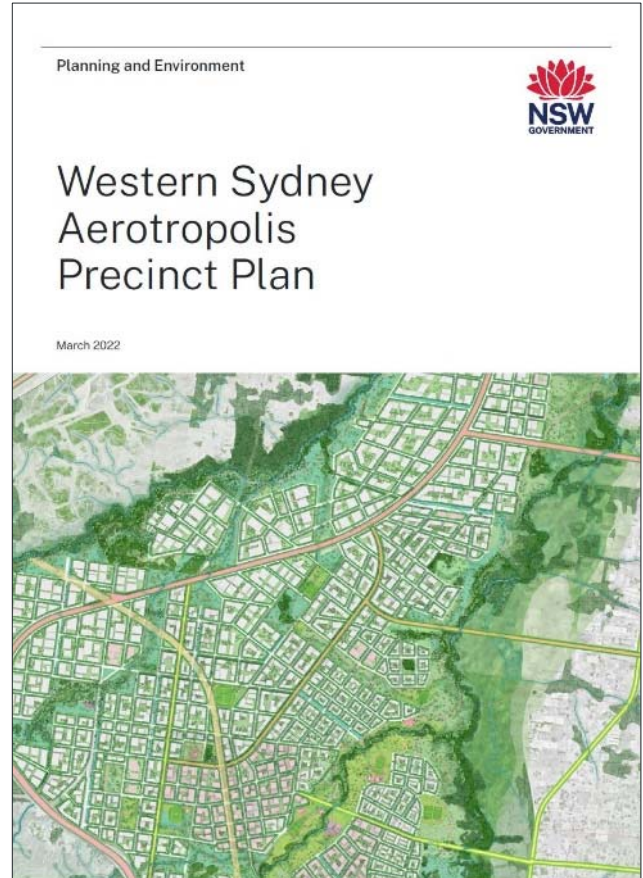


Figure 9 | Aerotropolis Precinct Plan

## Australian Defence Precinct

The defence industry has a significant and growing presence in the Western Parkland City. Aerospace and defence industries are key drivers of the manufacturing sector in this area, and make a significant contribution to the local economy and employment. The attraction of aerospace and defence manufacturing industries and capabilities to the Western Parkland City is a priority of the Economic Development Roadmap and Blueprint, and the NSW Government Defence and Industry Strategy.

The ongoing viability of the Department of Defence's Defence Establishment Orchard Hills will attract defence projects, particularly those that align with the industrial strengths and capabilities of the Western Parkland City. Future planning for urban areas adjoining the facility needs to safeguard ongoing operations and future requirements.

### What does the strategic framework mean for planning proposals?

The strategic framework identifies precincts in GPEC that will be prioritised due to their location near existing or future mass transit links or the potential efficiency of infrastructure provision.

It will align with local planning directions issued under section 9.1(2) of the Environmental Planning and Assessment Act 1979. It also proposes further requirements to help meet the vision for the Western Parkland City.

A separate draft local planning direction is exhibited alongside the strategic framework. This would require planning proposals to be consistent with the strategic framework.

# Part 3 GPEC vision

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## Vision statement

The vision for GPEC reflects elements from the Greater Sydney Region Plan, Western City and Central City district plans and local strategic planning statements for Penrith and Blacktown LGAs.

The vision will guide planning in GPEC.

GPEC's future will build on the area's existing character, community and culture to embrace Country and create inclusive and diverse communities.

GPEC will be the urban heart of a resilient, liveable and green Western Parkland City. New homes and renewed centres will integrate with iconic natural assets - the Blue Mountains, Dyarubbin- Hawkesbury- Nepean River, the central green spine of Wianamatta-South Creek, Ropes Creek, Western Sydney Parklands and Eastern Creek. Wianamatta Regional Park and a future national park in Shanes Park to the north of GPEC will provide opportunities to connect people with nature and conserve valuable biodiversity.

Diverse housing will meet the different cultural needs of the community. Residential areas will be embedded in the natural environment, with public open spaces and vibrant community facilities that people can easily walk or cycle to.

Residents will be able to work close to home or choose to travel on priority public transport, walking and cycling corridors to jobs on GPEC's doorstep as the Western Sydney Aerotropolis evolves.



# Draft structure plan

The draft structure plan, shown in **Figure 10**, illustrates the vision in terms of the 6 GPEC planning priorities to:

- connect with and care for Country
- provide for focused and responsive growth
- support diverse and accessible employment
- provide infrastructure to support growth
- protect key natural areas and biodiversity and create quality public open space and green infrastructure
- increase resilience to natural and man-made hazards.

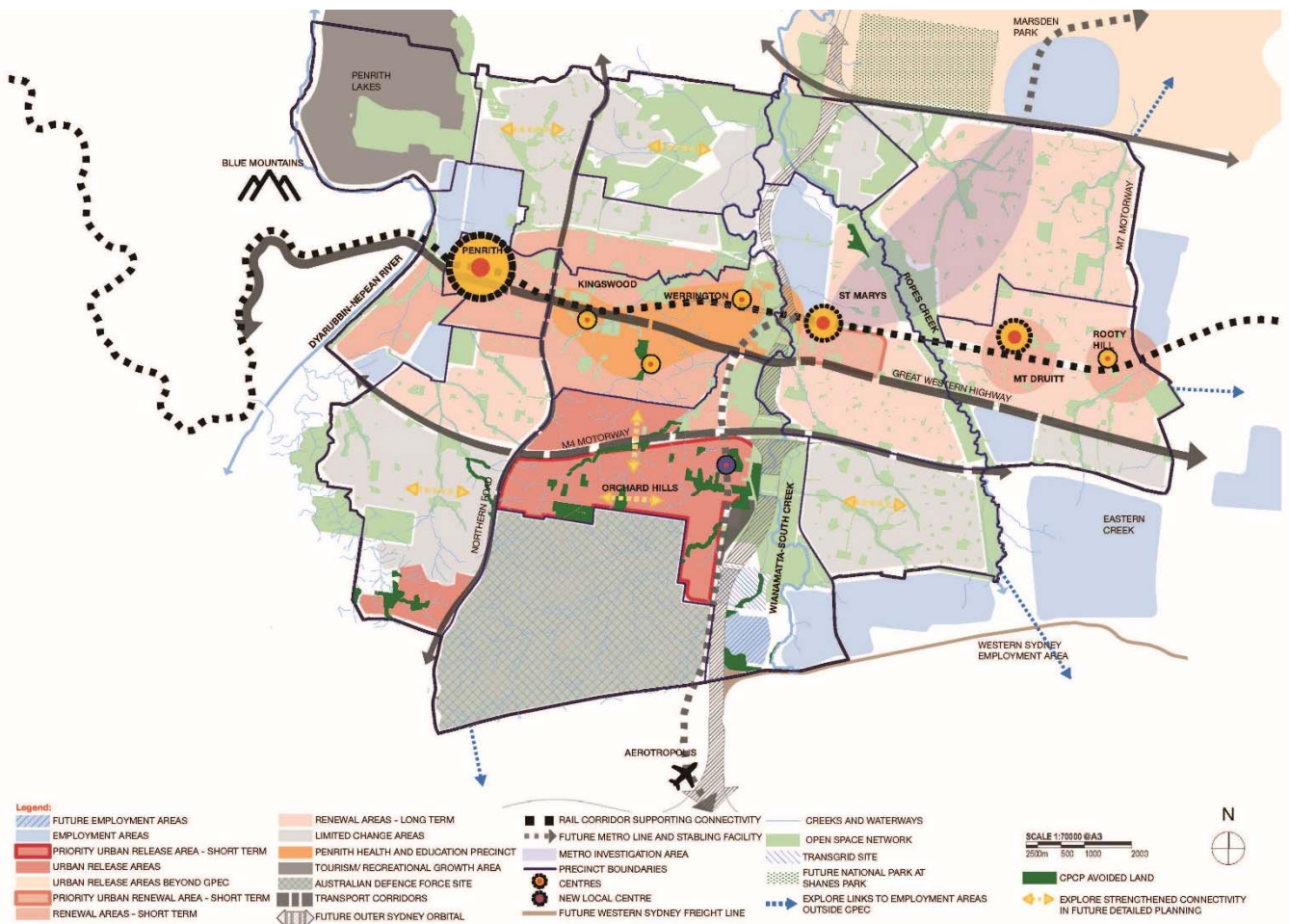


Figure 10 | Draft GPEC Structure Plan

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## Defining growth

The strategic framework is underpinned by analysis of the projected growth of jobs and dwellings in GPEC over the next 20 to 30 years. This analysis is informed by technical expert advice and recent changes in growth patterns resulting from the COVID-19 pandemic.

The anticipated growth in dwellings and population across the GPEC precincts aligns with the NSW Population Projections released in August 2022. The draft growth estimates for each GPEC precinct will be verified as we finalise the strategic framework.

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## GPEC precincts

We have divided the GPEC Investigation Area into precincts based on physical boundaries such as creeks and roads; character; and LGA boundaries (**Figure 11**).

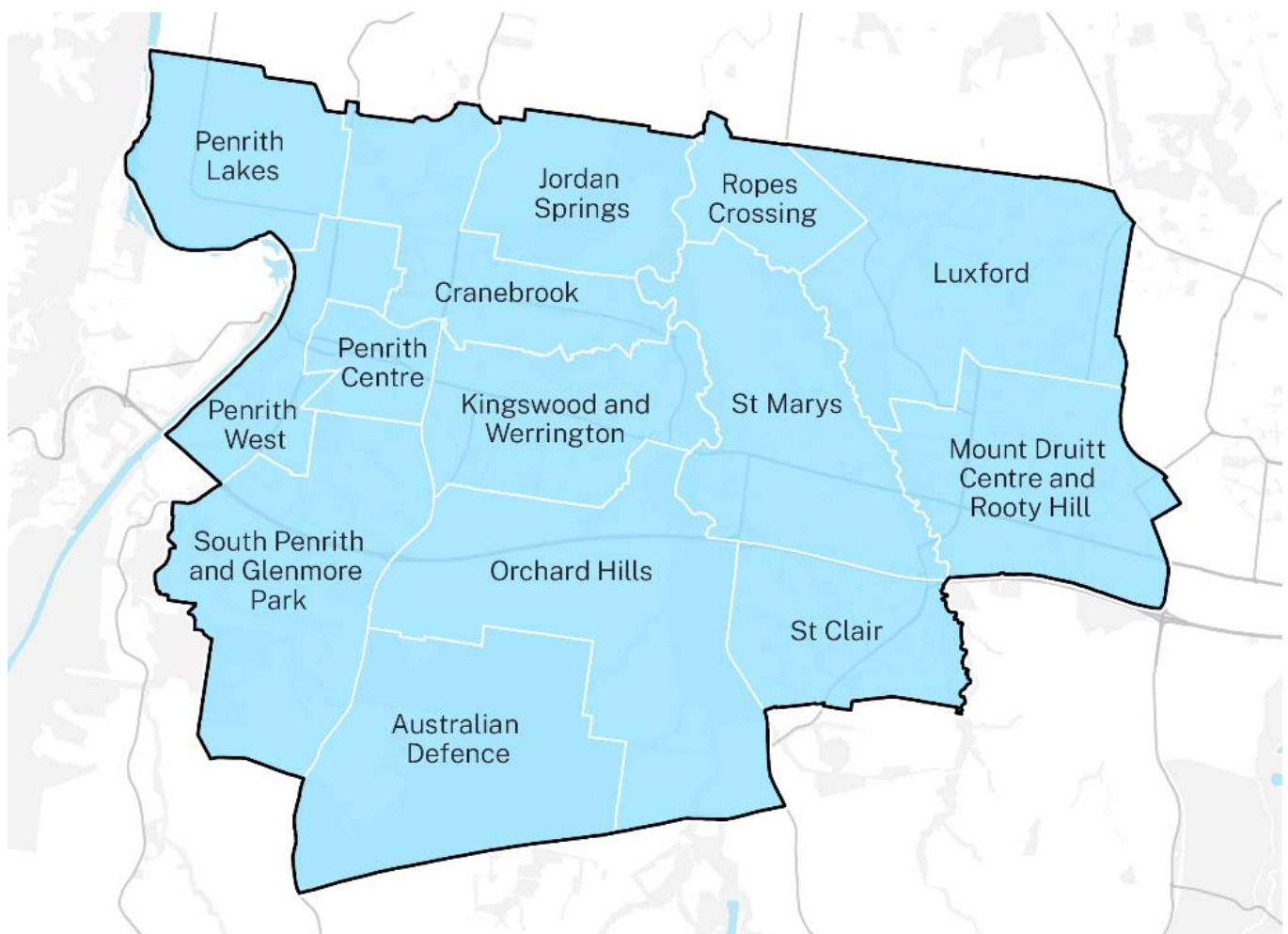


Figure 11 | GPEC precincts

## Focus precincts

We have identified 6 key precincts for growth, including 2 priority precincts and one precinct for potential longer term growth. **Table 1** identifies each of these and their strategic role.

Table 1 | Focus precincts

Status	Precinct	Strategic role	Planning pathway
<b>Priority areas</b>	Orchard Hills (Priority Urban Release Area – Short term)	Focus area for change around the Sydney Metro to facilitate a new mixed-use centre with links to the adjoining Orchard Hills North planning proposal area.	NSW Government-led rezoning
	St Marys Town Centre (Priority Urban Renewal Area – Short term)	A renewed town centre and transport interchange, with improved public domain. Employment growth to support St Marys as an emerging strategic centre.	Master planning by Penrith City Council
<b>Renewal area – short term</b>	Penrith Centre	A metropolitan centre with a growing commercial and civic function and limited residential growth due to flood evacuation constraints.	Penrith City Council's strategic planning framework, with reference to the <i>Development Assessment Guideline: An Adaptive Response to Flood Risk Management for residential development in the Penrith City Centre</i>  Current and future planning proposals
	Kingswood and Werrington	An emerging health and education precinct to support the continued economic growth of The Quarter and the east-west economic corridor.	Penrith City Council's strategic planning framework  Current and future planning proposals
	Mount Druitt and Rooty Hill	Mixed use areas focused on key attractors of Mount Druitt as a strategic centre and Rooty Hill entertainment precinct with surrounding residential development and employment lands.	Blacktown City Council's strategic planning framework  Current and future planning proposals
<b>Renewal areas – long term</b>	Luxford St Marys (remainder)	Renewal opportunities aligned with future transport infrastructure investment.	Blacktown and Penrith councils' strategic planning frameworks

## **Other planned developments**

Other planned developments in the investigation area will contribute to growth and change. Glenmore Park Stage 3 and Orchard Hills North are both subject to planning proposals that intend to provide new housing near existing residential areas.

## **Established precincts**

Limited land use change is expected in the remaining established GPEC precincts of South Penrith, Ropes Crossing, St Clair, Jordan Springs, Cranebrook, Penrith Lakes and Penrith West. Any proposed land use changes will be subject to an assessment of strategic merit and impact on existing character.

# Part 4 Planning priorities

We have identified 6 planning priorities to achieve the vision for growth in GPEC.

Each planning priority will be implemented through direction and actions. The priorities, directions and actions need to be considered and addressed together, to achieve integrated outcomes.

The actions include commitments and considerations for detailed planning and design, together with indicative timeframes and the key agencies and stakeholders involved in their delivery.

We categorise the indicative timeframes for actions under the following planning horizons:

- short term – 1-5 years
- medium term – 5-10 years
- longer term – 10+ years
- ongoing.

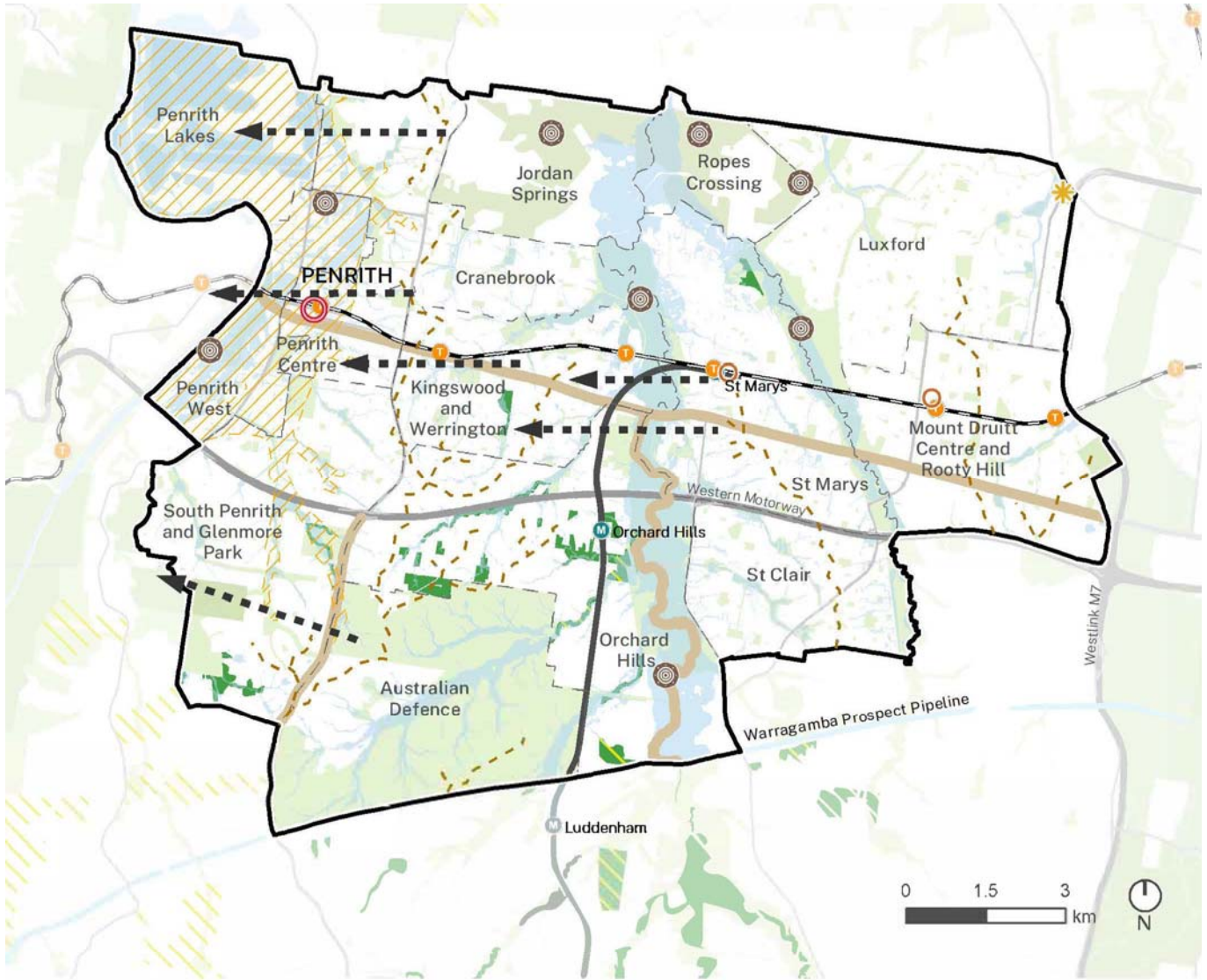
In listing the state agencies, we use the following shortened terms:

- Department of Planning and Environment (DPE)
- NSW Environment and Heritage (EHG)
- Western Parkland City Authority (WPCA)
- Greater Cities Commission (GCC)
- National Parks and Wildlife Service (NPWS)
- Transport for NSW (TfNSW)
- Sydney Water
- School Infrastructure NSW (SINSW)
- Department of Education (DOE)
- Rural Fire Service (RFS).
- Land and Housing Corporation (LAHC)



# Priority 1 – Connect with and care for Country

Strengthen connection with Country and voices of Traditional Custodians



- Metropolitan Centre - Cluster
- Railway station
- Metro station
- Greater Penrith to Eastern Creek
- Precinct boundaries
- Waterbodies and waterways
- Warragamba-Prospect pipeline
- Railway
- Motorway
- Primary road
- Main road
- Metro alignment
- Places of shared culture for Aboriginal community
- Blacktown Native Institution
- Explore opportunities to connect with Country
- Cranebrook Formation
- Aboriginal travelling routes
- Ridgelines
- Significant view corridor to be maintained
- CPCS Strategic conservation area
- CPCS - Avoided land

Figure 12 | Opportunities to connect with and care for Country

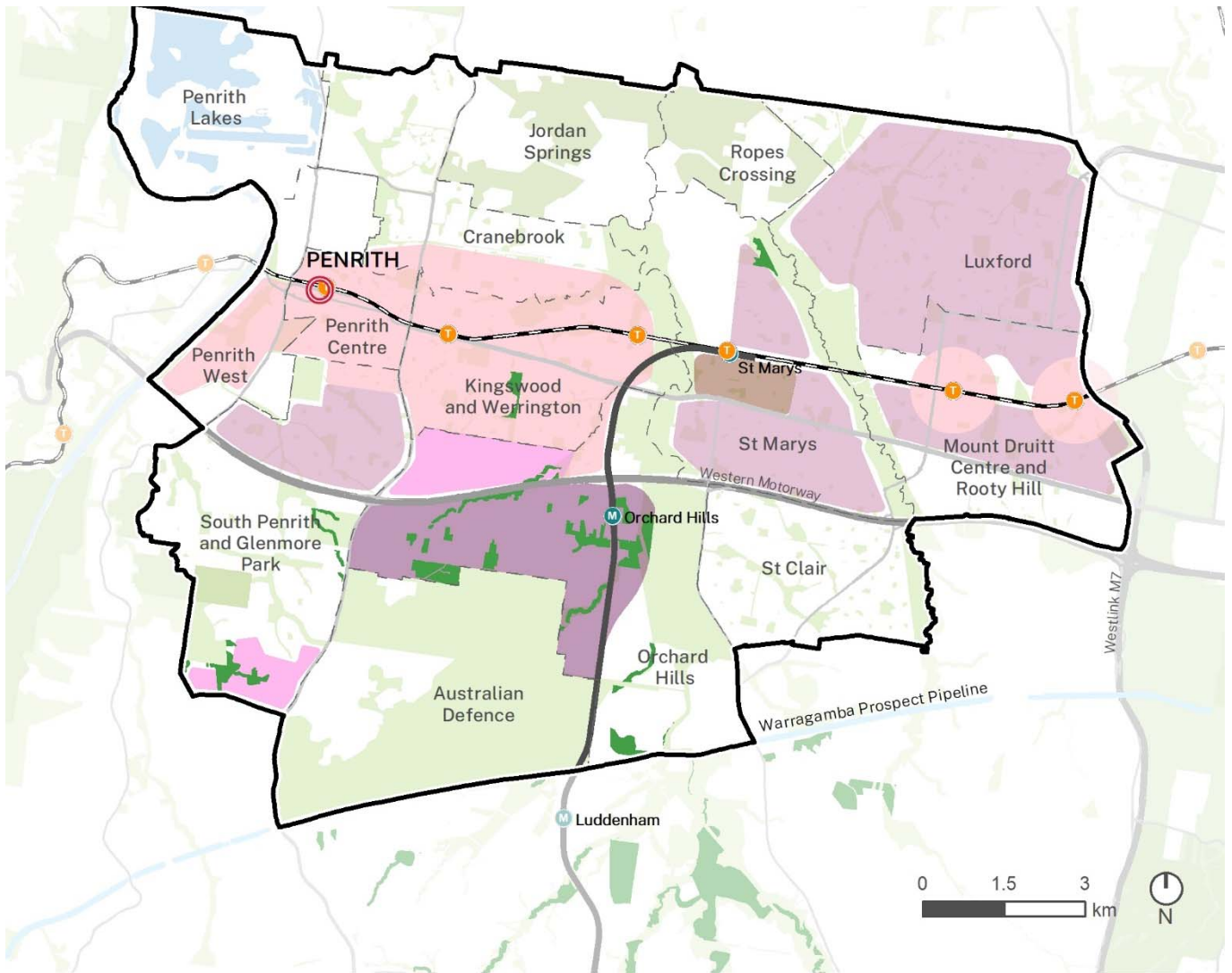
## Direction 1.1: Provide opportunities to connect with, design for and care for Country

Ref.	Action	Lead	Time frame
1.1.1	Ensure development prioritises Country and enhances connections to Country, particularly connections to natural water systems, topography, fauna, vegetation, earth, sky, cultural places and practices.	DPE, councils, proponents	Ongoing
1.1.2	Ensure development prioritises design that is sympathetic and responsive to cultural places, landscape features, practices and values, particularly in and around important places for connecting with Country and places of shared culture for the Aboriginal community due to their historical and contemporary cultural and community significance.	DPE, councils, proponents	Ongoing
1.1.3	Work with the Aboriginal community and Traditional Custodians to co-develop appropriate governance methodologies and to identify ways to involve Traditional Custodians in management of Country.	DPE, EHG, NPWS and councils, proponents	Ongoing
1.1.4	Ensure proposed development activities in the Cranebrook Terrace Formation consider conservation of potential Aboriginal heritage and conserve deep time deposits	Penrith City Council, DPE	Ongoing
1.1.5	Ensure suitable investigations are undertaken in relation into potential archaeological deposits where development is proposed in Penrith Lakes that may affect the Cranebrook Terrace Formation	DPE	Ongoing
1.1.6	Collaborate with the Dharug Strategic Management Group to explore the future of the Blacktown Native Institute site	DPE, Blacktown City Council	Medium term

Ref.	Action	Lead	Time frame
1.1.7	<p>Ensure planning proposals and precinct planning:</p> <ul style="list-style-type: none"> <li>i. consider Country in the first instance and reflect cultural values in the design of development</li> <li>ii. demonstrate that effective, targeted and meaningful consultation has been undertaken in line with established governance arrangements (<b>refer to 1.1.3</b>) with a range of Aboriginal stakeholders to enable consideration of Country, including: <ul style="list-style-type: none"> <li>– Deerubbin Local Aboriginal Land Council</li> <li>– Dharug Traditional Owners, Elders and Knowledge Holders</li> <li>– The Koori Perspectives Circle (through collaboration with the Western Parkland City Authority)</li> <li>– council Aboriginal liaison officers</li> </ul> </li> <li>iii. undertake detailed Aboriginal Cultural Heritage investigations for development within 300 m of waterways</li> <li>iv. support and encourage living cultural practices, such as protecting cultural sites in suitable land use and development controls, addressing accessibility, and providing all-weather gathering spaces within the open space network and public areas</li> <li>v. prioritise planting and design outcomes that honour the health and wellbeing of Country such as restoring landscape through regeneration of native vegetation</li> <li>vi. demonstrate that the following have been considered: <ul style="list-style-type: none"> <li>– the provision of social infrastructure to support cultural practice and the sharing of culture</li> <li>– views to the Blue Mountains (as identified in Figure 12) and integrating these views into future development</li> <li>– opportunities to connect with Country at locations identified in <b>Figure 12</b>.</li> <li>– the inclusion of Aboriginal art that support cultural heritage values and Country</li> <li>– opportunities to incorporate First Languages such as Aboriginal place names and wayfinding.</li> </ul> </li> </ul>	State and local government, proponents	Ongoing

## Priority 2 – Focused and responsive growth

Housing growth is diverse and limits urban sprawl, supporting increased housing choice



- ⊙ Metropolitan Centre - Cluster
- Railway station
- Metro station
- Greater Penrith to Eastern Creek
- Precinct boundaries
- Waterbodies
- Warragamba Prospect pipeline
- Railway
- Motorway
- Primary road
- Main road
- Metro alignment
- Urban release areas
- Priority urban release area
- Priority urban renewal areas
- Renewal areas - short term
- Renewal areas - long term
- CPCP - Avoided land

Figure 13 | Priority areas for growth



## Direction 2.1: Focus strategic planning efforts on Orchard Hills and St Marys

Ref.	Action	Lead	Time frame
2.1.1	Work with Penrith City Council, state agencies, Commonwealth agencies and the community to prepare structure plan options for Orchard Hills to explore the capacity of government and landowners to provide infrastructure to support a new town centre and connect to areas north of the M4 Motorway	DPE	Short term
2.1.2	Subject to 2.1.1, undertake precinct planning and work with state agencies to rezone a new mixed use centre at Orchard Hills that capitalises on the new Metro station; provides for diverse housing, supporting infrastructure, retail and local services; and supports the Cumberland Plain Conservation Plan and preservation of Cumberland Plain Woodland south of the M4 Motorway	DPE	Short term
2.1.3	Work with state agencies, Commonwealth agencies, Penrith City Council, industry and the community to align infrastructure delivery in Orchard Hills with housing growth and safeguard defence requirements at Defence Establishment Orchard Hills	DPE	Short term
2.1.4	Continue working with the community and state agencies on the strategic planning for St Marys, including a clear vision, comprehensive plan for the public domain, integration with the new Metro station, multi-modal connections within the centre and to surrounding areas, social infrastructure, open space and capacity for growth consistent with its strategic centre role	Penrith City Council	Short term
2.1.5	Ensure planning proposals in St Marys Town Centre demonstrate alignment with the St Marys Town Centre Structure Plan	Penrith City Council, proponents	Ongoing
2.1.6	Ensure planning proposals outside urban release areas and renewal areas identified in this strategic framework have individual strategic merit, and satisfy the social, environmental and infrastructure capability of these areas	Proponents	Ongoing

## Direction 2.2: Ensure GPEC contributes to Western Sydney's supply of housing

Ref.	Action	Lead	Time frame
2.2.1	Work with state agencies to plan for a diversity of new homes in the Orchard Hills precinct (south of the M4 and west of the Orchard Hills North planning proposal area), including rural properties, single dwellings, terraces, apartments, dedicated affordable housing and executive housing	DPE	Short term
2.2.2	Collaborate with Penrith City Council and state agencies to assess precinct-scale planning proposals in Glenmore Park Stage 3 and Orchard Hills North	DPE, Penrith City Council	Short term
2.2.3	Work with Penrith and Blacktown councils and state agencies to ensure short- and long-term growth in urban renewal areas such as Kingswood and Werrington, Penrith Centre and Luxford facilitates housing diversity and adequate provision of infrastructure	DPE, councils	Ongoing



## Direction 2.3: Protect the landscape and create a cooler, greener, low carbon future

Ref.	Action	Lead	Time frame
2.3.1	Support the implementation of the Cumberland Plain Conservation Plan to protect important biodiversity including threatened plants and animals	DPE	Ongoing
2.3.2	Protect areas of important biodiversity by encouraging landowner uptake of biodiversity stewardship agreement opportunities for long-term biodiversity protection with financial incentives, where feasible	DPE, Biodiversity Conservation Trust, councils, proponents	Ongoing
2.3.3	Investigate how the development of Orchard Hills can preserve the sense of topography and water in the landscape and establish the desired future character for the area	DPE	Short term
2.3.4	Investigate appropriate transitional land uses between the Metropolitan Rural Area and Urban Investigation Area identified in the Region Plan, district plans and Penrith City Council's draft Rural Lands Strategy	DPE	Short term
2.3.5	Ensure development proposals consider supporting and enhancing ecological systems through restoration or other actions to protect and enhance biodiversity	DPE, councils	Ongoing
2.3.6	Design new residential precincts to support walking and cycle-friendly neighbourhoods; and safe and efficient connections to the existing active transport network	DPE, councils	Ongoing
2.3.7	<p>Ensure planning proposals and precinct planning in GPEC:</p> <ul style="list-style-type: none"> <li>i. protect areas of high biodiversity value land and achieve biodiversity outcomes consistent with the Cumberland Plain Conservation Plan including its Mitigation Measures Guidelines, and Ministerial Direction 3.6 Strategic Conservation Planning</li> <li>ii. consider appropriate transitional land uses to support the metropolitan rural edge,</li> <li>iii. contribute to the blue and green grid established by Government Architect NSW and councils</li> <li>iv. provide direct linear green connections between waterways and ridgelines and regional open space such as Western Sydney Parklands in precinct scale rezoning</li> <li>v. maximise access, open space and biodiversity benefits along the Wianamatta-South Creek corridor</li> <li>vi. protect views to the Blue Mountains and other iconic landscape features by sensitively orienting new development</li> <li>vii. retain as much water in the landscape as possible by preferencing natural methods for stormwater control and integrating passive landscape elements and water-sensitive urban design</li> <li>viii. provide high amenity walking and cycling networks to encourage active transport use for short trips.</li> </ul>	State and local government, proponents	Ongoing

## Direction 2.4: Growth considers cultural, social and economic needs

Ref.	Action	Lead	Time frame
2.4.1	Identify targets for culturally responsive and diverse housing in Orchard Hills and St Marys that establishes a precedent for precinct-scale renewal in other parts of Penrith	DPE, Penrith City Council	Short term
2.4.2	Explore the feasibility of a variety of affordable housing targets and development incentives for affordable housing in the Orchard Hills Precinct	DPE, Penrith City Council	Short term
2.4.3	Support Penrith City Council's implementation of an LGA-wide affordable housing strategy	Penrith City Council and DPE	Short term
2.4.4	Continue to collaborate on opportunities for affordable housing in renewal areas	DPE, Blacktown City Council	Ongoing
2.4.5	Identify appropriate locations for regional and local cultural infrastructure in Orchard Hills	DPE	Short term
2.4.6	Work with DPE, Penrith City Council and the community to progress renewal of social housing in St Marys (Glossop Street Precinct), establishing desired future character and principles for retention of social housing	LAHC	Short term
2.4.7	Investigate renewal opportunities for Luxford Precinct and explore opportunities to renew social housing aligned with NSW Government investigations into extending Sydney Metro – Western Sydney Airport from St Marys to Tallawong	DPE, Transport for NSW, Blacktown City Council, LAHC	Long term
2.4.8	Explore opportunities with councils to embed the <i>Recognise Country</i> Draft Guidelines for new development	DPE, councils	Short term
2.4.9	Ensure planning proposals and precinct planning in GPEC: <ul style="list-style-type: none"> <li>i. prioritise walking, cycling, micromobility and last-mile freight within 15 minutes of important local destinations</li> <li>ii. provide opportunities to connect with, design for and care for Country as per <b>Direction 1.1</b></li> <li>iii. investigate the provision of affordable housing and delivery mechanisms where land use change is proposed</li> <li>iv. demonstrate the potential to achieve housing diversity and culturally responsive housing</li> <li>v. consider economic and employment outcomes and industry strategies for the Western Parkland City, such as the draft Western Parkland City Economic Development Roadmap</li> <li>vi. demonstrate the proposal will be supported by social infrastructure.</li> </ul>	State and local government, Proponents	Ongoing

## Direction 2.5: Consider land use compatibility with future major infrastructure

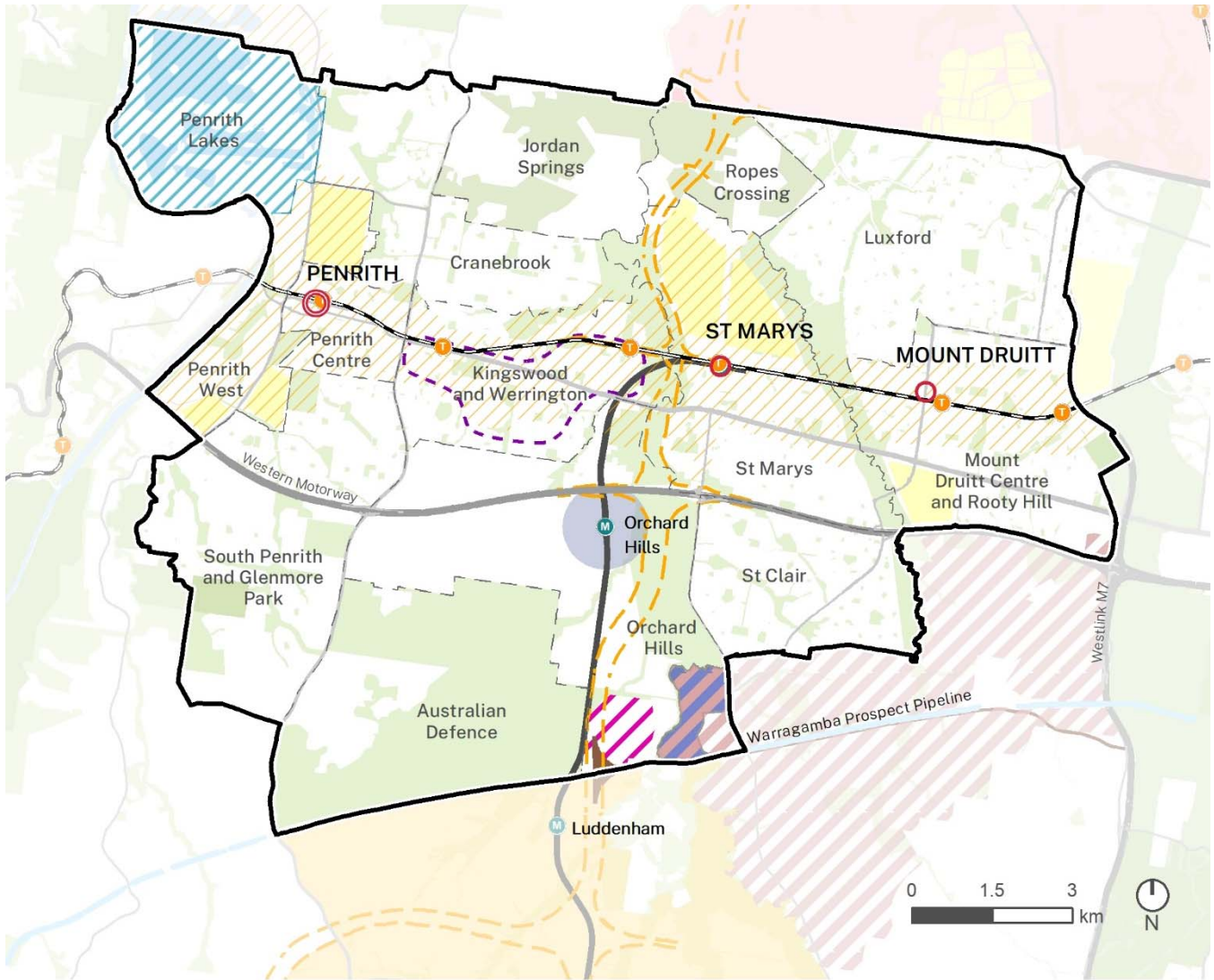
Ref.	Action	Lead	Time frame
2.5.1	Preserve corridors for transport infrastructure (focusing on sustainable modes), to safeguard connectivity to meet the needs of future communities	Transport for NSW	Ongoing
2.5.2	Work with Transport for NSW and councils to protect existing and future transport corridors from land use impacts including the OSO and other key connections set out in <b>Direction 4.1</b> and <b>Figure 16</b>	DPE and Transport for NSW	Ongoing
2.5.3	Explore planning measures to design in mitigation measures that protect new housing and uses from noise and vibration during the construction and operation of major infrastructure	DPE	Short term
2.5.4	Maximise the benefits of future transport infrastructure, including by planning for higher growth in and around Sydney Metro stations	DPE, councils	Ongoing

## Direction 2.6: Enable vibrant places and neighbourhoods

Ref.	Action	Lead	Time frame
2.6.1	Provide a mix of housing types and tenures that reflect the needs of communities and promote affordability for families or older people who want to stay in their local area	DPE, councils	Ongoing
2.6.2	Use precinct planning to support centres and public transport services by achieving the following minimum gross residential densities: <ol style="list-style-type: none"> <li>i. 30 dwellings/ha within a 5-minute walk of neighbourhood shops, neighbourhood centres or local centres; within a 10-minute walk of strategic and metropolitan centres; and within a 10-minute walk of high-frequency public transport, or</li> <li>ii. 15 dwellings/ha if not in the catchments specified at (i) above.</li> </ol>	DPE, Penrith and Blacktown City Councils	Ongoing
2.6.3	Prioritise walking and cycling in and around centres to activate local places and improve travel choices within a 15-minute walk of important local destinations, reflecting the Movement and Place Framework and its Built Environment Indicators	DPE, Transport for NSW, councils	Ongoing
2.6.4	Ensure planning proposals and precinct planning: <ol style="list-style-type: none"> <li>i. focus new precinct scale development around quality public spaces clustered with supporting uses</li> <li>ii. consider mechanisms to ensure density aligns with planned infrastructure</li> </ol>	DPE, councils	Ongoing

# Priority 3 – Diverse and accessible employment

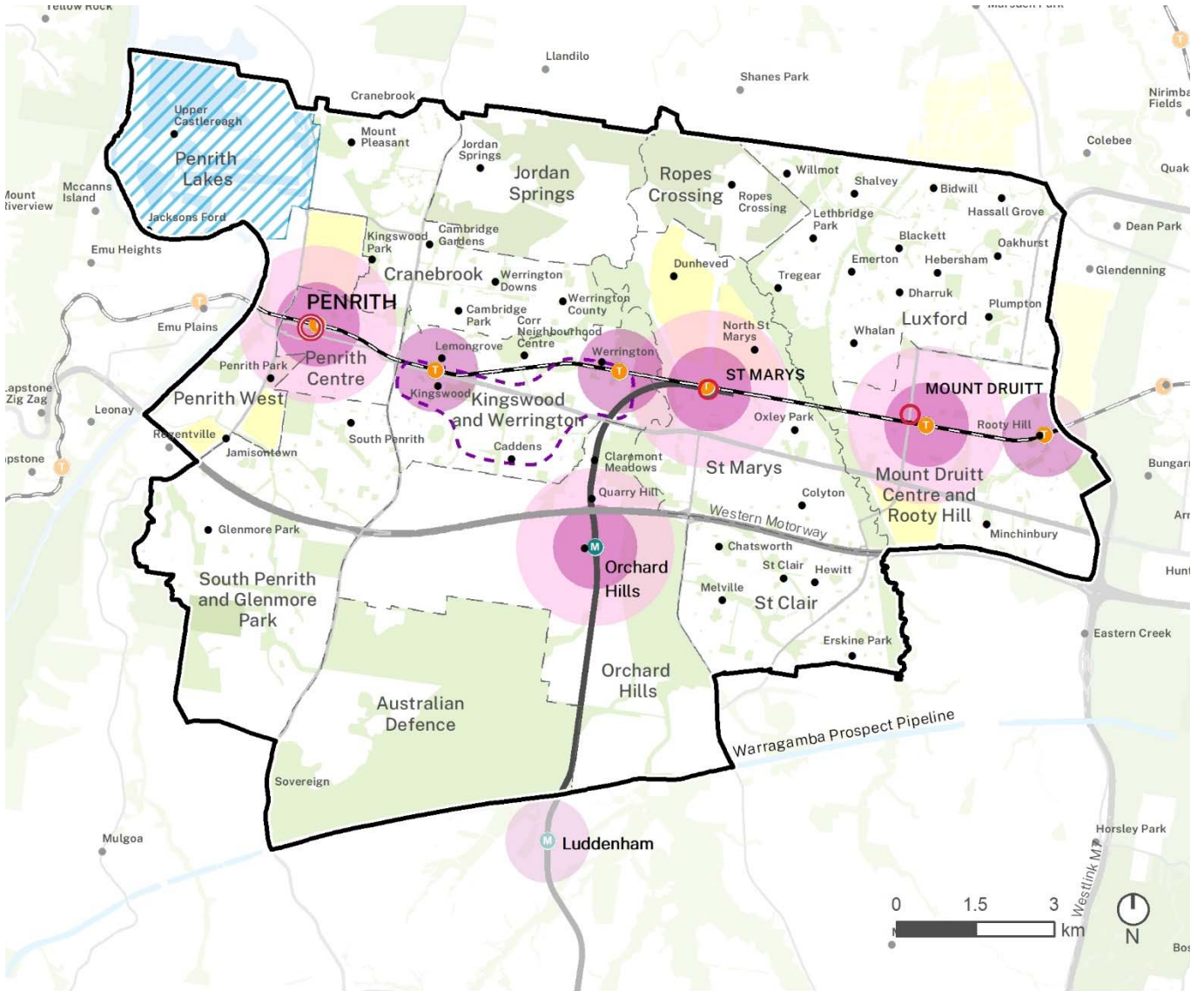
Employment opportunities are boosted in major GPEC centres, and people can connect to jobs within and outside of GPEC, strengthening the 30-minute city



- Metropolitan Centre - Cluster
- Strategic Centres
- Railway station
- Metro station
- Greater Penrith to Eastern Creek
- Precinct Boundaries
- Waterbodies
- Warragamba Prospect Pipeline
- Railway
- Motorway
- Primary road
- Main road
- Western Sydney Employment Area
- East-West Economic Corridor
- Tourism/Recreation Area
- New Mixed Use Centre
- Potential Future Employment Area
- Employment Area
- Aerotropolis Growth Area
- Broader Western Sydney Employment Area
- North West Growth Area
- Penrith Health and Education Precinct
- Outer Sydney Orbital Stage 1 Corridor
- Metro Alignment
- Western Sydney Freight Line Corridor

Figure 14 | Employment focused on centres and an east-west economic corridor





- Metropolitan Centre - Cluster
- Strategic Centre
- Local Centre
- Railway station
- Metro station
- Greater Penrith to Eastern Creek
- Precinct Boundaries
- Waterbodies
- Warragamba Prospect Pipeline
- Railway
- Motorway
- Primary road
- Main road
- Metro Alignment
- Penrith Health and Education Precinct
- 800m station buffer
- 1500m station buffer
- Employment Area
- Tourism/Recreation Area

Figure 15 | Centres and catchments



## Direction 3.1: Create a network of centres with identified roles

Ref.	Action	Lead	Time frame
<b>3.1.1</b>	Support Penrith Centre as the metropolitan cluster and main destination for retail, entertainment, civic, community and professional service jobs in GPEC, with a target of 25,000 jobs by 2056, and ensure this intent is reflected in the revised District Plan	DPE, Penrith City Council	Ongoing
<b>3.1.2</b>	Support St Marys as an emerging strategic centre for employment in high technology, manufacturing and professional jobs, accommodating between 5,600 and 9,100 jobs for St Marys Town Centre by 2041 and more than 20,000 jobs across the precinct by 2056, and ensure this intent is reflected in the revised District Plan	DPE, Penrith City Council	Ongoing
<b>3.1.3</b>	Use St Marys Town Centre Master Plan to test capacity for jobs growth in St Marys Town Centre as per action <b>3.1.2</b>	Penrith City Council	Short term
<b>3.1.4</b>	Support Mount Druitt as a strategic centre offering retail and services, with a focus on health and education, with up to 8,500 jobs in the centre and up to 25,000 jobs across the precinct by 2056	Blacktown City Council	Ongoing
<b>3.1.5</b>	Explore opportunities to support employment growth, density and diversity in higher order jobs in the Penrith Health and Education Precinct (The Quarter)	Proponents, Penrith City Council	Ongoing
<b>3.1.6</b>	Investigate the need for additional employment land in the Orchard Hills Precinct	DPE	Short term
<b>3.1.7</b>	Review Rooty Hill centre as part of the local centres review for the Blacktown LGA	Blacktown City Council	Ongoing
<b>3.1.8</b>	Explore interim or accelerated servicing arrangements to create a new mixed use centre around Orchard Hills Sydney Metro station	DPE, Sydney Metro	Medium term

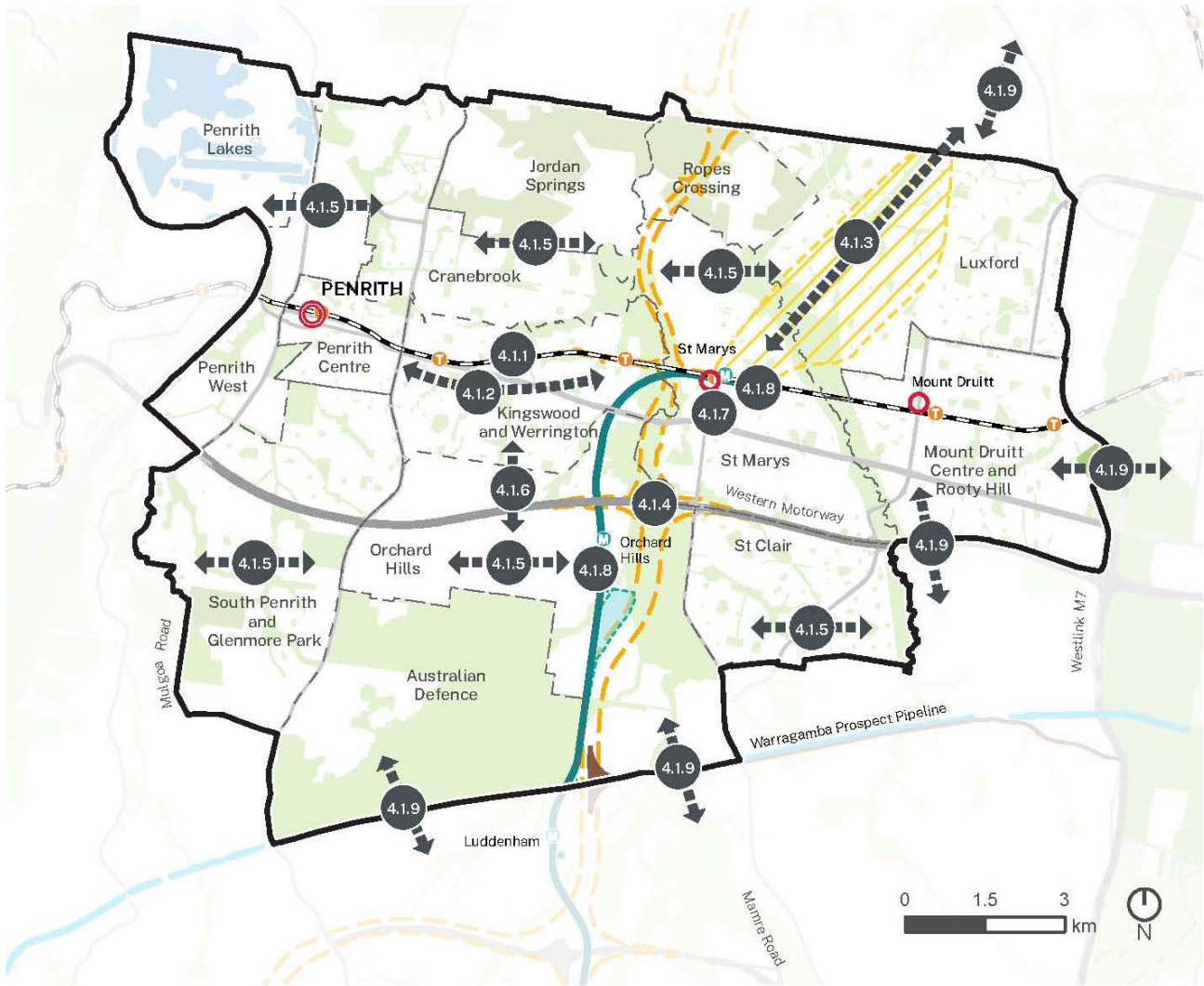
## Direction 3.2: Establish or improve connections to jobs

Ref.	Action	Lead	Time frame
3.2.1	Increase the population within a 30-minute public transport trip and 15-minute walking catchment of key centres	DPE, councils	Ongoing
3.2.2	Provide additional public transport services and high quality, safe and inclusive walking and cycling connections between local communities and employment locations including The Quarter Health and Education Precinct, Western Sydney Employment Area, Western Sydney Aerotropolis and Marsden Park, reflecting the principles of the Movement and Place Framework and its Built Environment Indicators	Transport for NSW, councils	Ongoing
3.2.3	Work with Penrith City Council to maximise north-south accessibility and the safety of pedestrians and cyclists across the rail corridor at St Marys Town Centre	Transport for NSW	Short term
3.2.4	Explore efficiencies in the public transport network to connect to Western Sydney Employment Area, Norwest, Western Sydney Aerotropolis, Blacktown and Parramatta CBDs	Transport for NSW	Ongoing
3.2.5	Ensure that planning for future Sydney Metro stations and precincts provides opportunities for sustainable travel by priority bus, cycling and walking that feed into the broader active transport network	Transport for NSW, Sydney Metro and DPE	Long term
3.2.6	Ensure planning proposals and precinct planning consider strategies for sustainable mode shift with a focus on increasing active transport and public transport accessibility	DPE, councils, proponents	Ongoing

# Priority 4 – Infrastructure delivery

Identify and prioritise state and local infrastructure to support a growing population and consider mechanisms to fund its provision

## Transport



- Metropolitan Centre-Cluster
- Strategic centres
- Railway station
- Metro station
- Greater Penrith to Eastern Creek
- Precinct boundaries
- Waterbodies
- Warragamba-Prospect pipeline
- Railway
- Motorway
- Primary road
- Main roads
- Outer Sydney Orbital Stage 1 Corridor
- Metro alignment (in delivery)
- Metro investigation area
- Metro stabling yards
- M12 operational corridor
- Western Sydney Freight Line corridor
- Action number

Figure 16 | GPEC transport opportunities map

## Direction 4.1: Integrate land use planning with transport planning

Direction 4.1 seeks to support:

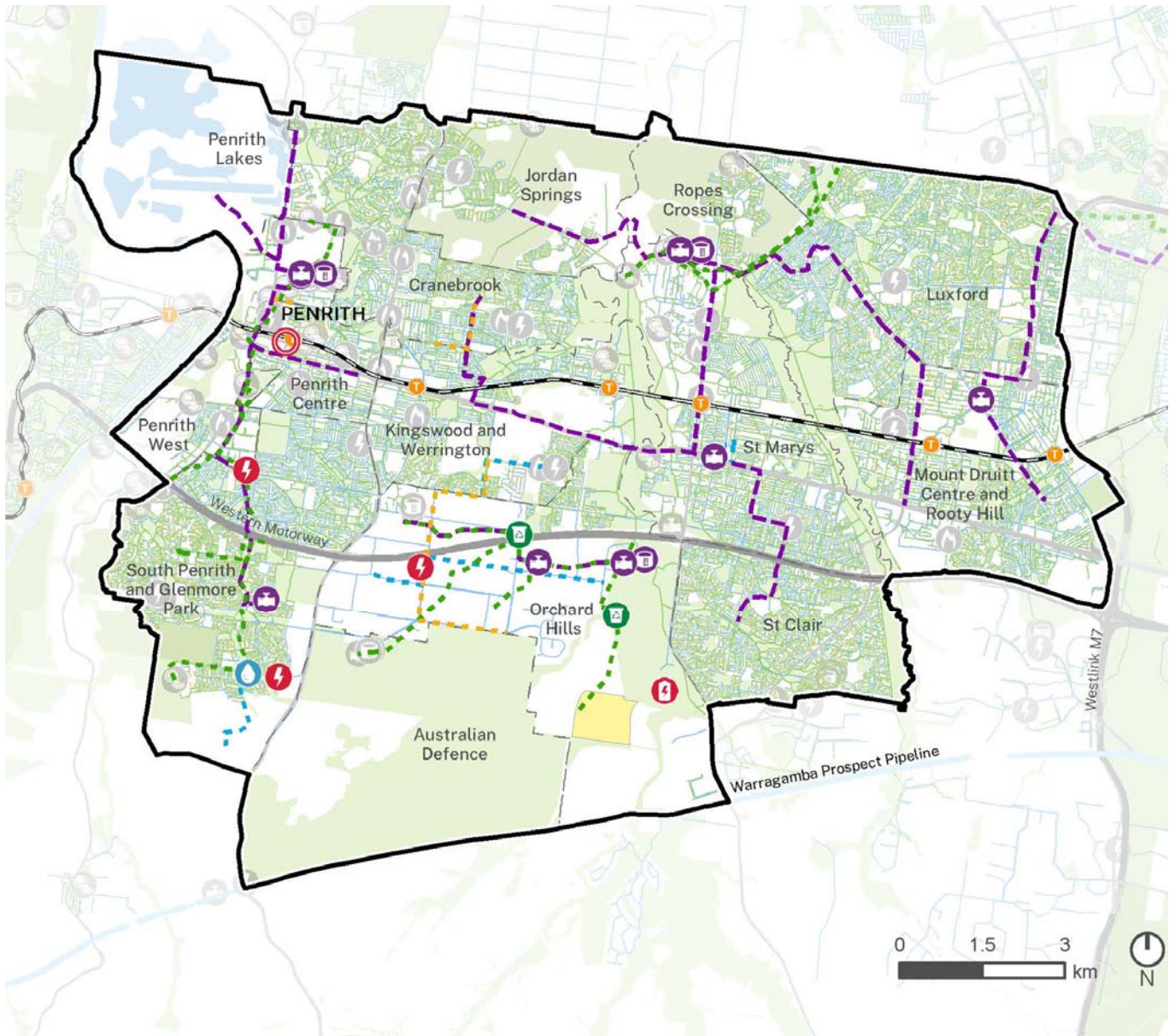
- a comprehensive and connected public transport network
- movement of people to centres and destinations
- 15-minute neighbourhoods and a comprehensive walking and cycling network
- how we maximise the value of catalysing places
- links to places outside GPEC.

We will continue to collaborate with Transport for NSW to further define these directions and actions as part of future integrated planning.

Ref.	Action	Lead	Time frame
4.1.1	Explore opportunities for increased efficiencies on the T1 Western rail line	Transport for NSW	Ongoing
4.1.2	Collaborate to improve active and public transport connections between Penrith Centre and St Marys, through Kingswood and Werrington	Transport for NSW, Penrith City Council	Ongoing
4.1.3	Identify and protect additional active transport, public transport and local connections between St Marys, Luxford and Marsden Park	Transport for NSW, councils and DPE	Ongoing
4.1.4	Ensure land use changes consider safeguarding of corridors and compatibility with future major infrastructure	DPE, councils	Ongoing
4.1.5	Improve east-west connectivity north and south of the M4 Motorway	DPE, Transport for NSW	Ongoing
4.1.6	Explore opportunities for north-south connectivity in Orchard Hills	DPE, Transport for NSW	Short term
4.1.7	Investigate proposed and potential future active transport links to St Marys Town Centre during master-planning	Penrith City Council	Short term
4.1.8	Continue collaboration to successfully integrate new Sydney Metro stations into the surrounding transport network	DPE, Transport for NSW, Penrith City Council, Sydney Metro	Ongoing
4.1.9	Explore increased connectivity to key employment areas outside GPEC (refer 3.2.4)	Transport for NSW	Ongoing
4.1.10	Ensure planning proposals and precinct planning address relevant transport guidelines including: <ol style="list-style-type: none"> <li>alignment with the intent set out in <b>Figure 16</b></li> <li>alignment with the Network Planning in Precincts Guide and the NSW Transport Sustainability Plan 2021</li> <li>enabling multi-modal outcomes and maximise the convenience of walking and cycling for short everyday trips, reflecting the principles of the Movement and Place Framework.</li> </ol>	Proponents	Ongoing



# Proposed extensions and new utilities



- |                              |   |                                    |
|------------------------------|---|------------------------------------|
| Metropolitan Centre -        | Proposed waste water and water recycling plants | TransGrid                          |
| Railway station              | Proposed recycled pump stations                 | Existing electrical                |
| GPEC                         | Proposed recycled water reservoirs              | Existing gas regulator sets        |
| Precinct boundaries          | Proposed drinking water pump stations           | Existing gas mains                 |
| Waterbodies                  | Proposed electrical bulk supply                 | Existing waste water treatment     |
| Warragamba-Prospect pipeline | Proposed electrical zone                        | Existing sewer pump stations       |
| Railway                      | Proposed gas                                    | Existing sewer mains               |
| Motorway                     | Waste water trunk and pressure mains            | Existing drinking water reservoirs |
| Primary road                 | Proposed drinking water mains                   | Existing water pump stations       |
| Main road                    | Proposed recycled water pipelines               | Existing water mains               |

Figure 17 | Draft utilities plan – subject to review by infrastructure providers



## Direction 4.2: Provide upgraded and new utility infrastructure

Ref.	Action	Lead	Time frame
4.2.1	Use new development to contribute to the provision of regional infrastructure through state infrastructure contributions	NSW Treasury, state agencies	Ongoing
4.2.2	Facilitate the timely provision of new trunk drinking water, wastewater and recycled water networks throughout GPEC, extending to unserved areas such as Orchard Hills, particularly if not serviced by alternative service providers	Sydney Water	Medium term
4.2.3	Identify and protect adequate road reserve sizes early to cater for transport and utility servicing needs	DPE, utility providers	Ongoing
4.2.4	Provide extended secondary gas mains and secondary regulating sets at Mount Druitt Centre and Rooty Hill, Luxford, St Marys, Orchard Hills, Kingswood and Werrington and Penrith Centre	Jemena	Medium term
4.2.5	Investigate new local electricity infrastructure to support growth, including: <ul style="list-style-type: none"> <li>i. new zone substations at South Penrith, Orchard Hills, East Orchard Hills and Mulgoa,</li> <li>ii. new distribution mains in all GPEC precincts</li> <li>iii. alternative supply source/s at Glendenning and South Penrith.</li> </ul>	Endeavour Energy	Medium term
4.2.6	Explore improved energy and sustainability for precinct-scale development through alternative energy sources such as renewables, distributed power grids and a regional approach to water management	DPE, Penrith City Council	Short term
4.2.7	Develop and implement an integrated stormwater management plan as part of the St Marys Town Centre Master Plan	Penrith City Council, Sydney Water	Short term
4.2.8	Include forecast growth in GPEC in Sydney Water's Growth Servicing Plan	Sydney Water, DPE	Short term
4.2.9	Explore options and efficiencies associated with a regional stormwater management approach.	Sydney Water, DPE	Short term
4.2.10	Collaborate with NBN Co to ensure delivery of high-speed internet connectivity to support growth and development	NBN co, DPE	Ongoing
4.2.11	Collaborate with NBN Co to explore potential extensions to the NBN Business Fibre Zone	NBN co, DPE	Short term
4.2.12	Continue to support a range of NBN projects to increase network and connection capability in GPEC	NBN co, DPE	Ongoing
4.2.13	Establish a new bulk electricity supply point at Orchard Hills and expand capacity at existing bulk supply points to transmit energy from the national market	TransGrid	Medium term

Ref.	Action	Lead	Time frame
4.2.14	Ensure planning proposals and precinct planning: <ul style="list-style-type: none"> <li data-bbox="256 327 868 427">i. demonstrate consideration of staging and sequencing that will allow efficient delivery of utilities and services</li> <li data-bbox="256 443 927 544">ii. consider the need for future provision of technical infrastructure to futureproof existing networks and support smart cities.</li> </ul>	Proponents, councils, DPE	Ongoing

# Social Infrastructure

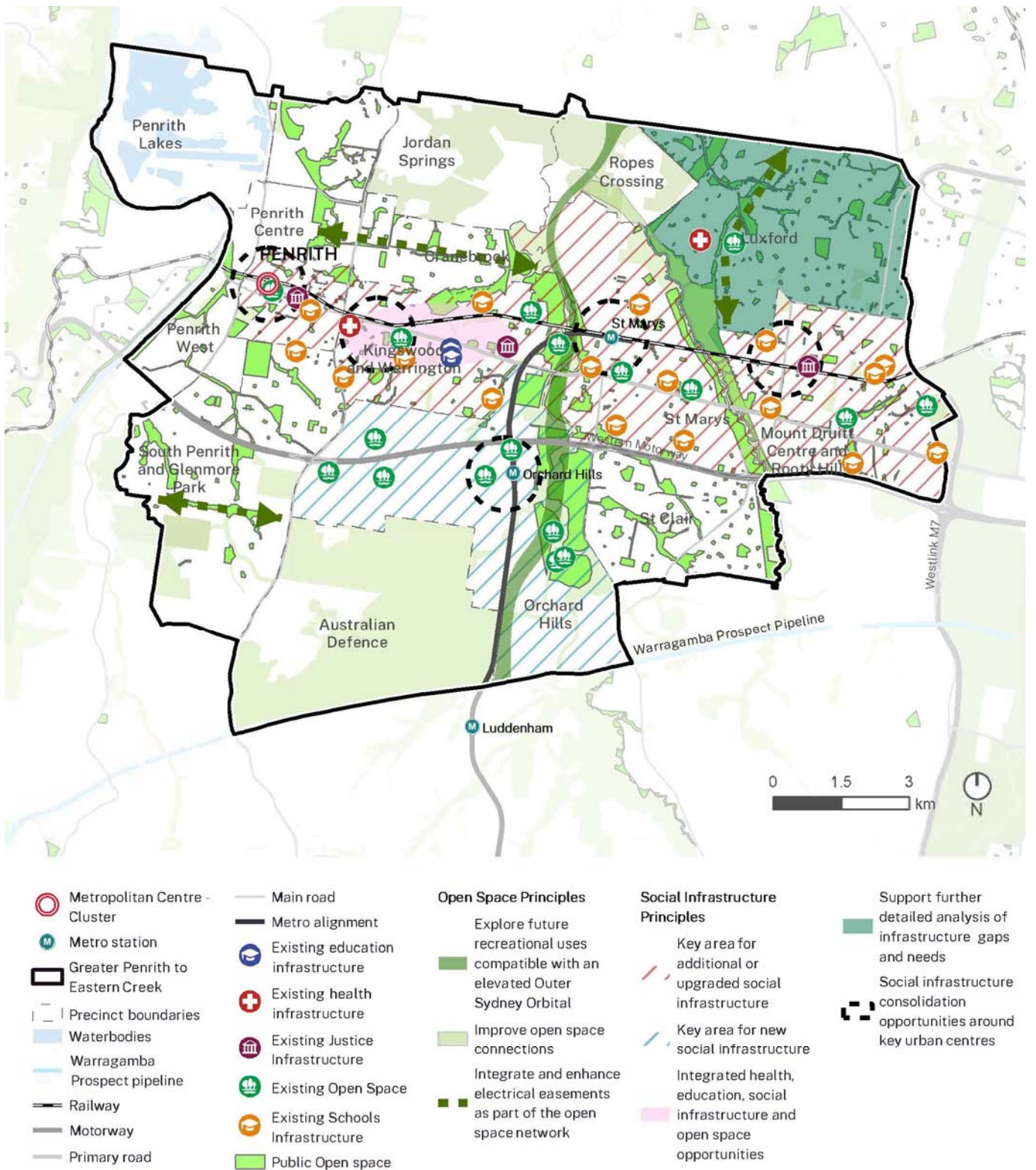


Figure 18 | Social infrastructure plan

## Direction 4.3: Ensure social infrastructure serves and reflects community culture

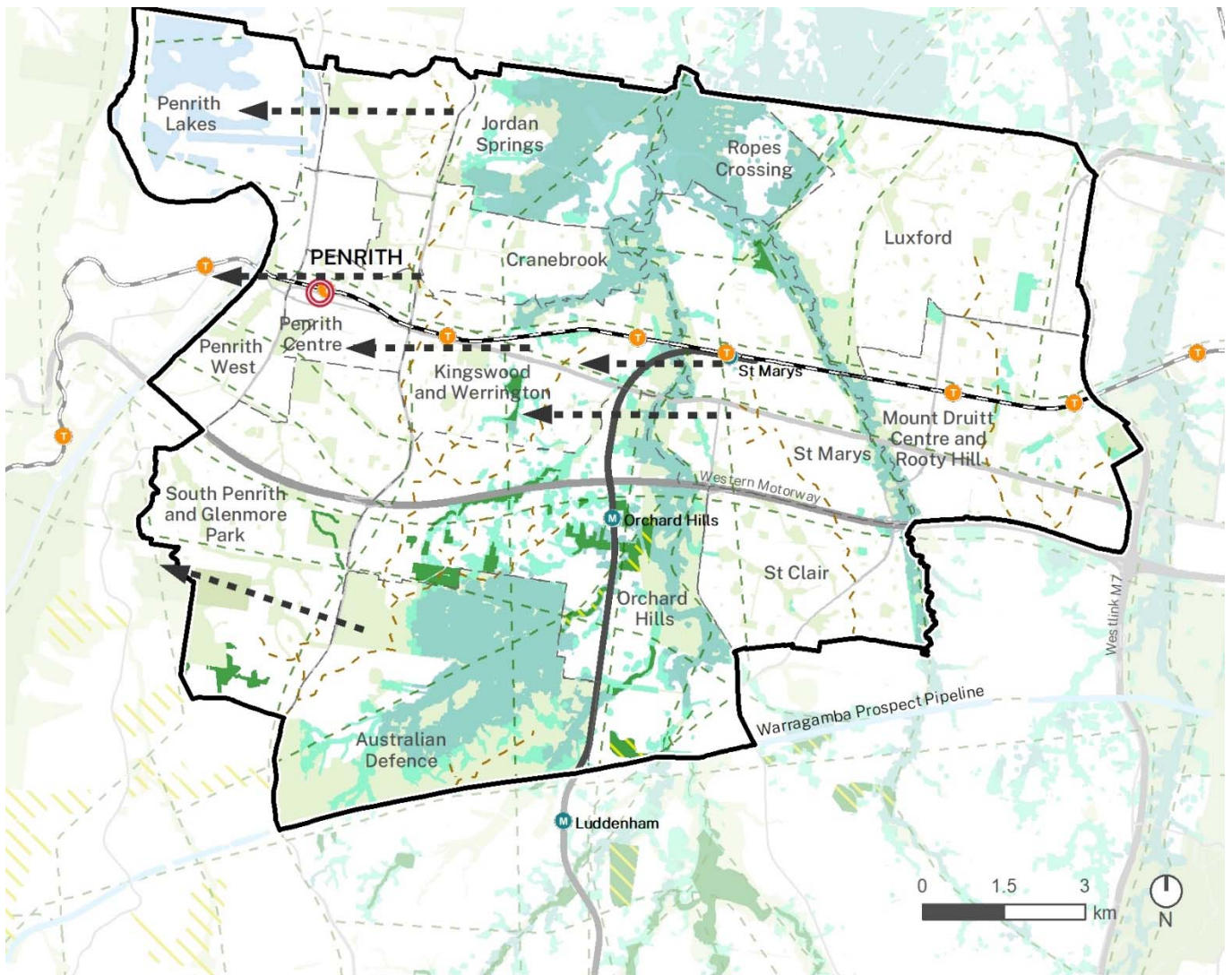
Ref.	Action	Lead	Time frame
4.3.1	Use precinct planning for Orchard Hills to identify social infrastructure needs in collaboration with stakeholders and agencies, including infrastructure to support the Aboriginal community.	DPE	Short term
4.3.2	Work with councils and state agencies to progress recommendations around social infrastructure in the <i>Greater Penrith to Eastern Creek Social Infrastructure Needs Assessment Report</i>	DPE, councils	Ongoing
4.3.3	Work with School Infrastructure NSW to identify locations for education infrastructure in future land use planning, and investigate whether school upgrades and/or expansions are needed in key centres and the wider GPEC area	DPE, SINSW	Short term
4.3.4	Continue to work with School Infrastructure NSW on new and upgraded education facilities supported by quality walking, cycling and public transport connections to reduce car dependency for school trips	SINSW, DPE	Ongoing
4.3.5	Consider using school facilities to increase usable open space via co-location and shared community and school use arrangements	SINSW, councils	Ongoing
4.3.6	Investigate potential locations for a community hub incorporating a library in St Marys as part of the St Marys Town Centre Structure Plan and Master Plan	Penrith City Council	Short term
4.3.7	Work with Aboriginal stakeholders to create a multi-use arts and creative space	Create NSW	Medium term
4.3.8	Consider expanding the Joan Sutherland Performing Arts Centre to improve functionality and a new regional gallery in Penrith CBD	Penrith City Council	Medium term
4.3.9	Plan for new or expanded multi-purpose community hubs in Penrith Centre, Mount Druitt, Kingswood and Werrington, Orchard Hills and Luxford precincts	Councils	Medium term
4.3.10	Expand existing central and branch libraries and investigate opportunities to include library services in new or expanded multipurpose community hubs	Councils	Ongoing
4.3.11	Use local development contributions plans to contribute to local infrastructure that responds to cultural and community needs, including requirements for public areas, transport and other infrastructure works to support key social infrastructure such as schools	Councils	Ongoing
4.3.12	Complete upgrades to Nepean Hospital; investigate whether existing and planned capacity within hospitals and community health centres can accommodate the additional health needs generated by the growing GPEC community; and identify future requirements	Health NSW	Medium term

Ref.	Action	Lead	Time frame
4.3.13	Consider expanding Penrith and Mount Druitt courthouses and Cobham Youth Justice Centre	NSW Communities and Justice	Medium term
4.3.14	Consider providing health services within (or in adjacent stand-alone facilities) proposed new multipurpose community hubs in Penrith Centre, Kingswood and Werrington, and Luxford precincts, and for the potential expansion of the Mount Druitt Hub	Health NSW	Medium term
4.3.15	Continue to work with The Quarter on the vision for a world-class health and education precinct, using a place-based approach that integrates health services with other social infrastructure, employment and housing	DPE and Penrith City Council	Ongoing
4.3.16	Work with emergency service providers to ensure new developments can be adequately serviced by police, fire, ambulance and the State Emergency Service	DPE	Ongoing
4.3.17	Investigate refurbishment, expansion and/or redevelopment of existing aquatic centres and indoor sport and recreation facilities as multipurpose facilities	Councils	Ongoing
4.3.18	Plan a new multipurpose indoor sport and recreation facility close to the Orchard Hills Sydney Metro station; consider opportunities to co-locate with a potential new high school; and consider the need to expand the facility beyond 2036	DPE, Penrith City Council	Short term
4.3.19	Where planning proposals generate additional demand, ensure they provide for new and upgraded community assets that are: <ul style="list-style-type: none"> <li>i. appropriately located</li> <li>ii. integrated with and connected other community assets such as green and blue corridors, public open space and the wider network of diverse community facilities</li> <li>iii. in line with the relevant councils' social infrastructure requirements</li> <li>iv. informed by consultation with the relevant state agencies.</li> </ul>	Proponents	Ongoing



# Priority 5 – Public open space, biodiversity, and landscape

Growth in GPEC provides opportunities to recognise and connect with green infrastructure and landscape features, enabling the protection of biodiversity and increasing public open space.



- Metropolitan Centre - Cluster
- Railway station
- Metro station
- Greater Penrith to Eastern Creek
- Precinct Boundaries
- Waterbodies
- Warragamba Prospect Pipeline
- Railway
- Motorway
- Primary road
- Main road
- Metro Alignment
- Significant view corridor to be maintained
- Ridgelines
- Green grid links
- CPCP Strategic Conservation Area
- CPCP - Avoided land
- Significant riparian and vegetation areas for potential improvement
- Significant riparian and vegetation areas for potential protection

Figure 19 | Existing open space and opportunities to support blue green networks

## Direction 5.1: Provide opportunities to connect and support blue and green networks

Ref.	Action	Lead	Time frame
5.1.1	Ensure development respects natural systems, the conservation of natural landscapes and biodiversity corridors and delivers the waterway health objectives established by the NSW Government's <i>Risk-based framework for considering waterway health outcomes in strategic land use planning decisions</i> to protect and enhance state and local blue-green grid networks identified in <b>Figure 19</b>	DPE, councils, proponents	Ongoing
5.1.2	Consider how development can support natural systems through revegetation, strategies to enhance water quality and waterway health, and outcomes that support the health and wellbeing of Country (refer to <b>Direction 1.1</b> for additional details)	DPE, councils, proponents	Ongoing

## Direction 5.2: Make public open space accessible and usable for all GPEC residents

Ref.	Action	Lead	Time frame
5.2.1	Investigate opportunities to provide active transport connections to and through public open spaces to support the green grid and cycling network and increase opportunities for unstructured recreation	Transport for NSW, councils	Short term
5.2.2	Work with councils and relevant state agencies to progress recommended directions for improvement, expansion and provision of open space contained in the <i>Greater Penrith to Eastern Creek Social Infrastructure Needs Assessment Report</i>	DPE	Ongoing
5.2.3	Secure funding and explore opportunities to consolidate land along the Wianamatta-South Creek corridor, including opportunities to bring remaining private landholdings into NSW Government ownership	DPE	Medium term
5.2.4	Investigate potential opportunities for regional open space and recreation uses in the Ropes Creek corridor	Office of Strategic Lands and councils	Short term
5.2.5	Investigate potential future impacts of the OSO infrastructure on key open spaces	DPE, Penrith City Council, Transport for NSW	Short term
5.2.6	Explore a public open space link between Queen Street and Wianamatta-South Creek in St Marys, and progress master-planning of South Creek Park	Penrith City Council	Short term
5.2.7	Investigate potential locations for a new town park in St Marys as part of St Marys Town Centre Master Plan.	Penrith City Council	Short term
5.2.8	Protect and enhance open space in town centres	Councils	Ongoing

Ref.	Action	Lead	Time frame
5.2.9	Implement planning controls for Penrith Lakes to facilitate tourism and regional recreation uses	DPE	Ongoing
5.2.10	Ensure planning proposals and precinct planning: <ul style="list-style-type: none"> <li>i. for proposals for urban residential areas over 5 ha, provide 10-15% net developable land as freely accessible public open space, excluding regional open space</li> <li>ii. for proposals for areas less than 5 ha, provide public open space for all new residential and mixed use development consistent with the criteria identified in <b>Table 2</b> or in line with the relevant council's precinct planning and/or public domain plans; whichever is the greater,</li> <li>iii. consider dual/joint use opportunities and pathways for implementation in consultation with relevant state agencies.</li> </ul>	DPE, councils, proponents	Ongoing

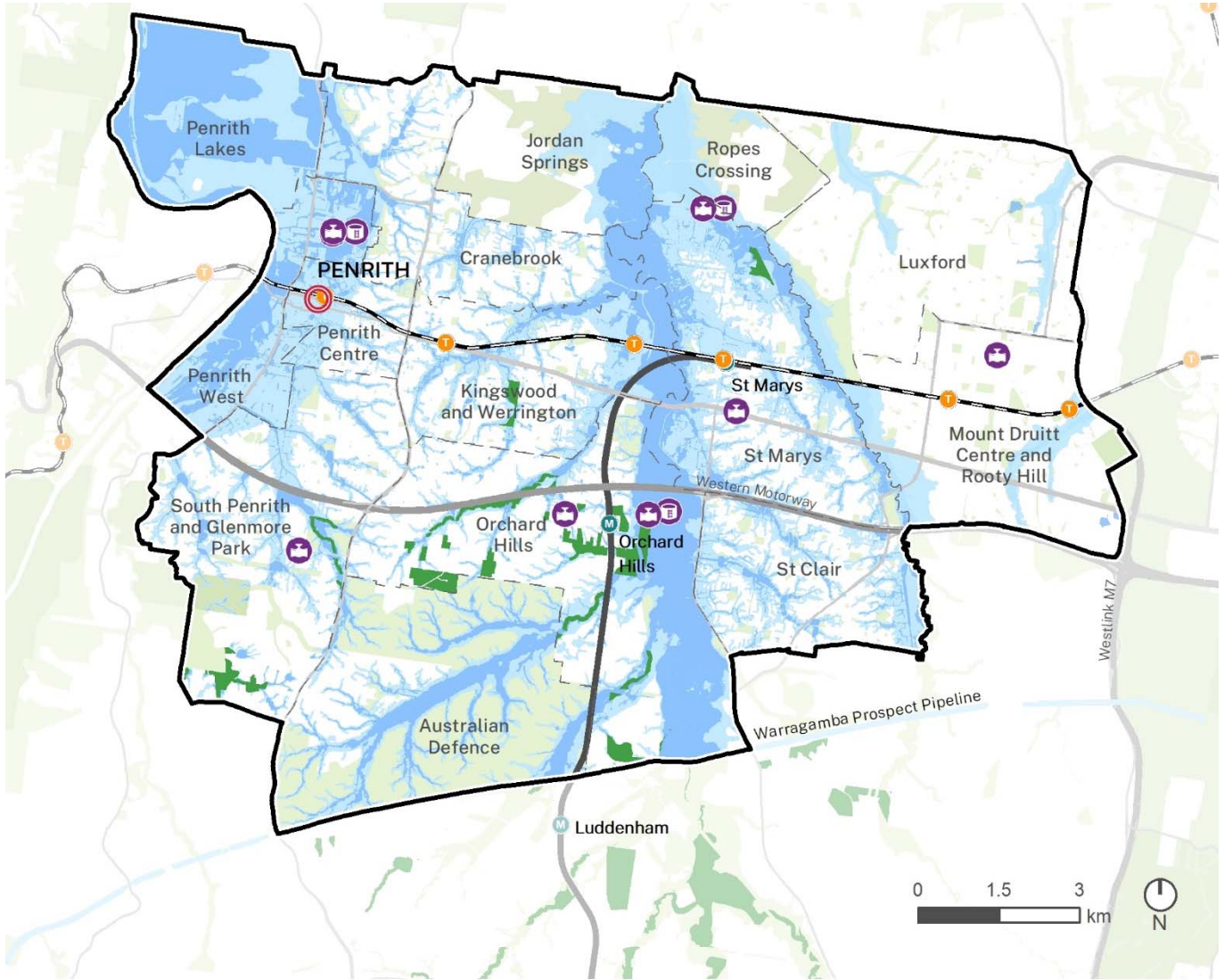
Table 2 | Open space criteria

Net dwelling density	Provide access to	Median size	Minimum size	Minimum catchment and mode	Qualitative aspects
50 dwellings/ha or greater	Small park	0.45 ha	0.15 ha	200 m (2-3 min. walk)	All public open space should enhance connectivity, be accessible and flexible in its use across all scales. Access to adjoining open space may be considered if it can be demonstrated the existing open space is within the designated walking catchment and has sufficient capacity to service the additional population.
10 dwellings/ha or greater	Local park	2.5 ha	0.5 ha	400 m (5 min. walk)	
All densities	District park	10 ha	2 ha	1600 m (20 min. walk)	
	Regional park	>5 ha	5 ha	5 km (cycle, drive or public transport)	
	Green corridors and linear parks	varies	15 m min width 400 m min. length	400 m	



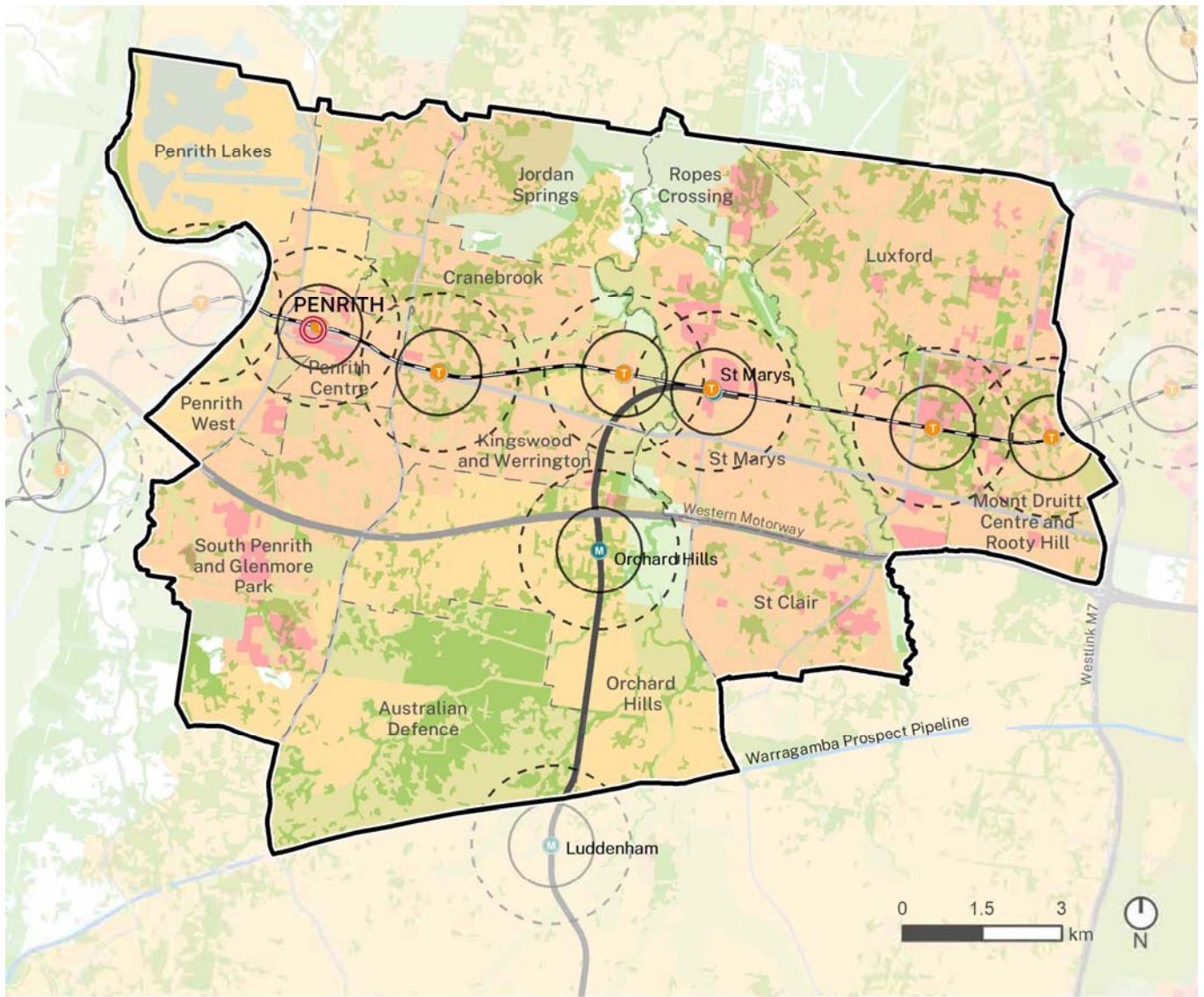
# Priority 6 – Resilience

Increase resilience to natural and man-made hazards



- Metropolitan Centre - Cluster
- Railway station
- Metro station
- Greater Penrith to Eastern Creek
- Precinct Boundaries
- Warragamba Prospect Pipeline
- Railway
- Motorway
- Primary road
- Main road
- Recycled Pump Stations
- Recycled Water Reservoirs
- Metro Alignment
- CPCP Avoided Land
- Flood Risk - PMF
- Flood Risk - 1% AEP

Figure 20 | Ecological resilience and sustainability



- ⊙ Metropolitan Centre - Cluster
- Ⓜ Railway station
- Ⓜ Metro station
- Greater Penrith to Eastern Creek
- Precinct boundaries
- Waterbodies
- Warragamba-Prospect pipeline
- Railway
- Motorway
- Primary road
- Main road
- Metro alignment
- 800 m distance to mass transit
- 1500m distance to mass transit
- Existing tree canopy cover
- Urban Heat Island (2016 – degrees above non-vegetated reference around Sydney) \*
- 3 - 6 degrees warmer
- 6 - 9 degrees warmer
- More than 9 degrees warmer

\* Source: © State Government of NSW and Department of Planning and Environment 2019

Figure 21 | Urban resilience and liveability



## Direction 6.1: Promote the importance of waterways and prioritise their health

Ref.	Action	Lead	Time frame
6.1.1	Collaborate on waterway management, revegetation and integrated water cycle management systems across all precincts of GPEC	DPE, Sydney Water, councils	Ongoing
6.1.2	Use precinct planning in Orchard Hills to develop an integrated water cycle management strategy that implements the waterway health objectives and targets established by the NSW Government using the <i>Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions</i>	DPE, Sydney Water, Penrith City Council	Short term
6.1.3	Ensure planning proposals and precinct planning: <ol style="list-style-type: none"> <li>i. prioritise the health and natural state of waterways including the Nepean River, Wianamatta-South Creek, Ropes Creek and their tributaries</li> <li>ii. enhance river and creek corridors as natural bushland environments, (including naturalisation of constructed drainage channels); explore opportunities to reinforce corridors with public open space and active transport routes; and provide quality public interfaces and street edges and orientate development towards them</li> </ol>	State and local government, proponents	Ongoing

## Direction 6.2: Contribute to cooling the Western Parkland City

Ref.	Action	Lead	Time frame
6.2.1	<p>Ensure development contributes to tree canopy as set out in <b>Table 3</b>. This includes tree canopy:</p> <ul style="list-style-type: none"> <li>i. in residential land including streets (attached and detached dwellings)</li> <li>ii. in industrial and business land (including streets)</li> <li>iii. in open space</li> <li>iv. on new streets</li> </ul>	State and local government	Ongoing
6.2.2	Work with councils to incorporate tree canopy cover criteria into site-specific planning controls that apply to areas within GPEC	DPE, councils	Ongoing
6.2.3	Collaborate with Sydney Water to implement the use of alternative water sources including recycled water and integrated water cycle management approaches for new development	Sydney Water, DPE, councils, proponents	Ongoing
6.2.4	<p>Ensure planning proposals and precinct planning:</p> <ul style="list-style-type: none"> <li>i. support the blue and green grid established by Government Architect NSW and councils (as per action <b>2.3.7 iii</b>)</li> <li>ii. Facilitate the retention of as much water in the landscape as possible, where supported by salinity and sodicity assessments by allowing for natural methods for stormwater control, passive landscape elements and water-sensitive urban design (as per action <b>2.3.7 vii</b>)</li> <li>iii. consider all opportunities for shade and cooling in open space</li> <li>iv. enable sustainable design measures such as green roofs or facades to support urban ecology and biodiversity, reduce stormwater runoff, reduce urban heat and increase amenity</li> <li>v. facilitate a network of interconnected undisturbed soil across the development that connects to the broader soil network so that vegetation and tree canopy can thrive</li> </ul>	DPE, councils, proponents	Ongoing

## Direction 6.3: Manage place-based risks responsibly

Ref.	Action	Lead	Time frame
6.3.1	Avoid land use changes in areas of significant flood and or bushfire risk, by carefully locating development, distributing land uses and siting built form to minimise risk	DPE, councils, proponents	Ongoing
6.3.2	Locate new schools and community facilities on risk-free land and design them to allow for utilisation in emergency management situations such as flooding or extreme heat events	SINSW, councils	Ongoing
6.3.3	Implement recommendations from the Hawkesbury-Nepean flood evacuation work by Transport for NSW, the State Emergency Service and Infrastructure NSW	Whole of government, all stakeholders	Ongoing
6.3.4	Collaborate with agencies to implement recommendations of the 2022 Independent Inquiry into Flooding	DPE	Ongoing
6.3.5	Support the OSO to function as an additional evacuation route	Transport for NSW	Long term
6.3.6	Ensure planning proposals and precinct planning: <ol style="list-style-type: none"> <li>i. align with Ministerial Direction 4.1 Flooding</li> <li>ii. are consistent with Ministerial Direction 4.3 Planning for Bushfire Protection</li> <li>iii. adopt a risk-based approach to planning in flood affected areas, and ensure rezoning responds to flooding constraints by considering the cumulative impact of fill up to the probable maximum flood level</li> <li>iv. demonstrate adequate evacuation from hazard events such as bushfire and flooding</li> <li>v. consider community resilience by providing opportunities for safe zones or unencumbered access to safe zones for use in emergency management.</li> <li>vi. improve interconnections between urban habitat areas to support ecological resilience and, if applicable, be consistent with the Cumberland Plain Conservation Plan and Ministerial Direction 3.6 Strategic Conservation Planning.</li> </ol>	DPE, Penrith and Blacktown City Councils, Proponents	Ongoing

Table 3 | Urban tree canopy targets

Type	Minimum canopy cover target
<b>Public open space</b>	
Open spaces (<5 ha) without sports courts and fields	45%
Open spaces (<5 ha) with sports courts and fields	45% (applies to areas outside of courts and fields)
Regional open space	No net loss of canopy; Contribute to strategic canopy targets
<b>Street trees</b>	
New residential streets with underground power (12-20 m reserve)	70%
Existing residential streets with underground power (10-20m reserve)	50%
Existing residential streets with overhead power (10-20m reserve)	40%
New non-residential streets with underground power (12-20 m reserve)	60%
Existing non-residential streets with underground power (20-25m reserve)	45%
Existing non-residential streets with overhead power (20-25m reserve)	35%
Other local street environments	Apply local council canopy targets
<b>Large development</b>	
Residential zoned land (R1, R2, R3, R4) including streets	40%
Industrial zoned land (IN1, IN2) including streets	35%
Business zoned land (B5, B6, B7) including streets	35%
Open space (RE1) including streets	45%
Land uses not listed	Determine through site-specific analysis

# Part 5 Infrastructure

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## Infrastructure

We have undertaken a preliminary assessment of the regional and district level infrastructure needs to support growth in the key 6 GPEC precincts. **Table 4, Table 5 and Table 6 and Figure 22, Figure 23, Figure 24, and Figure 25** (respectively) provide a high-level summary of the potential infrastructure needs in each of the key precincts; these are indicative only. Many of the items listed are not yet funded and require both cost-benefit analysis to determine investment viability and future budget commitments from the NSW Government.

In addition to these items, significant local infrastructure will be needed to support growth, such as local parks. Future detailed planning of urban release areas and urban renewal areas will identify these items.

The indicative timeframes and potential funding sources may evolve and will be refined to align with growth and future agency funding budgets over time.

Each draft infrastructure item includes:

- an indicative delivery program under the following time horizons:
  - short term – 1-5 years
  - medium term – 5-10 years
  - longer term – 10+ years
  - ongoing
  - unknown
- categorisation as either:
  - enabling infrastructure – required for development to progress (e.g., sewer infrastructure)
  - supporting infrastructure – supports proposed development, however development can continue without this infrastructure being provided upfront (e.g., tree canopy coverage)
  - ongoing – elements required iteratively to meet growth demands
- a potential funding source/sources, resolution of which is subject to future planning, NSW budget allocations and agencies' due processes.
- key agency involvement required to progress planning and delivery.

Once we finalise the strategic framework, we will investigate delivery and funding mechanisms to fast-track enabling infrastructure items for priority precincts.

We will explore a variety of potential funding sources, including state infrastructure contributions and state voluntary planning agreements for state and regional infrastructure; local development contributions and voluntary planning agreements (VPAs) for local infrastructure; and NSW Government funding in the form of grants or set aside in the State Budget.



## Social infrastructure and open space

Regional and district social infrastructure and open space includes education, civic, health and community facilities, together with public open space requirements.

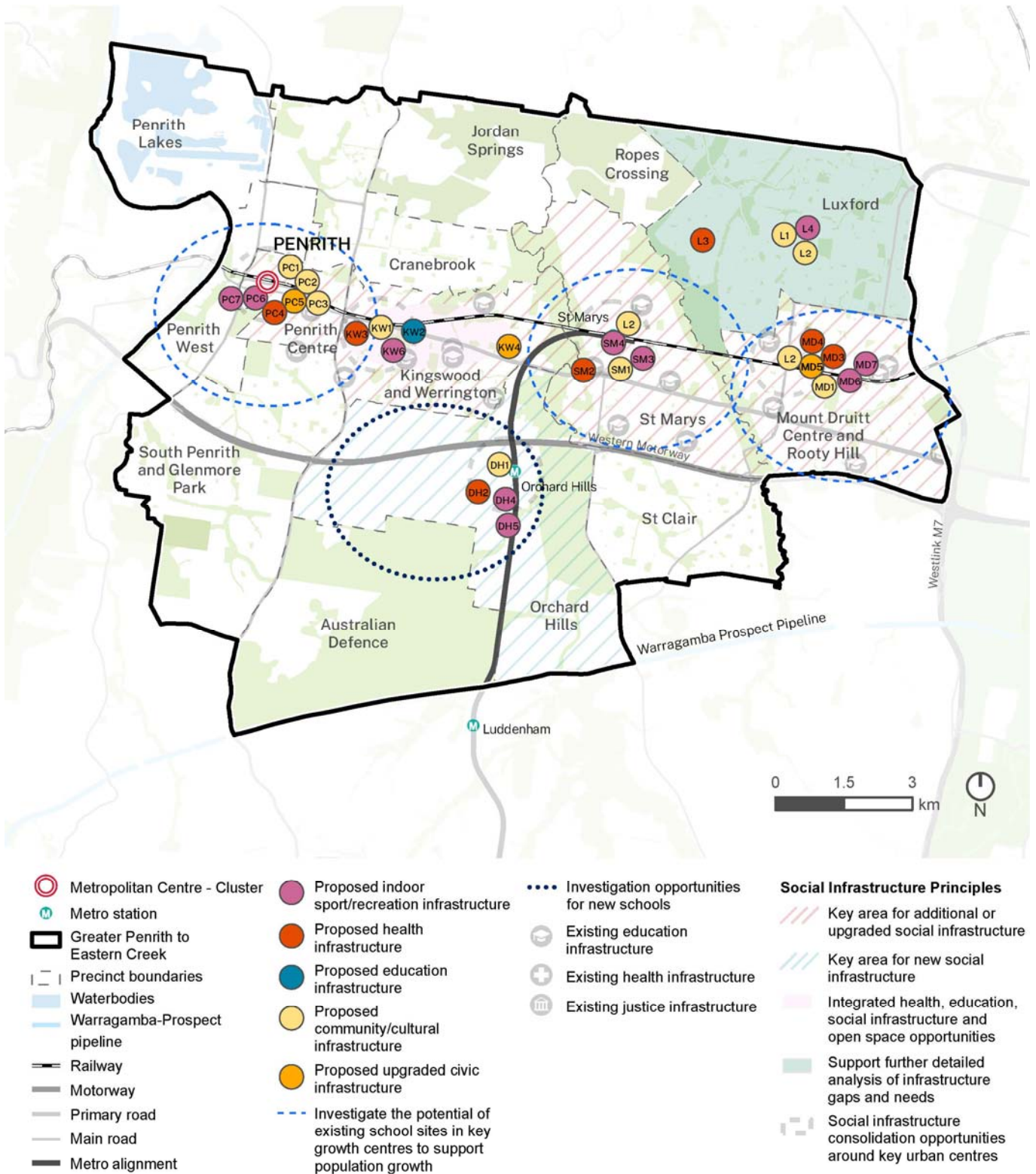
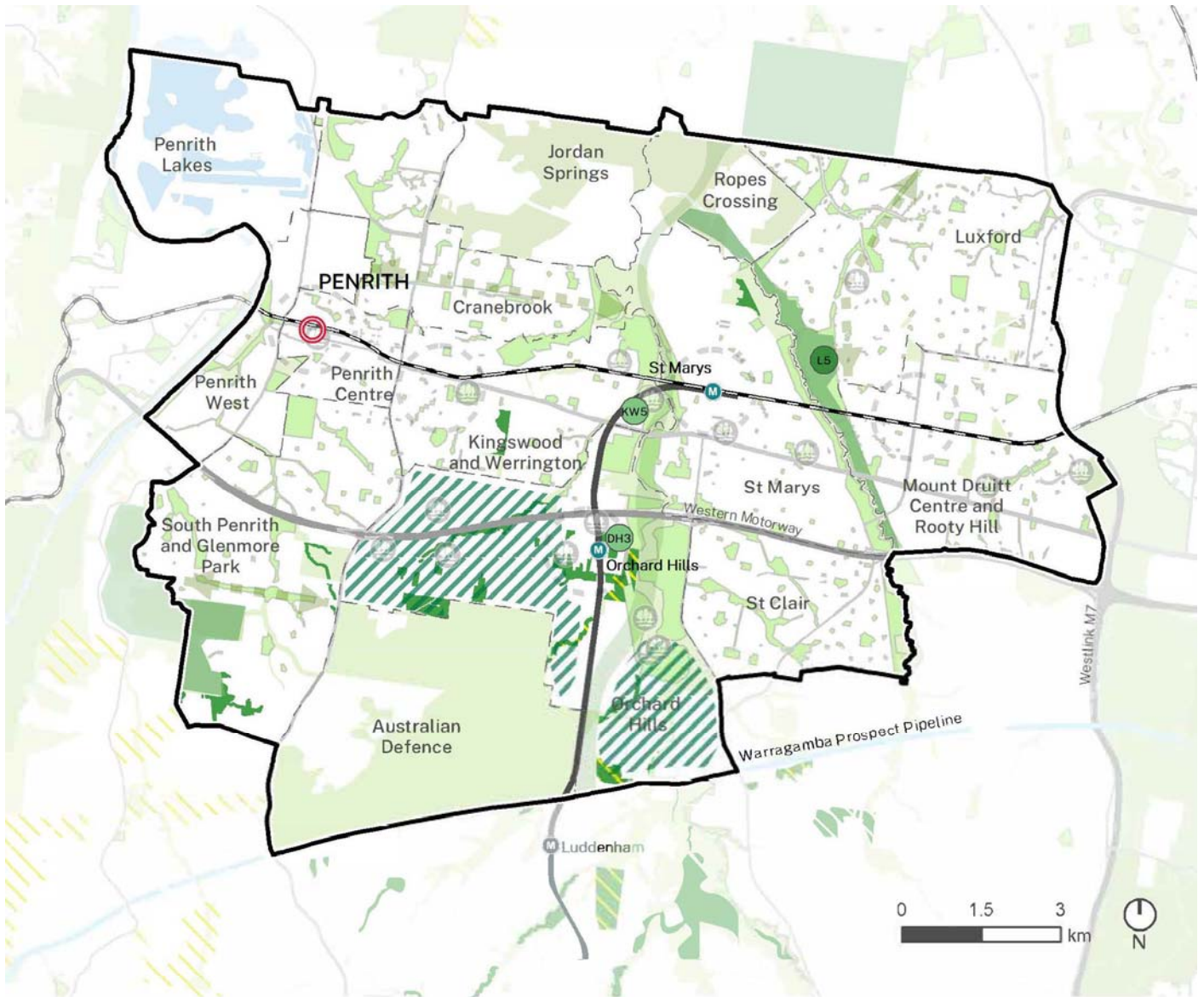


Figure 22 | Draft social infrastructure map



- |  |                                  |  |  |  |   |  |  |
|--|----------------------------------|--|--|--|---|--|--|
|  | Metropolitan Centre - Cluster    |  | Metro alignment  |  | Proposed key existing open space upgrades |  | Explore future recreational uses under the OSO                               |
|  | Metro station                    |  | Proposed open space                                      |  | Proposed open space                       |  | Improve open space connections   |
|  | Greater Penrith to Eastern Creek |  | Investigate opportunities for future district open space |  | Proposed open space                       |  | Integrate and enhance electrical easements as part of the open space network |
|  | Precinct boundaries              |  | Existing open space                                      |  | Public open space                         |  | Social infrastructure consolidation opportunities around key urban centres   |
|  | Waterbodies                      |  | CPCP Strategic Conservation Area                         |  | CPCP - Avoided land                       |  |  |
|  | Warragamba Prospect pipeline     |  |  |  |   |  |  |
|  | Railway                          |  |  |  |   |  |  |
|  | Motorway                         |  |  |  |   |  |  |
|  | Primary road                     |  |  |  |   |  |  |
|  | Main road                        |  |  |  |   |  |  |

Figure 23 | Draft open space infrastructure map

Table 4 | Draft regional and district social and open space infrastructure list Table 4 is intended as a guide to future detailed planning and infrastructure assessments.

Table 4 | Draft regional and district social and open space infrastructure list

Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
<b>Kingswood and Werrington</b>	Community facilities	Kingswood Community Hub (new or expand an existing facility)	Medium	Supporting	State infrastructure contributions, local development contributions, grants	Penrith City Council	KW1
	Education	School infrastructure capacity aligned with growth	Medium-long	Supporting	NSW Government/ state infrastructure contributions	SINSW	Various
		Potential TAFE Western Sydney and Kingswood upgrade	Short	Supporting	NSW Government	TAFE	KW2
	Health	Nepean Hospital upgrade	Short	Supporting	NSW Government	NSW Health	KW3
	Civic	Cobham Youth Justice Centre expansion	Short	Supporting	NSW Government	NSW Communities & Justice	KW4
	Open space and recreation	The Kingsway playing fields (reconfigure and enhance)	Short	Enabling	State infrastructure contributions	Penrith City Council	KW5
		New indoor sport and recreation facility in Kingswood	Medium	Supporting	State infrastructure contributions, local development contributions, grants, council funding	Penrith City Council	KW6
<b>Luxford</b>	Community facilities	Luxford Community Hub (new)	Medium	Supporting	State infrastructure contributions, local development contributions, grants, council funding	Blacktown City Council	L1

Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
		Aboriginal artist and creative industries precinct potentially in Mount Druitt and Rooty Hill, Luxford or St Marys	Short-medium	Supporting	NSW Government, state infrastructure contributions, grants	Blacktown or Penrith City councils, Create NSW	L2
	Health	Tregear Ambulance Station upgrade	Medium	Supporting	NSW Government	NSW Health	L3
	Open space and recreation	Indoor sport and recreation facility (new or expand existing facility)	Medium	Supporting	State infrastructure contributions, local development contributions, grants, council funding	Blacktown City Council	L4
		Enhancement of Ropes Creek	Short	Supporting	NSW Government, state infrastructure contributions	State and local governments	L5
	<b>Mount Druitt and Rooty Hill</b>	Community facilities	Mount Druitt Community Hub (expand)	Short	Supporting	State infrastructure contributions, local development contributions, grants, council funding	Blacktown City Council
Aboriginal artist and creative industries precinct potentially in Mount Druitt and Rooty Hill, Luxford or St Marys			Short-medium	Supporting	NSW Government, state infrastructure contributions, grants	Blacktown or Penrith City councils, Create NSW	L2



Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
	Education	School infrastructure capacity aligned with growth	Unknown	Supporting	NSW Government, state infrastructure contributions	SINSW	Various
	Health	New Doonside Ambulance Station	Short	Supporting	NSW Government	NSW Health	Location TBC
		Mount Druitt hospital (investigate)	Short-medium	Supporting	NSW Government	NSW Health	MD3
		Mount Druitt Community Health Centre (investigate upgrades)	Short-medium	Supporting	NSW Government, state infrastructure contributions	NSW Health	MD4
	Civic	Mount Druitt Courthouse expansion	Short	Supporting	NSW Government	NSW Communities & Justice	MD5
	Open space and recreation	Enhancement of Ropes Creek	Short	Supporting	NSW Government, state infrastructure contributions	State agencies and councils	L5
		Indoor sport and recreation facility in Mount Druitt (new or expanded)	Medium	Supporting	State infrastructure contributions, local development contributions, grants, Council funding	Blacktown City Council	MD6
		Mount Druitt Swimming Centre (expanded)	Medium	Supporting	State infrastructure contributions, local development contributions, grants, council funding	Blacktown City Council	MD7



Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
Orchard Hills	Community facilities	Orchard Hills South Community Hub (new)	Medium	Enabling	State infrastructure contributions, local development contributions, grants, VPAs	Penrith City Council	OH1
	Education	New primary schools, potentially with preschools	Short	Enabling	NSW Government, state infrastructure contributions	SINSW (to be confirmed)	Location TBC
		Potential secondary school	Short	Enabling	NSW Government, state infrastructure contributions	SINSW (to be confirmed)	Location TBC
		Potential school for special purposes	Short	Enabling	NSW Government, state infrastructure contributions	SINSW (to be confirmed)	Location TBC
	Health	Orchard Hills HealthOne facility (new, committed)	Medium	Enabling	NSW Government	Health NSW	OH2
	Open Space & Recreation	Orchard Hills district and regional open space (new)	Short	Enabling	State infrastructure contributions, local development contributions, grants, VPAs	Penrith city Council, Office of Strategic Lands	OH3
		Indoor sport and recreation facility in Orchard Hills South (new)	Medium	Enabling	State infrastructure contributions, local development contributions	Penrith City Council	OH4
		Aquatic facility Orchard Hills (new - post 2036)	Medium-long	Enabling	State infrastructure contributions, local development contributions	Penrith City Council	OH5

Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
Penrith Centre	Community facilities	Penrith Centre Community Hub (investigate)	Medium	Supporting	Council funding, state infrastructure contributions, local development contributions, grants	Penrith City Council	PC1
		Joan Sutherland Performing Arts Centre (expand)	Medium	Supporting	NSW Government, state infrastructure contributions, grants	Penrith City Council	PC2
		Regional gallery in Penrith Centre (post 2036, investigate)	Long	Supporting	NSW Government, state infrastructure contributions, grants	Penrith City Council	PC3
	Education	School infrastructure capacity aligned with growth	Unknown	Supporting	NSW Government, state infrastructure contributions	SINSW	Various
		Penrith Centre University Campus (investigate)	Long	Supporting	Customer	Western Sydney University	Various
	Health	Penrith community health facility (investigate)	Short-medium	Supporting	NSW Government, state infrastructure contributions	Health NSW	PC4
	Civic	Penrith Courthouse expansion	Medium	Supporting	NSW Government	NSW Communities & Justice	PC5
	Open space and recreation	Indoor sport and recreation facility in Penrith Centre (new)	Medium	Supporting	State infrastructure contributions, local development contributions, grants	Penrith City Council	PC6

Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
		Ripples Leisure Centre - Penrith (expand)	Medium	Supporting	Council funding, state infrastructure contributions, local development contributions, grants	Penrith City Council	PC7
St Marys	Community facilities	St Marys Community Hub (planned)	Short-medium	Supporting	Council funding, state infrastructure contributions, local development contributions, VPAs, grants	Penrith City Council	SM1
		Aboriginal artist and creative industries precinct potentially in Mount Druitt and Rooty Hill, Luxford or St Marys	Short-medium	Supporting	NSW Government, state infrastructure contributions, grants	Blacktown or Penrith City councils, Create NSW	L2
	Education	School infrastructure capacity aligned with growth	Unknown	Supporting	NSW Government, state infrastructure contributions	SINSW	Various
	Health	St Marys community health facility (investigate)	Short-medium	Supporting	NSW Government, state infrastructure contributions	Health NSW	SM2
	Open space & recreation	Indoor sport and recreation facility in St Marys (new or expand)	Medium	Supporting	Council funding, state infrastructure contributions, local development contributions, grants	Penrith City Council	SM3

Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
		Ripples Leisure Centre - St Marys (expand)	Medium	Supporting	Council funding, state infrastructure contributions, local development contributions, VPAs, grants	Penrith City Council	SM4

# Utilities and services

Utilities and services enable and support housing development.



- |  |                                  |  |   |  |  |
|--|----------------------------------|--|---|--|--|
|  | Metropolitan Centre-Cluster      |  | Proposed waste water and water recycling plants |  | TransGrid  |
|  | Strategic centres                |  | Proposed recycled pump stations                 |  | Existing electrical                                |
|  | Railway station                  |  | Proposed recycled water reservoirs              |  | Existing gas regulator sets                        |
|  | Metro station                    |  | Proposed drinking water pump stations           |  | Existing gas mains                                 |
|  | Greater Penrith to Eastern Creek |  | Proposed electrical bulk supply                 |  | Existing waste water treatment                     |
|  | Precinct boundaries              |  | Proposed electrical zone substation             |  | Existing sewer pump stations                       |
|  | Waterbodies                      |  | Proposed gas mains                              |  | Existing sewer mains                               |
|  | Warragamba-Prospect pipeline     |  | Waste water trunk and pressure mains            |  | Existing drinking water reservoirs                 |
|  | Railway                          |  | Proposed drinking water mains                   |  | Existing water pump stations                       |
|  | Motorway                         |  | Proposed recycled water pipelines               |  | Existing water mains                               |
|  | Primary road                     |  |   |  | XX Infrastructure item reference, refer to table 5 |
|  | Main roads                       |  |   |  |  |

Figure 24 | Draft utilities and servicing infrastructure map



**Table 5** is intended as a guide to future detailed planning and infrastructure assessments.

Table 5 | Draft utilities and servicing infrastructure list

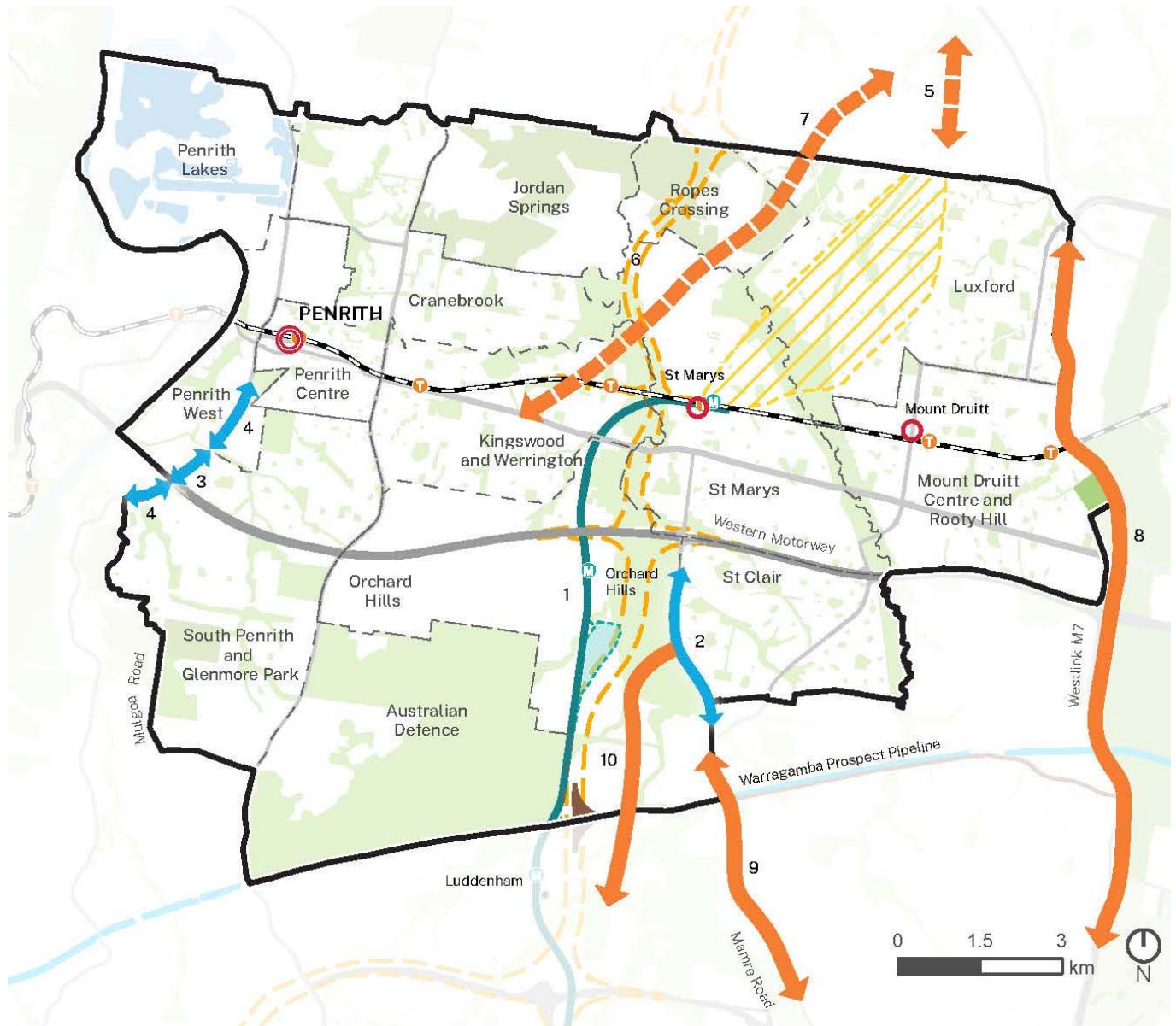
Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
<b>Kingswood and Werrington</b>	Gas	2 gas secondary regulator sets	Long	Supporting	Customer	Jemena	Location TBD
	Electrical	Electrical distribution works	Ongoing	Supporting	Customer	Endeavour Energy	25
	Water	Trunk potable water mains	Short	Supporting	NSW Government	Sydney Water	9
<b>Luxford</b>	Gas	2 gas secondary regulator sets	Long	Supporting	Customer	Jemena	Location TBD
	Electrical	Electrical distribution works	Ongoing	Supporting	Customer	Endeavour Energy	25
	Water	Recycled water trunk main	Short	Supporting	NSW Government	Sydney Water	10
<b>Mount Druit and Rooty Hill</b>	Gas	2 gas secondary regulator sets	Long	Supporting	Customer	Jemena	Location TBD
	Water	Recycled water trunk main	Short	Supporting	NSW Government	Sydney Water	10
		Recycled water pumping station	Short	Supporting	NSW Government	Sydney Water	11
	Electrical	11kv high voltage feeders	Unknown	Enabling	Customer	Endeavour Energy	24
		Electrical distribution works	Ongoing	Supporting	Customer	Endeavour Energy	25
<b>Orchard Hills</b>	Water	Sewer pump station and rising main 1	Short	Enabling	NSW Government	Sydney Water	1
		Sewer pump station and rising main 2	Short	Enabling	NSW Government	Sydney Water	2
		Sewer mains	Short	Enabling	NSW Government	Sydney Water	3
		Wastewater treatment plant	Short	Enabling	NSW Government	Sydney Water	4
		Effluent transfer main and pump	Short	Enabling	NSW Government	Sydney Water	5

Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
		Trunk potable water mains	Unknown	Enabling	NSW Government	Sydney Water	22
		Trunk recycled water mains	Short	Supporting	NSW Government	Sydney Water	10
		Recycled water reservoir	Short	Supporting	NSW Government	Sydney Water	12
		Recycled water pump station 1	Short	Supporting	NSW Government	Sydney Water	13
		Recycled water pump station 2	Short	Supporting	NSW Government	Sydney Water	14
	Electrical	Bulk supply point (south creek)	Medium	Enabling	Customer	TransGrid	16
		Orchard Hills zone substation	Short	Enabling	Customer	Endeavour Energy	6
		East Orchard Hills zone substation	Long	Supporting	Customer	Endeavour Energy	21
		Electrical distribution works	Ongoing	Supporting	Customer	Endeavour Energy	25
	<b>Penrith Centre</b>	Water	Sewer pump station upgrade (SP1180)	Medium	Enabling	NSW Government	Sydney Water
Penrith water recycling plant upgrade			Medium	Enabling	NSW Government	Sydney Water	18
Trunk recycled water mains			Short	Supporting	NSW Government	Sydney Water	10
Wastewater overflow structures			Short	Enabling	NSW Government	Sydney Water	Location TBD
Electrical		South Penrith zone substation	Medium	Enabling	Customer	Endeavour Energy	19
		Electrical distribution works	Ongoing	Supporting	Customer	Endeavour Energy	25
<b>St Marys</b>	Water	St Marys water recycling plant upgrade	Short	Enabling	NSW Government	Sydney Water	8

Precinct	Category	Infrastructure item	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
		Sewer pump station upgrade (SP0366)	Unknown	Enabling	NSW Government	Sydney Water	23
		Trunk recycled water mains	Short	Supporting	NSW Government	Sydney Water	10
		Recycled water reservoir	Short	Supporting	NSW Government	Sydney Water	12
		Recycled water pump station (1)	Short	Supporting	NSW Government	Sydney Water	15
		Recycled water pump station (2)	Short	Supporting	NSW Government	Sydney Water	15
	Electrical	11kv high voltage feeders	Medium	Enabling	Customer	Endeavour Energy	20
		Electrical distribution works	Ongoing	Supporting	Customer	Endeavour Energy	25

## Transport

The integration of transport and land use planning is essential.



- |  |                                       |
|--|---------------------------------------|
| Metropolitan centre-cluster                          | Motorway                              |
| Strategic centres                                    | Primary road                          |
| Railway station                                      | Main roads                            |
| Metro station  | Outer Sydney Orbital Stage 1 corridor |
| Greater Penrith to Eastern Creek                     | Metro alignment (in delivery)         |
| Precinct boundaries                                  | Metro investigation area              |
| Waterbodies  | Metro stabling yards                  |
| Strategic transport infrastructure expected delivery | M12 operational corridor              |
| Strategic transport infrastructure for investigation | Western Sydney Freight Line corridor  |
| Warragamba-Prospect pipeline                         |                                       |
| Railway  |                                       |

Figure 25 | Draft strategic transport infrastructure map

**Table 6** is intended as a guide to future detailed planning and transport infrastructure assessments.

Table 6 | Draft strategic transport infrastructure list

Category	Project	Indicative delivery timeframe	Function	Potential funding source/s	Key agency involvement	Map Ref
<b>In delivery</b>	Sydney Metro – Western Sydney Airport between St Marys and Aerotropolis	Short	Enabling	NSW and Australian governments	Transport for NSW	1
<b>Expected future delivery</b>	Mulgoa Road Stage 1	Short	Supporting	NSW and Australian governments	Transport for NSW	3
	Mulgoa Road Stage 2 and 5	Short	Supporting	NSW and Australian governments	Transport for NSW	4
	Mamre Road Stage 1	Short	Supporting	To be determined during further detailed investigations	Transport for NSW	2
<b>For investigation</b>	Corridor for Metro from Tallawong to St Marys	To be determined during further detailed investigations	Supporting		Transport for NSW	5
	Corridor for OSO Stage 1		Supporting		Transport for NSW	6
	Corridor for Werrington Arterial Stage 2 between Great Western Highway, Werrington and Marsden Park		Supporting		Transport for NSW	7
	M7 widening between the M5 interchange at Prestons and the Westlink M7 bridge at Richmond Road		Supporting		Transport for NSW	8
	Mamre Road Stage 2 - Erskine Park Road to Kerrs Road		Supporting		Transport for NSW	9
	Luddenham Road upgrade		Supporting		Transport for NSW/Penrith City Council	10
	Strategic cycling corridors		Supporting		Transport for NSW/councils	N/A
	Local walking and cycling networks		Supporting		Councils	N/A
	Improvements to bus services		Supporting	Transport for NSW	N/A	



# Part 6 Implementation, monitoring and review

## Local planning direction

To ensure future land use change is consistent with the strategic framework, a local planning direction (issued under section 9.1 of the *Environmental Planning and Assessment Act 1979*) will be applied. This will require planning proposals and any other future changes to local or state planning instruments to be consistent with the framework.

The draft local planning direction is on exhibition alongside the strategic framework.

## Implementation of the strategic framework

The strategic framework sets the scene for more detailed planning to follow. **Figure 26** shows how the strategic framework will be implemented.

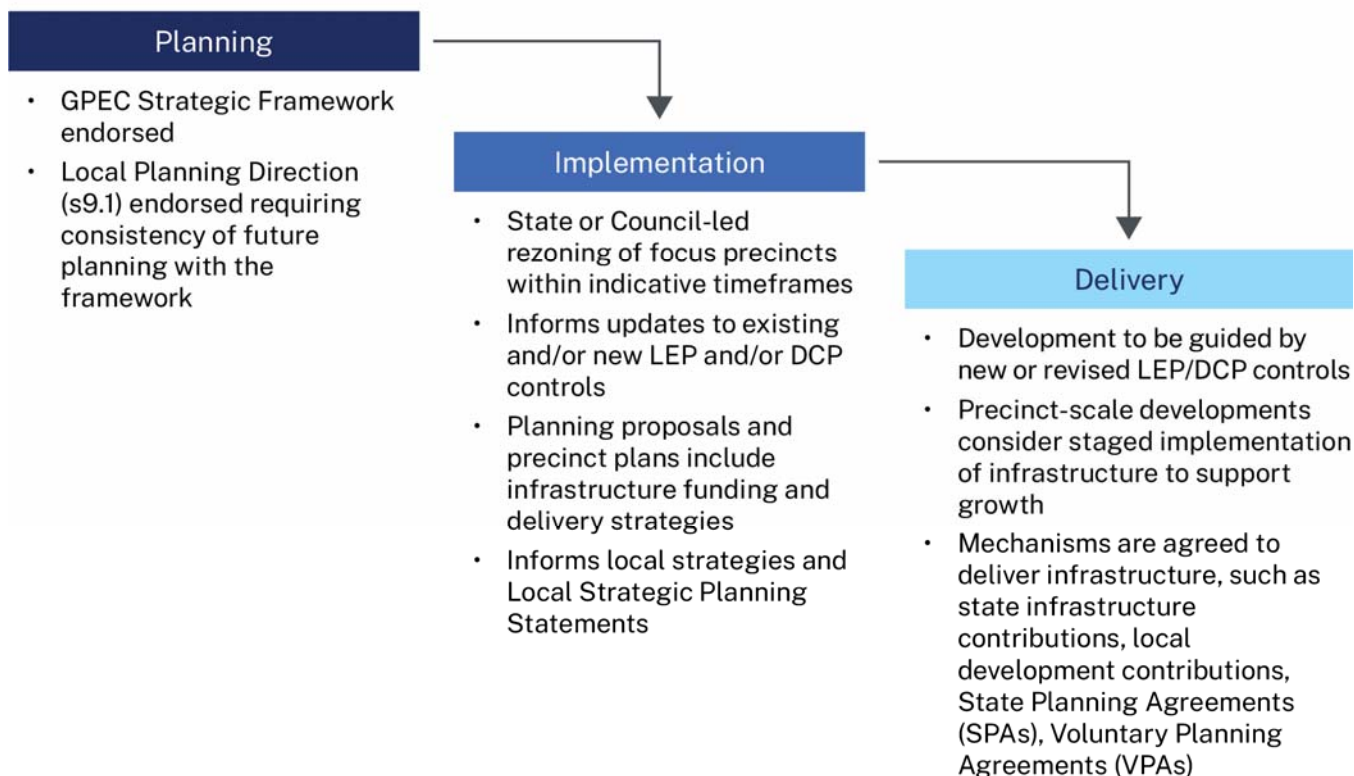


Figure 26 | Implementation process

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## Monitoring and review of the strategic framework

The Greater Sydney Region Plan requires plans to be refined through monitoring and review to ensure they remain relevant and up to date.

We will regularly review the strategic framework to ensure it reflects evolving strategic planning policies, government funding decisions, the evolution of key centres and completion of major infrastructure projects.

Review of the framework will also enable the identification of actions that have been completed and where intervention or assistance may be needed to progress actions that may be at risk of delay.

We will review the strategic framework every 5 years or as required in response to:

- the release of new district plans
- additional detail that becomes available following precinct planning
- the NSW Government response to the 2022 NSW Flood Inquiry
- the outcomes of the Flood Evacuation Model version 2
- demand pressures related to the Aerotropolis and the commencement of airport operations.

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## Next steps

### Precinct planning

#### Orchard Hills

On the 19 October 2022, the Minister for Planning and the Minister for Homes announced that we will undertake precinct planning for the priority urban release area in Orchard Hills. This will support the new Orchard Hills station and unlock opportunities for people to live close to jobs and transport.

Precinct planning involve state agencies, Penrith City Council and Deerubbin Local Aboriginal Land Council.

Detailed investigations will determine the area of land to be rezoned, and whether rezoning needs to happen in stages so that new infrastructure can be provided as development occurs.

The Orchard Hills Discussion Paper has been released for public comment in parallel with this framework. The discussion paper is the first of many steps in precinct planning for Orchard Hills and an opportunity to hear from the community early in the process.

For more information about the Orchard Hills Discussion paper visit <https://www.planning.nsw.gov.au/Orchard-Hills>.

As the planning process progresses, we will seek further feedback from the community, stakeholders and industry groups.

## **St Marys Town Centre**

Penrith City Council is leading planning for the priority urban renewal area of St Marys Town Centre, which will become a major transport interchange within GPEC once Sydney Metro – Western Sydney Airport line opens.

Penrith City Council has developed a draft Structure Plan for St Marys Town Centre to manage growth and change over the next 20 years. It outlines existing environmental, social and economic conditions and proposes a vision, alongside strategic and spatial planning directions. The structure plan will inform the council-led master plan.

The structure plan will also inform Council's Corridors and Centres Strategy, which is in development. This will become a component of Council's Places of Penrith Strategic Framework.

For more information about St Marys, contact Penrith City Council on (02) 4732 7777 or [council@penrith.city](mailto:council@penrith.city).

# Part 7 Glossary

Term	Definition
<b>30-minute city</b>	A planning concept for Greater Sydney in which people can easily access their nearest centre within 30 minutes by public transport, walking or cycling.
<b>Accessibility</b>	The ability for everyone, regardless of age, ability or where they live, to use and benefit from the transport system, open space, housing and services.
<b>Active transport</b>	Transport that is human powered, such as walking or cycling.
<b>Amenity</b>	The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may increase amenity.
<b>Built environment</b>	The extent of the human-made environment as distinguished from the natural environment, including cities and towns, neighbourhoods, parks, roads, buildings and utilities.
<b>Built form</b>	The function, shape and configuration of buildings as well as their relationship to streets and open spaces.
<b>Character</b>	The combination of the attributes, characteristics and qualities of a place.
<b>Culturally responsive housing</b>	Housing designed to accommodate the diverse lifestyles of different cultural groups.
<b>Cranebrook Terrace Formation</b>	A landform located within 300-800 m of the Hawkesbury-Nepean River, between Castlereagh and Mulgoa. It has the potential to contain intact and deep sediments with evidence of Aboriginal occupation in the form of cultural material from 36,000 years ago to the present.
<b>Green infrastructure</b>	The network of natural and semi-natural systems including bushland, parks, private gardens, rivers and streams and native vegetation.
<b>Gross residential density</b>	The ratio of the number of dwellings to the area of land they occupy, including public streets, local open space, local or neighbourhood shops, primary and secondary schools, local community services, local employment areas and half the width of adjoining arterial roads.
<b>Health and education precinct</b>	An area that encompasses a mix of health and education facilities to create a cluster.
<b>High-frequency public transport</b>	Public transport that operates at no less than a 15-minute service interval
<b>Landscape features</b>	Natural elements within an area that add to its sense of place, such as sloping terrain, mountains, outcrops, views, ridgelines.
<b>Last-mile freight</b>	The final stage of the journey in which goods are being delivered to a destination.
<b>Liveability</b>	Used in land use planning to focus on quality of life within a given area considering social, economic and environmental factors. It encompasses the impact of the built environment on human health and community well-being.

<b>Term</b>	<b>Definition</b>
<b>Local centre</b>	Provide access to day-to-day goods and services close to where people live
<b>Master plan</b>	A visual document showing how development will occur in each place including parameters like height, density, shadowing and environmental concerns.
<b>Metropolitan cluster</b>	Four centres within the Western Parkland City (Penrith, Liverpool, Campbelltown-Macarthur and Bradfield) that together provide access to a large number and range of jobs and services
<b>Micromobility</b>	Lightweight vehicles such as bicycles, scooters or skateboards, as well as lightweight electric vehicles such as e-bikes or e-scooters.
<b>Mixed use</b>	A building or area containing more than one type of land use.
<b>Mobility</b>	The ability to move or be moved easily and without constraints.
<b>Movement and Place Framework</b>	A framework for planning, designing and operating our road network based on a 'one road network' approach. It considers how different parts of the network perform different functions – moving people and goods and being places for people, particularly in centres.
<b>Neighbourhood centre</b>	A small collection of shops and or services, where local communities can meet and take care of their daily needs
<b>Place-making</b>	A multi-faceted approach to the planning, design and management of public spaces. Successful placemaking either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe.
<b>PMF</b>	Probable maximum flood
<b>Precinct</b>	A geographical area with boundaries determined by land use and other unique characteristics.
<b>Public open spaces</b>	Land that has been reserved for the purpose of recreation and sport, preservation of natural environments, and provision of green space.
<b>Public spaces</b>	Areas that are publicly accessible where people can interact with each other and make social connections, such as parks, libraries or streets.
<b>Resilience</b>	The ability of urban environments and infrastructure systems and services to withstand unexpected climate, weather and catastrophic events.
<b>Road reserve</b>	A legally defined area of land within which facilities such as roads, footpaths and associated features may be constructed for public travel.
<b>Safe zone</b>	A safe zone is a designated area in case of an emergency that prioritises safety considerations
<b>Social infrastructure</b>	A range of education, community, religious facilities and services providing a hub for connections and interaction to meet the social needs of the local community.
<b>Strategic centre</b>	Supports the 30-minute city by providing access to a range of jobs and services close to people's homes. Strategic centres usually include a range of land uses such as a commercial area and should be accessible by a range of transport modes
<b>Strategic plan</b>	Document that guides the implementation of a strategy for a particular area.



<b>Term</b>	<b>Definition</b>
<b>Sustainable</b>	Relates to the endurance of systems, buildings, spaces, and processes – their ability to be maintained at a certain rate or level, which contributes positively to environmental, economic and social outcomes
<b>Urban release area</b>	An area of land not currently used for urban purposes, that has been identified for future urban development.
<b>Urban renewal</b>	A planned approach to the improvement and rehabilitation of city areas with new infrastructure, new commercial/mixed uses, improved services and renovation or reconstruction of housing and public works.
<b>Urban tree canopy</b>	The layer of leaves, branches and stems of a tree that provide coverage of the ground when viewed from above. Refers to trees on public or private land within urban areas and comprises a variety of tree types.
<b>Walkable neighbourhood</b>	A neighbourhood or place designed to encourage the pedestrianisation of local communities to promote walking to places of interest or destinations rather than relying on car travel.
<b>Water-sensitive urban design</b>	Includes techniques such as raingardens, constructed wetlands, bioretention infrastructure and swales, aiming to improve the ability of urban environments to capture, treat and re-use stormwater before it has the chance to pollute and degrade creeks and rivers
<b>Western Parkland City</b>	One of the three cities of Greater Sydney, anchored by the Metropolitan Cluster that includes Penrith, Bradfield, Liverpool and Campbelltown-Macarthur

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