

Department of Planning and Environment

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A Guide to the South West Growth Area and updated Structure Plan

December 2022



Acknowledgement of Country

The Department of Planning and Environment acknowledges the Traditional Custodians of Country where the South West Growth Area is located. We are grateful for the legacy of the Ancestors of these lands and their ongoing spirit that remains within Country.

We pay our respects to the Traditional Custodians and knowledge holders from Dharawal, Dharug and Guanduangara Countries. We acknowledge their role in the development of this important work: to recognise and value culture and Country across the South West Growth Area where these Nations have existed for millennia. We acknowledge this area as an important water and gathering place.

We understand Traditional Custodians' deep time, ongoing connection and obligation to protect and nurture Country. We appreciate the many challenges they experience when viewing Country in the context of planning. This Guide seeks to identify opportunities to ensure cultural values within Country remain for future generations.

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A Guide to the South West Growth Area and updated Structure Plan

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Introduction

The South West Growth Area (the Growth Area) was first announced in 2004 and was initially referred to as the ‘South West Growth Centre’. In June 2005, the NSW Government exhibited a plan to implement and deliver both the South West and North West Growth Areas. In June 2006, the Oran Park and Turner Road Precincts were the first to be released for urban development.

The NSW Department of Planning and Environment (the department) has now updated the Structure Plan for the Growth Area. The previous Structure Plan dated from 2006-2010, and several significant changes have occurred in that time.

This *Guide to the South West Growth Area and updated Structure Plan* (the Guide) provides information on the story so far, current projects and initiatives, and provides advice to guide and assess an application to rezone land, known as a Planning Proposal.

Purpose of this Guide

This Guide replaces the former Explanatory Notes of 2010, which formed the basis for State-led precinct planning. In 2019, greater flexibility for Planning Proposals was introduced through [a new approach to precinct planning](#). This enables proposals to deliver the strategic vision of the Growth Area in a more streamlined manner. In conjunction with the new Structure Plan, a new Ministerial Direction under section 9.1 of the *Environmental Planning and Assessment Act 1979* for the Growth Area is being prepared.

Part 4 of this Guide contains matters that Planning Proposals must consider and address to implement the strategic vision outlined in the Greater Cities Commission’s *A Metropolis of Three Cities* and the *Western City District Plan*. Planning Proposals must also be consistent with the strategic framework, which includes the relevant Local Strategic Planning Statements (LSPS), Local Housing Strategy (LHS) and other relevant strategies. Together, these documents inform the preparation, assessment, and decisions on Planning Proposals.

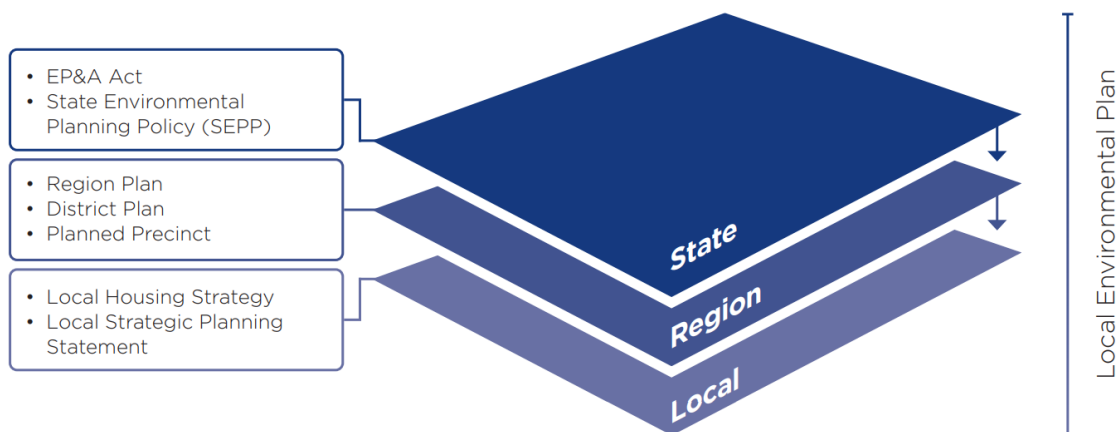


Figure 1. Strategic Planning Framework, Local Environmental Plan Making Guideline. DPE (2022).

Vision for the Growth Area

By 2040, the South West Growth Area will be a thriving and greener place to live while providing improved housing choice, access to shops, schools, and transport options for our growing communities. The Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis will be a catalyst for economic change which will see new businesses and jobs located closer to home.

Aboriginal cultural values will be easily recognised for generations to come, and new communities will be able to connect and care for Country with Wianamatta (South Creek) and other revegetated waterways which will help reduce urban heat.

The Growth Area will be an integrated part of the metropolitan cluster of the Western Parkland City, comprising Liverpool, Greater Penrith, Campbelltown-Macarthur, Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis.



Grand Prix Park, courtesy: Greenfields Development Company.

Living History of the Dharawal, Dharug and Gundungurra Peoples

The Growth Area is located within the Wianamatta (South Creek) water catchment on the Cumberland Plain, a low lying and gently undulating subregion of the Sydney Basin. It sits within Country that is an area of intersection of the Dharawal and Dharug peoples and seasonally visited by the Gundungurra peoples. Today Western Sydney is home to Aboriginal people from many Countries, and these contemporary communities have a strong attachment to the Country that they and their families have lived on for multiple generations.

Wianamatta Creek is a major tributary of the Hawkesbury-Nepean system flowing northwards from its headwaters in the southern South West Growth Area to join the Hawkesbury River near Windsor, travelling some sixty-five kilometres through the Cumberland Plain. The floodplains of Wianamatta Creek were an important meeting place, recreation, and resource area for the First Peoples from across the region. Prior to the impacts of British land use many of the waterways formed chains of ponds supporting a productive and resource rich ecosystem. The waterways provided a wide range of foods including fish, eels, shellfish, and waterbirds, and plants including reeds, ferns, wattles, cumbungi, and fruits such as geebung. Wianamatta Creek was also associated with white clay, an important cultural resource valued both as a body adornment for ceremony and as a dietary supplement. Anecdotally, Wianamatta Creek is said to have had clear water until the mid-twentieth century.

Along the eastern edge of the Growth Area runs a range of hills that were called the Puzzling Hills by the early British. Part of this range is now known as the Scenic Hills, which holds cultural value including movement corridors (pathways), high sight lines for viewing and teaching Country, and tangible archaeological sites.

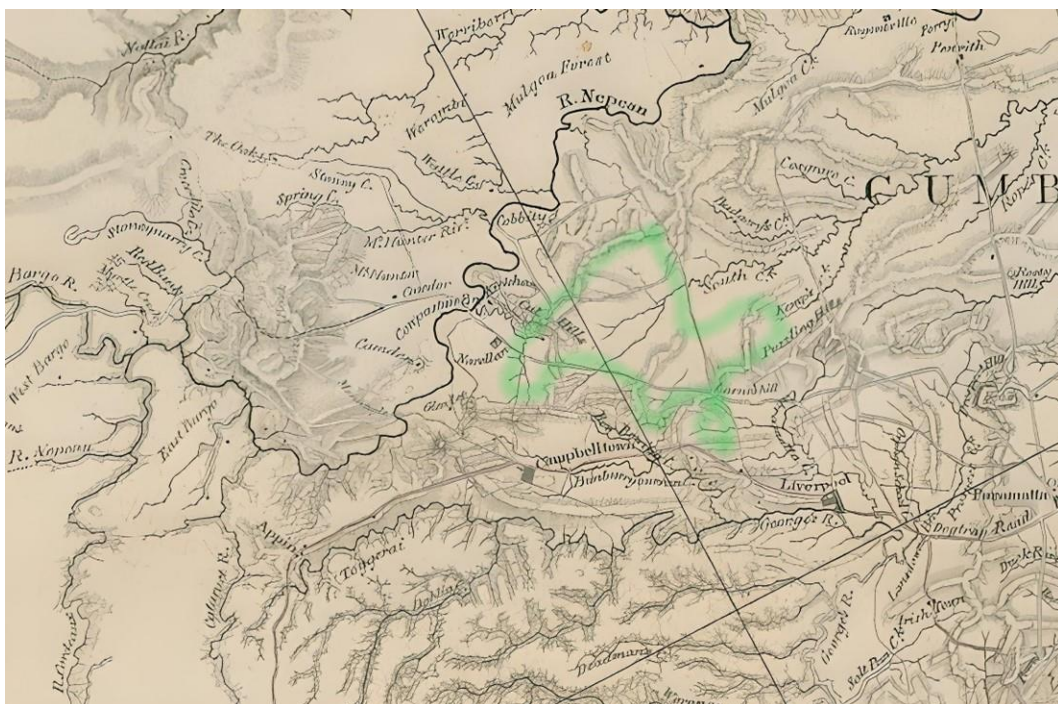


Figure 2. Historical map with the South West Growth Area generally shown in green.
(Source: NSW Government State Archives & Records)

The Cumberland Plain was rich Country with grassy woodlands, dry rainforests, and ironbark and turpentine forests. It was inhabited by diverse animal species including wallabies and kangaroos, many bird species including emus and water and swamp birds, bandicoots, koalas, possums, echidnas, and quolls.

The woodlands provided shade and shelter for people, and raw material for canoes, paddles, shields, baskets, and bowls. The canopy trees of Cumberland Plain Woodlands (including Moist Shale Woodlands) included Forest Red Gum (*Eucalyptus tereticornis*), Grey Box (*Eucalyptus moluccana*) and Ironbark (*Eucalyptus crebra*). These Eucalypt species had multiple uses: the leaves were used for medicinal purposes, the bark was used to construct shelters and utensils, while the sap provided a sweet treat.

These fertile low-lying plains of Western Sydney were highly sought after by the British for pastoral and agricultural use. The imposition of British land management practices on this Country from the early 1800s involved extensive clearing and burning of vegetation, ploughing, drainage, road construction and urban development. As a result of these impacts on Country most of the varied ecological communities of the Cumberland Plain, which once provided abundantly for First Nations people, are now classed as threatened. What remains of the original plant communities hold cultural value for both their inherent ecological value and for the insight they allow us into Country before the impacts of colonialism.

British colonisation of the land along Wianamatta Creek was limited in the first decade of the 1800s. However, repeated flooding events on the Hawkesbury affected the colony's agricultural capacity. This led to the spread of British settlement to the south-west and into the Wianamatta (South) Creek catchment. From 1810, the colonial government 'granted' British citizens land to create a series of large estates along the Old Cowpastures Road (now Camden Valley Way). By 1821, almost all the land in the South West Growth Area had been granted to British colonists.



Robert Mash Westmacott (1840), *View in the Cowpasture district*, National Library of Australia.

The estates created through the land grants of this period had substantial numbers of convicts living and working on them, and rapidly impacted on Country through both environmental alteration and the ongoing dispossession of the Traditional Custodians from their capacity to care for and manage Country.

Tangible remnants of the First Peoples across these plains over many thousands of years is found in the camp sites and artefact scatters recorded in most archaeological work on the Cumberland Plain. Scarred trees that have survived land clearing, shelters, grinding grooves, and art sites (mainly on the edges of the plain) have also been recorded in smaller numbers. The recording of sites results from archaeological surveys, and as such an absence of recorded sites may simply mean that the surveys have not occurred or that the impacts of intensive land use and urbanisation have destroyed the sites that were once there.

By 1826, a road network had been established that included Old Cowpastures Road, Bringelly Road, and the Northern Road. Early British settlers frequently utilised well-established traditional First Peoples movement routes for their own movement of people and stock and the eventual formation of roads. Travelling through this Country in 1804, naturalist George Caley noted that there was a “*native pathway*” at Carnes Hill, near the junction of the Old Cowpastures Road and Bringelly Road. These movement routes, or pathways, across Country marked out the links between peoples and places through social, economic, and ceremonial connections.

The First Peoples of the Cumberland Plain were part of a complex socio-economic network formed through ceremony, kinship, marriage, and political alliances, linking them with First Peoples north, west, east, and south, into and over the mountains and along the coastal fringe. Through these networks people travelled not only across their own Country but those of surrounding peoples; coming together for ceremony, trade, and to share resources and harvests.

The reminiscences of the Rev. James Hassall, son of the Rev. Thomas Hassall who held Denbigh, were relied on in this 1911 account that refers to large ceremonial gatherings being held at Denbigh:

“In the reminiscences of the late Rev. James Hassall he says: - “In the year 1826 my father purchased a property, Denbigh, in the neighbourhood of Camden, then called the Cowpastures. Upon it was a house partly finished, built by a Mr. Hook, who had died there...” [...] At this time “the blacks,” as they were quaintly called, were so numerous in this district that a corroboree in Denbigh paddocks, in which four or five hundred aboriginals took part, was not an unusual incident. They appear to have given the Hassall family no cause for serious anxiety. This supports the contention that had the aboriginals been better treated in the aggregate, we should have had different results to those that now obtain.”



Joseph Lycet (1817), *Corroboree around a camp fire*, National Library of Australia.

In 1826, Elizabeth Macarthur wrote how:

“These corroborees are always on bright moon light nights, some agreeable spot is always chosen for the exhibition amongst the woods. The number of small fires which are kindled causes just enough brilliancy to give affect to our beautiful woodland scenery; and throw sufficient light on the sable performers. This festivity is generally prolonged until past midnight, and always given to do honour to and entertain strangers, whom they call “Myall.”

Within a few decades the impacts of colonisation prevented such ceremonies occurring; however, the knowledge and Story of ceremony remain today. While much has been lost, much continues and is rebuilt and strengthened through contemporary cultural practice. Country continues to hold the stories that formed it and carries the past of all those who lived on, managed, and cared for it, linking them to the First People who live on and care for Country today.

Part 1. The New Structure Plan

What is a Structure Plan?

A Structure Plan provides high level guidance and direction for the future of an area. These are purposefully broad in nature to provide an understanding of how land can be used, while offering flexibility for urban design and development choices. Structure Plans can show existing or proposed main roads, centres, state heritage items, regional open space, and areas of high biodiversity. This makes them an important tool for proponents in preparing their planning proposals and for councils and agencies to assess those proposals. There are structure plans in place for the North West, Greater Macarthur and Wilton Growth Areas, and these will be periodically updated as further planning and development occurs. The 2010 Structure Plan for the South West Growth Area is shown below. The updated Structure Plan is shown over.

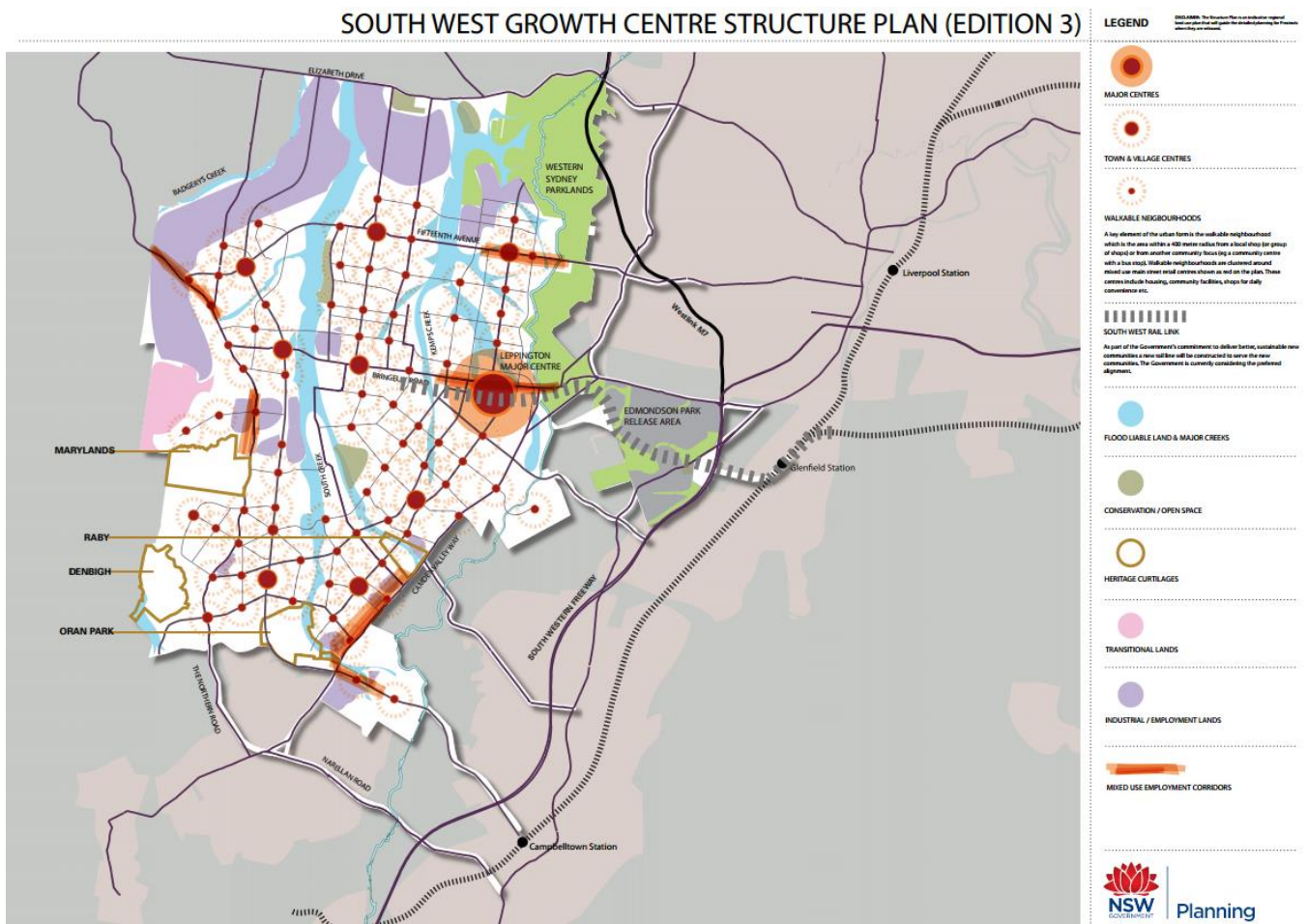
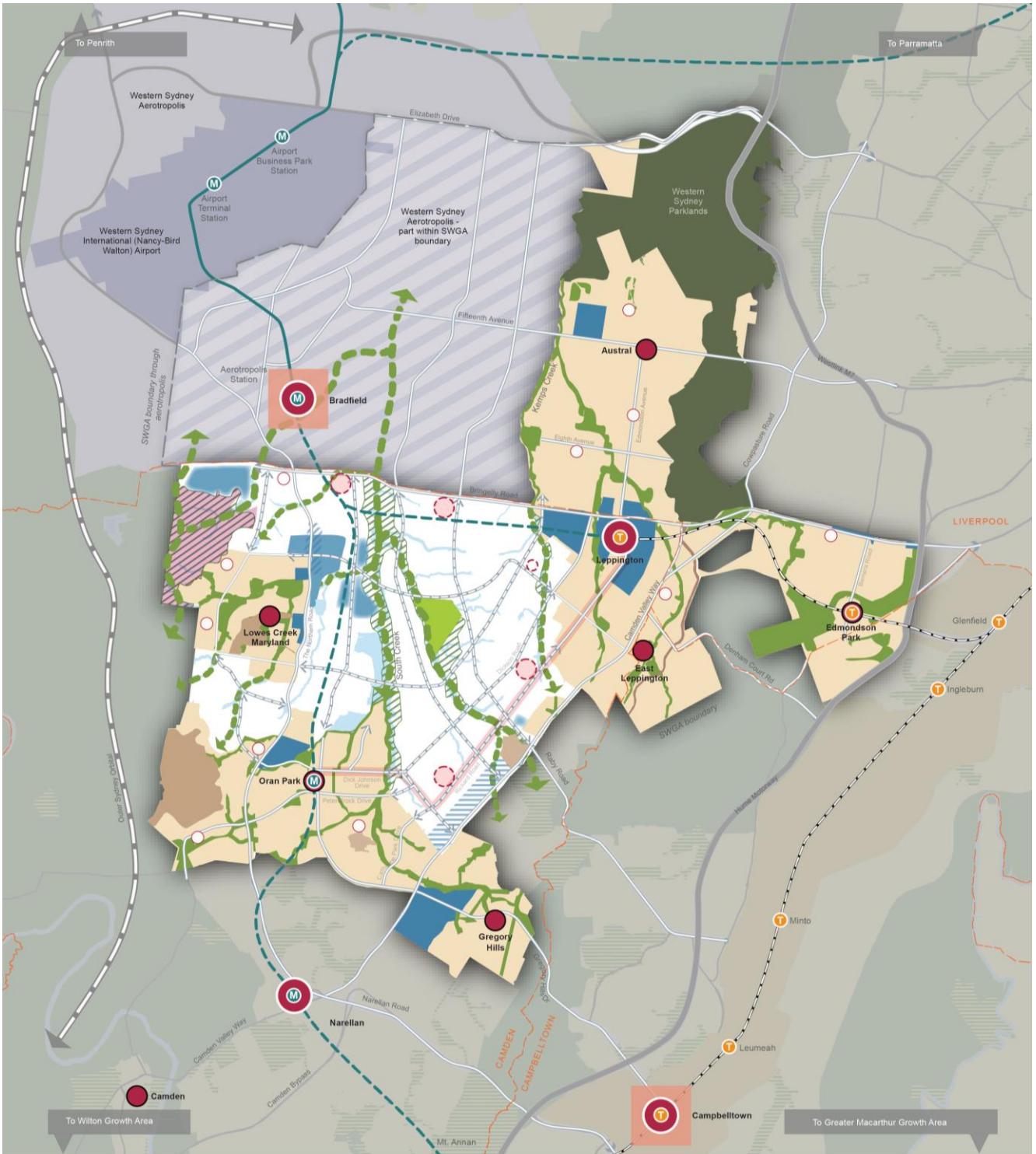


Figure 3. Former South West Growth Area Structure Plan (2010).



- LEGEND:**
- LGA boundary
 - Rezoned precincts
 - Protected (Non-certified) land
 - State heritage item
 - Regional open space
 - Riparian corridor
 - Green corridor- planned or rezoned
 - Western Sydney Parklands
 - Potential green corridor subject to investigation
 - Metropolitan Cluster
 - Strategic Centre
 - Local Centre - rezoned
 - Potential Local Centre
 - Neighbourhood Centre - existing or rezoned
 - Potential Neighbourhood Centre
 - Employment land - rezoned
 - Potential employment land
 - Potential mixed use
 - Transitional land
 - Existing rail line
 - Rail under construction
 - Future rail line
 - Existing rail station
 - Future rail station - metro
 - Existing or planned roads
 - Potential key road subject to investigation
 - Transit boulevard
 - Future Outer Sydney Orbital Stage 1
 - Metropolitan Rural Area
 - Urban Renewal Corridor



**GUIDE TO SOUTH WEST GROWTH AREA
STRUCTURE PLAN
DECEMBER 2022**



Figure 4. South West Growth Area Structure Plan (2022).

The new Structure Plan: what has changed?

There have been several changes between the 2010 and 2022 Structure Plans (see Table 1 below). Other changes have occurred which can't be shown on the new Structure Plan. Some of these include:

- new architectural styles and types of housing to respond to how we want to live,
- a shift towards increases in density,
- a move away from thinking about Aboriginal heritage in terms of only where there is likelihood of tangible archaeological evidence, to engaging with the Aboriginal community to understand cultural values and Country,
- greater efforts to deliver interconnected walking and cycling networks,
- thinking about how new open space can be better accessed, distributed, and provide for various uses, rather than focussing on population-based quantitative standards.

Table 1. Changes in the South West Growth Area since 2010

Feature or Theme	2010 Structure Plan	2022 Structure Plan
Growth Area boundary	The Growth Area was larger in 2010 as the Western Sydney Aerotropolis had not been announced.	<p>The Aerotropolis Planning Package for the initial precincts was finalised on 25 March 2022. Several precincts previously included in the South West Growth Area are now in the Western Sydney Aerotropolis.</p> <p>The Western Sydney International (Nancy-Bird Walton) Airport is expected to be operational in 2026 and will support almost 28,000 direct and indirect jobs by 2031.</p> <p>The South West Growth Area will continue to play an important role as an area for future communities, well connected to these opportunities in the Western Sydney Aerotropolis.</p>
Transport corridors	In 2010, the South West Rail Link terminated at Leppington.	<p>The Structure Plan now shows key transport corridors. Some of these include:</p> <ul style="list-style-type: none"> - Outer Sydney Orbital - The Northern Road - North South Rail Link – Bradfield to Macarthur - Sydney Metro - Western Sydney Airport Glenfield Extension

Feature or Theme	2010 Structure Plan	2022 Structure Plan
Road networks	The 2010 Structure Plan provided an indicative grid-like layout for the roads.	The roads are now updated to reflect existing and potential key road locations subject to further investigation including consultation.
Centres	Leppington is shown as the Major Centre, with a range of smaller ‘town and village’ centres, and ‘walkable neighbourhoods’ in a grid-like pattern throughout the Growth Area.	<p>The terminology and hierarchy of centres has shifted. Leppington is now shown as a ‘Strategic Centre’ along with Narellan.</p> <p>The Structure Plan:</p> <ul style="list-style-type: none"> - indicates the location of rezoned and potential Local and Neighbourhood Centres - retains the indicative locations of the Local Centres in areas not rezoned. These indicative locations will be reviewed over time as transport networks and services are further investigated and developed. This work will help implement Planning Priority 8 of the District Plan: <i>‘Leveraging industry opportunities from the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis’</i>. <p>Rather than continue with arbitrary circular catchments on the Structure Plan, Neighbourhood Centres are best considered at the Planning Proposal stage. Detailed planning can consider realistic pedestrian and cycle connectivity (such as topography and other barriers including major roads) to ensure genuine 15-20 minute walkable neighbourhoods are delivered.</p>
Employment and mixed-use employment corridors	<p>The 2010 Structure Plan showed areas of employment lands in purple and mixed-use corridors in red.</p> <p>The Structure Plan identified employment lands in the Catherine Field, Catherine Field North and South Creek West Precincts which have not yet been rezoned.</p>	<p>Noting most of the employment lands are now within the Western Sydney Aerotropolis, the Structure Plan:</p> <ul style="list-style-type: none"> - shows the rezoned or planned employment areas - retains the indicative locations of the employment and mixed-use areas in precincts to be rezoned. <p>As the Western Sydney Aerotropolis will provide the predominant future employment areas, the employment uses in the Growth Area are subject to further investigation.</p>

Feature or Theme	2010 Structure Plan	2022 Structure Plan
State Heritage	Four heritage curtilages were identified.	Now updated to reflect the revised curtilages for the four heritage areas consistent with the State Heritage Register listings under the <i>Heritage Act 1977</i> .
Bio-certification	The 2010 Structure Plan did not show certified or protected (non-certified) land.	Protected (non-certified) land is now shown.
Conservation and open space	The Structure Plan identified two areas of 'conservation/open space'.	The open space area along South Creek is now in the Western Sydney Aerotropolis and not in the Growth Area. The area east of Rileys Creek in the Catherine Field North Precinct is approximately 60ha and has substantial Existing Native Vegetation. It has been identified on the Structure Plan as 'regional open space' to reflect its zoning as 'Recreation for regional open space use'.
Green connectivity	The 2010 Structure Plan did not include green corridors, but it did show the major creeks.	The Structure Plan now shows rezoned or planned green connectivity along creeks. The Structure Plan also indicates how these can be extended and provide a regional green network across the Growth Area.






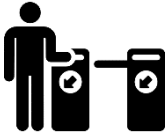





New designs and light roof housing in the Growth Area, courtesy: Camden Council

Part 2. The Story So Far



Leppington Railway Station was opened 2015, courtesy: Adam Hollingworth, DPE.

South West Growth Area Snapshot

<p>Land for 54,610 homes rezoned</p> 	<p>22,000 Homes built</p> 	<p>568ha Open space planned or delivered</p> 
<p>Leppington Station opened in 2015</p> 	<p>\$4.1 billion Northern Road upgrades from Western Sydney Infrastructure Plan</p> 	<p>239ha Employment land rezoned</p> 
<p>Review of Leppington Town Centre controls underway in 2022</p> 	<p>2025-2026 Upper South Creek Advanced Water Recycling Centre Operational</p> 	<p>Final Business Case underway in 2022 for the extension of Sydney Metro – Western Sydney Airport from Bradfield to Glenfield via Leppington</p> 



Oran Park Library opened 2018, courtesy: Greenfields Development Company.



Oran Park Public School opened in 2014. Courtesy: Greenfields Development Company.

Which Precincts have been rezoned?

Nine precincts within the Growth Area have been rezoned, shown in Figure 5 below. Note that some precincts are divided into sub-precincts.

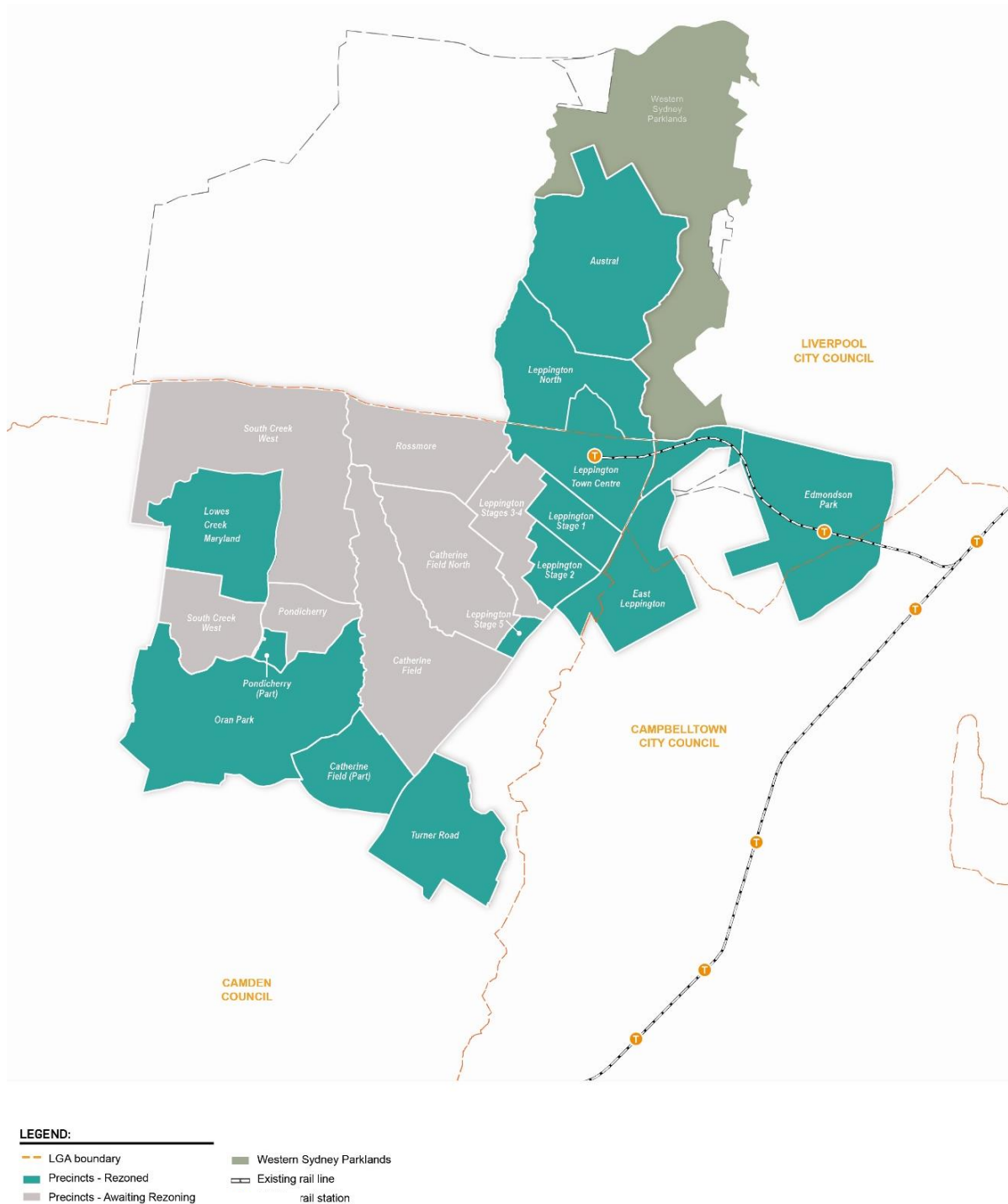


Figure 5. South West Growth Area Rezoning Status Map (2022).

Table 2 provides a chronology of rezoned precincts and the estimated number of homes each will deliver.

Table 2. Rezoned precincts in the South West Growth Area and estimated capacity for new homes

Precinct	Local Government Area	Year Rezoned	Anticipated Number of New Homes
Oran Park	Camden	2007	7,540
Turner Road	Camden	2007	4,020
Edmondson Park	Liverpool and Campbelltown	2008	6,000
East Leppington	Camden and Campbelltown	2013	3,300
East Leppington	Liverpool	2014	1,150
Catherine Field (Part)	Camden	2013	3,200
Leppington (Stage 1)	Camden	2015	2,500
Leppington North	Camden	2013	17,500
Leppington North	Liverpool	2013	
Austral	Liverpool	2013	
Lowes Creek Maryland	Camden	2021	7,000
Leppington (Stage 2)	Camden	2021	1,900
Leppington (Stage 5)	Camden	2021	500
TOTAL			54,610

The Western Parkland City is projected to have the largest population growth of Greater Sydney over the coming decades, with an additional 120,000 residents anticipated to reside in the Growth Area by 2041.

By the time all urban capable land in the Growth Area is developed, based on current expectations, there will be approximately 105,000 homes. Opportunities to review this figure will arise as new infrastructure is announced, which may involve more medium and high-density housing. A key opportunity and role of the Growth Area is to continue to deliver Planning Priority 5 of the Western

City District Plan: *Providing housing supply, choice and affordability, with access to jobs, services and public transport.*



New housing in the South West Growth Area, courtesy: Greenfields Development Company.

Biodiversity Certification and Ecology

Combined Biodiversity Certification for the South West and North West Growth Areas commenced in 2007 and will protect a minimum of 2,000ha of Existing Native Vegetation (ENV) within the Growth Areas. For certified land, threatened species assessments are no longer required for Development Applications (DAs) or for certain infrastructure works.

As of 2020, there was 1982.2ha of ENV protected within the North West and South West Growth Areas (of which, 1,345.3ha is located in the South West Growth Area). The Department anticipates the minimum target of at least 2000ha of ENV protected will be exceeded as additional ENV has been set aside for protection since 2020.

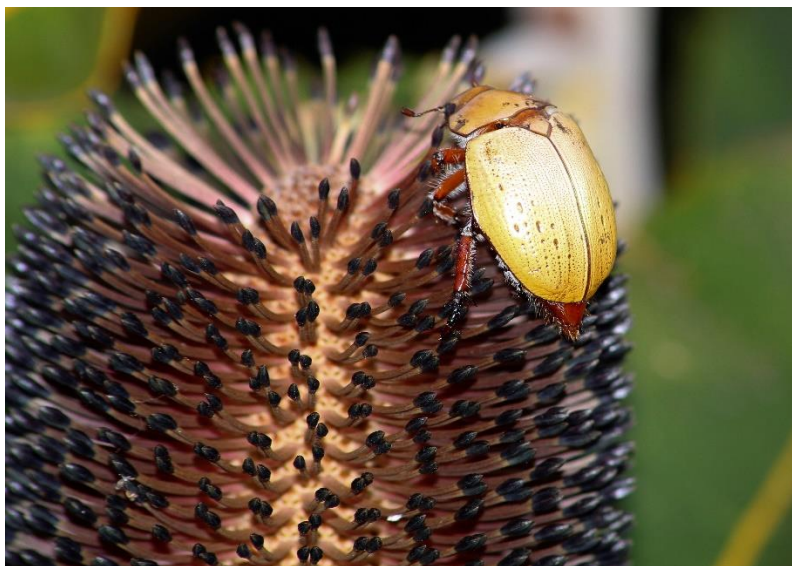
The Structure Plan shows non-certified (protected) land and identifies opportunities to enhance green connections across the Growth Area.

While biodiversity certification removes the need for further threatened species assessments before developing on certified land, Planning Proposals can protect additional areas of ENV through the provision of local open space and the protection and rehabilitation of waterways. The Lowes Creek Maryland Precinct for example protected 21.58ha of ENV which was located on certified land.

Biodiversity Certification is supported by the [Growth Centres Biodiversity Offset Program](#), which was established in 2008. It secures the protection of some of the best remaining bushland in Western Sydney for current and future generations by purchasing land for new reserves and securing funding agreements with landowners to permanently conserve certain sites. The program has a \$530 million conservation fund which has permanently protected 749 hectares of land at 21 locations in Western Sydney, to offset development in the Growth Area.

Tree canopy:

The overall tree canopy cover for the Growth Area is approximately 17%. While this is currently less than the target of 40% for Greater Sydney, the canopy percentage will increase over time as trees become established. The rezoned precincts were largely cleared rural land and many new trees are not yet mature. Increasing efforts to retain existing tree canopy will immediately help establish a sense of place and provide immediate benefits of mature tree cover for rezoned areas.



Native grasses, smaller trees and shrubs are great for smaller spaces and can play a vital role to restore biodiversity. Christmas Beetle on a Banksia Robur flower, courtesy: Peter Sherratt, DPE.

How can we make Sydney cool?

In September 2022, the Department provided 6,000 free native trees across Greater Sydney. Since the Free Tree Giveaway program started in August 2020, the program has received an overwhelming response from the community, with more than 67,000 trees planted.

Since 2019, the Greening our City grant program has funded over 90,000 new trees across Greater Sydney. An additional \$700,000 in funding was made available in June 2022 to councils in Greater Sydney to help remedy the impacts that recent storms and floods have had on tree-planting efforts.

What tree to plant?

Whether you're adding to your garden, or planting an urban forest, the Department has made it easier to choose the right tree for your project. Our [All About Trees](#) tool helps you discover large or small native and exotic trees to suit most NSW climates: drought-resistant, frost hardy, part shade, deciduous or evergreen varieties sized to fit your space. These efforts will all help provide habitat and mitigate urban heat.

Register your tree

If you have planted a tree, register it here to help reach the NSW Government's state-wide goal of one million trees by the end of 2022 and the Department's own commitment to plant five million trees across Greater Sydney by 2030. This will help achieve the Greater Sydney Region Plan's [40% canopy cover target by 2036](#). You can also see a map showing the expanding tree canopy across Greater Sydney at this link.



Tree canopy in the Growth Area will increase over time as new plantings mature.
Exploring Tree Child Care Centre, courtesy: Greenfields Development Company.

Creek and Water Systems:

The South West Growth Area has several major creek systems with branching tributaries. These include Wianamatta South Creek, Rileys Creek, Kemps Creek, Bonds Creek, and Thompsons Creek. Wianamatta South Creek and Rileys Creek form part of Sydney's overall "Green Grid". Planning in the Growth Area has an established practice of restoring and re-naturalising river and creek systems. This will continue as more land is transitioned from rural to urban uses, and innovative approaches to stormwater and water cycle management are implemented.

An example of this innovative approach exists within the Catherine Field (Part) Precinct, which was rezoned for 3,200 homes in 2013. The images below show the progression from:

- The Indicative Layout Plan highlighting Kolombo Creek, a tributary to Wianamatta South Creek which formed part of the certified land under the bio certification.
- A 2009 aerial image showing the area highlighted in the Indicative Layout Plan. Kolombo Creek at this stage is degraded and with a small amount of tree cover.
- A 2022 aerial image of the same area showing restored habitat with increased tree canopy, walking and cycling paths and providing connectivity across new neighbourhoods.

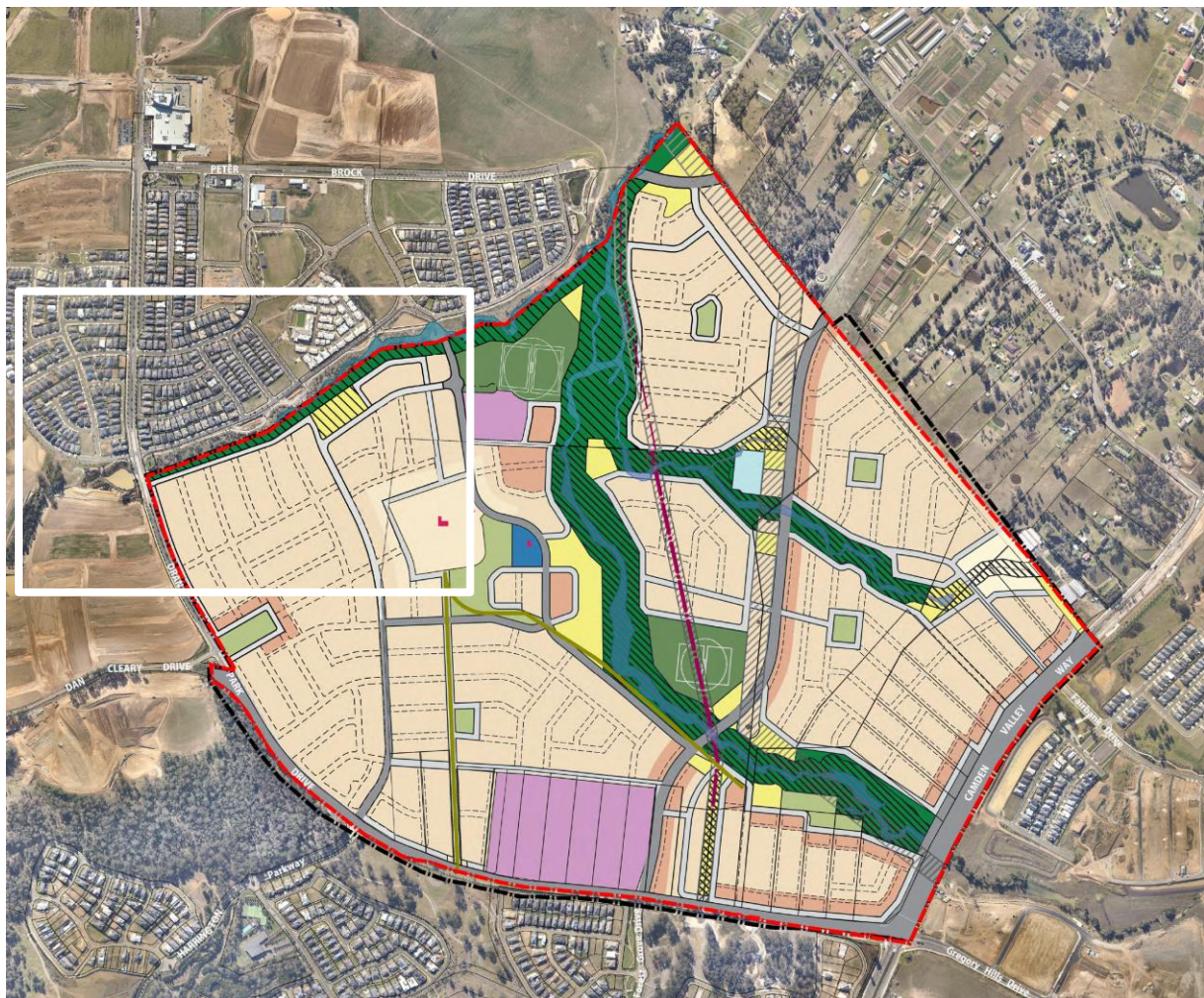


Figure 6. The Indicative Layout Plan for the Catherine Field (Part) Precinct. Kolombo Creek is identified in the white box (2016).



Figure 7. 2009 aerial photograph of Kolombo Creek in Catherine Field (Part) Precinct, source: Nearmap.

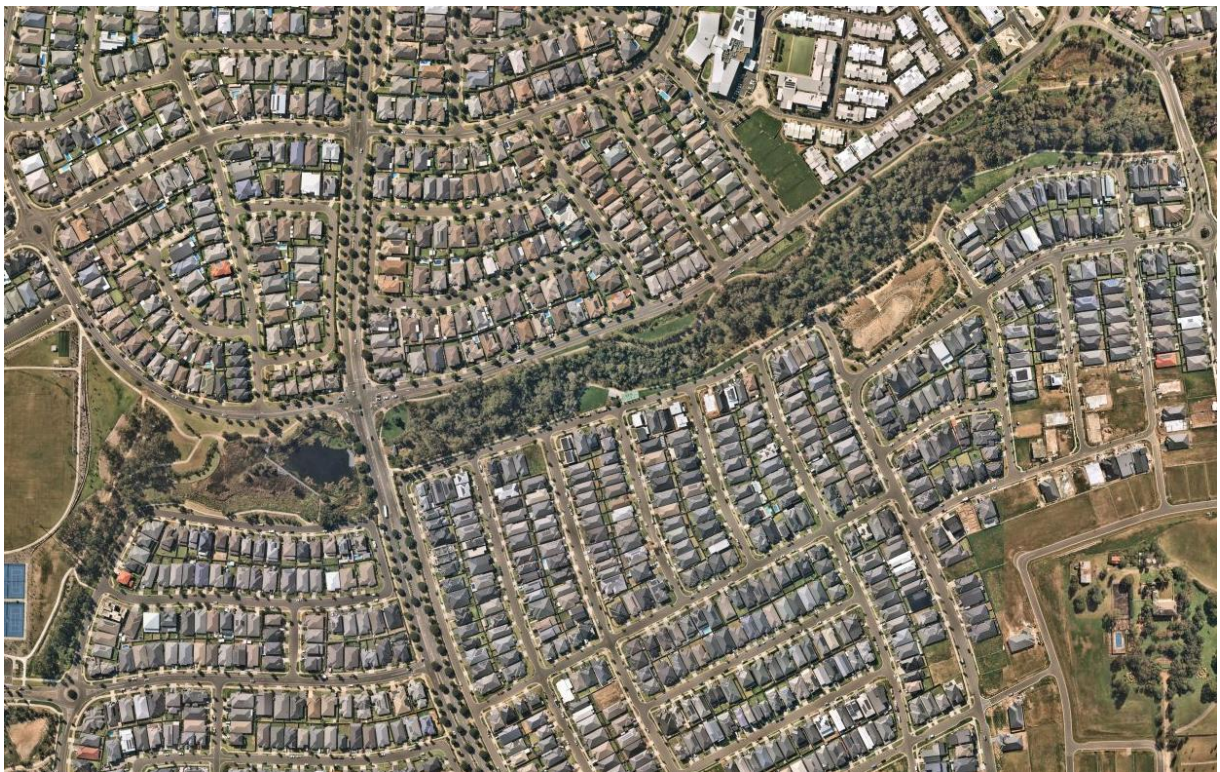


Figure 8. 2022 aerial photograph of the same area, showing a restored and revegetated Kolombo Creek, source: Nearmap.

Case Studies

1. How cultural values and green corridors will support 4,900 new homes in the Leppington Precinct

An Aboriginal Heritage Assessment and consultation with the Aboriginal community was carried out in 2012 to better understand how to plan for the Leppington Precinct. The study focused on archaeological sensitivity but acknowledged that archaeological deposits provide a sense of place and value for the local Aboriginal people. These deposits are also representative of the daily lives of their ancestors. A number of changes were made to protect areas of moderate and high sensitivity. Open space has been planned along Kemps Creek and ridgelines which help connect to and understand Country.

Stage 1 of the Leppington Precinct was rezoned in 2015 and will provide up to 2,500 homes. Stages 2 and 5 of the Leppington Precinct were rezoned in 2021 and will provide up to an additional 2,400 homes.

In June 2021, a study into the Leppington Precinct found the open space will be accessible and provide connectivity, be of high quality, and evenly distributed. It will also ensure diversity by retaining elevated views, existing tree canopy, and space along riparian areas. People will be connected to the Leppington Town Centre with green links along Scalabrini Creek, which will also connect to two of the five proposed school sites identified for the Precinct.

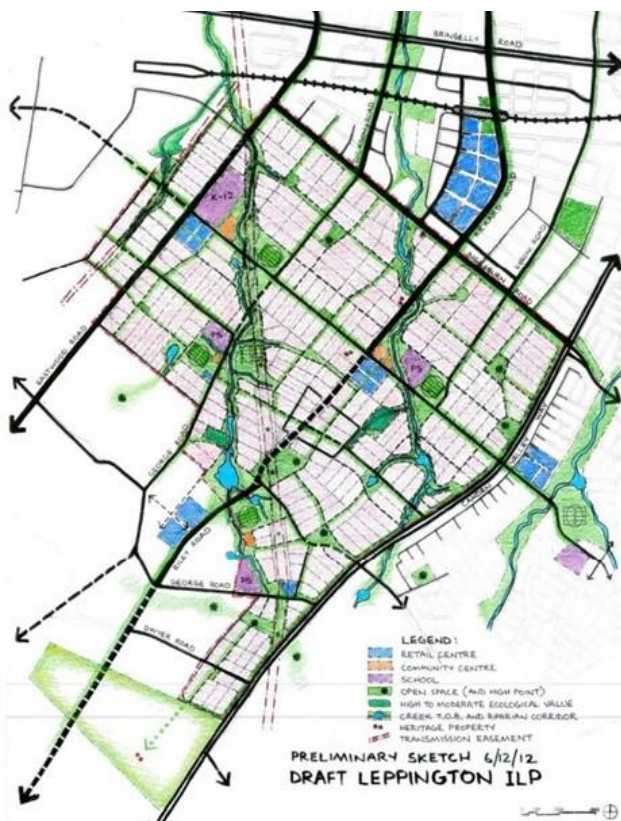


Figure 9. Green Corridors in early conceptual mapping for Leppington Precinct (2012).

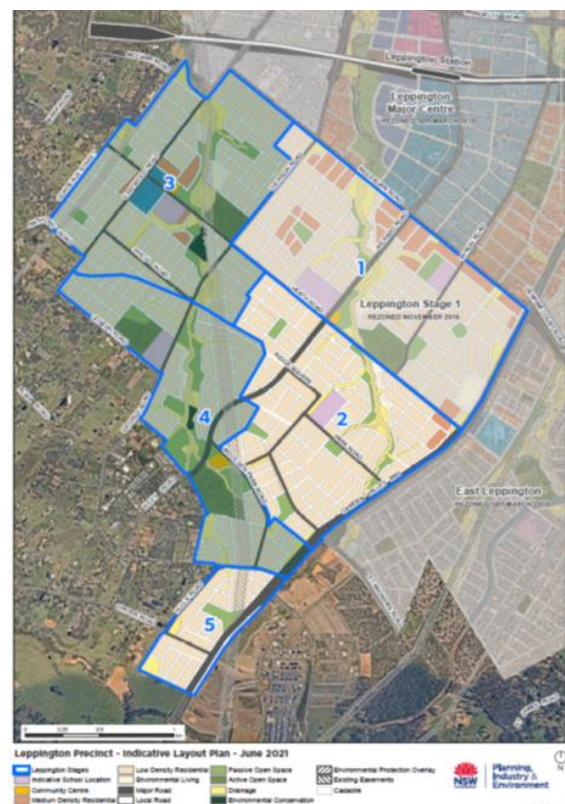


Figure 10. Final Indicative Layout Plan for Leppington Precinct Stages 1, 2, and 5 (2022).

2. 7,000 new homes in the Lowes Creek Maryland Precinct planned with two neighbourhood centres, a local centre, sports fields, a proposed school site and more.

In July 2021, the Department, in collaboration with Camden Council, rezoned the Lowes Creek Maryland Precinct to provide up to 7,000 new homes. Lowes Creek Maryland will provide a variety of housing types for its estimated population of approximately 22,400 people. Residents will be able to use the extensive network of high-quality sporting fields, parks, rehabilitated riparian land, and cycling and walking paths that will offer links across the Precinct, including the local centre and a site for a proposed school. The rezoning conserves Aboriginal scar trees within dedicated public open space. Aboriginal representatives identified that a proposed park within the Lowes Creek Maryland Precinct was too small to ensure the health and conservation of three Aboriginal scar trees.



Scar trees like this hold special significance in Aboriginal communities.
Courtesy: Scott Freeman, Horticultural Management Services.

In response, the park was increased in size and an additional park was introduced to provide a link between the riparian corridor and the scar tree park.

European heritage sites will also be sensitively integrated within the new development. This will ensure that the rural character and collective history of the area will be protected.

The State Heritage Listing of Maryland in May 2021 was an important step to protect heritage in the area. As a highly intact example of a major mid-19th Century rural estate, the associated winery and store may be the oldest surviving winery buildings in Australia. The listing will also ensure the historic homestead, stables, cottages, coach house, dairy buildings, hay barn, and gardens continue to stand for future generations.

The finalisation of the Lowes Creek Maryland Precinct in July 2021 also provided a range of complementary permissible uses for the precinct's heritage items, including: kiosks, recreation areas, information and education facilities, restaurants, markets, and community facilities. This will ensure the heritage significance of the precinct will be protected and celebrated.



Maryland, State Heritage Listed property located in the Lowes Creek Maryland Precinct, DPE.



Maryland Stables included in the State Heritage Listing for Maryland, DPE.

The Lowes Creek Maryland Precinct conserves approximately 34% of the Precinct as green space, including local parks, sporting fields, stormwater detention and water quality treatment areas, riparian corridors along Lowes Creek and its tributaries, and land set aside for environmental conservation.

More information can be found here: <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Lowes-Creek-Maryland>

3. The Hermitage, Gledswood Hills – an integrated, master-planned suburb that delivers medium density.

Several excellent examples of medium density development have been planned and developed within the Growth Area. The Hermitage, Gledswood Hills (within the Camden LGA) is an integrated master-planned suburb over 320 hectares and includes over 1,800 residential lots, 150 hectares of green space, licenced premises, retail and commercial areas.

The Hermitage is a great example of a townhouse product with high quality design outcomes. Additionally, the presence of studio dwellings and pocket parks provide additional passive surveillance, resulting in improved urban design outcomes.



Medium density development at The Hermitage, Gledswood Hills, courtesy: Camden Council.

4. Julia Reserve, Oran Park

The delivery of Julia Reserve at Oran Park, a joint initiative between Camden Council, the Greenfields Development Company and Landcom, is an example of Council's commitment to providing innovative social infrastructure for new communities.

The facility was awarded the 2020 Australian Institute of Landscape Architects (AILA) National Award, recognised for its architectural excellence, after receiving the AILA State Award four months earlier. It was commended for being a vibrant multi-generational park for the growing community of Oran Park, while also achieving a delicate balance between stakeholder needs and the ecological conditions of the land. The facility also provides pedestrian and bicycle connections to the adjacent community centre, shopping centre, schools and residential areas.



Julia Reserve opening 2020, courtesy: Greenfields Development Company.

Improved Strategic Framework

Since 2010, a significant number of changes have been made to how planning and rezoning decisions are made. The *Greater Sydney Regional Plan: Metropolis of Three Cities* (2018) established the Eastern Harbour Sydney, Central River City, and the Western Parkland City, where the Growth Area is located. While the Department and councils remain the key agencies for assessing and delivering rezoned land, there is now improved cross-agency collaboration with local and state government.

This Guide sits alongside and complements the strategic framework, which is used to prepare and assess Planning Proposals. It is also used to inform final planning decisions and whether the proposal should be approved.

Table 3 outlines the key organisations and their role in planning for the Growth Area.

Table 3. Agencies and departments that comprise the improved strategic framework for planning in Greater Sydney

Organisation	Key role	Website
Department of Planning and Environment	The Department works across multiple agencies, Councils and the development industry to assess and determine Planning Proposals. The Department can also undertake State-led precinct planning.	https://www.dpie.nsw.gov.au/
Greater Cities Commission	<p>The Greater Cities Commission prepared the <i>Metropolis of Three Cities</i> (2018) and the Western District City Plan, which guide Planning Proposals.</p> <p>The <i>Metropolis of Three Cities</i> is structured around ten directions which set the frame for decision making. Under these Directions, there are 40 objectives with related strategies and actions.</p> <p>The GCC is now creating Australia's first six cities region. The six cities include the Lower Hunter and Greater Newcastle City, the Central Coast City, the Illawarra-Shoalhaven City, the Western Parkland City, the Central River City and the Eastern Harbour City.</p> <p>The GCC coordinate and align the planning that will shape the future of the region, accelerate the delivery of key innovation districts and lead discussion on major city-shaping issues.</p>	https://greatercities.au/
Local Councils (Camden, Liverpool City, and Campbelltown City)	All Growth Area councils now have Local Strategic Planning Statements and Local Housing Strategies which implement the Western City District Plan at the local level and guide the assessment and preparation of Planning Proposals.	https://www.camden.nsw.gov.au/ https://www.liverpool.nsw.gov.au/ https://www.campbelltown.nsw.gov.au/home

Organisation	Key role	Website
	<p>While only Camden Council's strategies are relevant to the areas to be rezoned, a Planning Proposal can also seek to amend the planning controls for areas already rezoned.</p> <p>Camden Council has a significant role as Planning Proposal Authority for Planning Proposals in the pipeline for the Growth Area.</p>	
Transport for NSW	TfNSW plans and delivers significant infrastructure in the Growth Area, including future metro and bus services, as well as some future road upgrades and active transport funding. Western Sydney Parklands is now part of TfNSW's Cities & Active Transport Division. Covering over 5,280 hectares and stretching over 27km, across three council areas (Blacktown, Fairfield and Liverpool), the Western Sydney Parklands is Sydney's Biggest Backyard.	https://www.transport.nsw.gov.au/
Western Parkland City Authority	The Western Parkland City Authority is the NSW Government agency responsible for delivering, coordinating and attracting investment to the Western Parkland City.	https://wpca.sydney/
Western Sydney Planning Partnership	The Western Sydney Planning Partnership is a Council-led initiative in the 2018 Western Sydney City Deal. The Planning Partnership seeks to deliver outcomes through a collaborative planning approach.	https://wpcouncils.nsw.gov.au/wsp/p/

A timeline of changes that have occurred since the release of the 2010 Structure Plan is shown below.

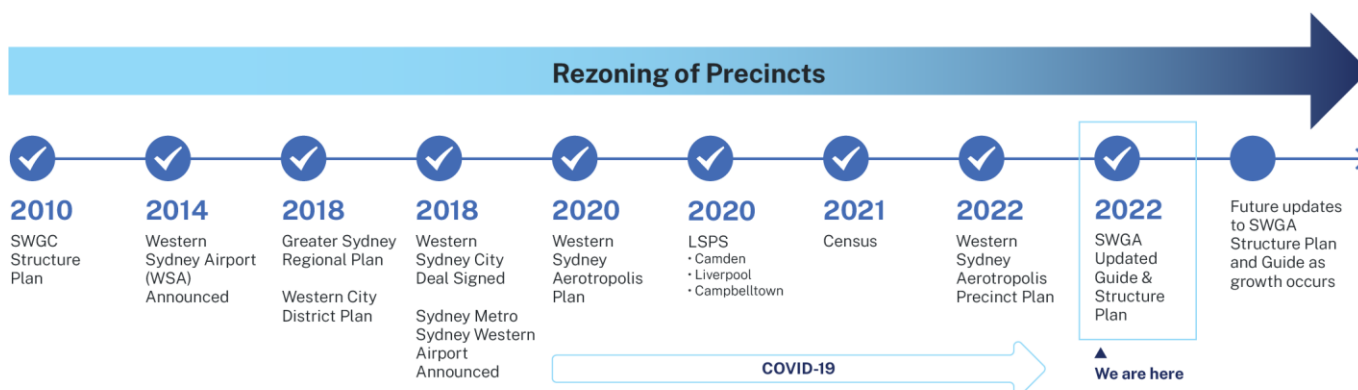


Figure 11. Growth Area Timeline since 2010.



Camden Council Offices. Courtesy: Greenfields Development Company.

Greater Sydney Region Plan 2018

The Greater Sydney Region Plan, *A Metropolis of Three Cities*, establishes the 40-year vision for the region where most residents live within 30 minutes of jobs, education and health facilities, services, and great places.

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

The South West Growth Area is located within the Western Parkland City, an emerging third city anchored by the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis.

Western City District Plan 2018

The Western City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters and to achieve the 40-year vision for Greater Sydney. The vision entails a parkland city, with the following key features (as relevant to the Growth Area):

- South Creek – a major north-south amenity spine which flows northwards, and the South Creek catchment covers a significant portion of the South West Growth Area.
- A Western Economic Corridor stretching from the Western Sydney Aerotropolis, towards the Growth Area, will be a focus for knowledge-intensive jobs close to areas of high population growth.

- The Sydney Metro -Western Sydney Airport will be a key north south transport spine. The North South Rail Line and the South West Rail Link will connect the Growth Area to the Western Sydney Aerotropolis and the rest of Sydney.
- Long-term planning for an Outer Sydney Orbital Road, which passes along the Growth Area boundary, providing direct connections to Greater Newcastle, Wollongong and Canberra.

The Parkland City will include housing diversity around centres and transit nodes.

The majority of the Growth Area is identified as ‘land release area’ and represents the most significant contribution to population growth for Camden LGA.

The Greater Cities Commission has commenced the review of the 2018 Greater Sydney Region Plan which includes the establishment of the Six Cities Region. The Six Cities Region includes Lower Hunter, Central Coast, Illawarra Shoalhaven, Western Parkland City, Central River City and Eastern Harbour City.

The Six Cities Region is a network of connected cities in Australia that lift each other up, while celebrating and leveraging each city’s unique character and strengths. To realise the vision of the Six Cities Region, the Commission has released a Discussion Paper proposing six Region Shapers – a set of priorities to frame the 2023 Region Plan. The Region Shapers are:

- First Nations voice
- A connected region
- Housing
- Inclusive places
- Jobs and economies
- Green cities

The department will continue to work with the GCC to ensure there is alignment in strategic planning. Further information on the GCC’s planning can be found at <https://greatercities.au/>

Local Strategic Planning Statements

The Growth Area comprises three Local Government Areas (LGAs) - Camden, Liverpool City and Campbelltown City. The three councils completed their respective Local Strategic Planning Statements (LSPS) in 2020. The LSPS provides specific guidance to implement the priorities and actions of the Western District Plan at a local level.

Key actions and priorities for the Growth Area across the three LSPS’s include:

- Ensure that new precincts within the South West Growth Area demonstrate best-practice placemaking in the design of centres and streetscapes (short term).
- Ensure new precincts within the South West Growth Area contain an adequate supply of industrial and urban services land, with a focus on locating these areas close to transport corridors.

- Propose on-street rain gardens to treat pollutants closer to the source at Austral and Leppington North.
- Investigate low-carbon, high-efficiency precincts, with Leppington Town Centre as a pilot precinct in the short term.
- Extension of industrial zoned land in Austral, to ensure ongoing supply.

2021 Census insights

While the Australian Bureau of Statistics will publish complex data analysis from the 2021 census in early 2023 (after the publication of this Guide) the preliminary findings indicate several important considerations for the SWGA:

- There has been a significant increase in younger age groups (under 20) between 2016 and 2021. This indicates an increase in demand for facilities and services such as childcare and sport and recreation.
- The population of those aged 65+ has grown since 2011 and will continue to steadily increase up to 2041. Healthcare, housing diversity and affordability, and neighbourhood centres are key considerations.
- In keeping with trends over the last 10 years, the total population in the Growth Area is projected to be just over 170,000 people by 2041. As the Growth Area continues to develop, however, there will be increased demand for local and district level community and cultural facilities located within the Growth Area.



Sports courts, Doohan Reserve, Oran Park. Courtesy: Greenfields Development Company.

Transport projects status

Table 4. Transport projects in the Growth Area since 2016 and their delivery status

Project Name	Description	Current Status
Public Transport Projects		
Sydney Metro - Western Sydney Airport (Stage 1)	A new rail link connecting the Western Sydney International (Nancy-Bird Walton) Airport (the Airport) to the T1 Rail Line at St Marys Station. The link will provide mass rapid transport access to the new airport and supports the vision for a 30-minute city.	Operational when Western Sydney Airport opens for passenger services. Timeline for delivery*: short term
Sydney Metro – Western Sydney Airport Glenfield Extension	New rail connection between the Western Sydney Aerotropolis and the T2 Leppington Line. The line will provide a central public transport spine within the Growth Area and support the vision for a 30-minute city.	Final business case being undertaken Estimated delivery: medium term.
North South Rail Link – Bradfield to Macarthur	Extension of Western Sydney Aerotropolis (stage 1) metro line from the Aerotropolis to Macarthur to increase accessibility from new areas of the southwest to T2 and T5 Rail Lines.	Estimated delivery: long term
Rapid Bus Services	Delivery of Rapid Transit services to connect the centres of Liverpool, Campbelltown, Greater Penrith, Blacktown and the Airport.	Delivery subject to investment decisions.
Fifteenth Avenue Smart Transit Corridor	A new bus transit, as well as a road corridor to connect Liverpool to the Airport. Smart public transport services and walking and cycling facilities connecting Liverpool to the Airport. The link will connect residents with jobs located at the Airport, whilst also providing better local connections through walking, cycling and local public transport facilities and reducing urban sprawl by facilitating higher density housing along the route.	For investigation.
East West Rail Link	A new mass transit rail link to connect the Airport and the Western Sydney Aerotropolis to Sydney Metro West at Westmead. The metro line will support the 30-minute city vision by opening a new transit corridor between the Airport and the population and employment centres of Wetherill Park and Smithfield, as well as, the Westmead Health Precinct.	For investigation (not yet committed)

Project Name	Description	Current Status
Road Upgrades		
Camden Valley Way	Upgraded to support communities in the Growth Area, linking the Hume Highway and the M7 and M5 interchange at Prestons with Camden, Narellan and Liverpool.	Completed 2016
Gregory Hills Drive	Construction of the \$45 million Gregory Hills Drive-Badgally Road link road provides a key link between the strategic centres of Camden and Campbelltown.	Completed 2017
Bringelly Road	Widened to support integrated transport in the region and support development of the Airport and new residential and commercial development in the Western Parkland City.	Completed 2020
The Northern Road	Upgrade to meet the needs of future business and population growth in the South West Growth Area and across broader western Sydney as well as secondary access to the Airport.	Completed 2021
M12 Motorway	New motorway connecting the new Airport to the M7 Motorway and the Northern Road in the West. The link will improve journey times from the Airport and in the East-West direction, between the major roads: the M7 and The Northern Road.	Under construction Estimated delivery: short term
M7 Motorway	Widening to three lanes between the M5 interchange and Richmond Road to reduce congestion and improve travel reliability in Western Parkland City and between major orbital roads.	Construction not yet commenced Estimated delivery: short term
Elizabeth Drive	Road widening and upgrade between the M7 and The Northern Road to support expansion of industrial and commercial precincts associated with the development of the Western Sydney Aerotropolis and related planned land releases for residential precincts and employment zones in the area leading to a need for increased capacity on Elizabeth Drive.	Concept design stage

Project Name	Description	Current Status
Outer Sydney Orbital	<p>The Outer Sydney Orbital Corridor is the future north- south motorway and freight rail line. The Corridor will support the growth of Western Sydney and the distribution of freight across Sydney and regional NSW.</p> <p>A new motorway between Central Coast and Illawarra. Within the Growth Area the motorway will provide increased regional connectivity for transport of people and goods.</p> <p>The Corridor is being planned in stages. Stage 1 will be located outside of the Growth Area and will provide access to regional road and freight connections.</p> <p>More information can be found at: https://www.transport.nsw.gov.au/corridors/oso</p>	Under Investigation
Rickard Rd	Upgrade of existing road and extension to provide additional traffic lanes and dedicated bus lanes to improve connectivity.	Investigation

*Timelines as advised by Transport for NSW



Bringelly Road upgrade from King Street looking east towards Leppington. RMS community update [November 2019](#).

Part 3. Current Projects and Initiatives

Starting with Country

Aboriginal Cultural Heritage often extends beyond tangible aspects such as landmarks, dwellings, and historic sites. By considering the intangible aspects and engaging with cultural knowledge advisors early in the process, it is possible to develop proposals that protect all aspects of Country and cultural values.

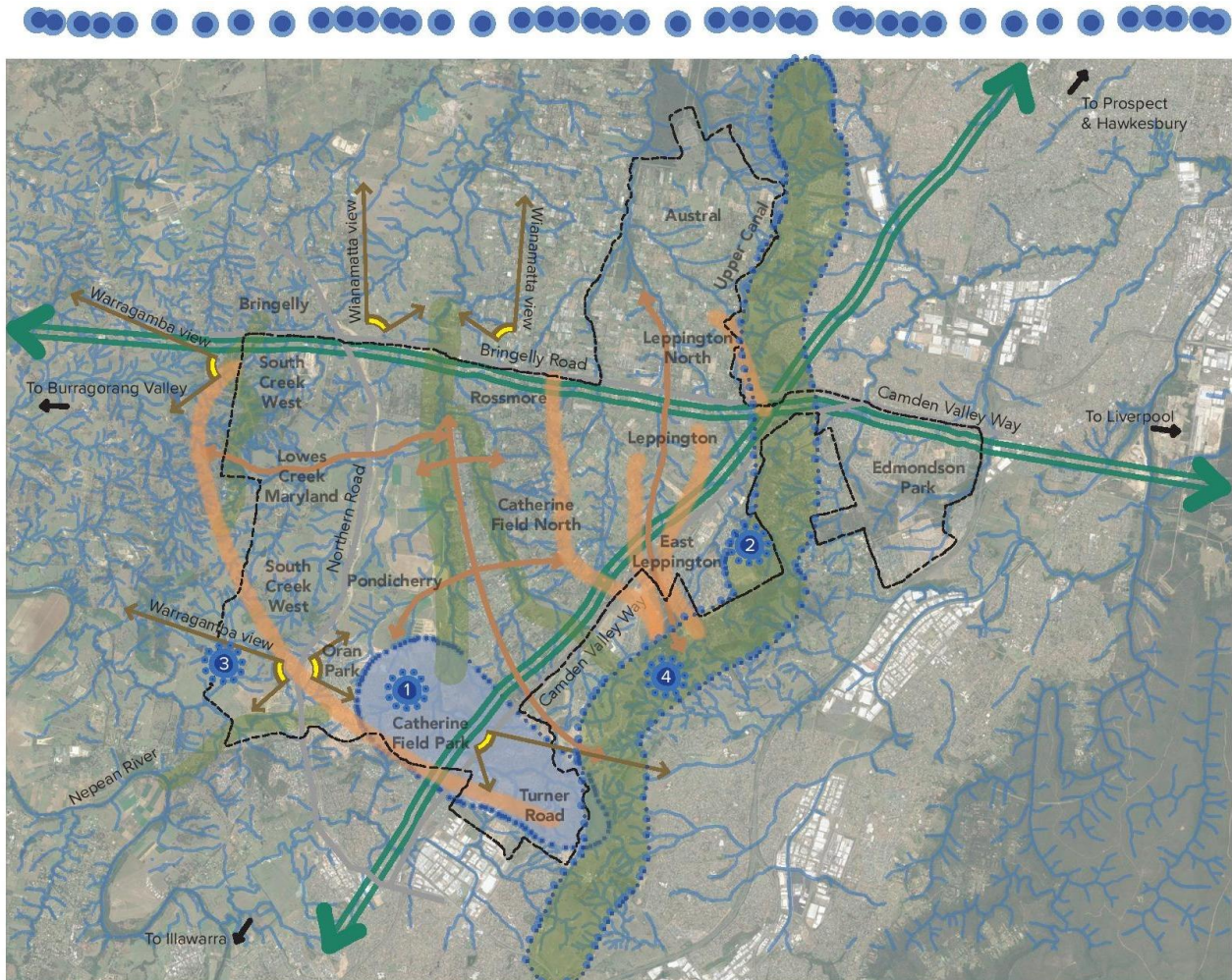
In the Growth Area, the Aboriginal community continues to care for the waterways, bushland, native vegetation, and history of the area as it has done for generations. These form part of ancient traditions such as Songlines and ceremonial gathering sites. Where previous approaches to development have changed landforms through cut and fill, starting with Country ensures respectful consideration of land use, while creating opportunities to preserve cultural heritage and providing housing.

A site analysis is a common and standard element to any proposal. The Department is encouraging everyone to re-think the site analysis as 'starting with Country'. This can be achieved by walking Country with the Aboriginal Community early in the process. This engagement seeks to empower Aboriginal voices and ensures that people with local connection and cultural knowledge - that has been passed down - can be incorporated into the early stage of detailed planning for a site.

The Government Architect NSW released the Connecting with Country draft framework in 2020 which encourages planning and design professionals to listen to Country and embed cultural values into the lifecycle of a project. More information can be found at: <https://www.governmentarchitect.nsw.gov.au/projects/designing-with-country>

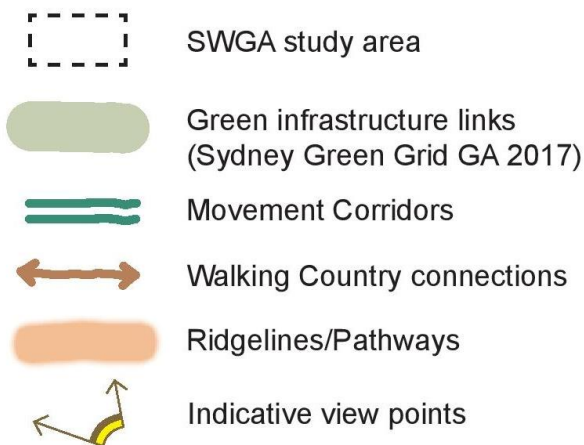
To inform this Guide, engagement with the Aboriginal community resulted in the Starting with Country Map for the Growth Area (Figure 12). The map identifies opportunities to connect with Country within the Growth Area and can be the basis for further engagement with the Aboriginal community. Being able to connect with Country is part of the vision for future development in the Growth Area.

In the preparation of a Planning Proposal, further engagement and two-way feedback throughout the life of the project with Traditional Custodians and knowledge holders is strongly encouraged to foster ongoing collaboration.

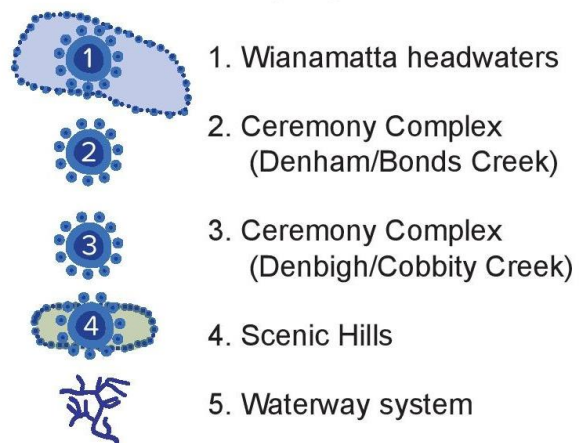


Located at the headwaters of Wianamatta, this is wet swampy Country. Gathering occurred on this Country as it was resource rich and located within the cross section of two important movement corridors.

Map Legend



Known Culturally Important Locations



This map was developed by GHD, Zion Engagement and Planning and Waters Consultancy in collaboration with local Traditional Custodians and knowledge holders for the South West Growth Area.

Figure 12. Starting with Country Map. GHD, 2022.

Western Sydney City Deal

Western Sydney City Deal is the catalyst for a collaborative approach across three tiers of government to realise the vision of the Western Parkland City - to create world-class jobs and a great quality of life. Signed on 4 March 2018 by the Australian and New South Wales governments and the eight Western Parkland City councils, the City Deal includes 38 commitments with the core goals of:

- Realising the 30-minute city by delivering the Sydney Metro–Western Sydney Airport (formerly the North South Rail Link).
- Creating 200,000 jobs through catalysts such as the Western Sydney Aerotropolis and Agribusiness Precinct.
- Providing more skills and education opportunities in the region and initiating an Aerospace Institute.
- Respecting and building on local character through a \$210 million Liveability Program.

Blueprint for the Western Parkland City

The Blueprint identifies a series of directions to help guide Government decision-making. Each set of directions is accompanied by priorities for Government investment that will leverage \$20 billion infrastructure investment to achieve the Parkland City vision first established in the Greater Sydney Region Plan. The Blueprint has been compiled by analysing the gaps in services and infrastructure, the pipeline of future projects slated for investigation, and the opportunities for new and augmented government action.

More information can be found at: <https://www.wpca.sydney/coordination/wpc-blueprint-and-roadmap/western-parkland-city-blueprint/what-is-the-western-parkland-city-blueprint/>

Future Transport Strategy

Future Transport sets out the vision and principles to provide accessible, integrated passenger and freight networks throughout NSW. The strategy provides updates to meet the changing movement demands from many social and economic impacts over the last few years, including COVID, bushfires, floods, and drought.

TfNSW will release Future Transport Plans for each of NSW's Six Cities, including the Western Parkland City, that outline transport infrastructure and services to deliver on the vision in the strategy.

More information can be found at: <https://www.future.transport.nsw.gov.au/>

South Western Sydney Transport Structure Plan

The *South Western Sydney – Transport Structure Plan* (Transport Structure Plan) is currently being prepared by Transport for NSW. The plan will provide opportunities for people and goods to move within, to and through the South West Region over the following decades.

Transport for NSW is collaborating with councils and other State agencies to proactively respond to anticipated changes in land use, population, and travel demand across the region, and support shared accountability for the identified short, medium and long-term initiatives.

The Transport Structure Plan:

- Focuses on the three growth areas in the region (South West Growth Area, Greater Macarthur Growth Area, and Wilton Growth Area) and connections between and beyond the growth areas, including towards the Western Sydney Aerotropolis, Wollongong and Liverpool.
- Follows a clear transport vision for South Western Sydney recommended by the Future Transport Strategy to deliver vibrant and sustainable communities, where residents have choice and opportunity supported by multi-modal and safe transport network.
- Recognises that continuing to accept current travel behaviours, in particular the high levels of private car use, is unsustainable and unlikely to achieve the desired future 30-minute city and 15-minute neighbourhoods for the South Western Sydney.
- Proposes the following key objectives:
 - enhance 30-minute metropolitan cities and 15-minute neighbourhoods,
 - support the productivity, liveability and sustainability of the South West Region,
 - collaborate with key stakeholders to establish agreed values around opportunities and constraints, and co-design infrastructure and policy options that are consistent with TfNSW's vision for the region, and
 - identify a preferred timeline of transport and infrastructure investment to support the long-term development of the Western Parkland City.
- Assumes that the existing travel behaviours and trends will continue to change over time. The proposed future network is designed to be agile to support population and travel demand growth and changing land use patterns.

Network Principles

The guiding principles for the Transport Structure Plan are adopted from the NSW [Government's Network Planning in Precincts Guide](#). The needs of pedestrians are considered first, followed by cyclists, public transport, freight and point-to-point services. The needs of private vehicle users are considered last.

The Guide also recommends co-locating key land uses along priority walking, cycling and public transport corridors accommodating the movement of goods, freight and urban services based on the desired place outcomes.

Informed by the underlying frameworks from the guide, the following regional and local principles have been developed for the plan reflecting the needs for South West Sydney:

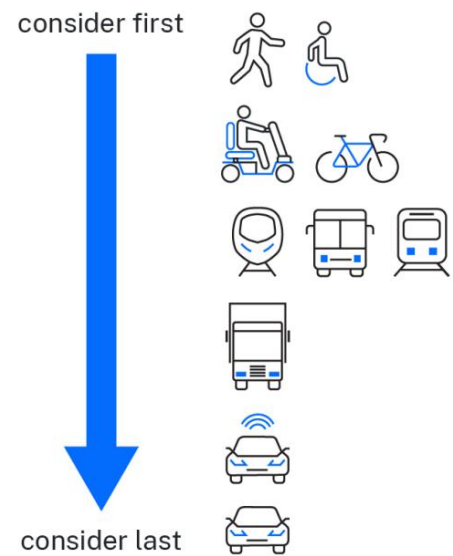


Figure 13. Road User Considerations

At a regional/city scale:

- Enhance access to the metropolitan cluster and strategic centres (Narellan and Leppington).
- Provide freight and servicing links to key destinations. Heavy freight corridors should be away from places.
- Support the 30-minute city and Movement and Place Framework.
- Move people to key centres via frequent and rapid public transport.
- Develop high frequency public transport connected network grid.
- Respond to the unique qualities of the South Western Sydney Region, including the Nepean River and South Creek catchments, acknowledged Songlines and remnant Cumberland Plain Vegetation.

At a local scale:

- Encourage local trips by active transport (walking and cycling) within neighbourhoods and to and from local centres and public transport hubs.
- Support 15-minute neighbourhoods.
- Detailed planning is guided by [Walking Space Guide](#) and [Cycleway Design Toolbox](#).

Indicative network maps

Figures 14 and 15 illustrate examples of how the network principles have been applied to develop the cycling and transit networks.

While these maps are indicative, they are intended to show how principles are being applied in the South West Growth Area. Further developed plans are expected to be presented in 2023.

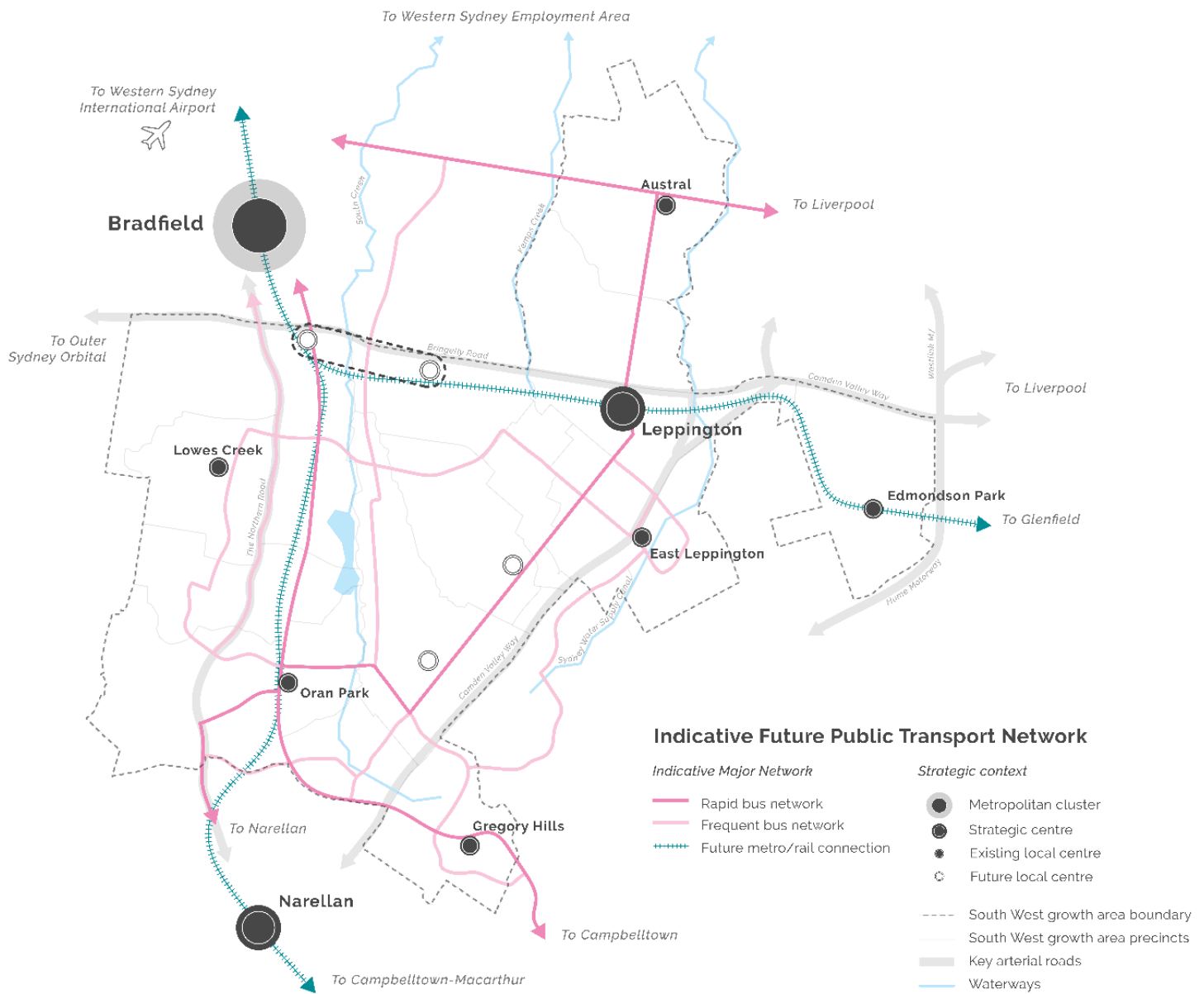


Figure 14. Indicative Future Public Transport Network – Rapid and Frequent Bus. TfNSW.

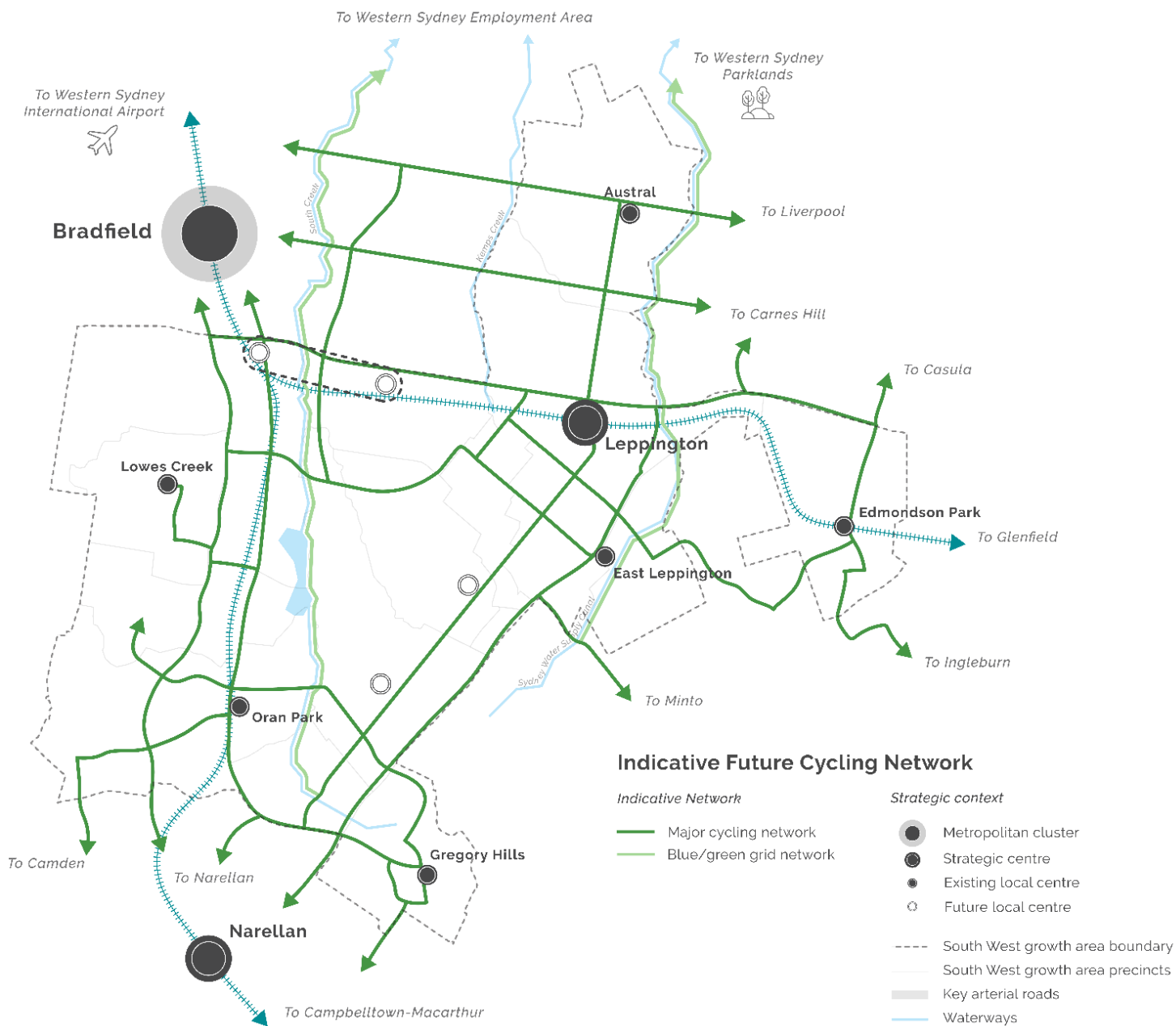


Figure 15. Indicative Future Cycling Network (Major network). TfNSW.

TfNSW is developing strategic cycleway corridors for the Western Parkland City. It is anticipated that these will be released in early 2023. The indicative corridors provided here provide guidance on how some connections in the early release precincts could be provided, to ensure and enable wider connectivity.

It is recommended that developers work collaboratively with Council to refine and integrate their precincts with planned local cycling and walking networks. Refer to TfNSW's Cycling Toolkit for more guidance.

Next steps for the Transport Structure Plan

Transport for NSW will continue to build upon the successful collaboration with State agencies, councils, and stakeholders in developing and refining the Transport Structure Plan. The Transport Structure Plan will become an important tool for further precinct planning, providing a structure for connections for businesses, and the community, to schools, health facilities, recreation, shops, and jobs.

Delivery of the future transport network will be a shared responsibility to identify delivery pathways, ensuring value for money and sequencing of projects in line with funding requirements and opportunities, such as private sector investment. Agencies recognise that delivering outcomes requires shared implementation action and across multiple agencies, local government, the development industry, and the community.

State Infrastructure Contributions

State Infrastructure Contributions (SIC) are one of the many sources of funding for growth infrastructure, collected via a charge on development to assist with the delivery of infrastructure in high growth areas, such as the Western Sydney Growth Areas.

The Western Sydney Growth Areas Special Infrastructure Contribution came into effect on 14 January 2011.

Contributions collected under the SIC help to deliver infrastructure, such as roads, schools, emergency services, health facilities, bus infrastructure and open space and biodiversity conservation.

More information on the Western Sydney Growth Area SIC can be found in the:

- [Ministerial Determination](#); how the SIC is levied and the list of State public infrastructure.
- [Ministerial Direction](#); directing the condition that is applied to development consents.
- Order; the signed Order including a [map](#) showing the Contributions Areas where the SIC is charged.
- An interactive map of projects funded by SICs can be located [here](#).

Housing Acceleration Fund

The Housing Acceleration Fund (HAF) provides grants for critical infrastructure projects which help accelerate the delivery of housing. Projects funded under the HAF include transport, water, wastewater, drainage and community infrastructure.

The program is administered by the Department of Planning and Environment together with Infrastructure NSW and NSW Treasury. Projects may be nominated by State agencies, State-owned corporations and councils and are then subject to a rigorous prioritisation and a selection process. An interactive map of projects funded by the HAF can be located [here](#).

Accelerated Infrastructure Fund

The Accelerated Infrastructure Fund (AIF) was announced on 3 April 2020, as part of the Planning System Acceleration Program to cut red tape and fast-track planning processes to keep people in jobs and the construction industry moving throughout the COVID-19 crisis.

The AIF sits alongside existing infrastructure funding, such as the Housing Acceleration Fund within the Department of Planning and Environment, to support the continued delivery of new homes and jobs throughout NSW.

More information and details on AIF projects can be found [here](#).

State Infrastructure Contributions, Housing Acceleration Fund and Accelerated Infrastructure Fund Schedule

Table 5. Recently Funded Infrastructure Schedule

Project	Type	Funding Source	Local Government Area
Scalabrini East (Leppington Precinct Stage 1) Road	Road	Accelerated Infrastructure Fund (AIF)	Camden Council
Heath Road between Camden Valley Way and Dickson Road.	Road	AIF	Camden Council
Menangle Park - Collector Road and Drainage Design	Road and Water	AIF	Campbelltown City Council
Scalabrini East (Leppington Precinct Stage 1) drainage	Water	AIF	Camden Council
Campbelltown Road (Stage 1)	Road	Housing Acceleration Fund (HAF)	Campbelltown City Council and Liverpool City Council
Ingham Road Upgrade	Road	HAF	Camden Council
Byron Road Upgrade (Ingleburn to Bringelly)	Road	HAF	Camden Council
Ingleburn Road and Rickard Road upgrades	Road	HAF	Camden Council
New flood basin, Camden Valley Way Edmondson Park	Flood mitigation	HAF	Liverpool Council
Bernera Road	Road	HAF	Liverpool Council

Project	Type	Funding Source	Local Government Area
Denham Court Road Upgrade (Commissioners Drive and Campbelltown Road)	Road	State Infrastructure Contribution (SIC)	Campbelltown City Council
Raby Road	Road	SIC	Campbelltown City Council and Camden Council
Investigation of three community health sites	Community Infrastructure	SIC	Camden Council
Rickard Road (Heath to Woolgen Park Road)	Road	SIC	Camden Council
Bus Depot - Austral	Public Transport	SIC	Liverpool Council
Fifteenth Avenue Stage 1 & 2	Road	SIC	Liverpool Council
Edmondson Avenue upgrade (Stage 2)	Road	SIC	Liverpool Council
Edmondson Avenue Stage 1 (Bringelly Road and Seventh Avenue)	Road	SIC	Liverpool Council

Parks for People

Parks for People is an ambitious NSW Government initiative that sets a new benchmark for high-quality public open spaces in our communities. In partnership with local councils, the Department of Planning and Environment is delivering diverse, community-oriented and resilient parks across Greater Sydney. There are currently 9 projects in various stages of development with one located in the Growth Area.

Leppington Park

The Department is working with Liverpool City Council and local community to deliver the new 7.6ha park along Camden Valley Way, opposite the Forest Lawn Memorial Park. Guided by community feedback, the draft concept design includes key features such as a bush tucker trail, a hilltop playground, and a wetland boardwalk. These aim to create a place that encourages the community to come together, relax, play, and enjoy cool, green, open spaces. It also seeks to maintain and enhance the beautiful bushland that characterises the area, as well as, celebrate the local culture of the Tharawal Aboriginal people.

Further information is available on the Department's website at <https://dpe.mysocialpinpoint.com.au/leppington-park>

Sydney Water

Water:

- In addition to the existing reservoirs, two 24ML reservoirs are proposed to be in operation by circa 2024 at Oran Park. Trunk mains currently are planned to extend to the Western Sydney Aerotropolis.
- There are currently water supply constraints in parts of the Austral and Leppington precincts.
- Consideration of potential new reservoirs to provide additional potable water storage will be considered in line with demand and rezonings.

Further information on drinking water servicing infrastructure can be found at: <https://www.sydneywatertalk.com.au/76841/widgets/369657/documents/229736> and within the [Sydney Water Growth Servicing Plan](#)

Sewer:

There are three main sewer catchments servicing the Growth Area:

- Future Upper South Creek Advanced Water Recycling Centre (USC AWRC): The first phase of the AWRC is expected to be operational in 2026, work is underway to plan for trunk infrastructure required to service new growth and transfer initial flows from the South West Growth Area to the AWRC. Over time additional flows will be diverted from existing systems to improve capacity across the wider network.
- West Camden Water Recycling Plant (WRP): The WRP services the existing development within Oran Park, Catherine Field (Part) and Turner Road and is sufficient to cater to future known developments within these areas.
- Liverpool Waste Water Treatment Plant (WWTP): The WWTP catchment includes the Leppington, Leppington North, Austral, East Leppington and Edmondson Park precincts. Capacity constraints at the Liverpool WWTP will limit the ability of future development within parts of the Growth Area to be serviced until USC AWRC and associated trunk infrastructure is completed.
- A key piece of infrastructure within the South West Growth Area is the Lowes Creek Pump Station, which will be delivered circa 2025.

Many of the Growth Area precincts currently serviced by existing WWTP as well as all other precincts within the Growth Area to be rezoned, will be serviced by the Upper South Creek AWRC. Further servicing information can be found at: <https://www.sydneywatertalk.com.au/uppertsouthcreek> and within the [Sydney Water Growth Servicing Plan](#)

Part 4. Shaping the Future of the South West Growth Area

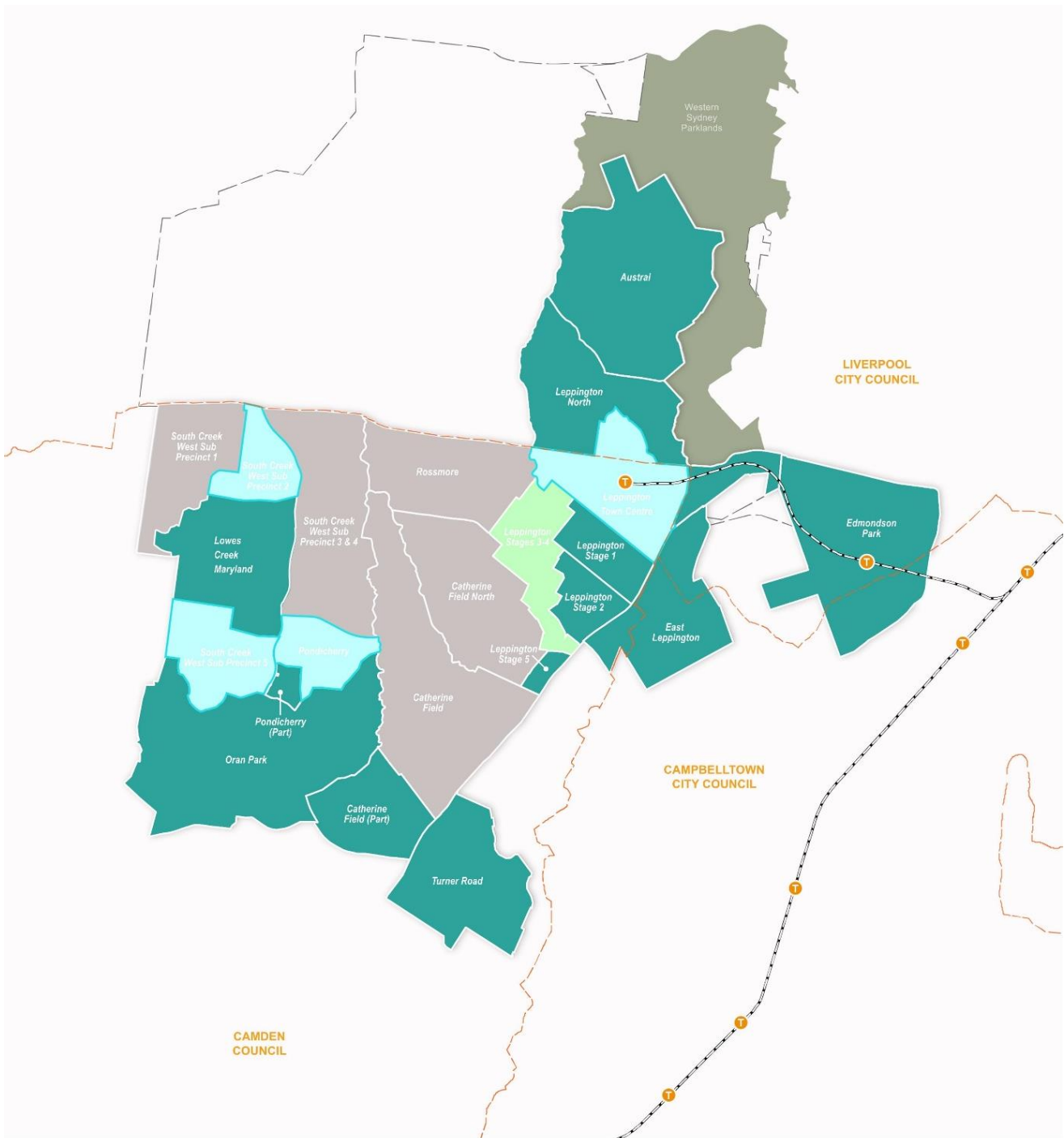
Planning underway and in the pipeline

As of October 2022, there are currently several planning proposals anticipated to be progressed in the next one to two years, including:

- Leppington Town Centre, which is being undertaken as a joint review of the current planning controls by Camden and Liverpool City Councils. This proposal has now been referred to the Department for a Gateway Determination, with public exhibition anticipated in the first half of 2023.
- Pondicherry Precinct: refer to:
 - <https://www.camden.nsw.gov.au/strategic-planning/precinct-planning/swga-precinct/>
- South Creek West Sub Precincts 2 and 5.
 - Sub Precinct 2 – Belmore Road: refer to: [Planning Proposal - PP/2021/3/1 | Planning Proposals | Your Voice Camden \(nsw.gov.au\)](#)
 - Sub Precinct 5 – Cobbitty / Bringelly: refer to: [Planning Proposal - PP/2021/8/1 | Planning Proposals | Your Voice Camden \(nsw.gov.au\)](#)

Council officers are also at the very early stages of assessing proposals within the Catherine Field Precinct. More information on these proposals will be made available on Camden Council's website as these progress.

When these proposals are adopted by council, these will be referred to the Department for a Gateway determination. All Planning Proposals referred to the Department for assessment can be found on the NSW Planning Portal here: <https://pp.planningportal.nsw.gov.au/ppr>



LEGEND:

- LGA boundary
- Precincts - Rezoned
- Precincts - Awaiting Rezoning
- Precincts - Proposals in pipeline
- Precincts - Draft ILP exhibited but land not yet rezoned
- Western Sydney Parklands
- Existing rail line
- T Existing rail station



GUIDE TO SOUTH WEST GROWTH AREA
PRECINCT MAP SHOWING PLANNING PROPOSALS IN THE SWGA **DECEMBER 2022**



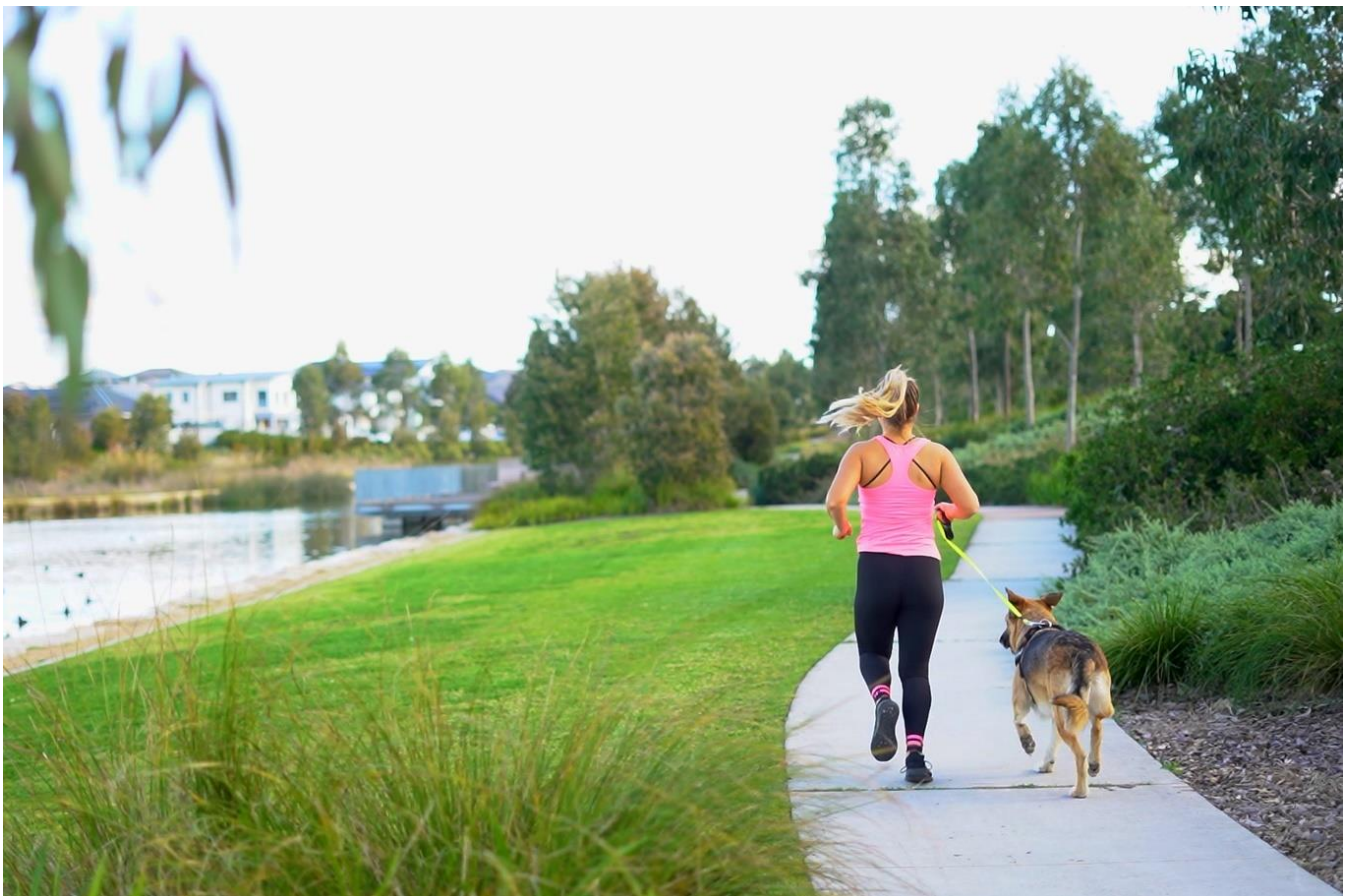
Figure 16. Precinct map showing planning proposals in the Growth Area. Blue shading indicates proposals in the pipeline, green shading indicates draft ILP exhibited but land not yet rezoned.

COVID-19 Global Pandemic and Planning Opportunities

In October 2020, the Greater Sydney Commission released a report, *City Shaping Impacts of COVID-19 – Towards a Resilient Greater Sydney*. The report identified nine focus areas of city shaping which would be fundamental to recovery and resilience, some of these focus areas relevant to planning for the Growth Area include:

- Changes to where we work are revitalising some centres and may influence where we choose to live.
- Changes to where and when we work, study and shop, alter demand for transport services and freight logistics.
- Investment in open, public, and shared spaces connects communities and supports healthy lifestyles.
- Community wellbeing is essential to resilience.

With more people working remotely than ever before, there are opportunities for increased social engagement and for local businesses and Neighbourhood Centres to thrive. This shift towards increasing work from home also highlights the importance for high quality and accessible local open space. It also reduces car dependency and pressure on the broader road and public transport networks.



Grand Prix Park. Courtesy: Greenfields Development Company.

Information to guide Planning Proposals

This section of the Guide provides additional considerations for the preparation and assessment of planning proposals in the Growth Area. It should be read in conjunction with the published guidelines on the [Department's website](#) and relevant council policies, for example, [Camden Council's Planning Proposal Policy](#).

Planning proposals will achieve the vision for the Growth Area, that is, respect Country, deliver housing supply and choice, provide opportunities for jobs closer to home, deliver high quality public open space, improve riparian corridor and waterway health, plan for connected communities with adequate social infrastructure, and be resilient to climate change.

Key Criteria and Guiding Principles

This section provides a summary of the key considerations and advice (refer to Table 6) for future planning proposals in the Growth Area. It is not intended to provide an exhaustive checklist and has been prepared to expedite progression of planning proposals.

A flexible approach should be taken to apply the criteria on a case-by-case basis and refined with the relevant Council and agency. The Department also recommends proponents review the Department's guidelines for planning proposals and consider a scoping proposal. This approach will facilitate early consultation with agencies, prior to being referred to the Department for a Gateway determination.

The more land subject to a planning proposal enables a better understanding of the district and regional context. While in existing urban areas, smaller more site-specific proposals may be appropriate, planning for the Growth Area requires an adequate understanding of precinct-wide outcomes. Camden Council's Planning Proposal Policy notes a 'significant proposal' is one that provides precinct-wide outcomes. Such proposals are also an efficient use of local and State resources and consolidates community consultation.

Alignment with the strategic framework and active management will help achieve the new timeframes

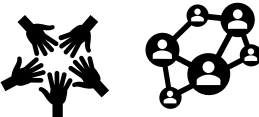


Addressing the considerations and advice in this section will enable a more streamlined rezoning process. The Department's guidelines for planning proposals sets out benchmark timeframes for the assessment and determination of planning proposals. The Department is on track to achieving a 33% reduction in planning proposal timeframes to 380 working days by June 2023 (measured from referral of a planning proposal to the Department for Gateway determination to finalisation).

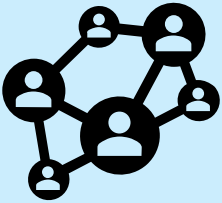
Table 6 has been prepared to help proposals align to the strategic framework. The more a proposal is consistent with and delivers the strategic framework, the greater the likelihood of the proposal being able to progress through each step of the plan-making process to finalisation within the benchmark timeframes. In some instances, even if a proposal is referred to the Department for a Gateway determination, but more work is required to update or revise the proposal before it will be ready for public exhibition, the Department will issue what is known as a 'resubmit' determination.

Such determinations outline what work must be completed before the proposal can be resubmitted for a Gateway determination. Gateway determination conditions now contain tailored timeframes for exhibition and finalisation of the proposal. This gives certainty to proponents, councils, and the community about the next steps of the process.

The Department will work with councils and proponents to meet these Gateway conditions. If delays arise, the Department will investigate options to ensure appropriate action is taken. This generally involves a minor extension of time with additional assistance if required. In extreme circumstances, action may include appointing an alternative planning proposal authority, or requiring the proposal to be resubmitted for a new Gateway determination, once any outstanding issues have been resolved.

Table 6. Principles and outcomes to be addressed in Planning Proposals


Theme	Criteria	Further Information and advice
Starting with Country		
		
<p>Understanding of cultural values</p> 	<p>Demonstrate how the proposal has been informed by engagement with the Aboriginal community</p>	<ul style="list-style-type: none"> • Demonstrate consideration of cultural values and cultural landscape which goes beyond tangible archaeological assessments and site boundaries. • Involve Traditional Custodians and knowledge holders in placing value on any tangible heritage items, such as large quantities of artefacts indicating intensive use of an area. • Engage with the Aboriginal community in a way that promotes cultural safety including choosing a neutral location on Country, taking an opt-in approach, and ensuring the engagement group comprises a balance of community members and project team.
<p>Masterplanning</p> 	<p>Reference the Starting with Country Map (Figure 12) and address any elements that apply to the Planning Proposal site.</p>	<ul style="list-style-type: none"> • Identify opportunities to include open space connections between ridgelines, creeks and places mapped in the Starting with Country Map. Linking ridgetop parks to waterways through linear green corridors promotes walking Country, animal connectivity, and provides opportunities to facilitate cultural tours. • Consider lines of sight and view corridors across Country as highlighted in the Starting with Country Map to continue connection and foster a sense of local and regional orientation.

Theme	Criteria	Further Information and advice
		<ul style="list-style-type: none"> • Recognise the strong links to water throughout the Growth Area and embed a naturalised response to water on Country through water infrastructure planning. Where possible include connections and response in areas already developed. • Develop respectful buffers from waterways in collaboration with Traditional Custodians and knowledge holders. • Demonstrate how the Planning Proposal will promote the health of Country. The use of local native vegetation is recommended. • Proposed new land use zones and masterplans (structure plans or Indicative Layout Plans) to demonstrate how they have been informed by existing landforms to limit cut and fill.
<p>Future community outcomes</p> 	<p>Will the Planning Proposal provide for future social and cultural opportunities for the Aboriginal community?</p>	<ul style="list-style-type: none"> • Consider producing plain English Aboriginal Cultural Heritage reports to share for education purposes, particularly with schools. • Access to Country for cultural practice should be without restriction and easily facilitated and prioritised without requiring explanation, especially along waterways. • Encourage cultural infrastructure including facilities for practicing culture on Country, spaces for cultural gathering and facilities for storing artefacts. • Identify any opportunities for sharing cultural knowledge through public art, signage, language and naming in the built environment. Include opportunities for ongoing engagement of Aboriginal community as development progresses.

Theme	Criteria	Further Information and advice
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Deliver housing supply and choice



<p>Housing Supply</p> 	<p>Provide details on how the planning proposal will deliver housing supply and diversity</p>	<ul style="list-style-type: none"> • Address Planning Priority number 5 of the District Plan: Providing housing supply, choice, and affordability, with access to jobs, services, and public transport. • Reference Council’s LSPS and LHS and demonstrate how the proposal aligns to the strategies and delivers on relevant housing targets.
<p>Housing affordability</p>	<p>Include details on how the planning proposal will deliver housing affordability and choice.</p>	<ul style="list-style-type: none"> • Encourage affordable, culturally responsive housing. • Consider how to meet the minimum 5% affordable housing target as set out in the Western City District Plan.

Provide opportunities for jobs closer to home

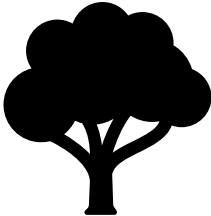
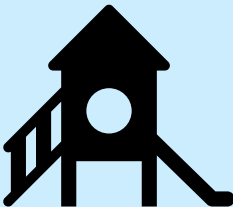


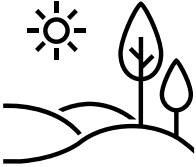

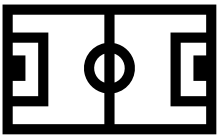
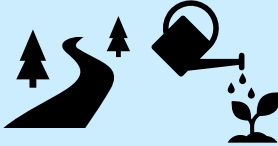
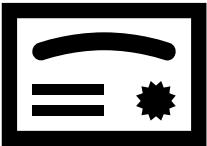
<p>Local and Neighbourhood Centres</p> 	<p>Address Indicative locations of New Local Centres in the Structure Plan.</p> <p>Demonstrate how the proposal delivers new walkable neighbourhood Centres to achieve the 15-minute neighbourhood principles.</p>	<ul style="list-style-type: none"> • Based on the existing dwelling and population estimates, the existing demand for centres floorspace is approximately 87,100m², however, there is currently 63,700m² centres floorspace within the Growth Area. • Overall, the estimated demand for centres floorspace by 2041, based on growth of additional 120,000 people is estimated to be between 342,700m² to 432,600m². • When deciding the location of centres, matters to consider include: <ul style="list-style-type: none"> ○ Indicative locations in the Structure Plan. ○ The site’s access to customers, proximity to nearby centres, accessibility via road and rail, visibility to passing traffic, and
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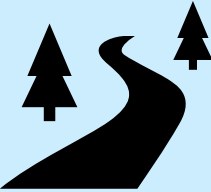
Theme	Criteria	Further Information and advice
		<p>specialised retail management and anchor tenants.</p> <ul style="list-style-type: none"> ○ The nature of land ownership, for example, are there multiple small landowners and how might this influence delivery potential? ○ Is the site constrained by physical barriers? ○ The site's access to various transport modes, i.e. bus, cycling and pedestrian. ○ Plan for 15-minute neighbourhood and 30-minute city principles <ul style="list-style-type: none"> ● This will help Planning Proposals address Planning Priorities 4 and 6 of the District Plan.

Deliver high quality public open space




<p>Overall open space</p> 	<p>Achieve an overall minimum of 2.83 hectares per 1,000 people.</p>	<ul style="list-style-type: none"> ● The Draft Greener Places Design Guide provides design guidance which will assist planning proposals to address Planning Priority number 18 of the District Plan: 'Delivering high quality open space'. ● Distances for local and district parks outlined below should be realistic walking distances taking into account any barriers and topography that would not be captured by an arbitrary radius.
<p>Local parks (Equivalent to 'neighbourhood open space' in Camden Council's Spaces and Places Strategy)</p> 	<p>Ensure there is 1 local park: 2,500 people</p> <p><u>Low and medium density</u></p> <p>Min size is 0.5ha</p> <p><u>High density</u></p> <p>Min size is 0.3ha</p>	<p><u>Low density:</u></p> <ul style="list-style-type: none"> ● 80% of residents are within 400 metres of local open space ● 100% of residents are within 500 metres of local open space <p><u>Medium density:</u></p> <ul style="list-style-type: none"> ● 100% within 400m of local open space <p><u>High density</u></p> <ul style="list-style-type: none"> ● 100% within 200m from local open space

Theme	Criteria	Further Information and advice
District parks 	Ensure there is 1 district park: 5,000 people or 1 ha per 1,000 residents. Minimum size is 1.5 ha	<ul style="list-style-type: none"> 80% of residents are within 2 km walking distance of a district park. (NB: District parks are equivalent to 'local open space' in Camden Council's Spaces and Places Strategy)
Sports fields 	1:1850 people	<ul style="list-style-type: none"> To cater for the existing population, there are currently 12 sports field facilities (10 local and two district level) located within the Growth Area. Additionally, there are multiple sports fields in surrounding areas that accommodate some needs. However, accessibility to new active open space should be provided for new and future communities in the Growth Area. Consider integrating new active open space facilities with other open space and green infrastructure.
Sports courts / multisport court 	1:2000 people	<ul style="list-style-type: none"> The provision of sports courts can be refined with the relevant council depending on the particular community sporting needs.
Improve riparian corridor and waterway health and biodiversity connectivity 		
Biodiversity Certification 	Demonstrate how the proposal has addressed the non-certified areas.	<ul style="list-style-type: none"> The structure plan identifies protected (non-certified) areas.

Theme	Criteria	Further Information and advice
<p data-bbox="124 286 368 353">Connectivity – Blue and Green Grid</p> 	<p data-bbox="391 286 711 506">Demonstrate how the proposal can extend green connections across the Growth Area further to implementing the Green Grid.</p> <p data-bbox="391 528 694 786">Consideration should be given to the retention of existing waterbodies as potential natural detention basin, which may aid in flood mitigation</p>	<ul data-bbox="783 286 1461 562" style="list-style-type: none"> • While the “Green Grid” as defined by GA NSW consists of Wianamatta South Creek and Rileys Creek, there are other opportunities to provide revegetated green connectivity as indicated in the structure plan. • This will help Planning Proposals address Planning Priorities 12, 13 and 20 of the District Plan.

Be resilient to climate change



<p data-bbox="124 1070 352 1104">Tree canopy cover</p> 	<p data-bbox="391 1070 694 1290">Demonstrate how the proposal protects existing native vegetation and provides opportunities for revegetation.</p>	<ul data-bbox="783 1070 1461 1346" style="list-style-type: none"> • This will help planning proposals address Planning Priorities 14, 15 and 20 of the District Plan and contribute to achieving 40% tree canopy cover by 2056 for the Greater Sydney Region. • Retaining Existing Native Vegetation will help mitigate urban heat impacts until new plantings mature.
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Theme	Criteria	Further Information and advice
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Plan for connected communities



<p>Local and regional</p>	<p>Demonstrate there is either existing infrastructure or delivery mechanisms to deliver the required types of infrastructure necessary to support the future community arising from the proposal.</p>	<ul style="list-style-type: none"> • Consider local needs and the needs of the community to be integrated in the Greater Western Parkland City network. • While councils are responsible for delivering local infrastructure through local contributions plans, there are other mechanisms to deliver infrastructure, such as: <ul style="list-style-type: none"> ○ Housing Acceleration Fund (HAF), ○ the Special Infrastructure Contributions, ○ developer ‘Works in Kind’ initiatives, and ○ planning agreements.
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Plan for social infrastructure



<p>Education</p>	<p>Primary School (K-6)</p> <p>Secondary School (7-12)</p>	<p>1:2000 - 6000 dwellings, Minimum 1.5ha</p> <p>1:4,500 - 10000 dwellings, Minimum 2.5ha</p> <p>Refer to Guidelines for school site selection and master planning (nsw.gov.au) for further information.</p>
<p>Ambulance, Police, and Fire and Rescue</p>	<p>Demonstrate consultation to understand implications of response times.</p>	<ul style="list-style-type: none"> • NSW Ambulance, and Fire and Rescue have a benchmark of 10-minute response time of catchment. • NSW Police has a benchmark of 12-minute response time of catchment.

Theme	Criteria	Further Information and advice
<p data-bbox="124 286 268 353">Community Facilities</p> 	<p data-bbox="391 286 462 320"><u>Local</u></p> <p data-bbox="391 342 705 521">(Equivalent to 'neighbourhood community facility' in Camden Councils Spaces and Places Strategy)</p> <p data-bbox="391 600 486 633"><u>District</u></p> <p data-bbox="391 656 705 790">(Equivalent to 'local community facility' in Camden Councils Spaces and Places Strategy)</p>	<p data-bbox="732 286 1372 320">1: 10,000 people, approx. 2,000-2,500 sqm minimum</p> <p data-bbox="732 611 1380 645">1: 20-25,000 people, 1,500sqm – 2,400sqm minimum</p>

Next Steps

The Department will continue to work with all stakeholders to maintain and update the Structure Plan as new projects and decisions are announced and to ensure the Structure Plan remains aligned to government policy.

If any changes in direction to the Structure Plan are proposed in the future, the Department will publicly exhibit these changes and seek feedback prior to making any final decisions.

There are a number of potential projects and actions that may be undertaken to further plan for the Growth Area. These include:

- Servicing staging plan.
- Studies to identify urban capable land to guide future urban development zones.
- A review of work undertaken to date to understand and propose innovative solutions to address land fragmentation and consolidation.
- Further masterplanning for precincts which will not rezone land but provide finer grain detail to the Structure Plan to inform planning proposals.
- Administrative review of the legislative framework for planning controls, for example, should controls for rezoned areas be transferred from State Environmental Planning Policy (Precincts – Western Parkland City) 2021, to the relevant local environmental plan.
- A framework to expedite planning proposals, which would provide for precinct-wide outcomes. For example, a framework for the provision of regional open space.
- Revision of the 2006 Growth Centres Development Code, to guide precinct planning, urban design, and balanced development outcomes.
- A broader strategic review of the Growth Area.
- Investigation of an Urban Development Program for the Western Parkland City.

Further, the Department anticipates the release of a revised Western City District Plan, will inform future updates to this Guide.

Additional information will be made available on the Department's website to advise of any future work programs and opportunities to be involved.