



The Pulse of Greater Sydney 2020

Measuring what matters in the Metropolis

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Acknowledgement of Country

The Greater Sydney Commission acknowledges the traditional owners of the lands that include Greater Sydney and the living culture of these lands. The Commission recognises that the traditional owners have occupied and cared for this Country over countless generations and celebrates their continuing contribution to the life of Greater Sydney.

Message from the Chief Commissioner

Chief Commissioner
Geoff Roberts AM



This year has been a year like no other as the city has dealt with the dramatic impacts of the COVID-19 pandemic. This has caused health and economic shocks and changed the way we interact in the city.

We are also dealing with the aftermath of the catastrophic 2019-20 bushfires, prolonged drought and floods that have tested personal and community resilience.

The *Pulse of Greater Sydney 2020* builds and expands on the first report produced in 2019 to measure the implementation of the Greater Sydney Region Plan, *A Metropolis of Three Cities*, and five district plans.

This year's report also builds on the *City-shaping impacts of COVID-19* report released in October with additional data that presents new insights on the different ways people are working, living, travelling and using digital services in Greater Sydney.

This year's report is released in late 2020 rather than mid-year to enable us to monitor and report on the city-shaping impacts of the pandemic.

The challenges we face and the opportunities they present make monitoring and reporting even more important this year. We need to better understand how the pandemic and other shocks and stresses will shape Greater Sydney into the future.

We must not only survive the pandemic, we must emerge stronger in the post-pandemic world. We must use every

opportunity to reshape Greater Sydney in a way that supports economic recovery and builds long-term resilience.

We have expanded each of the four performance indicators introduced in 2019, with more ways to track progress and with new data where available.

The updates on implementation for each district is enhanced by the depth of planning contained in the local strategic planning statements prepared by Greater Sydney's 33 councils.

Cities across the world have never been so rich in data as they are now, providing an opportunity to utilise this information to better plan, design and manage Greater Sydney. This year we've seen the innovative use of digital twin technology, using a cutting-edge 3D visualisation of Western Sydney's built and natural environment.

In an unprecedented year, we must recognise that change is integral to a growing, global city like Greater Sydney. Robust, adaptable strategic planning is how we can anticipate and plan for these changes.

The insights contained in this report will shape updates of the Greater Sydney Region Plan and district plans.

Thank you to everyone who has contributed to the ongoing development of the Pulse – State agencies, councils, peak groups, industry representatives and the community.

1 Introduction

The *Pulse of Greater Sydney* measures progress on the implementation of the Greater Sydney Region Plan *A Metropolis of Three Cities* (Region Plan) and five district plans by State and local government, building on the first report produced in 2019.

This year's report was prepared amid the impacts of the COVID-19 pandemic that radically changed the way we live, work, study and play in Greater Sydney. The pandemic has exposed challenges and opportunities as society adapts to health restrictions and uses the city in new and different ways.

The health and economic shocks and stresses of the pandemic come on the back of the 2019–20 summer bushfires which led to poor air quality, as well as prolonged drought and floods.

This year's report includes discussion on how the impacts of the pandemic will shape updates to the Region Plan and district plans. We must understand the impacts and challenges while recognising the emerging opportunities to build Greater Sydney's resilience.

A resilience lens has been brought to the data sets that inform the four performance indicators introduced in 2019. Each indicator has been expanded as better ways to track progress and new data emerge. This provides a multifaceted way to understand progress towards the implementation of the Region Plan and district plans.

The Pulse is part of a wider suite of reporting and monitoring, which includes action reports for the Region Plan with a Progress Report on the implementation of actions to 30 June 2020 and the Greater Sydney Dashboard.

The work to plan for Greater Sydney's future continues at every level. Councils have developed local strategic planning statements (LSPSs), local housing strategies (LHSs), industrial and employment strategies and local environmental plan (LEP) updates through collaboration with State agencies over the past year. The Australian and NSW Governments and the eight councils of the Western City District have made significant progress on the Western Sydney City Deal to manage transformative change to the region over the next 20 years.

During these unusual times, we will continue to listen to our city-making stakeholders to help us capture emerging issues, in particular the city-shaping implications of shocks and stresses to support a strategic recovery for a more resilient Greater Sydney.

2 2020 – A year like no other

Like all cities around the world, Greater Sydney is experiencing a dramatic transformation as the COVID-19 pandemic changes how and where people work, travel, shop, relax and interact.

For Greater Sydney, these impacts have come on the back of bushfires, drought and storms that brought impacts from poor air quality to water restrictions. Some residents have faced significant damage to their homes, health and quality of life. Physical and mental health and wellbeing has been affected as residents respond to four extraordinary challenges.

The NSW and Australian Governments are implementing various policy responses to support people and the economic health of Greater Sydney. While restrictions from the pandemic have eased and Greater Sydney has transitioned into a city with physical distancing and other preventative health measures in place, the changes and impacts continue.

The Commission is working with stakeholders across government to gather and interpret data to understand the impacts and to gauge the challenges and opportunities in all aspects of Greater Sydney's liveability, productivity and sustainability.

2.1 City-shaping impacts of COVID-19

In October 2020, the Commission released a report, *City-shaping impacts of COVID-19 – Towards a resilient Greater Sydney*.

The report analysed the first six months of available data to describe the early impacts of the pandemic on Greater Sydney and identified nine critical focus areas of city-shaping that we believe will be fundamental to recovery and resilience:

1. Community wellbeing is essential to resilience
2. Rapid recalibration of jobs and productivity through training and skills and developing specialised precincts is critical to economic recovery
3. Changes to where we work are revitalising some centres and may influence where we choose to live
4. Changes to where and when we work, study and shop alter demand for transport services and freight logistics
5. Digital technology is vital infrastructure and universal access is needed
6. Investment in open, public and shared spaces connects communities and supports healthy lifestyles
7. A metropolis of three connected cities supports local outcomes
8. Collaboration and evidence are central to responsive and efficient government
9. Scenario planning provides for adaptive management and agile responses.

2.2 Future priorities in planning for Greater Sydney

The Premier's *COVID-19 Recovery Plan*, released in July 2020, focuses on priorities already embedded in the Region Plan, the State Infrastructure Strategy – *Building Momentum* and the *Future Transport Strategy 2056*.

These strategies will underpin government-wide efforts to respond to the Premier's Recovery Plan. The focus areas in the *City-shaping impacts of COVID-19 – Towards a resilient Greater Sydney* report and the additional insights outlined in The Pulse will continue to inform the review and updates of the Region Plan, district plans and other state and local strategies and initiatives.

We can:

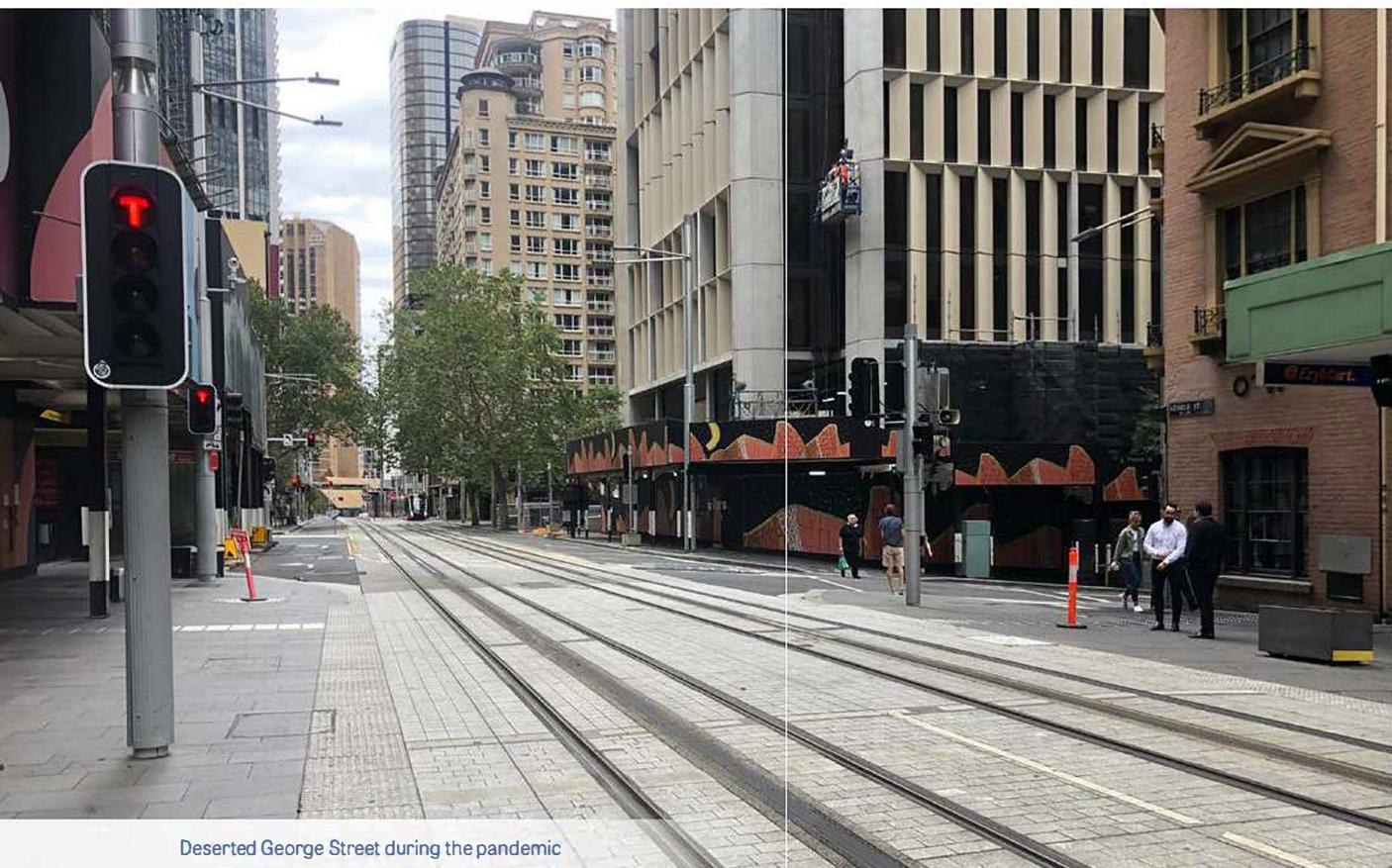
- Cultivate and promote the Sydney business brand to enable Greater Sydney to be the Asia Pacific magnet for jobs growth post COVID-19
- Develop a circular economy that reduces waste and transforms Greater Sydney into a clean technology

leader, generating new jobs and enhancing sustainability, productivity and liveability

- Leverage the social and economic benefits of the increased local focus to strengthen local communities and the network of employment hubs throughout the three cities
- Reduce greenhouse gas emissions and focus on how planning can strengthen community resilience to natural hazards.

Greater Sydney's urban structure and the existing strategic planning framework are robust and well-suited to supporting recovery and resilience. The focus now is to refine and accelerate its implementation with a fully digital, whole-of-government, citizen-centric metropolitan plan organised around the three cities.

Further information on these updates and other State and local initiatives will be released. The next *Pulse of Greater Sydney* in 2021 will continue to analyse and report on city-shaping impacts and monitor the outcomes of government efforts to support the State's recovery and resilience.



Deserted George Street during the pandemic

2020

A year like no other

Like all cities around the world, Greater Sydney is experiencing a dramatic transformation as the COVID-19 pandemic unfolds. We are consulting with councils, industry and other stakeholders to understand the challenges and opportunities in all aspects of Greater Sydney's liveability, productivity and sustainability. We continue to monitor changes and develop new insights on city-shaping focus areas.

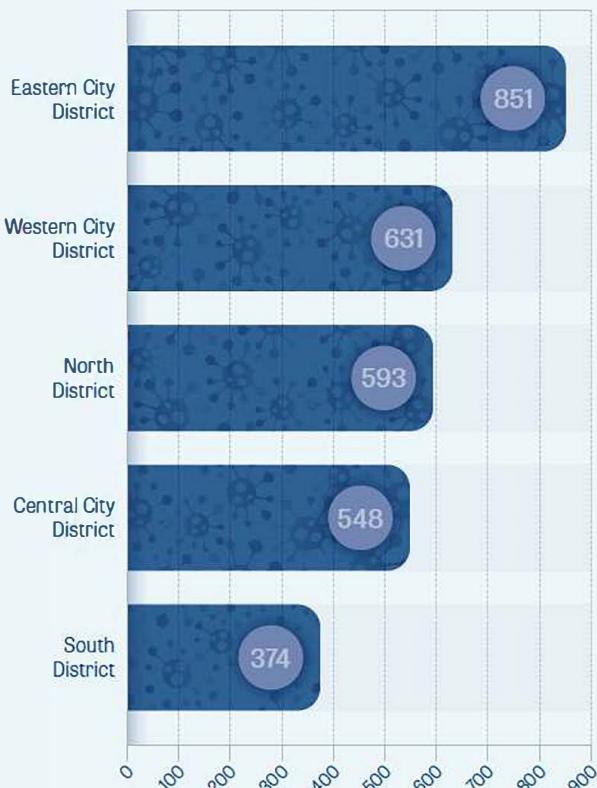
Cumulative number of COVID-19 cases per 100,000 people, Greater Sydney and other Global Cities (October 2020)¹



Greater Sydney has performed well compared to other cities worldwide in terms of the number of infections since the pandemic began. The figure shows the number of cases per 100,000 people for Greater Sydney and a range of global cities.

Social distancing in public spaces

Cumulative number of COVID-19 cases by district (October 2020)²



The highest number of cases is in the Eastern City District followed by the Western City District, North District, Central City District and South District.



Focus Area 1

Community wellbeing is essential to resilience

NSW consumer confidence has increased by 17.5 per cent (between September and October 2020) according to the Westpac consumer sentiment index³



Compared to more subdued responses in Queensland (up 7%), WA (up 2.4%) and SA (up 9.3%)

People are increasingly turning to physical activity for mental health and social reasons

Motivations for physical activity, Australia, June 2020⁴



Social reasons



Proportion of NSW residents who shop in a physical store one or more times a week⁵



Proportion of NSW residents who never or almost never visit a bar⁶



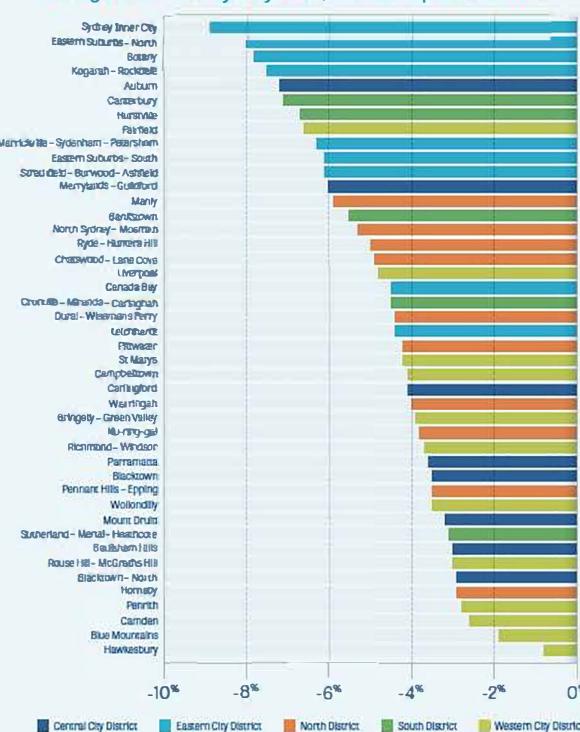
Focus Area 2

Rapid recalibration of jobs and productivity through training and skills and developing specialised precincts is critical to economic recovery

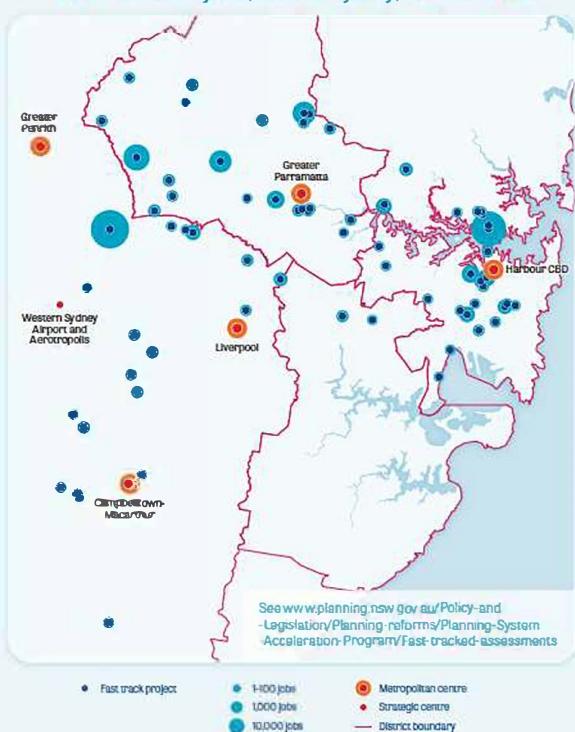
The pandemic's impact on jobs has been uneven across different regions. Eastern City locations experienced the biggest contraction in jobs, particularly in the Inner City, Eastern Suburbs and Botany areas. Hawkesbury, Blue Mountains, Camden, Penrith and Hornsby all had a relatively modest decline in jobs⁷.

The NSW Government has fast tracked a number of major projects and planning proposals to support jobs and boost productivity in Greater Sydney. Six tranches of projects were announced between April and October 2020 rendering the potential for 50,000 jobs, 25,000 dwellings, \$25 billion in economic value and 400 hectares of open space⁸.

Change in Greater Sydney Jobs, March–September 2020



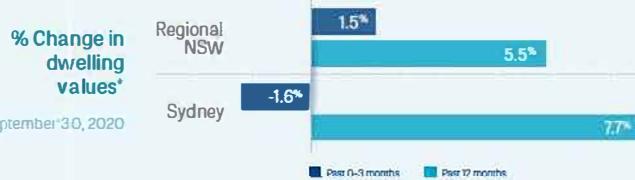
Fast Tracked Projects, Greater Sydney, October 2020



Focus Area 3

Changes to where we work are revitalising some centres and may influence where we choose to live

While it is too early to predict what changes may occur in where people choose to live, dwelling values in regional locations (including peri-urban locations) have increased over the past three months while values in Sydney have decreased. This is a departure from the long-term trend of dwelling value increases in Greater Sydney⁹.



Focus Area 4

Changes to where and when we work, study and shop alter demand for transport services and freight logistics

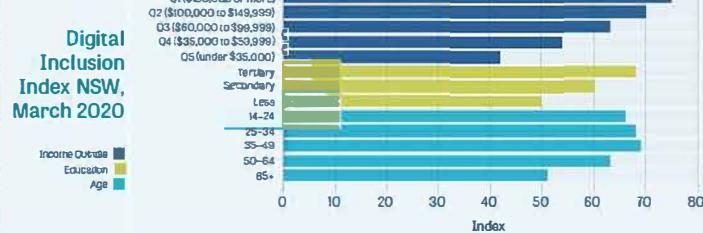
The rapid acceleration of e-commerce requires land use responses to support increased and efficient freight and logistics activities, especially 'last-mile' delivery systems. In the month of September, 2020 – freight movements at 17 major counting stations across Greater Sydney were 6.8 per cent higher than the same time in 2019¹⁰.



Focus Area 5

Digital technology is vital infrastructure and universal access is needed

Digital infrastructure should be prioritised as essential infrastructure alongside physical and social infrastructure. Digital technology is transforming established business models, use of services, community networks and how we use public spaces. However, access is inconsistent. There are gaps in the affordability, technical literacy and willingness to access digital services. The figure shows digital inclusion across different age cohorts, education levels and income quintiles in NSW¹¹.



Focus Area 6

Investment in open, public and shared spaces connects communities and supports healthy lifestyles



Focus Area 7

A metropolis of three connected cities supports local outcomes

Greater Sydney's urban structure and the existing strategic planning framework are robust and well-suited to supporting recovery and resilience.

The vision of a metropolis of the three connected cities is designed to rebalance and grow economic and social opportunities. Its implementation will be

refined and accelerated within the context of COVID-19 and the economic recovery.

3 Greater Sydney Performance Indicators

Four overarching performance indicators were developed with the community to measure progress on the implementation of the Region Plan and the district plans. How these relate to the 10 directions in the region and district plans is shown in Figure 1. The relationship between the performance indicators and 10 directions forms a matrix, where a single performance indicator can help monitor progress against several directions.

For example, Greater Sydney's performance on the direction "a city of great places" is monitored using performance indicators PI3: walkable places and PI4: addressing urban heat, while performance on the direction "a resilient city" is monitored using performance indicators PI2: 30-minute city, PI3: walkable places and PI4: addressing urban heat.

The indicator matrix also provides a framework to enhance indicators to understand the resilience of Greater Sydney.

Bringing a resilience lens to the data sets and updating aspects of the four performance indicators introduced in

2019 gives us new data and insights on jobs, education, housing, and frequency of connections between centres.

Our understanding of centres has been expanded to incorporate local centres as more people are spending time locally.

The indicators highlight the heightened role of local centres and public space and emphasise the need to make Greater Sydney more equitable and connected.

The importance of water in the environment is also highlighted. The indicator to address urban heat includes an analysis of permeable surfaces across the catchments of Greater Sydney as well as how different surfaces impact urban heat.

These data sets are available on the Greater Sydney Dashboard, a single point of access to government data. This interactive tool provides links to a range of data sources to help monitor growth and change. It will continue to be developed as new and updated data becomes available.

Figure 1: Indicator Matrix: Performance indicators measuring the implementation of the 10 directions of the Region and district plans

Ten Directions	Performance Indicators			
	Jobs, education and housing	30-minute city	Walkable places	Addressing urban heat
A city supported by infrastructure	●	●	●	●
A collaborative city	●	●	●	●
A city for people			●	●
Housing the city	●	●	●	
A city of great places			●	●
A well-connected city		●	●	
Jobs and skills for the city	●	●	●	
A city in its landscape			●	●
An efficient city		●	●	
A resilient city			●	●

PI 1: Jobs, education and housing

Purpose

This indicator monitors the spatial aspects of Greater Sydney's development, the places where jobs, education and housing are located. This is fundamental to understanding progress towards achieving the metropolis of three cities.

Goal

The goal is better alignment of jobs, education and housing opportunities across the three cities. For jobs and education, this means improving access to these opportunities alongside population growth. For housing, this means providing a diversity of housing types that respond to changing community preferences and needs at different life stages.

Measures

With much of the data reported in the Pulse in 2019 based on the 2016 Census, we have expanded our analysis with new data:

- Impact of COVID-19 on employment (new)
- Jobs distribution by type in centres and industrial lands (new)
- Internet access (new)
- Online learning (new)
- Vocational and education training (new)
- Aged care and retirement accommodation (new)
- Housing types by household composition and number of bedrooms (new)
- Rental vacancy rates (new)

The COVID-19 pandemic is impacting employment across Greater Sydney and the shift towards working from home highlights the importance of digital infrastructure and connectivity.

While the need for jobs, education and services remains, the way these are delivered and accessed is changing.

How the housing market responds to the pandemic may also create opportunities to broaden housing types, tenures and price points, improving housing choice.

Measures

Jobs

The overall distribution of jobs across Greater Sydney and their type of tenure has affected different groups of workers in different ways due to the pandemic. Part time and casual workers, particularly women and young workers (aged 15–24) are impacted the most.

Twice as many women than men work in part-time or casual jobs in Greater Sydney, 40 per cent of the working population compared to 20 per cent of men¹². A large proportion of those women work in two industries particularly impacted by the pandemic according to Australian Bureau of Statistics (ABS) surveys: retail trade, and accommodation and food services (15 per cent and 11 per cent respectively¹³). Similarly, 54 per cent of young workers are employed part-time compared to the working age population (25 per cent). Figure 2 shows that younger workers are employed in these industries and are also significantly affected.

Figure 2: Youth employment by industry in Greater Sydney (2016)¹⁴

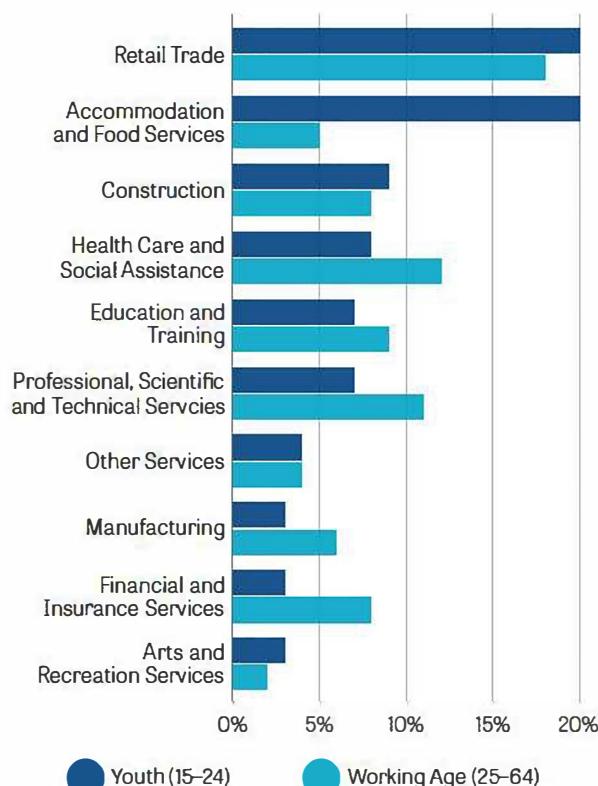
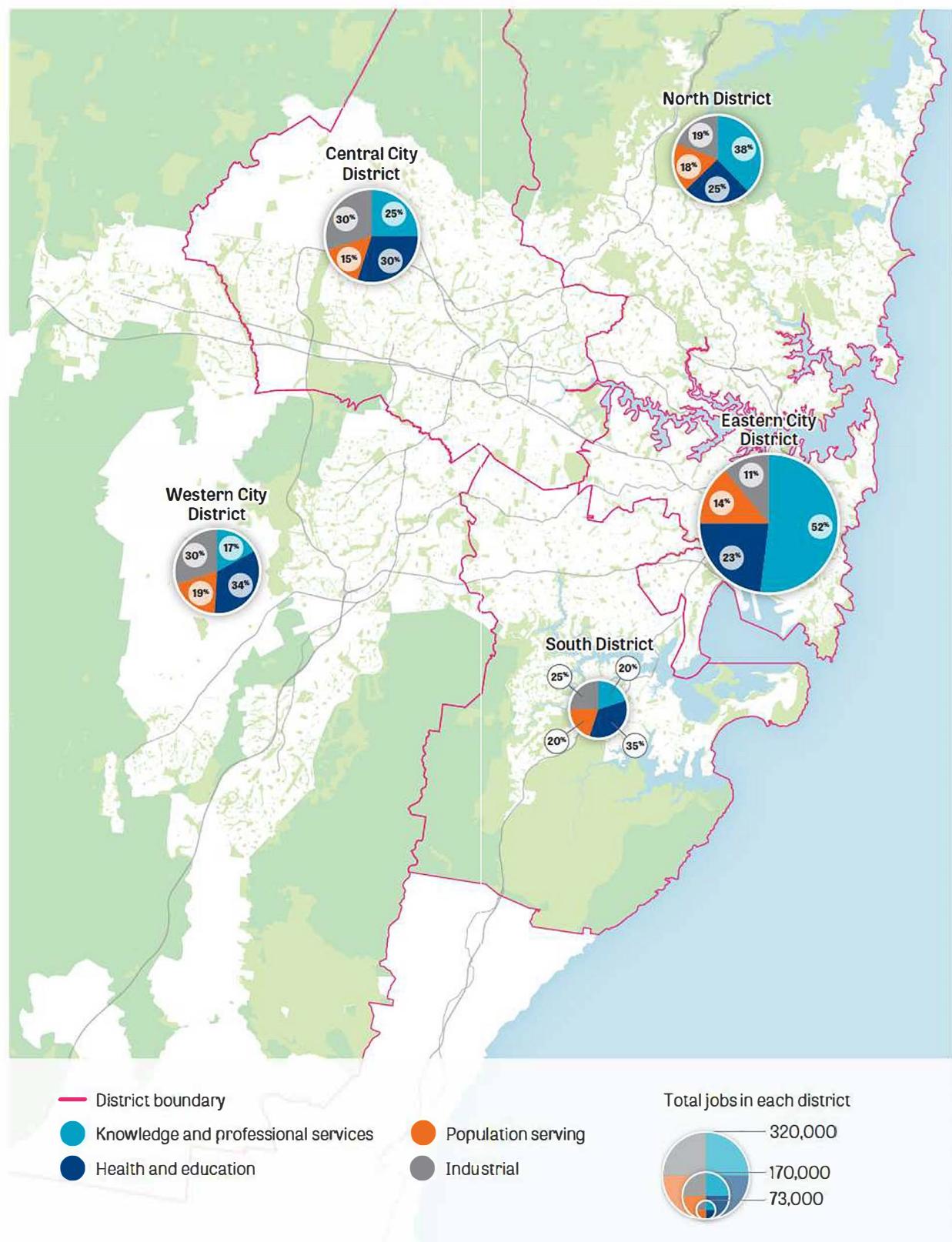
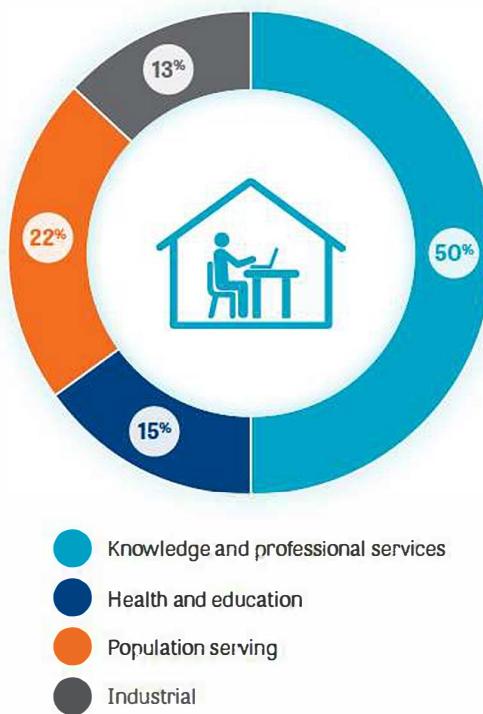


Figure 3: Proportion of jobs by type in metropolitan/strategic centres and industrial lands by district¹⁵



Working from home accelerated since late March 2020. While detailed data across all sectors on working from home during the pandemic is not yet available, analysis of the working from home 2016 Census data shows residents in knowledge and professional service industries have a higher propensity to work from home, owing to the nature of this work, although all sectors are represented (see Figure 4).

Figure 4: Greater Sydney residents who work from home by job type¹⁶



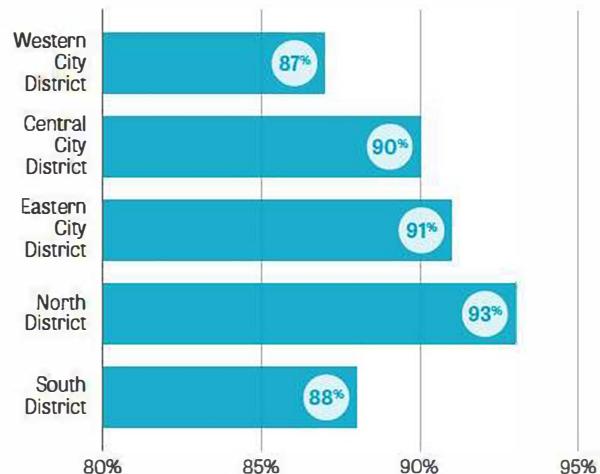
This provides the context to examine the distribution of jobs by type in metropolitan and strategic centres and on industrial lands by district (see Figure 3).

Larger centres in Eastern City and North districts are likely to have a higher proportion of knowledge and professional services workers working from home. This has also been observed in the reduced trips on public transport to centres with commercial office space as published by Transport for NSW (TfNSW).

Conversely, the larger proportion of industrial and population services jobs in Central City and Western City districts suggests workplaces in those districts are less affected as industry retools to meet the needs of the pandemic and warehousing and logistics operators cope with the increase in online retailing.

The increase in working from home and online retailing is supported by the relatively high levels of home internet access across all districts, with North, Eastern City and Central City districts at or above 90 per cent and South and Western City districts at 88 and 87 per cent respectively (see Figure 5). The pandemic highlights the importance of digital infrastructure to provide access to work and online shopping, and to services such as eHealth, online banking, learning, entertainment and to make social connections.

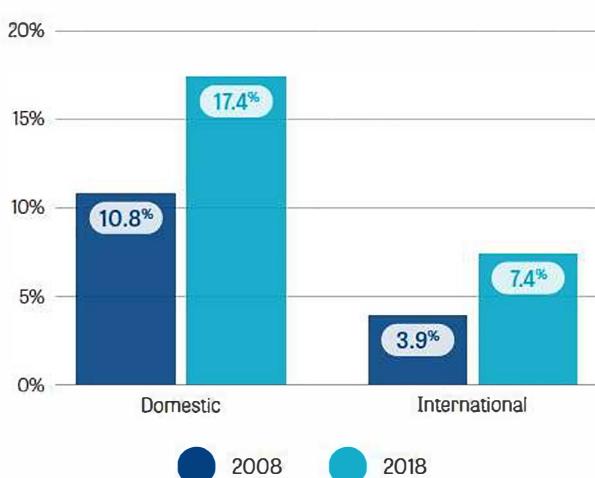
Figure 5: Dwellings with internet access by district¹⁷



Education participation

Increased access to the internet means more students learn online. Between 2008 and 2018, domestic and international online study almost doubled (see Figure 6).

Figure 6: Change in students undertaking university courses online in Greater Sydney* (2008–2018)¹⁸



* Refers to the five major universities in Greater Sydney and studying online in some capacity

In addition to university study, 15.4 per cent of the Greater Sydney population aged 15 plus studied in some capacity in the vocational education and training (VET) sector or TAFE, in 2019. This increased from 13.5 per cent in 2015¹⁹.

VET study is defined as either nationally recognised (accredited qualifications/courses, training package qualifications or skills sets) or not nationally recognised (often a single subject or short course to meet an identified training need).

The most popular fields in 2019 were management and commerce; society and culture; engineering and technologies; food, hospitality and personal services; and architecture and building. The most popular units of study in 2019 were resuscitation, first aid, basic emergency life support, work safety on a construction site and responsible service of alcohol.

In response to COVID-19, the Australian Government announced the JobTrainer fund, which will provide for around 340,700 additional training places for school leavers and jobseekers. Open Universities Australia has partnered with Open Learning to create the Open Microcredential Development Grant available for all universities to design short courses of 50–150 hours.

TAFE NSW has made available a suite of free online courses while the regulations surrounding the qualification framework are adjusted to create Undergraduate Certificates (only available for enrolment until May 2021) to allow for quicker reskilling and upskilling. There has been 100,000 enrolments in TAFE's fee-free online short courses in NSW since their introduction at the start of the pandemic.

Housing

The *2019 Pulse of Greater Sydney* showed housing types by Greater Sydney and by districts in 2016 to highlight housing diversity.

Housing types vary across Greater Sydney and all councils have either updated, prepared or are preparing local housing strategies for their area. Based on analysis of local housing needs, and in consideration of local conditions and consultation with the community, these strategies will help to provide a diversity of homes in a variety of locations.

Figure 7 shows the high proportion of couples without children and single person households living in separate houses.

The trend of more people working from home highlights the importance of housing diversity and size, particularly for households that need more flexible living spaces. Figure 8 shows the proportion of families, couples without children and group households living in two-bedroom (or smaller) dwellings across Greater Sydney.

Residential rental vacancy rates, as shown in Figure 9, point to a market impacted by the pandemic. Notably, rates continued to fall in Outer Sydney until June 2020 before rising significantly.

The fall in tourist and international student numbers may reflect the initial rise in vacancies in Inner Sydney, where there is a greater proportion of short-term accommodation.

We have also examined specialised aged care and retirement living units. Figure 10 shows that almost 10 per cent of the Greater Sydney population aged 65 and over live in these forms of housing, with 13 per cent in the North District. The projected increase in people aged 65 and over across the metropolis will increase the need for these types of housing choices.

Figure 7: Dwelling types by household composition²⁰

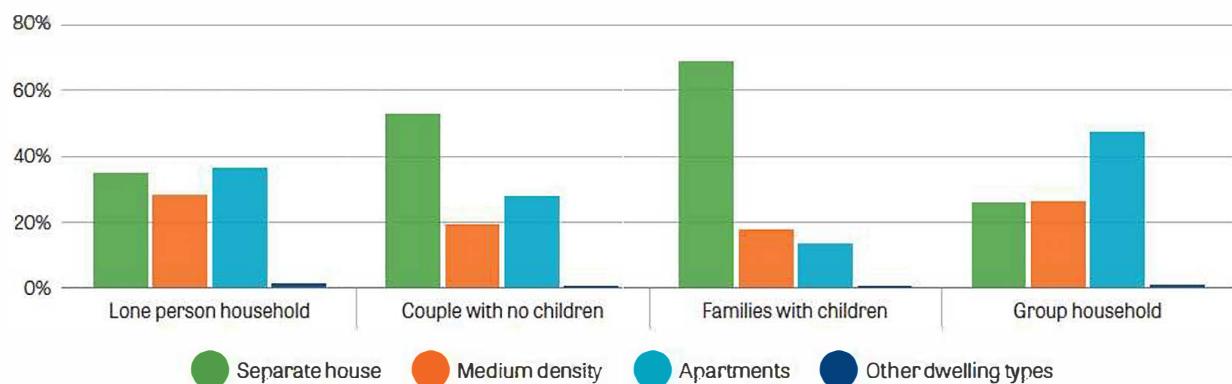


Figure 8: Number of bedrooms by household composition²¹

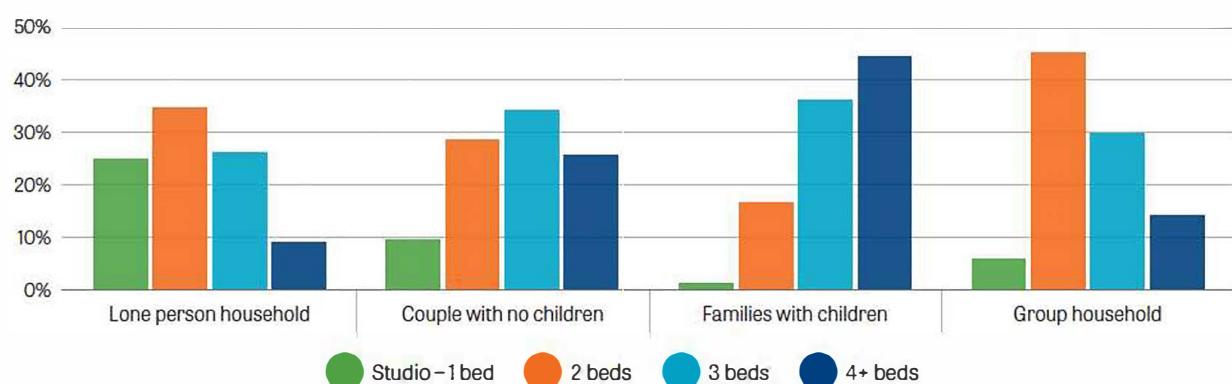
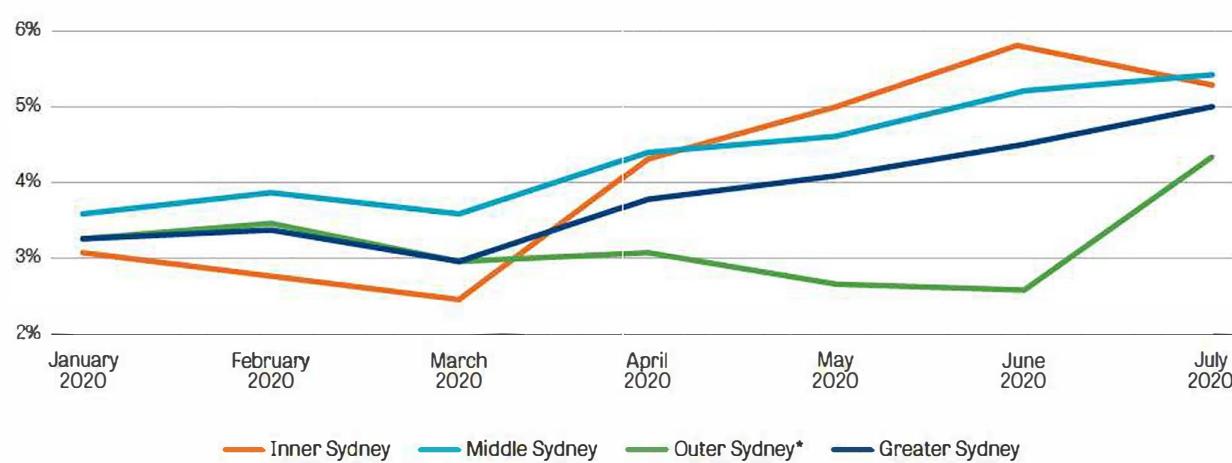
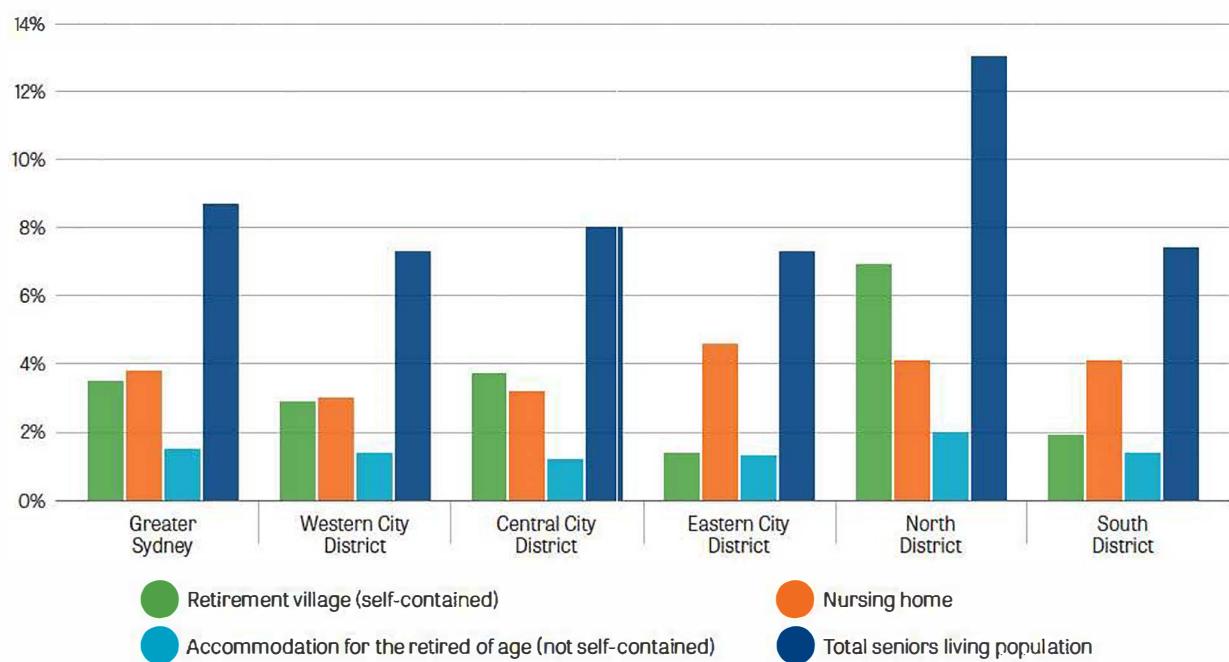


Figure 9: Monthly residential rental vacancy rates in Greater Sydney (January 2020–July 2020)*²²



* Outer Sydney includes Central Coast

Figure 10: Proportion of people aged 65+ living in aged care and retirement accommodation²³

Findings and future focus

The COVID-19 pandemic is changing the economic environment. How people live, work and spend has implications for strategic planning. We need to understand these changes and adapt in order to boost productivity, support jobs and education and create great places with a diversity of housing.

Jobs

Notwithstanding the significant impacts to the economy and jobs, Greater Sydney continued to have high rates of growth during the last economic shock in 2009, as the economy was stronger in relative terms. The indicator shows a future focus for economic recovery will be to address greater impacts on youth and female employment.

The pandemic has highlighted the importance of internet access and its implications related to skills development, service access and equality. Digital infrastructure can be optimised to address inequities in access across parts of Greater Sydney while also helping to manage challenges such as peak travel demand and greater flexibility that can achieve time savings.

Education participation

The tertiary sector has been impacted by international border closures introduced during the lockdown, and by

more students, both domestic and international, studying online.

Conversely there has been a local uptake in online VET courses, enabling those affected by job losses to retrain and/or boost their skills.

Housing

Local housing diversity provides more housing choice to meet changing needs. Local housing strategies are identifying the need for a range of housing types at different price points and assessing different opportunities to improve the mix of housing in the local area. Many councils have prioritised affordable housing contribution schemes. These will start to be implemented in 2020 and 2021.

State agencies have identified potential to deliver diverse and affordable housing options in major projects such as the Herbert Street Precinct in St Leonards and Landcom's Queenscliff development. This trend is anticipated to continue.

With more people working from home, studying online and seeking online entertainment, housing diversity is more important than ever. There are indications that there may be further trends such as more people choosing to live in other parts of the State given they now enjoy more flexible working arrangements.

PI 2: 30-minute city

Purpose

This indicator measures the proportion of residents able to reach their nearest metropolitan centre/cluster, strategic or large local centre using public transport and/or walking within 30 minutes.

Goal

The goal is to improve connectivity within and between the three cities.

Measures

- Percentage of dwellings within 30 minutes of a metropolitan or strategic centre using the network capability tool (updated)
- Frequency of public transport services to metropolitan and strategic centres within 30 minutes (new)
- Frequency of public transport services to large local centres within 30 minutes (new)
- Percentage of job containment in strategic centres (new)

The goal of the 30-minute city underpins the vision of the metropolis of three cities. The 2019 *Pulse of Greater Sydney* measured the proportion of residents able to reach their nearest metropolitan centre/cluster or strategic centre using public transport and/or walking within 30 minutes.

In 2020, the focus is expanded to include the frequency of those connections and the percentage of residents who work in strategic centres. The indicator also considers the large local centres where more people are spending time due to the COVID-19 pandemic.

Strategic centres vary in size, location and mix of activities including commercial, retail and residential and have high levels of private investment and accessibility. There are 34 strategic centres in Greater Sydney.

Local centres also have a broad mix of land uses and activities that provide jobs and services for local communities. Analysis shows that 10 per cent of Greater Sydney's jobs are in the approximately 200 local centres that have a supermarket greater than 1,000 square metres²⁴. Of these, 75 have at least 10,000 square metres of retail floor space and varying amounts of commercial floor space. They accommodate five per cent of Greater Sydney's jobs²⁵.

The proximity to and diversity of Greater Sydney's centres will help build the city's resilience and post-pandemic recovery. There are opportunities to focus jobs and services in centres and industrial lands near where people live and to invest in transport connections for new communities.

Overall, there is a good degree of accessibility with many centre-to-centre transport connections, however our analysis highlights areas where connections could be improved.

Measures

30-minute access to metropolitan and strategic centres

There are different ways to measure Greater Sydney as a 30-minute city. The 2019 *Pulse of Greater Sydney* reported on a new network capability tool being developed by TfNSW, which calculates 30-minute travel based on service provision and/or walking. The tool has been refined since last year.

The percentage of dwellings located within 30 minutes of a metropolitan or strategic centre in Greater Sydney in 2018 has remained steady at more than 95 per cent (see Figure 11).

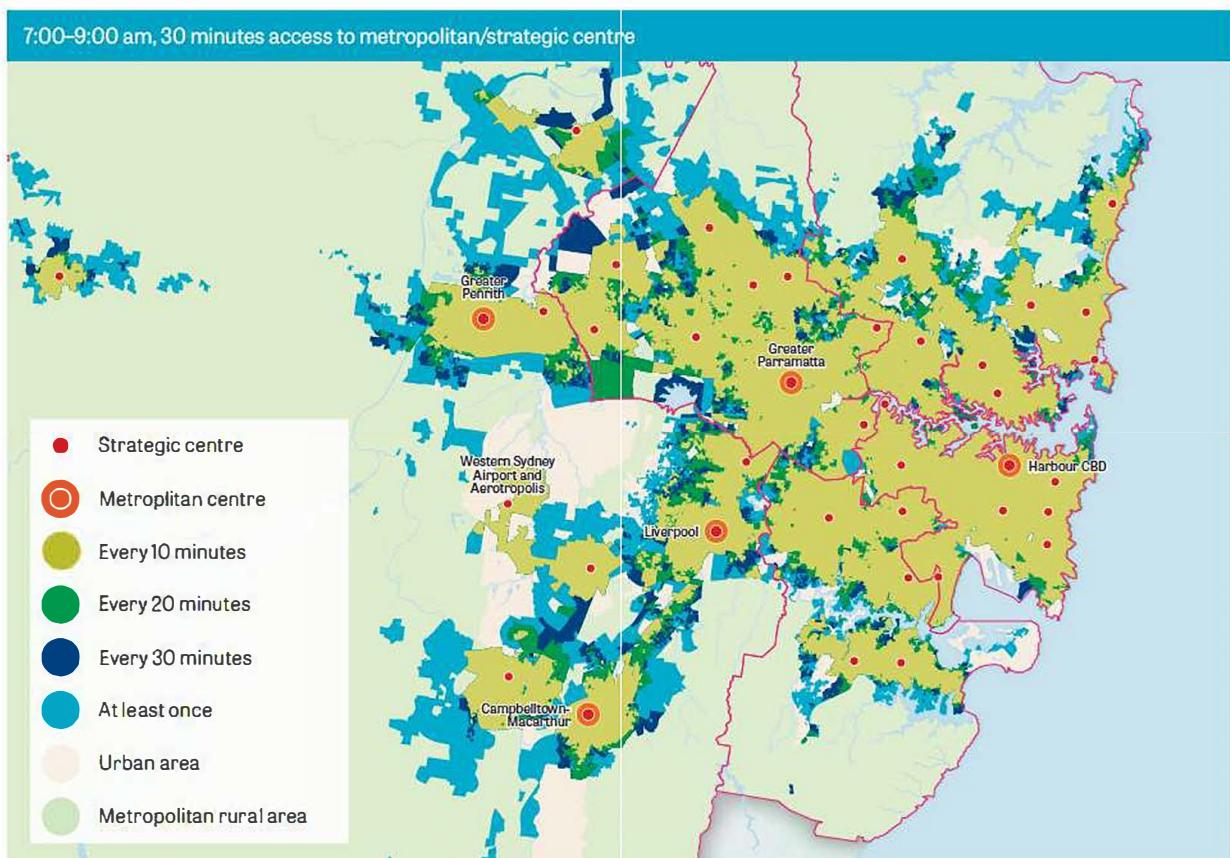
This analysis relates to the 6:00–10:00am weekday peak with no waiting time using the network capability tool.

Figure 11: Percentage of dwellings located within 30 minutes of a metropolitan centre/cluster or strategic centre using the network capability tool²⁶



*Analysis does not include wait time

Figure 12: Frequency of public transport services to metropolitan and strategic centres²⁷



Our examination of the frequency of public transport services (Figure 12) shows:

- 30-minute access to metropolitan and strategic centres
- during the 7:00–9:00am weekday peak
- at varying frequencies of service
- with no waiting time.

This is measured in terms of frequency every 30 minutes, every 20 minutes and every 10 minutes.

It shows that during the most frequent levels of service, every 10 minutes in peak hour, access is spread unevenly, with frequency highest in the Eastern City District and lowest in the Western City District.

30-minute access to large local centres

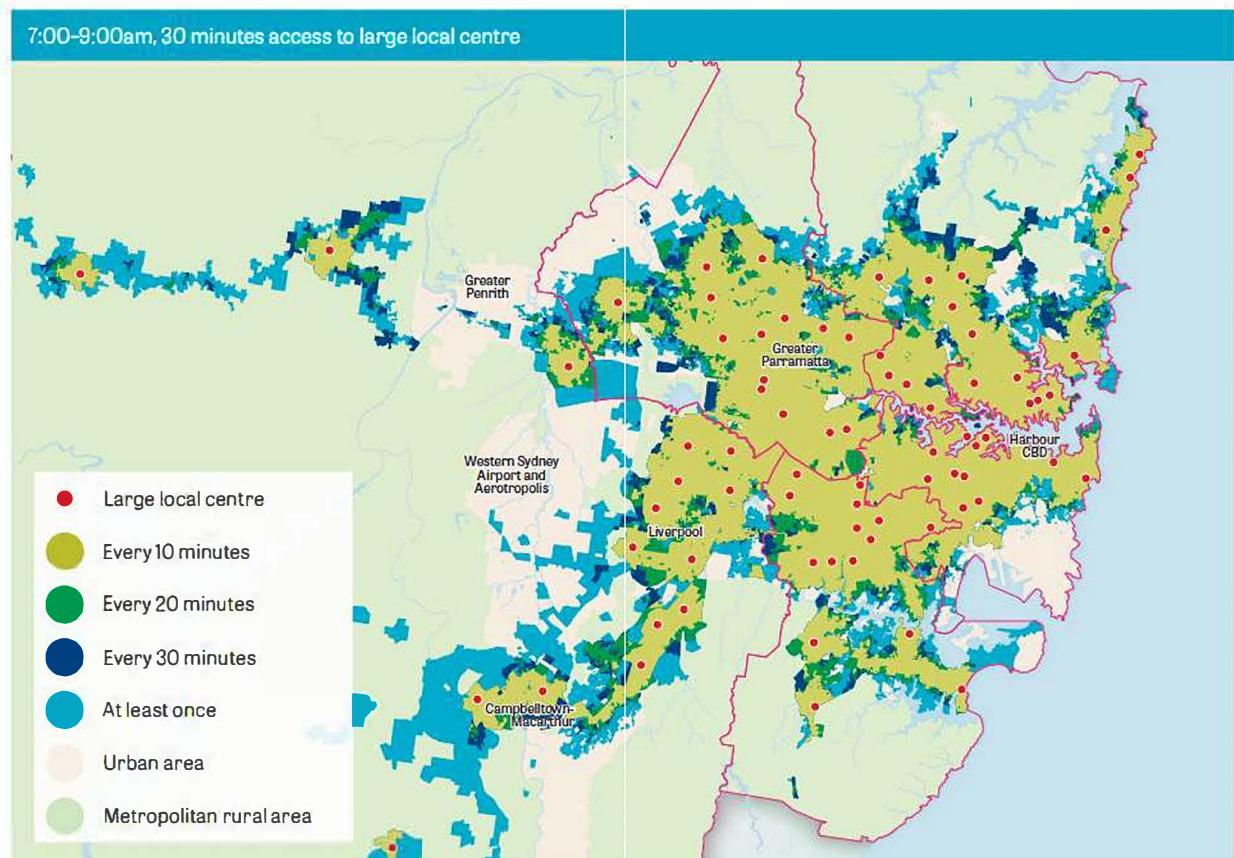
The focus on local centres as places for work, retail and a range of services highlights the importance of access to large local centres within 30 minutes.

The 75 largest local centres – those with more than 10,000 square metres of retail floor space – include major shopping streets and many of the larger suburban shopping centres such as those in Merrylands, Roselands, Top Ryde, Minto and Double Bay and centres such as Ashfield, Cabramatta, Auburn, Neutral Bay and Menai.

Figure 13 shows 30-minute access to the 75 large local centres across all districts using the same measures as those in Figure 12.

The analysis indicates that the city-serving and centre-serving transport network generally has good coverage across Greater Sydney and that it covers different parts of the region when compared to metropolitan and strategic centres.

Figure 13: Frequency of public transport services to large local centres²⁸



Job containment in strategic centres

Many people make choices about where they live based on proximity to their work. Figure 14 shows the proportion of local residents who live near strategic centres where they work. The thicker lines demonstrate that many people have already made the choice to work closer to home.

This trend is evident in all districts across Greater Sydney. Figure 15 shows the proportion of jobs in selected centres held by workers who live in the local government area (LGA) in which the centre is located or who live in an adjoining LGA.

For example, 77 per cent of workers in Brookvale-Dee Why live in the Northern Beaches LGA, while 64 per cent of workers in Miranda live in the Sutherland LGA and 56 per cent of workers in Richmond-Windsor live in the Hawkesbury LGA. In Castle Hill, 53 per cent of workers live in either The Hills or Hornsby LGAs, while in Bondi Junction, 41 per cent of workers live in either Waverley, Woollahra or Randwick LGAs.

Figure 14: Job containment in strategic centres²⁹

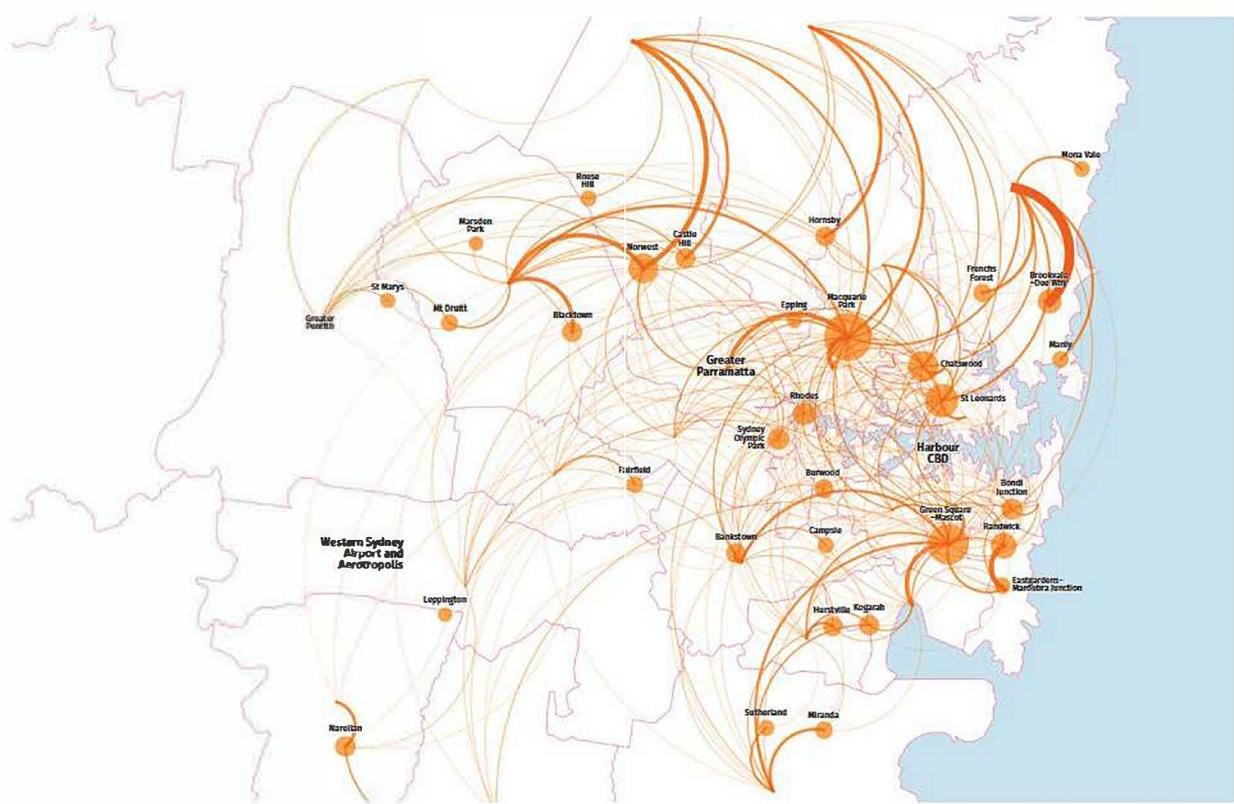
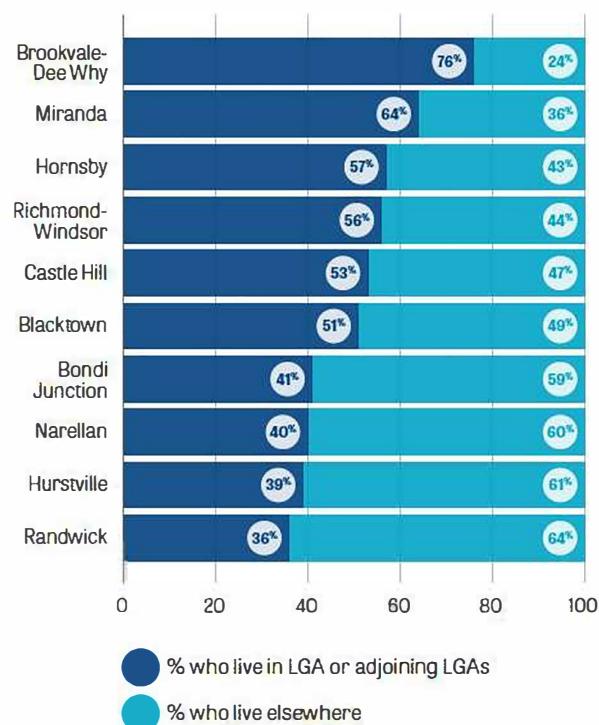


Figure 15: Job containment in selected strategic centres³⁰



Findings and future focus

The rapid increase of people working from home highlights the choices some people have made about where they live and work. Increased workplace flexibility will mean more people working from home or locally. We will continue to measure and monitor changing job containment rates as the response to the pandemic continues, given the possibility that new behaviours become commonplace.

We are seeing a stronger focus on strategic and large local centres and the diversity of jobs, retail and services that can be accessed in those locations. Further analysis of the diversity of centres will aid a better understanding of the vital mix of uses needed to support work and lifestyle choices.

PI 3: Walkable places

Purpose

This indicator examines walking and cycling as modes of travel to understand their contribution to the liveability of a city.

Goal

The goal is more convenient walking and cycling access to schools, employment, shops and services, public transport and open space.

Measures

- Proportion of trips by walking (updated)
- Proportion of residents with 10-minute walking access to centres (new)
- Participation in walking and cycling for exercise (new)

Walking and cycling enhance people's health and fitness, reduce congestion and transport-related pollution, create opportunities for social connections and contribute to more people-friendly and attractive streets.

The Premier's Priority for greener public spaces recognises the need for quality public spaces within walking distance of where people live and how important this is to healthier lifestyles and to bring people together.

Participation in walking and cycling across Greater Sydney increased since March 2020. The *Public Spaces during COVID-19 survey*, undertaken by the Department of Planning, Industry and Environment (DPIE) between April and August 2020, showed that 56 per cent of respondents reported

cycling more than before, and 62 per cent reported walking more than previously³¹.

In 2019, we noted the two factors that influence how walkable a place is: the walkability of the built environment and the amount of walking activity. Fine grain urban form and a mix of different land uses at the heart of neighbourhoods enhance walkability and the vitality of cities and centres. The speed and volume of vehicular traffic also shapes the walkability of a place. This is illustrated in Figure 16.

Recent data from pedestrian counts conducted by Liverpool and City of Sydney councils shows that walking in centres is significant and is an essential part of the viability of centres, and their retail and service offerings.

Measures

Walking trips

The annual Household Travel Survey measures the percentage of trips by walking as a proportion of total trips in Greater Sydney. Where last year we reported only walking trips, this year we have looked at the change in walking, including to another mode of travel (see Figure 17).

Only Eastern City and Central City districts show any increase, suggesting more needs to be done to improve the conditions for easier, more convenient and safer walking.

These statistics are reflected in the proportion of Greater Sydney's residents who can access a centre within a 10-minute walk. In 2020, this was 34 per cent. The Eastern City District has a significantly higher proportion, at 63 per cent. The North and South districts have 35 per cent and 31 per cent respectively. In the Central City District, only 20 per cent of residents can access centres within 10 minutes' walk, and in Western City District, it is just 18 per cent³².

Figure 16: Walking in the built environment³³

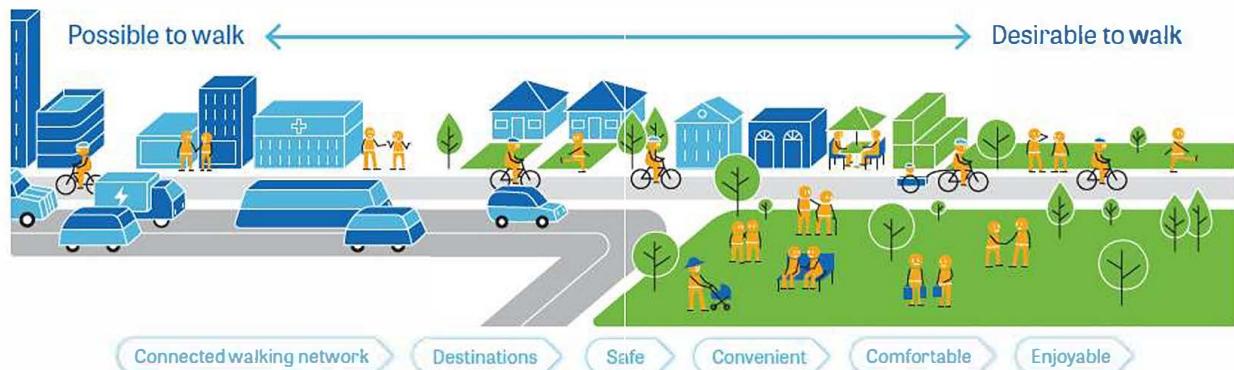
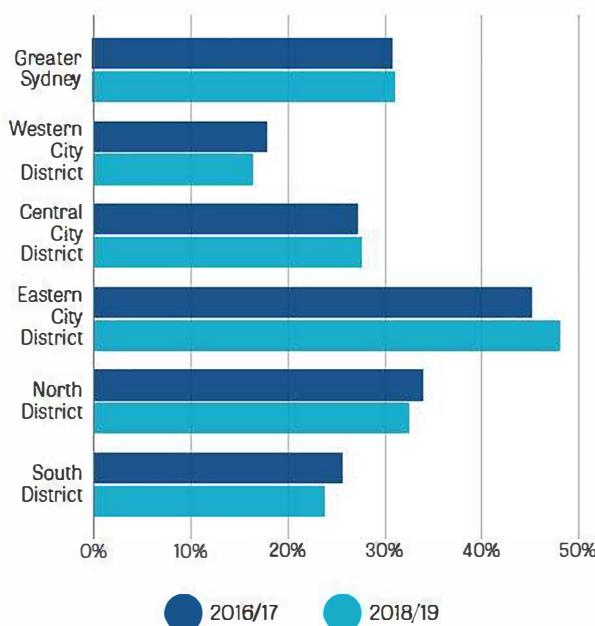


Figure 17: Walking (including to another mode of travel) as a proportion of total trips (2016/17–2018/19)³⁴



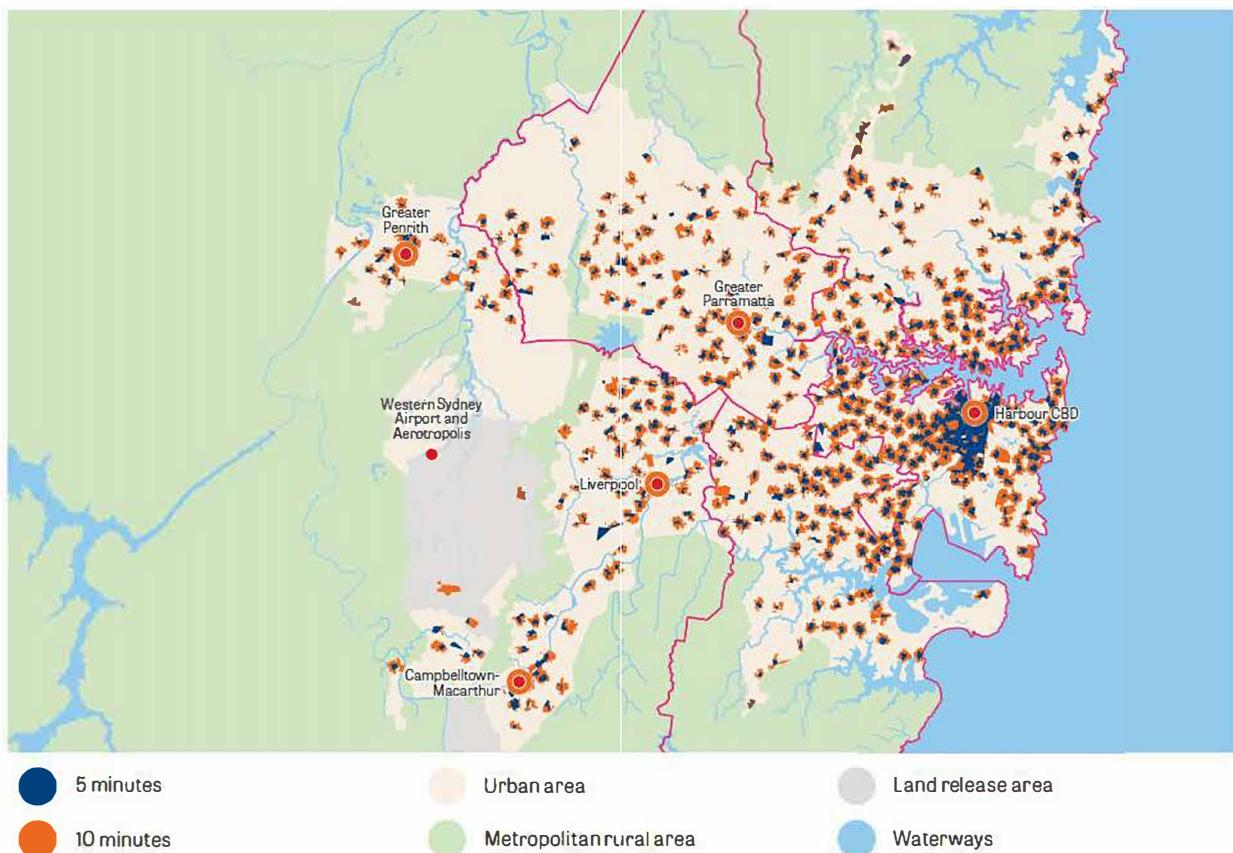
Access to local centres, mapped in Figure 18, shows the greater distances and lower concentration of centres across those districts.

Of note, there are some areas of higher walkability that correlate with older, established centres in the Western City District. However, newer areas developed since the 1970s have an urban structure that is more car dependent, meaning fewer opportunities to walk to local centres. This is compounded by streets that do not prioritise pedestrians relative to vehicles, have fewer or no footpaths and less street tree canopy as outlined in performance indicator four.

The development of new communities in the Western City and Central City districts need to prioritise an urban structure that supports walking and cycling.

The importance of local centres will increase if flexible working conditions see people continuing to work from home and as risk factors due to the pandemic encourage people to stay within their local communities.

Figure 18: 5 and 10-minute access to centres >1,000 square metres of retail floor space³⁵



Access to open space and recreation

Last year, the Pulse reported that across Greater Sydney, five per cent of people walked to work and one per cent cycled in 2016. DPIE's 's 2019 *Greater Sydney Outdoors Study* confirmed that people value outdoor recreation areas close to where they live and to their workplace³⁶.

The study showed that more than 80 per cent of respondents walked, jogged, hiked or ran for recreation or exercise and that over one quarter cycled on roads.

Movement and Place

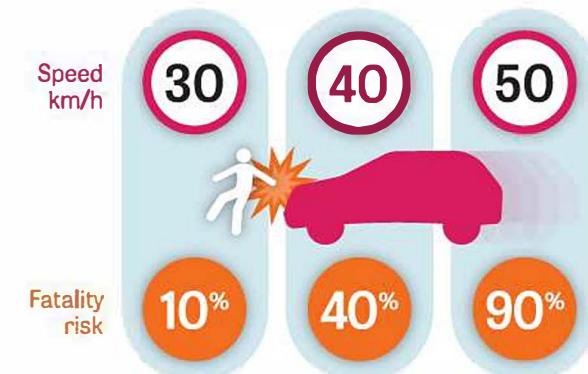
To encourage more walking, we need to think about the dual use of streets for movement and as places. This is particularly relevant within two kilometres of places like centres, regional sporting facilities and parks.

The *Streets as Shared Spaces program*, led by DPIE, will provide \$15 million in grant funding across NSW for council and community-led initiatives to improve street environments through temporary activations that demonstrate the case for permanent changes, such as footpath improvements or widening, new cycle lanes or public domain upgrades.

One simple and cost-effective way of improving local conditions to make walking and cycling easier, safer and more convenient is through reduced speed limits³⁷. Figure 19 shows the effects of different speeds.

In mid-2020, Manly and Liverpool centres introduced speed limits of 30km/hour. Other areas where speed limits have recently been reduced to 40km/hour include parts of Annandale, Pyrmont, Camperdown and Randwick.

Figure 19: Crash impact speed survivability*³⁸



*Based on young adult pedestrians

Findings and future focus

Levels of walking and cycling have increased across Greater Sydney since the pandemic started, however opportunities for walking and cycling vary greatly across the metropolis. Access to local centres and recreation decreases from east to west, where there is a greater reliance on cars.

The increasing use of local centres and the benefits of walking and cycling requires us to prioritise improvements in and around centres. Many of Greater Sydney's centres are also well-served by public transport and improved walking links will support higher public transport use by making access to stations and interchanges quicker and easier.

If the safety, quality and attractiveness of streets is improved, particularly those that link to transport, open space and public facilities, walking and cycling participation increases.

PI 4: Addressing urban heat

Purpose

This indicator helps to understand the value of green infrastructure such as tree canopy, vegetation and waterways in reducing the impact of extreme heat on people's health and improving local amenity.

Goal

The goal is to increase the contribution that the urban tree canopy and water in the landscape can make to the quality of public places, streets and open spaces which improves amenity.

Measures

- Number of hot days (at or above 35°C) (updated)
- Urban heat impacts (new)
- Proportion of permeable surface cover (new)
- Investment in tree planting (new)

Hot days and heatwaves are a significant hazard in Greater Sydney, impacting people's health and local amenity. Green infrastructure such as tree canopy can mitigate this by reflecting radiant heat, providing shade and cooling the microclimate through transpiration. Programs to increase urban tree canopy cover include the NSW Government's 5 Million Trees Program and council-led tree planting programs³⁹.

Our evidence base has expanded to include insights on permeable surfaces, recognising how retaining more water in the landscape can also help mitigate the urban heat island effect.

Further research also highlighted how Sydney Water's investments in reinstating more natural conditions in highly modified waterways not only helps retain more water in the landscape but can also support increased tree canopy cover and a range of liveability and sustainability objectives.

Measures

Hot days and heatwaves

In 2019–20 the number of hot days (at or above 35 degrees Celsius) was above the long-term average across all districts (Figure 20). For example, Penrith (in Western City District) recorded 35 hot days, well above the long-term average of 22.7 days. Similarly, Parramatta (in Central City District) recorded 16 hot days (the long-term average is 11.3 days). In the Eastern City District, nine hot days were recorded at Observatory Hill (3.2 average). During the summer of 2019–20, there were fewer hot days in the Western City,

Central City and South districts than the previous year (2018–19), and more hot days in the Eastern City and North districts (see Figure 21).

Heatwaves occur when temperatures remain high for that location for three or more consecutive days⁴⁰. For example, there were six consecutive days over 35 degrees in Penrith from 26 to 31 December 2019, with a peak temperature of 46.3 degrees on 31 December 2019. By contrast, Observatory Hill in the Eastern City District did not record any heatwaves in 2019–20.

Figure 20: Number of days at or over 35°C (July 2009–June 2020)⁴¹

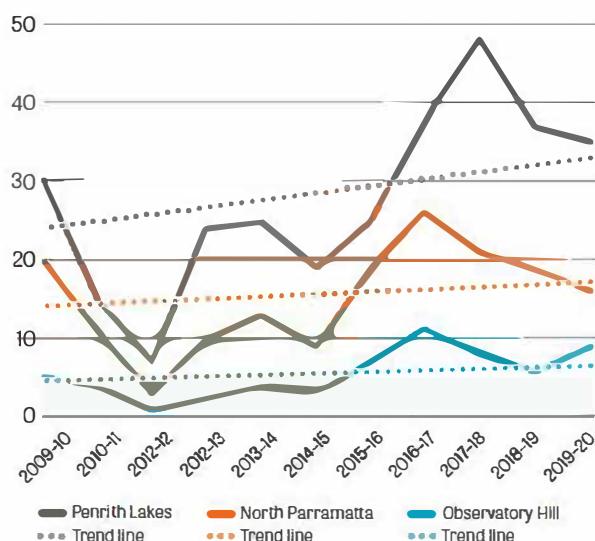
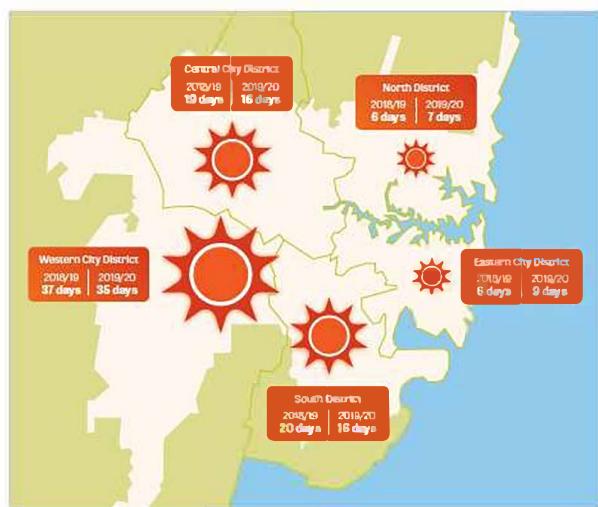


Figure 21: Number of days at or over 35°C (July 2019–June 2020)⁴²



Urban heat

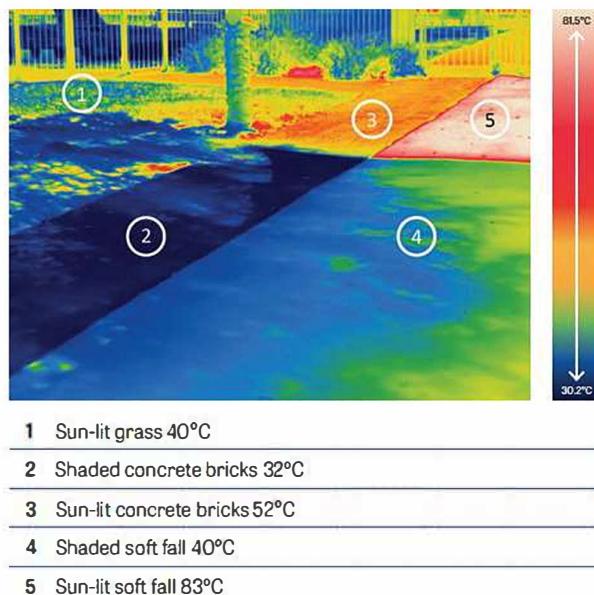
Mapping of the urban heat island effect in last year's Pulse showed that the urban areas of the Western City, Central City and Eastern City districts are all exposed to urban heat. These are the most heavily populated districts of Greater Sydney.

A significant proportion of the South District, north of the Georges River, is also exposed to urban heat while the North District is much less exposed. Data on exposure to heat is available on the Greater Sydney Dashboard.

Permeable surfaces allow water to penetrate the soil, helping to retain more water in the landscape. They can help support the growth of trees and green ground cover, which can mitigate the urban heat island effect. Permeable paving allows water to drain and evaporate through urban surfaces, helping to mitigate the urban heat island effect.

Evaporative cooling from permeable paved surfaces may decrease the surface temperature by up to 20°C compared to other impermeable hard surfaces⁴³. Studies of different paving materials show while permeable hard surfaces such as brick pavers retain more heat than natural surfaces such as grass and sand, they can be up to 30 degrees cooler than artificial surfaces such as synthetic grass and recycled rubber, which are commonly used in children's playgrounds (Figure 22).

Figure 22: Heat impacts on children's playground surfaces⁴⁴

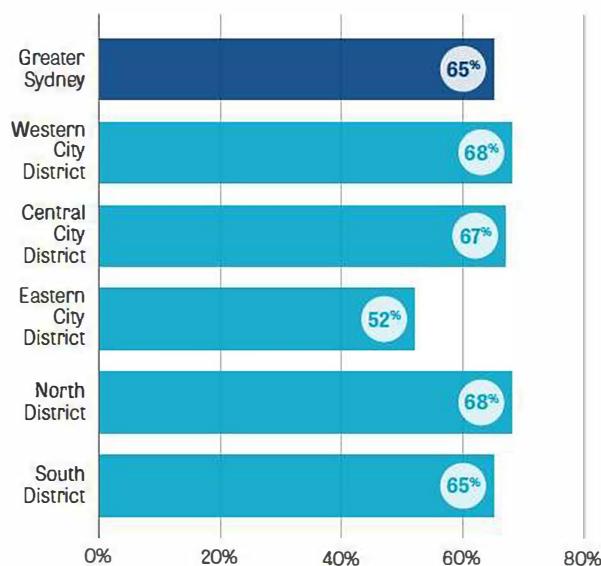


Permeable surfaces also reduce the amount and speed of stormwater, which helps reduce the flow of pollutants entering waterways and the risks of flash flooding. In this way, permeability can be a useful indicator for measuring

urban heat, the health of catchments and resilience to flood risks.

The Eastern City District has the lowest proportion of permeable surface, reflecting its longer history of dense urban development and renewal. Fifty-two per cent of the developed urban area of the District is permeable. By comparison, the developed urban areas of all other Districts have between 65 per cent and 68 per cent permeable surface area (Figure 23). Even though the Eastern City District has fewer hot days than other parts of Greater Sydney, the lower levels of permeable surface means that the urban heat island effect can be significant.

Figure 23: Proportion of permeable surfaces within developed urban area by district⁴⁵



Land uses within each catchment can impact on water quality in waterways, as well as exposure to urban heat. There are more than 15 catchments areas (also known as hydrological catchments or drainage basins) in Greater Sydney where networks of streams flow to a common point.

Measuring the proportion of each catchment's permeability provides a useful insight into the area's ability to retain water in the landscape, which will help mitigate the urban heat island effect. A high proportion of permeable surface increases infiltration and reduces the volume and speed of stormwater flows and is therefore a proxy indicator of overall waterway health.

The Cooks River is Greater Sydney's least permeable catchment, with 52 per cent of the catchment's total area, or over 5,800 hectares, impermeable (Figure 24).

Greater Sydney catchments with more than one-third impermeable surface area include the Sydney Harbour, Parramatta River, Curl Curl Lagoon and Dee Why Lagoon catchments. This reflects the high degree of urbanisation and the lower levels of remnant native vegetation in these catchments.

Considering levels of permeability can also highlight challenges with mitigating urban heat and managing water quality and waterway health in other highly urbanised catchments.

Other catchments, such as the Pittwater and Port Hacking catchments, have a much lower proportion of impermeable surface area, reflecting the lower levels of urbanisation and the presence of large national parks in these areas.

There are many other factors, in addition to the proportion of impermeable surface, that can impact water quality and waterway health. The NSW Government has prepared a risk-based framework to assist in managing the impacts of land-use planning decisions on waterways⁴⁶.

Urban tree canopy cover

The proportion of urban tree canopy cover varies greatly. Data from 2016 shows that the urban area of the North District has 40 per cent urban tree canopy cover, compared to the overall average of 21 per cent of the urban area of Greater Sydney. More information is available on the Greater Sydney Dashboard.

In 2018–19, the NSW Government's Five Million Trees Program provided over \$5.3 million to 20 councils in Greater Sydney to support tree planting programs. Figure 25 shows the grants are supporting programs in areas with poor tree canopy. Blacktown in the Central City District is running an extensive \$1 million program for planting trees in streets and parks and Liverpool (Western City District) is investing in urban forest, parklands and street tree planting.

Figure 24: Catchments and proportion of impermeable surface area⁴⁷

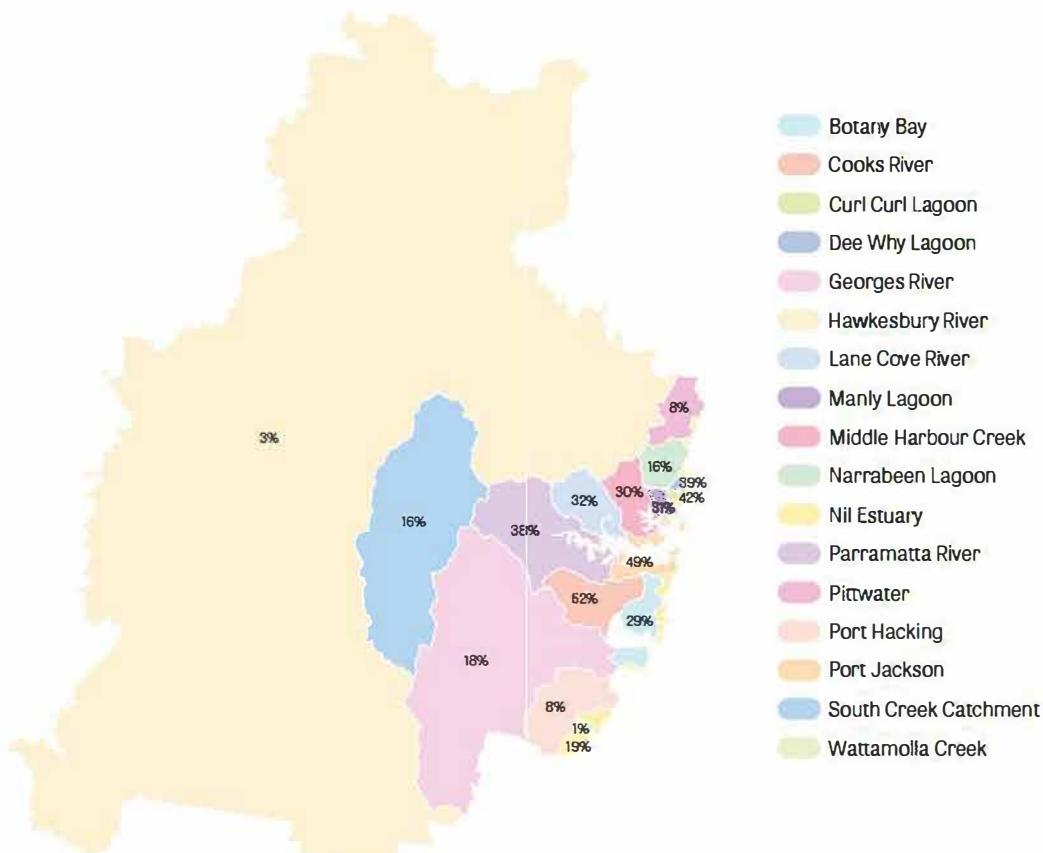
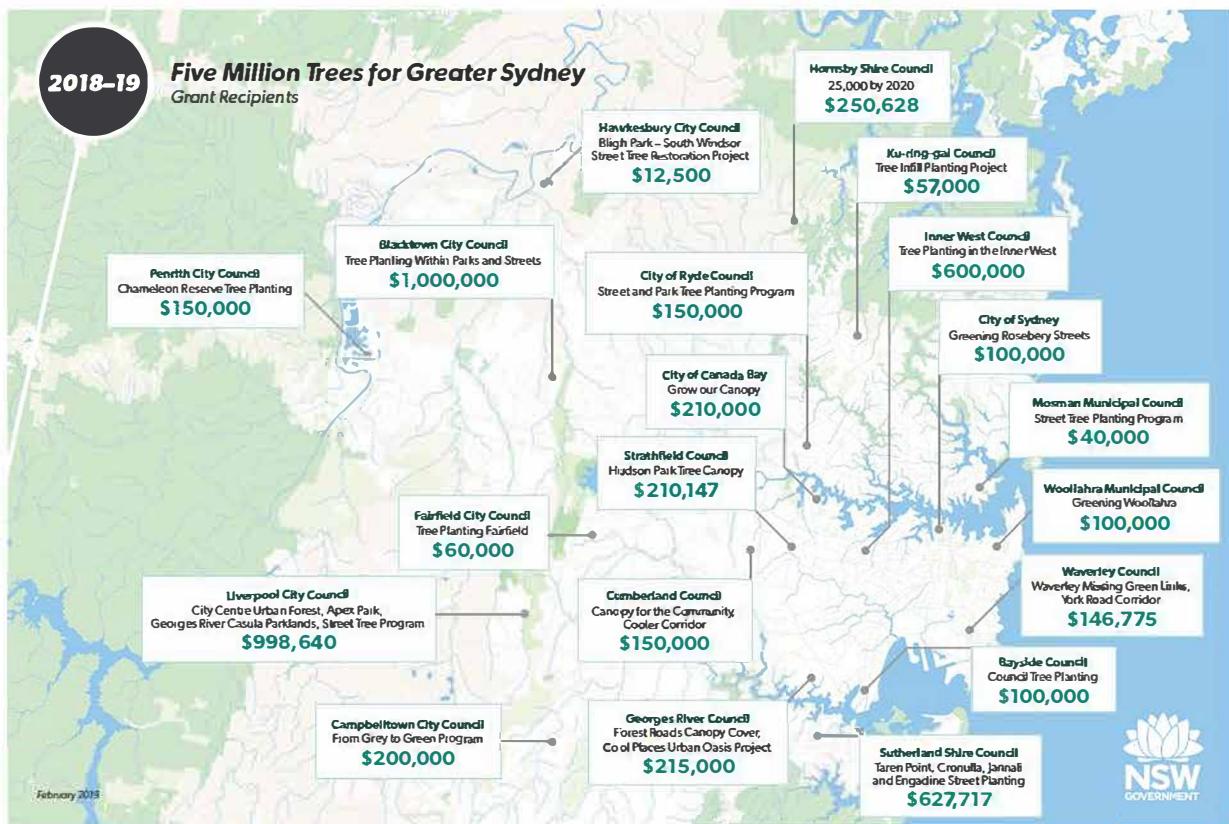


Figure 25: Five Million Trees Grant Recipients 2018–19⁴⁸



Findings and future focus

All districts other than the North District have lower than benchmark tree canopy cover, which exacerbates urban heat. The significant difference in the average daily maximum temperature between Western City and Eastern City districts emphasises the need to prioritise an increase in tree canopy cover in the Western City District. While Eastern City District has a much smaller proportion of permeable landscape, the urban heat island effect can be significant.

Increasing tree canopy in the urban area will improve amenity and address urban heat. This will progress the evolution to a metropolis of three sustainable cities.

Projections from the NSW and ACT Regional Climate Model (NARClM) show that air temperatures in Greater Sydney are expected to increase as a result of climate change and increasing urbanisation⁴⁹.

Maintaining or increasing the amount of vegetation landscape cover and permeable surfaces can help maintain more comfortable temperatures. Protecting and integrating waterways near where people live can both moderate the urban heat island effect and support urban tree canopy. It can also help support local habitat, healthy waterways, reduced flood risk and the delivery of Green Grid connections.

4 Implementing the district plans

4.1 Implementation

Reporting on the implementation of district plans shows how Greater Sydney is changing on a district by district level. It includes mapping the status (July 2019 – early November 2020) of projects and programs to deliver a metropolis of three cities.

The spatial element of implementation helps to align land use and the different types of infrastructure needed to support liveability, productivity and sustainability.

Building on the 2019 implementation reports, this year's reporting highlights the investments in resources and funding of programs by the NSW Government and councils to support implementation of the Region Plan and district plans. In the case of the Western City District, the involvement of the Australian Government through the Western Sydney City Deal sees all three levels of government working together.

The district plan implementation updates feature key transport, health and education infrastructure as well as the latest planned precincts and Green Grid investments. All councils have updated, prepared or are preparing local housing strategies for endorsement by DPIE.

District plans are supported by the local strategic planning statements (LSPS), which contain planning priorities and actions to support the Region Plan and district plans at the local level. Each is informed by councils' Community Strategic Plans.

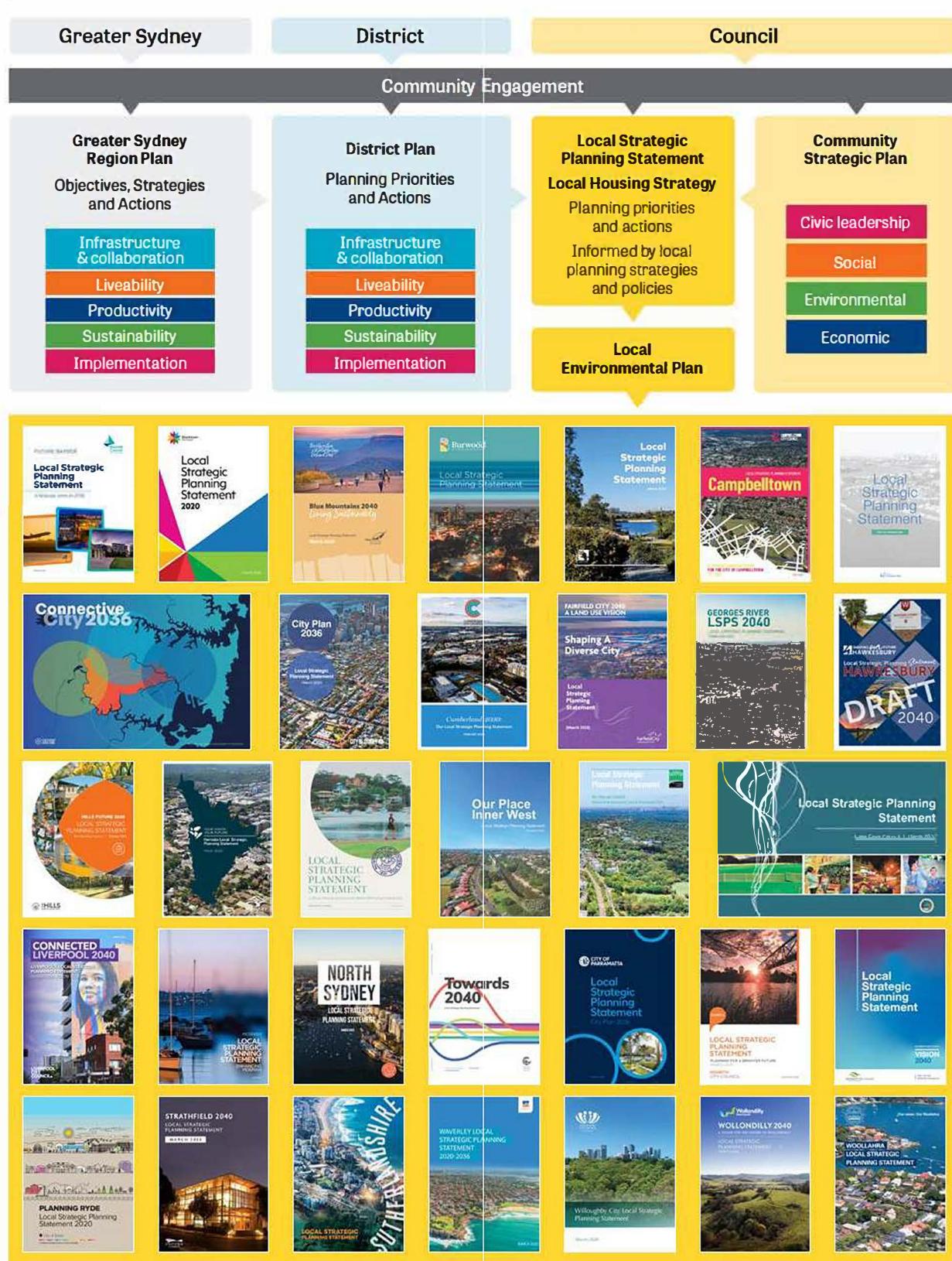
The LSPS sets out the 20-year vision for an LGA, demonstrates how change will be managed and identifies local priorities for updating each council's LEP. Councils are setting the strategic framework for implementing and giving effect to the district plans by:

- reviewing their LEP against the relevant district plan
- undertaking studies and consulting with stakeholders to determine key priorities for their local area
- preparing and making their first LSPS
- updating their LEP within three years of the district plans being finalised – Councils who fall under the Accelerated LEP Program were required to finalise their LEPs by 31 August 2020
- engaging with DPIE and other agencies, adjoining councils and the community to inform implementation.

LSPSs in place can be viewed and tracked on our website at <https://www.greater.sydney/local-planning-assurance-tracker>. This will also be used to link to councils' reporting on implementation.

We have commenced more detailed monitoring of district plan actions to inform 2021 updates.

Figure 26: Relationship of region, district and local planning in Greater Sydney



4.2 Central City District Plan Implementation Update

The Central City District comprises Blacktown, Cumberland, Parramatta and The Hills LGAs. This update overviews the projects and programs that support the district plan's implementation.

Progress on actions of the district plan (July 2019 to early November 2020)



Infrastructure and collaboration

Planning Priority:
C1 (Actions 1–6)
C2 (A.7)

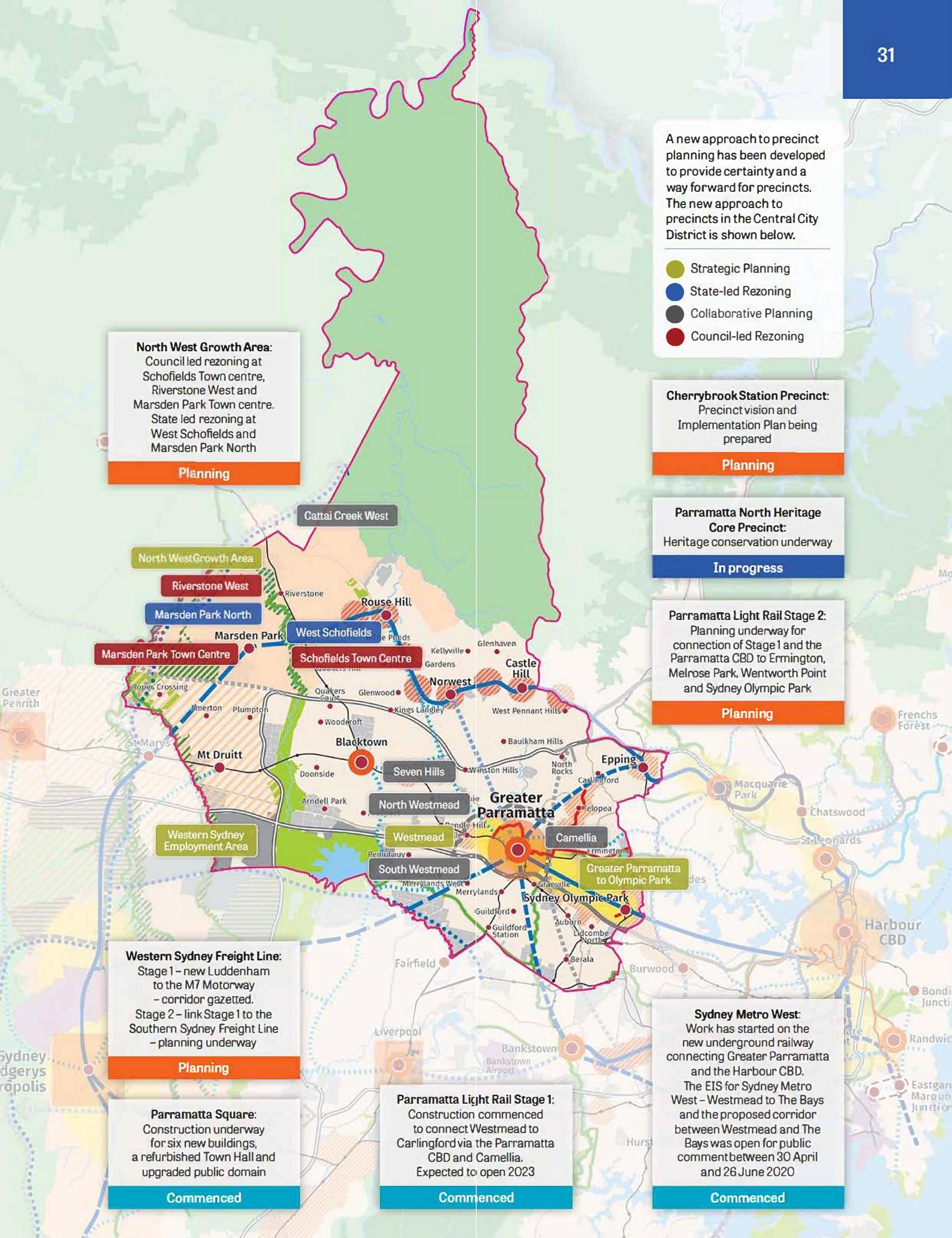
- Place-based Infrastructure Compact (PIC) Pilot:** The PIC Pilot was completed for Greater Parramatta and the Olympic Peninsula (GPOP). The Commission's recommendations were provided to the NSW Government in March 2020, following public exhibition (Nov-Dec 2019). The NSW Government is now considering its response.
- NSW Health:** Construction of the \$700 million Blacktown and Mount Druitt Hospitals Redevelopment Stage 1 & 2. Construction completion of the Westmead Central Acute Services Building, part of the \$1 billion Westmead Redevelopment. Commencement of the \$619 million Children's Hospital at Westmead, Stage 2 redevelopment. Rouse Hill Hospital – Stage 1 – planning underway. Construction on the Merrylands HealthOne completed (part of \$100m program). Planning underway on the Bungarribee House replacement, Blacktown Hospital (part of the \$700m Statewide Mental Health Infrastructure Program). Planning underway on the Bunya Unit relocation, Blacktown Hospital (part of the \$700m Statewide Mental Health Infrastructure Program)⁵⁰.
- School Infrastructure NSW:** Has 21 upgrade projects, 6 new schools are in planning or underway, and 8 upgrades and 2 new schools completed. 28 schools in the district have participated in the *Share Our Space Program*⁵¹.
- Marsden Park Public School:** To accommodate up to 1,000 students approved as part of Planning Acceleration Program⁵².
- Local Infrastructure:** In financial year 2018–19, over \$270 million was received from development contributions and voluntary planning agreements which helped fund local roads, stormwater management and land for open space and community services and other public benefits⁵³.
- District Arts, Culture and Sport:** Cricket NSW Centre of Excellence, Parramatta, training and administration facility to service both regional and metropolitan cricketers approved as part of the Planning Acceleration Program⁵⁴.



Liveability

Planning Priority:
C3 (Actions 8–9)
C4 (A10–15)
C5 (A16–17)
C6 (A18–22)

- LHSs:** LHSs are being updated or prepared by all 4 councils for their respective LGA. All Councils in the District have exhibited and approved a draft LHS and provided to DPIE for assessment and approval.
- 6–10 year Housing Targets:** As part of their LHSs, councils are to show how they can meet an indicative draft range for 6–10 year housing targets (2021/22–2025/26) of 16,500–18,500 dwellings in Blacktown, 10,000–12,500 dwellings in Cumberland, 22,500–25,000 dwellings in Parramatta and 9,500–11,500 in The Hills.
- Streets as Shared Spaces Program:** A state-wide pilot program has awarded grants (one-off grant funding of \$15 million) to councils for temporary activation projects that support the community during COVID-19 and also test ideas for more permanent improvements to local streets, paths and public spaces. Successful projects that will be granted funding include Cumberland City Council's pop-up park on Dunmore Street within the Wentworthville Local Centre including traffic calming, outdoor dining, art and lighting (\$95,400) and the City of Parramatta's activation of Phillip Lane including art, lighting and greenery (\$100,000)⁵⁵.
- District Arts and Culture:** In December 2019 the design was selected for the New Museum of Applied Arts & Science – Powerhouse Parramatta, which will be a 24-hour culture and events precinct, with multiple transport links, integrated into the fine grain of the city⁵⁶.
- Places to Love Program:** Blacktown is co-designing a Place Plan for the Patrick Street precinct with the community and stakeholders, including a temporary parklet⁵⁷.



4.2 Central City District Plan Implementation Update

Progress on actions of the district plan (July 2019 to early November 2020)



Productivity

Planning Priority:
C7 (Actions 23–28)
C8 (A 29–31)
C9 (A 32–36)
C10 (A 37–48)
C11 (A 49–52)
C12 (A 53–59)

- **Industrial and Employment Lands Studies:** All Councils in the District have completed Industrial and Employment Land Studies/Strategies.
- **Parramatta Central Business District (CBD) Planning Framework Review:** Parramatta has prepared the Parramatta CBD Planning Proposal that would allow for an additional capacity of 783,280 sq.m of commercial floor space or 21,750 jobs above the potential capacity under existing controls. The combined capacity under both proposed controls and existing controls is for 50,250 additional jobs or 1,809,320 sq.m of additional commercial floor space⁵⁸.
- **Roberts Road Data Centre, Blacktown:** A data storage facility, supporting economic development, employment and training opportunities in Western Sydney, approved as part of the Planning Acceleration Program⁵⁹.
- **Light Horse Interchange Business Hub Eastern Creek:** Detailed concept proposal for the first stage of redevelopment of the site as an industrial business hub with approximately 157,600 sq.m industrial and light industrial floorspace, and 7,900sqm ancillary offices, approved as part of the Planning Acceleration Program⁶⁰.



Sustainability

Planning Priority:
C13 (Actions 60–63)
C14 (A 64)
C15 (A 65–67)
C16 (A 68–70)
C17 (A 71–72)
C18 (A 73–74)
C19 (A 75–80)
C20 (A 81–85)

- **Parks for People Program:** Upgrades to George Kendall Riverside Park in Ermington and a new park in Beaumont Hills⁶¹.
- **Everyone Can Play:** The Everyone Can Play Grant program has delivered funding for new and upgraded play spaces in Cumberland LGA, Blacktown LGA and City of Parramatta LGA⁶².
- **Five Million Trees Program:** Funding of \$500,000 for tree planting programs across Blacktown and Cumberland LGAs⁶³.
- **PIC Pilot for GPOP:** Proposes a new resource recovery facility and network for providing recycled water to new homes, business and open space⁶⁴.
- **Circular economy:** Girraween Waste Recycling Transfer Facility in Cumberland with capacity to process up to 220,000 tonnes per year of general solid waste has been approved by DPIE⁶⁵.
- **Parramatta River Foreshore:** Funded by DPIE, Parramatta is developing a spatial framework for Parramatta River Foreshores with work on the River Open Space Corridor to provide continuous access extending from Sydney Olympic Park to Parramatta CBD and Parramatta Park⁶⁶.
- **Western Sydney Parklands:** Funded by NSW Government's Metropolitan Greenspace Program, Blacktown is preparing a spatial framework for Western Sydney Parklands extension and connections to establish a long-term vision for Parklands along Eastern Creek⁶⁷.
- **Duck River Corridor:** Cumberland is developing a masterplan for the Duck River Corridor in consultation with neighbouring Parramatta.
- **Prospect Reservoir Water Pipeline Corridor:** Cumberland is developing a masterplan for the Prospect Reservoir Water Pipeline Corridor in consultation with neighbouring Blacktown⁶⁸.



Artist's impression of Blacktown City Centre



Parramatta Park Loop



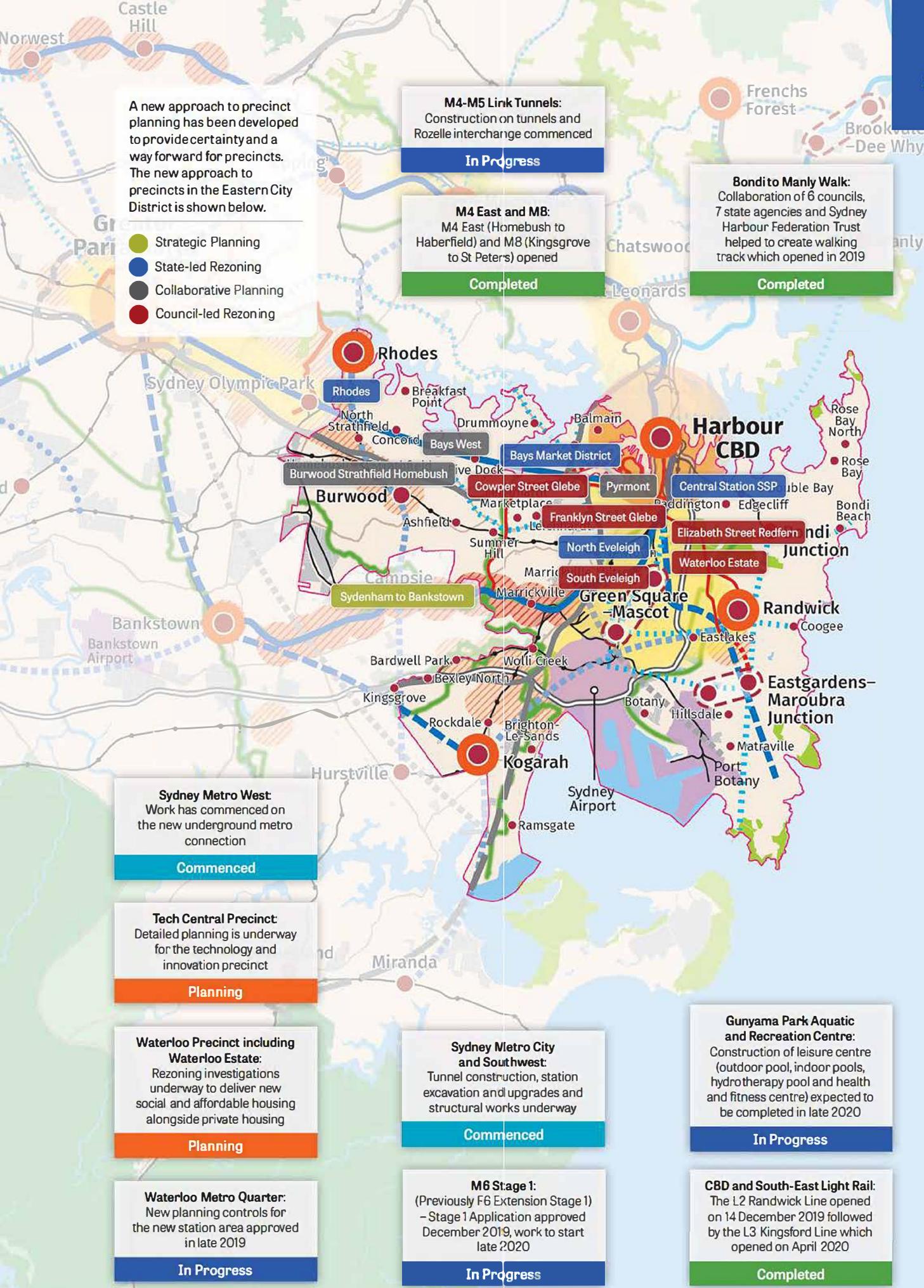
High tech manufacturing

4.3 Eastern City District Plan Implementation Update

The Eastern City District comprises the nine LGAs of Bayside, Burwood, Canada Bay, City of Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra. This update overviews the projects and programs that support the district plan's implementation.

Progress on actions of the district plan (July 2019 to early November 2020)

Icon	Section	Progress
	Infrastructure and collaboration	<p>Planning Priority: E1 (Actions 1–6) E2 (A7)</p> <ul style="list-style-type: none"> NSW Health: Planning has commenced for the \$750 million Royal Prince Alfred Hospital redevelopment. Randwick Campus Redevelopment construction underway of new Integrated Acute Services Building at Prince of Wales Hospital (\$720 million); and commenced planning of the Sydney Children's Hospital at Randwick Stage 1 and the Children's Comprehensive Cancer Centre. Construction underway on the Concord Hospital Redevelopment Stage 1 (\$341 million). Planning underway for Green Square HealthOne (part of \$100 million program). Planning underway for a Mother and Baby Unit Royal Prince Alfred hospital (part of the \$700 million Statewide Mental Health Infrastructure Program)⁷⁸. School Infrastructure NSW: Has 8 upgrade projects and three new schools in planning or underway and 7 upgrades completed. 25 schools in the district have participated in the <i>Share Our Space Program</i>⁷⁹. District Arts, Culture and Sport: Sydney Modern Project, the Art Gallery of NSW's expansion works have commenced and construction is scheduled for completion in 2022⁸⁰. Local Infrastructure: In financial year 2018–19 over \$100 million was received from development contributions and voluntary planning agreements which helped fund local roads, stormwater management and land for open space and community services and other public benefits⁸¹.
	Liveability	<p>Planning Priority: E3 (Actions 8–9) E4 (A 10–15) E5 (A 16–17) E6 (A18–22)</p> <ul style="list-style-type: none"> LHSs: All councils are updating or preparing LHSs, with drafts exhibited for Bayside, Burwood, Canada Bay, Inner West, Randwick and Sydney LGAs, and provided to DPIE for assessment for approval. The draft LHS for Waverley has been exhibited but not yet provided to DPIE. Woollahra and Strathfield strategies are being prepared, consistent with the short-term action in their LSPSSs. Seven councils have identified affordable housing policies in their draft LHSs, including Inner West, Canada Bay and Burwood Councils that have identified opportunities to implement affordable housing contribution schemes along growth corridors along Parramatta Road. 6–10 year housing targets: Councils must show how they can meet an indicative draft range for 6–10 year housing targets (2021/22–2025/26) of 8,500–10,500 dwellings in Bayside, 2,200–2,500 dwellings in Burwood, 3,800–4,000 dwellings in Canada Bay, 14,000–15,000 dwellings in City of Sydney, 5,000–5,700 dwellings in Inner West, 4,000–4,300 dwellings in Randwick, 3,500–3,800 dwellings in Strathfield, 1,250–1,350 dwellings in Waverley and 500–600 dwellings in Woollahra. Streets as Shared Spaces Program: A state-wide pilot program has awarded grants (one-off grant funding of \$15 million) to councils for temporary activation projects that support the community during COVID-19 and also test ideas for more permanent improvements to local streets, paths and public spaces. Successful projects that will be granted funding include Bayside's Place Making on Russell Avenue in Sans Souci which includes a pilot trial of community parklets alongside wide-off road cycleways (\$100,000), Canada Bay's new 'Heart' of Drummoyne Town Centre public square and one-way street trial which will include temporary street closures and traffic changes with seating, greenery and art installations (\$100,000), City of Sydney's temporary road closures on George Street which will provide public space for cultural activation and pedestrian space (\$100,000) and Randwick's shared space within Coogee Bay Village which will involve a temporary street closure and expanded public space with street furniture, play area, lighting, art installation, stage and outdoor dining (\$100,000)⁷³. Parramatta Road Urban Amenity Improvement Program (PRUAIP): A \$198 million initiative to improve open space and active transport links in 6 councils including Strathfield, Burwood, Inner West, Canada Bay, Cumberland and Parramatta. Inner West has identified a number of projects to be delivered including greenway connections under Parramatta Road and Longport Street, public domain improvements to a number of key north-south streets next to Parramatta Road, a new cycle connection along Dot Lane, conversion of Petersham Street to a 'pocket park', a new north-south pedestrian and cycle connection along Johnson's Creek and public domain improvements and a cycle connection to Pyrmont Bridge Road between Parramatta Road and Mallet Street. Canada Bay will provide upgrades to the Charles Heath Reserve in Five Dock, including a regional children's playground, outdoor exercise station and public domain works such as barbecue facilities, seating, landscaping improvements and works to the existing adjacent Five Dock Leisure Centre to build a café. The NSW Government announced in April \$20 million in funding to help deliver 10 projects of the PRUAIP within the Inner West LGA⁷⁴. Places to Love Program: Burwood is developing Hornsey Lane, with three new murals, landscaping, smart poles and seating along the new pedestrian link connecting to Burwood's upgraded library, community hub and council chambers. City of Sydney is extending the pedestrianisation of George Street to create a continuous pedestrian boulevard⁷⁵.



4.3 Eastern City District Plan Implementation Update

Progress on actions of the district plan (July 2019 to early November 2020)



Productivity

Planning Priority:
E7 (Actions 23–25)
E8 (A 26–29)
E9 (A 30–32)
E10 (A 33–37)
E11 (A 38–50)
E12 (A 51–52)
E13 (A 53–57)

- **Industrial and Employment Lands Studies:** Bayside has prepared a draft Centres and Employment Lands Strategy. Burwood is preparing a Local Employment and Investment Strategy. Randwick has completed its Economic Development Study and will be commencing an Economic Development Strategy. Canada Bay, Inner West and Waverley have completed Industrial and Employment Land Studies/Strategies. City of Sydney adopted its Employment Lands Strategy in 2014 and is currently undertaking its 5-year review. Strathfield has completed its Local Employment and Productivity Strategy. Woollahra will implement place plans for the economic revitalisation of the Double Bay and Oxford Street, Paddington local centres. commence plans for its employment lands. City of Sydney's Central Sydney Strategy is being finalised and will provide up to 50 per cent additional employment floor space in tower cluster areas.
- **Sydney Gateway Project:** Planning for a high capacity connection from Sydney Airport and Port Botany to the new WestConnex St Peters Interchange is progressing with the Environmental Impact Statement and draft Major Development Plan that were publicly exhibited between November 2019 and February 2020⁷⁶.
- **Sydney Fish Market:** A new 3-storey building, wharf and boating facilities for fishing fleet servicing, a multi-purpose wharf and the capacity for a private-operated ferry stop, retail premises for shops, markets and food and drink premises, business and office premises, multi-functional spaces and areas for exhibitions, events and functions, approved as part of the Planning Acceleration Program⁷⁷.
- **Central Sydney Planning Framework:** The draft Central Sydney planning framework was endorsed by the City of Sydney in February 2020. The framework proposes changes to planning controls that increase the amount of additional employment floorspace to over 2.9 million square metres⁷⁸.
- **Central Sydney Precinct:** Planning is underway to create a technology and innovation precinct. The State Significant Precinct rezoning proposal for the Western Gateway sub-precinct was rezoned in August 2020 and will enable delivery of 232,000 sq.m of commercial, retail and hotel use including Atlassian's new global headquarters⁷⁹.



Sustainability

Planning Priority:
E14 (Actions 58–61)
E15 (A 62)
E16 (A 63–64)
E17 (A 65–66)
E18 (A 67)
E19 (A 68–73)
E20 (A 74–76)

- **Five Million Trees Program:** Funding of \$1.5 million for Bayside, Canada Bay, City of Sydney, Inner West, Strathfield, Waverley, Woollahra to expand urban tree canopy⁸⁰.
- **Callan Park:** Renewal funded by the NSW Government with initial \$10 million investment to create more green space and opening up the waterfront⁸¹.
- **Circular Economy:** Visy Dry Recyclables Facility for receipt and processing of up to 155,000 tonnes per year of dry recyclable waste from fully co-mingled and source separated kerbside collections, approved as part of the Planning Acceleration Program⁸².
- **The Iron Cove Greenway and the Hawthorne Canal:** The Greenway links and the Parramatta River at Iron Cove to the Cooks River at Canterbury and is a joint project between Inner West and Canterbury-Bankstown Councils. Detailed designs for new and enhanced links have been completed⁸³.
- **Cooks River Open Space Corridor:** Strathfield developed a plan in consultation with neighbouring Canterbury-Bankstown for the part of this priority Green Grid corridor that runs through their LGA. This is supported by \$200,000 in funding from the NSW Government's Metropolitan Greenspace Program⁸⁴.
- **Wollie Creek Regional Park and Bardwell Valley Parklands:** Bayside is preparing a long-term vision and implementation strategy for this priority Green Grid corridor, in consultation with neighbouring Canterbury-Bankstown. This is supported by \$200,000 in funding from the NSW Government's Metropolitan Greenspace Program⁸⁵.
- **Mill Stream and Botany Wetlands Open Space Corridor:** Bayside is developing a spatial framework which will develop future options for delivering this priority Green Grid corridor. This is supported by \$200,000 from the NSW Government's Metropolitan Greenspace Program⁸⁶.
- **Rockdale Wetlands Open Space Corridor:** Bayside is developing a vision and delivery plan for this priority green grid corridor. This is supported by \$200,000 from the NSW Government's Metropolitan Greenspace Program⁸⁷.
- **Everyone Can Play:** The Everyone Can Play grant program will deliver new and upgraded play spaces in the Woollahra, Randwick, Canada Bay, Strathfield and Bayside⁸⁸.
- **Green Plans:** A Green Plan has been finalised for Arncliffe-Banksia precinct⁸⁹.



New cycleways introduced during pandemic



Wetland management in Bayside



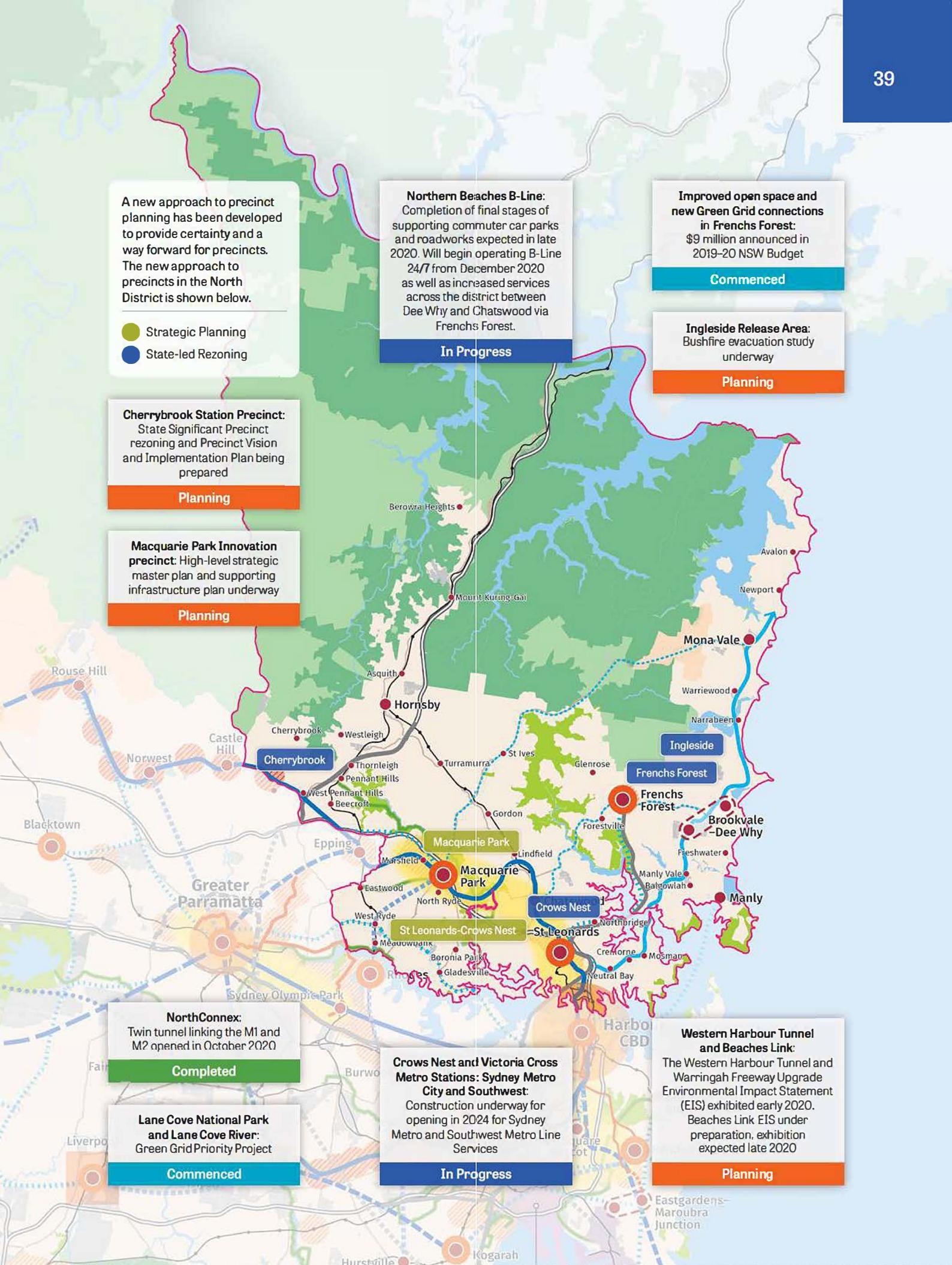
Local infrastructure in City of Sydney

4.4 North District Plan Implementation Update

The North District comprises the nine LGAs of Hornsby, North Sydney, Ryde, Lane Cove, Hunters Hill, Ku-ring-gai, Mosman, Northern Beaches and Willoughby. This update overviews the projects and programs that support the district plan's implementation.

Progress on actions of the district plan (July 2019 to early November 2020)

 <p>Infrastructure and collaboration</p> <p>Planning Priority: N1 (Actions 1–6) N2 (A 7)</p>	<ul style="list-style-type: none"> NSW Health: Mona Vale Hospital reconfiguration underway. Hornsby Ku-ring-gai Hospital Stage 2 upgrade (\$265 million) underway⁹⁰. School Infrastructure NSW: There are 26 upgrade projects, two new schools in planning or underway and six upgrades and three new schools completed. Twenty-four schools in the district have participated in the Share Our Space Program⁹¹. Local Infrastructure: In financial year 2018–19 over \$130 million was received from development contributions and voluntary planning agreements which helped fund local roads, stormwater management and land for open space and community services and other public benefits⁹².
 <p>Liveability</p> <p>Planning Priority: N3 (Actions 9–10) N4 (A 11–16) N5 (A 17–18) N6 (A 19–23)</p>	<ul style="list-style-type: none"> LHSs: Being prepared by all 9 councils for their respective LGA. Draft LHSs for North Sydney and Willoughby LHSs are being assessed by DPIE. Draft LHSs for Ryde, Hornsby and Ku-ring-gai have been publicly exhibited but not yet provided to DPIE for approval. LHSs for Mosman, Northern Beaches, Lane Cove and Hunters Hill are currently being prepared, consistent with the short-term action in their LSPSs. Four of the councils that have submitted LHSs have included affordable housing policies, including Willoughby City Council's proposal to increase its affordable housing contribution rate from 4% to 10%, subject to viability testing. 6–10 year housing targets: As part of their LHSs, councils are to show how they can meet an indicative draft range for 6–10 year housing targets (2021/22–2025/26) of 3,800–4,200 dwellings in Hornsby, 8,400–8,900 dwellings in Ryde, 150–200 dwellings in Hunters Hill, 3,350 dwellings in Ku-ring-gai, 3,000–3,500 in Lane Cove, 250–300 in Mosman, 3,000–3,500 dwellings in North Sydney, 3,500–4,000 dwellings in Northern Beaches and 1,600–1,800 dwellings in Willoughby. Streets as Shared Spaces Program: A state-wide pilot program has awarded grants (one-off grant funding of \$15 million) to councils for temporary activation projects that support the community during COVID-19 and also test ideas for more permanent improvements to local streets, paths and public spaces. Successful projects that will be granted funding include Hornsby's Reclaim Hunter Lane project for pedestrianizing between the mall and the library with outdoor dining and street trading (\$61,525), Ku-ring-gai's Gilroy Road separated cycleway and Turramurra shared path (\$398,000), North Sydney's temporary street closures to create "play streets" with planter boxes, street games and moveable furniture (\$40,000) and interconnected network of public spaces across Kirribilli and North Sydney CBD (\$1,000,000), Northern Beaches' "Beaches Eat.Play.Stay" project which includes temporary street closures in four areas one weekend per month (\$100,000) and Activate Manly Bilgola project to improve and activate connections around town centres and beaches (\$875,000)⁹³. District Arts, Culture and Sport: The final Newport and Avalon sections of The Coast Walk from Manly to Palm Beach is scheduled for completion in early 2021. It is part of a \$32.6 million a Connected Communities Program, funded by the NSW Government⁹⁴.



4.4 North District Plan Implementation Update

Progress on actions of the district plan (July 2019 to early November 2020)



Productivity

Planning Priority:
N7 (Actions 24–25)
N8 (A 26–28)
N9 (A 29–35)
N10 (A 36–45)
N11 (A 46–49)
N12 (A 50–53)
N13 (A 54–59)
N14 (A 60–61)

- **Industrial and Employment Lands Studies:** Lane Cove and Northern Beaches are preparing Industrial and Employment Land Studies/ Strategies. Ku-ring-gai will commence an initial Employment Lands study in early 2021 to help inform its employment lands study. Ryde has prepared an Industrial Lands Strategy. Willoughby adopted its Industrial Lands Strategy 2036 on 12th October 2020. Hornsby's Employment Land Study will be on exhibition until 26 November 2020. North Sydney released its St Leonards and Crows Nest 2036 Plan in August 2020 and is progressing three precinct-based planning studies for Ward Street Precinct, Military Road Corridor and Civic Precinct. Hunters Hill is undertaking a masterplan project encompassing the Gladesville commercial area and will review the employment potential of these lands. Within its LSPS, Mosman identifies undertaking a business activities review as a future action.
- **Victoria Cross Metro Station:** Over-station development comprising a 40-storey office tower providing access to jobs within the district, granted approval as part of the Planning System Acceleration Program introduced in the NSW Government's response to the pandemic⁹⁵.
- **Meadowbank Education and Employment Precinct (led by Department of Premier and Cabinet):** The final Masterplan and Place Vision was released in November 2020. The Masterplan includes potential projects to deliver the vision and supports the relocated Meadowbank Public School and Marsden High School into new facilities and transforming Meadowbank TAFE into a technology-focused campus.



Sustainability

Planning Priority:
N15 (Action 62)
N16 (A 63–64)
N17 (A 65–66)
N18 (A 67)
N19 (A 68–73)
N20 (A 74–76)

- **Five Million Trees Program:** Funding \$500,000 for tree planting programs across four LGAs including Hornsby, Ku-ring-gai, Mosman, and Ryde⁹⁶.
- **Eastwood to Macquarie Park Open Space Corridors Masterplan:** Ryde is working on a Masterplan for three interrelated Green Grid corridors (Shrimptons Creek, County Road and Terrys Creek). This was prepared with \$200,000 in funding from the NSW Government's Metropolitan Greenspace Program⁹⁷.
- **Hornsby Rural Landscape Areas:** Hornsby has exhibited a Draft Rural Lands Strategy, which provides an exemplar of place-based rural planning⁹⁸.
- **Ku-ring-gai Waste Management Strategy:** Ku-ring-gai has exhibited a draft waste strategy that will guide the delivery of waste management services in Ku-ring-gai up until 2029⁹⁹.
- **Ryde Resilience Plan:** Ryde has prepared the Ryde Resilience Plan 2030 – the first local resilience plan of its kind in Greater Sydney – to better prepare the community for future shocks and stresses¹⁰⁰.
- **Parks for People Program:** Funding for a new park in Frenchs Forest. It is anticipated that construction will start in early 2021 with the park to be completed by late 2021¹⁰¹.
- **Everyone Can Play:** The Everyone Can Play Guideline and grant program are helping designers and councils deliver play spaces that are designed to be more inclusive of everyone in the community. A third round of grant funding was announced in October 2020, with a focus on fire and drought affected areas. The program will deliver new and upgraded play spaces in the North Sydney, Ku-ring-gai and Northern Beaches LGAs¹⁰².
- **Green Plans:** Draft Green Plan is being developed for the Frenchs Forest precinct¹⁰³.



Hughes Park in Lane Cove



The Strand, Dee Why in Northern Beaches



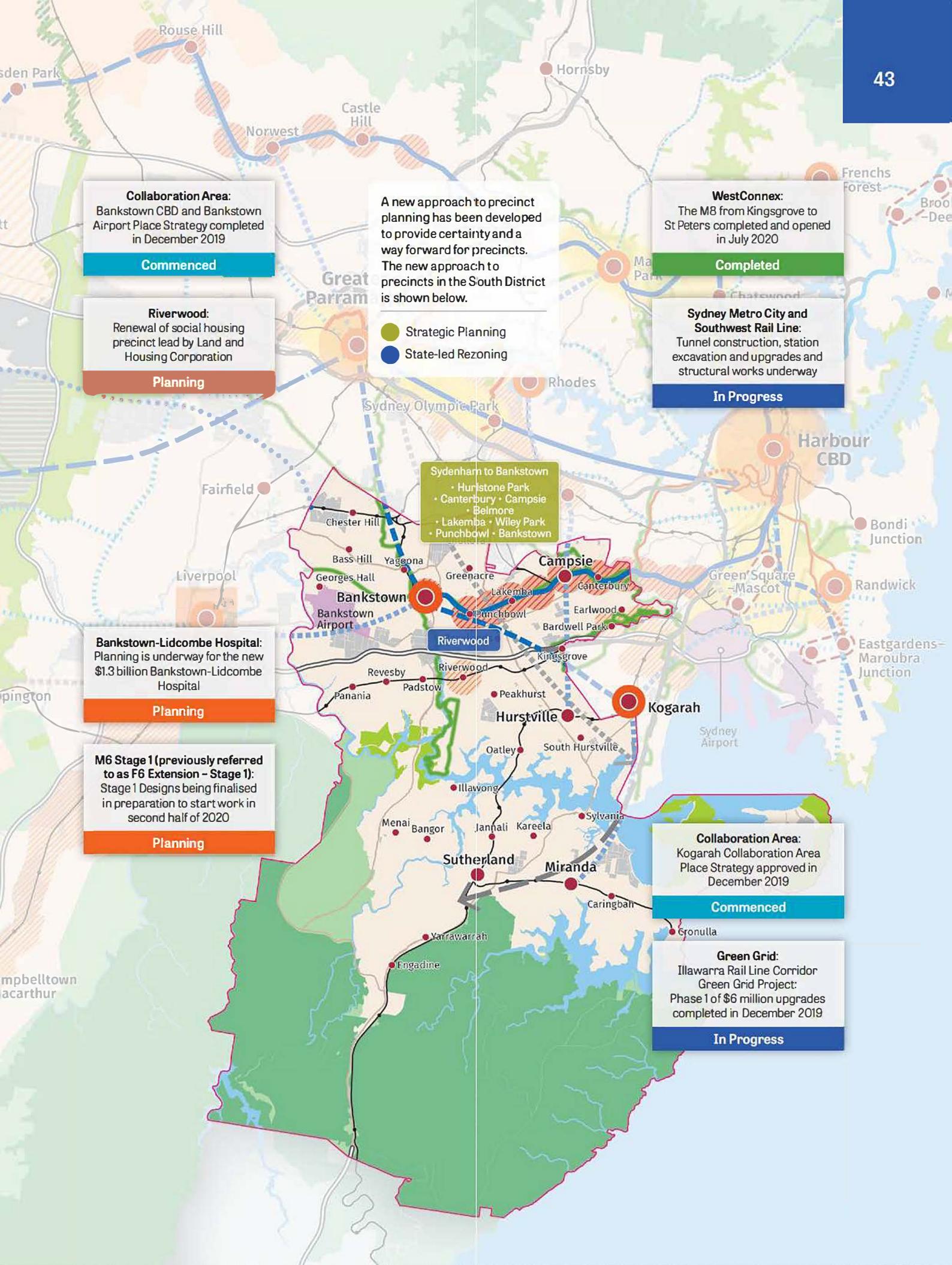
Green grid corridor

4.5 South District Plan Implementation Update

The South District comprises the three LGAs of Canterbury-Bankstown, Georges River and Sutherland. This update overviews the projects and programs that support the district plan's implementation.

Progress on actions of the district plan (July 2019 to early November 2020)

 Infrastructure and collaboration	Planning Priority: S1 (Actions 1–6) S2 (A 7)	<ul style="list-style-type: none"> • NSW Health: Planning underway for the \$1.3 billion new Bankstown-Lidcombe Hospital. St George Hospital birthing suites and operating theatres – birthing suites (\$11.5 million) complete and operational (Feb 2020). Refurbishment of operating theatres underway. Sutherland Hospital planning underway¹⁰⁴. • School Infrastructure NSW: 13 upgrade projects in planning or underway and two upgrades completed. Thirty schools have participated to date in the <i>Share Our Space Program</i>¹⁰⁵. • Kogarah Collaboration Area: Kogarah Collaboration Area Place Strategy approved in December 2019. The Place Strategy identifies a vision and shared objectives for the Kogarah Collaboration Area's growth as a health and knowledge precinct and was developed in collaboration with the Commission and the Kogarah Collaboration Area Stakeholder Group¹⁰⁶. • ANSTO Collaboration Area: Australian Nuclear Science and Technology Organisation (ANSTO) Place Strategy published December 2019. The Place Strategy supports ANSTO's vision for an Innovation Precinct at its Lucas Heights campus and aims to increase the number of knowledge intensive jobs within the district¹⁰⁷. • Bankstown CBD and Bankstown Airport Collaboration Area: Bankstown CBD and Bankstown Airport Place Strategy completed in December 2019. The Place Strategy aims to guide the area's transition from a suburban centre to a distinctive health, academic, research and training precinct¹⁰⁸. • Local Infrastructure: In 2018–19 more than \$50 million received from development contributions and voluntary planning agreements to help fund local roads, stormwater management and land for open space and community services and other public benefits¹⁰⁹.
 Liveability	Planning Priority: S3 (Actions 8–9) S4 (A 10–15) S5 (A 16–17) S6 (A 18–22)	<ul style="list-style-type: none"> • LHSs: Being updated or prepared by all 3 councils for their respective LGA. Draft LHSs for Canterbury-Bankstown and Georges River publicly exhibited and provided to DPIE for assessment and approval. Sutherland is preparing a draft LHS, consistent with the short-term action in their LSPSs. Both Canterbury-Bankstown and Georges River have included affordable housing policies in their draft LHSs. • 6–10 year housing targets: As part of their LHSs, councils are to show how they can meet an indicative draft range for 6–10 year housing targets (2021/22–2025/26) of 10,500–12,500 dwellings in Canterbury-Bankstown, 3,450–4,250 in Georges River and 3,800–5100 in Sutherland. • Streets as Shared Spaces Program: A state-wide pilot program has awarded grants (one-off grant funding of \$15 million) to councils for temporary activation projects that support the community during COVID-19 and also test ideas for more permanent improvements to local streets, paths and public spaces. Successful projects that will be granted funding include Canterbury-Bankstown's 'Streets as Rooms for Living: Micro Rooms' project which includes 10 pop ups converting streets to public spaces in town centres across the LGA (\$1,000,000), Georges River's 'Walkability and Wellness in Kogarah' project which will see improved connectivity across five locations with increased public space, traffic calming, lighting, street furniture and outdoor dining (\$50,000) and 'Forest in the City' project which includes increased public space, traffic calming and increased tree canopy on Forest Road, Hurstville (\$350,000)¹¹⁰. • Walk the Walls Project: By Sutherland for Cronulla and Caringbah centres featuring the work of local indigenous and emerging artists, supporting creative industries as well as generating local tourism¹¹¹.



4.5 South District Plan Implementation Update

Progress on actions of the district plan (July 2019 to early November 2020)

 Productivity Planning Priority: S7 (Actions 23–24) S8 (A 25–27) S9 (A 28–32) S10 (A 39–42) S11 (A 43–49) S12 (A 56–59) S13 (A 60–63)	<ul style="list-style-type: none"> • Industrial and Employment Lands Studies: Canterbury-Bankstown and Georges River have prepared Industrial and Employment Land Strategies. Sutherland is preparing a review of industrial lands. • Place Strategy for Hurstville: Georges River's Hurstville Place Strategy was endorsed by Council in December 2019. The Strategy provides a vision and key projects to transform the city centre. Funding is being sought for coordination of the Place Strategy to lead its delivery¹².
 Sustainability Planning Priority: S14 (Actions 64–68) S15 (A 69–70) S16 (A 71) S17 (A 72–77) S18 (A 78–80)	<ul style="list-style-type: none"> • Five Million Trees Program: Funding of \$842,717 for Georges River and Sutherland councils¹³. • Everyone Can Play: The Everyone Can Play grant program has delivered \$50,000 in funding for upgrades to the Northcote Park Play space in Greenacre within the City of Canterbury Bankstown LGA¹⁴. • Parks for People Program: Funding for an upgraded park in Allawah¹⁵. • Georges River Coastal Management Program: Being developed by the Georges Riverkeeper and its member councils including each of the South District councils¹⁶. • Cooks River Open Space Corridor: Canterbury-Bankstown will develop a plan in consultation with neighbouring Strathfield for the part of this priority Green Grid corridor that runs through their LGA. This is supported by \$200,000 in funding from the NSW Government's Metropolitan Greenspace Program¹⁷. • Wollie Creek Regional Park and Bardwell Valley Parkland Green Grid Corridor: Canterbury-Bankstown is preparing a long-term vision and implementation strategy for this priority Green Grid corridor, in consultation with neighbouring Bayside. This is supported by \$200,000 in funding from the NSW Government's Metropolitan Greenspace Program¹⁸. • Salt Pan Creek Corridor: Georges River will develop a plan for the Salt Pan Creek Corridor which will set a vision and identify catalyst implementation projects. This is supported by \$200,000 in funding from the NSW Government's Metropolitan Greenspace Program¹⁹. • Bankstown to Sydenham Open Space Corridor: Canterbury-Bankstown will develop a spatial framework for delivering this corridor, consolidating information from previous studies and reports to create an action plan of implementation projects. This work is supported by \$200,000 in funding from the NSW Government's Metropolitan Greenspace Program²⁰.



ANSTO



Hurstville town centre in Georges River



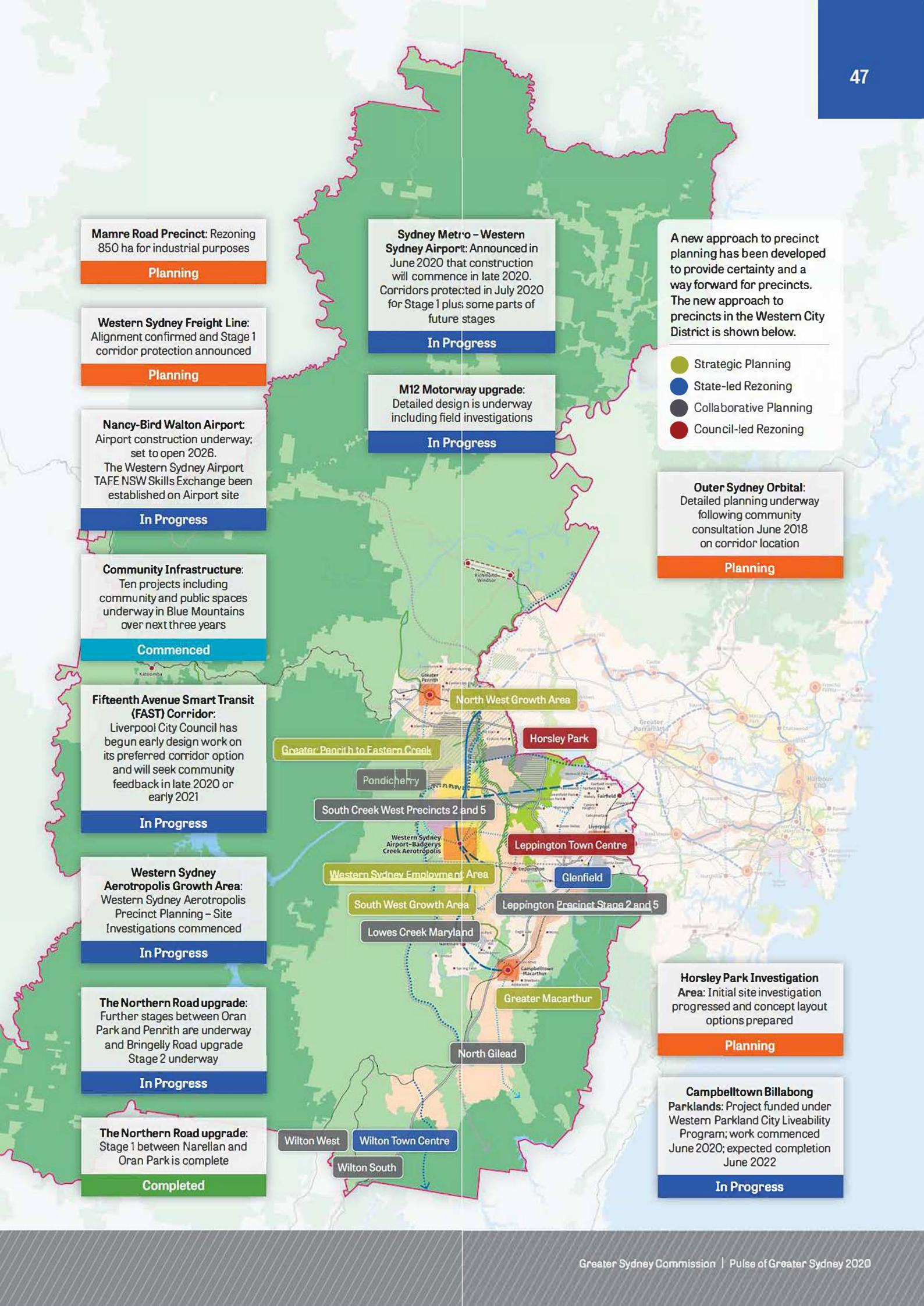
Recreational activities in Georges River

4.6 Western City District Plan Implementation Update

The Western City District comprises the eight LGAs of Blue Mountains, Camden, Campbelltown, Fairfield, Liverpool, Penrith, Wollondilly and Hawkesbury. This update overviews the projects and programs that support the district plan's implementation.

Progress on actions of the district plan (July 2019 to early November 2020)

	Infrastructure and collaboration Planning Priority: W1 (Actions 1–6) W2 (A 7–8)	<ul style="list-style-type: none"> • Western Sydney City Deal: The Australian and NSW Government jointly announced Stage 1 of the Sydney Metro (Western Sydney Airport) project (June 2020), which will provide a new rail connection from St Marys to Western Sydney Airport and the Aerotropolis. Rail for the Western Parkland City is one of the commitments of the Western Sydney City Deal. An overview of the status of the 38 City Deal commitments is provided on pages 50 to 51²¹. • Place Infrastructure Compact (PIC): A PIC is being developed for the Aerotropolis by the Commission. The initial work focuses on 28 precincts around the Aerotropolis, Greater Penrith to Eastern Creek and the corridor from Austral to Glenfield. The Western Sydney PIC Program was released in November 2020 for public feedback²². • NSW Health: Early works are underway for the \$740 million Liverpool Health and Academic Precinct. The Nepean Cancer Centre and a childcare centre have been completed as part of the \$1 billion Nepean Hospital redevelopment. Stage 2 is underway of the \$632 million Campbelltown Hospital redevelopment. Construction of the Campbelltown Stage 2 Multi-Storey Car Park has been completed. NSW Health has carried out robust planning as to how ICU capacity will be increased if required to respond to the COVID-19 pandemic. NSW Health increased the capacity of virtual care services, such as telehealth and hospital in the home, in response to the COVID-19 pandemic²³. • School Infrastructure NSW: 21 upgrade projects and 9 new schools in planning or underway and 13 upgrades and 3 new schools recently completed. There are 76 schools in the district that have participated to date in the <i>Share Our Space Program</i>²⁴. • Local Infrastructure: In financial year 2018–19 over \$130 million was received from development contributions and voluntary planning agreements which helps fund local roads, stormwater management and land for open space and community services and other public benefits²⁵.
	Liveability Planning Priority: W3 (Actions 9–10) W4 (A 11–16) W5 (A 17–18) W6 (A 19–23)	<ul style="list-style-type: none"> • LHSs: Being prepared by all 8 councils for their respective LGAs. A draft LHS for Blue Mountains is being assessed by DPIE. Draft LHSs for Wollondilly, Penrith, Liverpool and Campbelltown have been publicly exhibited but not yet sent to DPIE for endorsement. Draft LHSs for Camden and Fairfield are expected to be exhibited later in 2020, consistent with the short term action in their ILSPSSs. • 6–10 year housing targets: As part of their LHSs councils are to show how they can meet an indicative draft range for 6–10 year housing targets (2021/22–2025/26) of 550–600 dwellings in the Blue Mountains, 10,000–12,500 dwellings in Camden, 7,100–7,500 dwellings in Campbelltown, 3,000–3,800 in Fairfield, 11,000–12,500 dwellings in Liverpool, 7,500–10,000 dwellings in Penrith and 1,800–2,300 dwellings in Wollondilly. • Streets as Shared Spaces Program: A state-wide pilot program providing funding (one-off grant funding of \$15 million) for councils to increase walkable access to quality open, green and public space in urban areas. Fairfield received a \$100,000 grant for the <i>Healthy, Active Fairfield Pop up Park and Activation Program</i> and Campbelltown received a \$1,000,000 grant for the Queen Street Shared Space²⁶. • Liveability Fund: 28 local infrastructure projects are being delivered through the \$190 million Western Parkland City Liveability Program, established under the Western Sydney City Deal and funded by the three levels of Government. In June 2020 Wollondilly Shire Council opened a new skate park in Appin, the first project completed under the Program. Sod-turnings were also held in 2020 for construction of a new Billabong Parklands at Campbelltown and an all-abilities playground at Deerbush Park, Fairfield²⁷.



4.6 Western City District Plan Implementation Update

Progress on actions of the district plan (July 2019 to early November 2020)



Productivity

Planning Priority:
W7 (Actions 24–34)
W8 (A 35–41)
W9 (A42–50)
W10 (A 51–55)
W11 (A 56–66)

- **Industrial and Employment Lands Study:** Blue Mountains, Hawkesbury, Liverpool and Penrith have completed Industrial/Employment Lands Studies and Strategies. Camden, Campbelltown, Fairfield and Wollondilly are preparing Industrial/Employment Lands Studies and Strategies. Campbelltown, Fairfield, Liverpool, Penrith and Wollondilly have lodged Stage 1 LEP Review Planning Proposals.
- **Western Sydney Freight Line:** Stage 1 corridor was protected in July 2020. The dedicated freight line will run from the Outer Sydney Orbital near Luddenham to the M7 Motorway, reducing congestion on local roads and allowing the transport of container and bulk freight by rail across Western Sydney linking growing industrial areas and distribution centres, including supporting the Western Sydney freight intermodal terminal within the Mamre Road Precinct¹²⁸.
- **Western Sydney Aerotropolis:** Plan was finalised in September 2020. The final planning package includes a Western Sydney Aerotropolis Plan, State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 which established land use zones and a Development Control Plan¹²⁹.
- **MOUs:** The NSW Government entered into 18 memorandums of understanding with multinational entities, to provide input into the creation of the Aerotropolis and attract job-creating investment¹³⁰.
- **Health and Education Precincts:** A land use analysis and Masterplan for the Liverpool Innovation Precinct was released in October 2019, together with ICT and Investment Strategies. These aim to boost the profile of and attract investment to the Liverpool Innovation Precinct¹³¹. Health and education precincts are also progressing in Penrith and Campbelltown.
- **Reimagining Campbelltown CBD Strategy:** In April 2020, the Reimagining Campbelltown CBD Masterplan was released, outlining a vision and actions that will support Campbelltown realise its potential as a strong and prosperous centre¹³².
- **Richmond and Windsor masterplan:** In August 2020, Hawkesbury Council released the draft Masterplan and Public Domain Plan, Liveability Project, Revitalising Our Town Centres of Richmond, South Windsor and Windsor. This project was funded by the Australian and NSW Governments and Hawkesbury through the Western Sydney City Deal¹³³.
- **New centres:** Will be planned around stations on the Sydney Metro – Western Sydney Airport line – at Orchard Hills, Luddenham and the Aerotropolis Core.
- **Western Sydney Investment Attraction Fund:** Has been established to support business and jobs growth in the Western City District and unlock new investment¹³⁴.



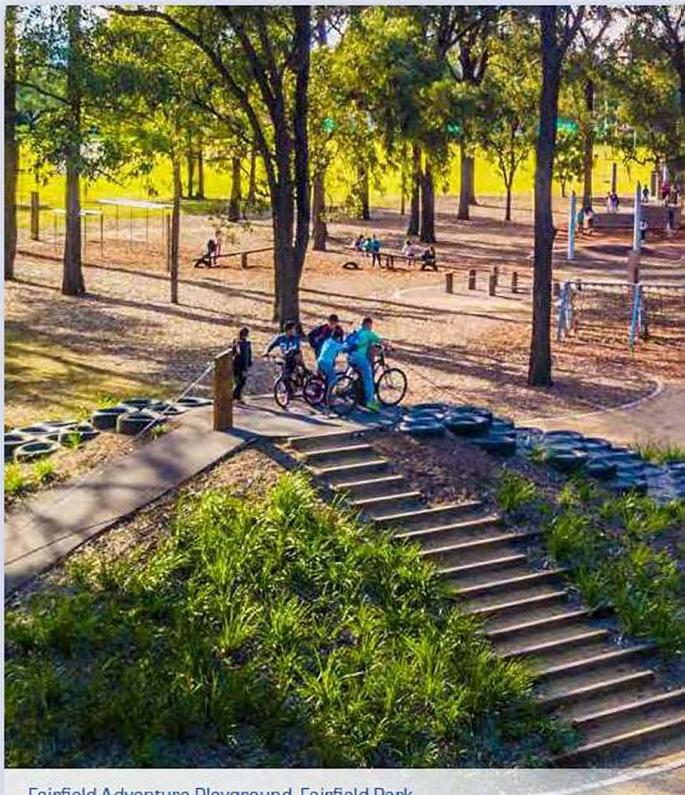
Sustainability

Planning Priority:
W12 (Actions 67–70)
W13 (A 71)
W14 (A 72)
W15 (A 73–75)
W16 (A 76–77)
W17 (A 78–79)
W18 (A 80)
W19 (A 81–86)
W20 (A 87–90)

- **Cumberland Plain Conservation Plan:** The draft Cumberland Plain Conservation Plan was released for consultation in August 2020. The draft Plan identifies strategically important biodiversity areas within the Cumberland subregion to offset the biodiversity impacts of future urban development¹³⁵.
- **Five Million Trees Program:** Funding of \$1.42 million in 2018–19 for tree planting programs across 5 LGAs in the District¹³⁶.
- **Rural Land Strategy:** Penrith has exhibited a draft Rural Lands and Villages Strategy. Camden will implement the Rural Lands Strategy it adopted in November 2018 and Blue Mountains has an adopted its Rural Lands Study from 2012. Hawkesbury has commenced work on a Rural Lands Strategy. Liverpool and Wollondilly propose to prepare a Rural Lands Strategy. Campbelltown and Fairfield do not propose to do a Rural Lands Strategy.
- **Hawkesbury-Nepean Regional Flood Study:** A regional flood study was prepared with up-to-date information and maps, with up-to-date data and modelling, which will support local level flood planning and inform development of flood mitigation and evacuation options¹³⁷.
- **Scenic Southern Escarpment:** A Masterplan for the priority Green Grid corridor was adopted by Blue Mountains City Council. This was prepared with \$200,000 in funding from the NSW Government's Metropolitan Greenspace Program. Work is underway to improve facilities at Echo Point and a new meeting space is being created in consultation with Traditional Owners¹³⁸.
- **Ropes Creek:** Work on a spatial framework for Fairfield LGA section of Ropes Creek priority Green Grid Corridor is underway, with \$200,000 in funding from the NSW Government's Metropolitan Greenspace Program¹³⁹.
- **Penrith Green Grid Strategy:** Underway, with \$400,000 in funding NSW Government's Metropolitan Greenspace Program to identify and evaluate local Green Grid and green infrastructure priority connections, sections and enhancements, and identify priority actions to deliver the Green Grid¹⁴⁰.
- **Georges River Parklands Chipping Norton Lakes:** Green Grid Priority Project rehabilitation funded and work underway for Simmos Beach along riparian corridor in Macquarie Fields in partnership with Georges Riverkeeper and NSW Government; expected completion June 2021¹⁴¹.



Wollondilly town centre



Fairfield Adventure Playground, Fairfield Park



Outdoor dining in Penrith



The Western City District is the focus of the Western Sydney City Deal. There are 38 commitments under the Western Sydney City Deal, grouped under six domains. Key milestones delivered to date are listed below. More information is available at www.wscd.sydney.

City Deal Domain	Connectivity	Jobs for the Future	Skills and Education		
Vision	<p>The new Western Parkland City will be one of Australia's most connected cities. In an emerging 30-minute city, innovative public transport, aviation and digital infrastructure will bring residents closer to jobs, centres, education and the world.</p>	<p>The Western Parkland City will create 200,000 new jobs across a wide range of industries over the next 20 years. The Airport, Aerotropolis and metropolitan centres of Penrith, Liverpool and Campbelltown will attract infrastructure, investment and knowledge-intensive jobs, and the benefits will flow into health and education, retail, hospitality, and industrial activities that will power the City.</p>	<p>Residents of the Western Parkland City will have access to the best in education and skills training opportunities. A new university, schools and VET (vocational education and training) facilities will align with the high skilled businesses and industries of the Aerotropolis.</p>		
Key milestones	Rail for the Western Parkland City <p>Stage 1 of Sydney Metro Western Sydney Airport was announced by the Commonwealth and NSW Governments on 1 June 2020. The \$11 billion city-shaping project, from St Marys through to the new airport and the Western Sydney Aerotropolis, will provide a major economic stimulus for Western Sydney, creating more than 14,000 jobs during construction.</p> <p>The project includes six new metro stations at:</p> <ul style="list-style-type: none"> • St Marys, interchanging with the existing suburban railway station and connecting customers with the rest of Sydney's rail system • Orchard Hills to service a future commercial and mixed-use precinct • Luddenham to service a future education, innovation and commercial precinct • Two stations within the airport site, at the airport terminal and at the airport business park • The Aerotropolis Core – the commercial heart of the Western Sydney Aerotropolis. 	Creating high-value employment precincts <p>The Western Sydney Aerotropolis Plan was placed on public exhibition in December 2019, with rezoning of precincts finalised in September 2020. The draft Plan includes intended land-uses for six initial precincts, including the Aerotropolis Core, an Agribusiness Precinct and a Wianamatta-South Creek environmental and recreation Precinct.</p> <p>Detailed precinct planning has been developed by the Western Sydney Planning Partnership and was placed on public exhibition in November 2020.</p>	Investment and industry attraction <p>Working through the Western City & Aerotropolis Authority, the Government entered into 18 Memorandums of Understanding with multinational entities to establish a presence or provide input into designing the Aerotropolis.</p>	Support Indigenous businesses to thrive <p>The NSW Aboriginal Land Council has established the NSW Indigenous Business and Employment Hub (the Yarpa Hub) at a site in Liverpool for Indigenous businesses, entrepreneurs and job seekers to build relationships and connect Indigenous people to business and employment opportunities. A new Indigenous Opportunity Hub has also been established at Liverpool and an expanded Hub at Campbelltown.</p>	Supporting education and jobs through Aerospace Partnerships <p>The NSW Government has been working to build on the Statement of Intent signed with the NUW Alliance (consisting of the University of Newcastle, University of NSW, University of Wollongong and Western Sydney University) in 2018 and create partnerships that will help prepare students for future job opportunities in the aerospace and aviation industries.</p> <p>Three further Memorandums of Understanding (MOUs) have been signed with:</p> <ul style="list-style-type: none"> • VITEX Pharmaceuticals to establish a vocational education, training and research institute • The University of Sydney to develop a new campus and a world leading research hub • The Sheffield Advanced Manufacturing Research Centre to develop manufacturing capabilities across the Aerotropolis. <p>These partnerships and others will support the NSW Government to generate linkages between education and industry development, as well as pathways to high-quality jobs in the Aerotropolis.</p>
	Rapid Buses and an Integrated transport program <p>Planning for the City Deal Rapid Bus Network is being expedited. A project team has been mobilised with a program developed. Co-design and engagement with councils in undertaking detailed route and network design has commenced.</p>	Digital connectivity and smart technology <p>On 24 February 2020 the NSW Government launched its state-wide "Digital Twin", a 3-D spatial database, starting with the Western Sydney growth areas. This will power faster and more cost-effective detailed planning work in Western Sydney as well as providing the platform for open spatial data across all levels of government.</p>	Connecting residents to jobs <p>All NSW Government major infrastructure projects in the Western Parkland City will have employment and procurement targets. These targets are based on the Infrastructure Skills Legacy Program, with training and diversity targets for learning workers, apprentices, women in trade related work, Aboriginals, local workers, and those aged less than 25 years.</p>	Skills and Education <p>A temporary Skills Exchange by TAFE NSW was established on the airport construction site in late 2019 to provide local training for the workers needed to construct the airport and other major projects. Negotiations have commenced with Western Sydney Airport for longer term ongoing TAFE Skills Exchange arrangements.</p>	

The City Deal, signed on 4 March 2018, brings together the Australian and New South Wales governments and the eight local councils of the Western City District to deliver transformative change to the region over the next 20 years. The City Deal will be instrumental in delivering the vision of the Western Parkland City.

Liveability and the Environment	Planning and Housing	Implementation and Governance
<p>The Western Parkland City has a unique landscape that is surrounded by protected natural assets. Its future neighbourhoods will be even more liveable and sustainable. Local project funding will create healthy and active communities that build on their strengths and support open spaces.</p>	<p>Innovative approaches to planning for and delivering housing will ensure that growth is balanced with maintaining the local character of the Western Parkland City.</p>	<p>The Australian, NSW and local governments will work together to support the growth, success and sustainability of the Western Parkland City.</p>
<p>Amenity and liveability across the Western Parkland City</p> <p>The announcement of the second and final round of the Western Sydney City Deal's Liveability Program, was held in February 2019 with \$40.2 million of funding to be spent across a range of projects including a new wave pool, sports field and performance space.</p> <p>The \$190 million Liveability Program was launched in late 2018 with co-contributions of \$60 million each by the Australian and NSW Governments and \$70 million collectively from the eight councils.</p>	<p>Local planning to support new and diverse housing</p> <p>All Western Parkland Councils are preparing Local Housing Strategies and, as part of the strategies, are required to show how they can meet an indicative draft range for 6-10 year housing targets (2021/22-2025/26).</p>	<p>Enduring tri-government governance</p> <p>March 2020 marked two years since the City Deal was signed by the Prime Minister, Premier and Mayors of the eight Western Parkland City Councils. The Governance framework implemented in 2018 has provided stability and focus over these two years and has been engineered to endure for years to come.</p>
<p>Supporting a Parkland City through an enhanced South Creek Corridor</p> <p>The first stage of developing a strategy to protect and enhance the South Creek corridor has supported the mapping of the Wianamatta-South Creek Precinct in the Aerotropolis Plan. The Precinct will rejuvenate the Aerotropolis section of South Creek into a high-quality central green spine for amenity, recreation and environmental conservation.</p>	<p>A liveable approach to street design</p> <p>The Western Sydney Planning Partnership has developed new Street Design Guidelines for adoption across the Western Parkland City. The guidelines include standards for different street types to maximise pedestrian access, cycleways, tree canopy, water in the landscape and, public transport, as well as better traffic flow on thoroughfares.</p>	<p>In October 2019, the Chief Coordinator function for the Western Parkland City transferred to the Western Parkland City Authority (formerly the Western City and Aerotropolis Authority), which is supported by the Delivery Office to manage a Coordination Committee and associated sub-committees.</p> <p>The first City Deal Annual Progress Report was published in October 2019. The second City Deal Annual Progress Report was published in June 2020.</p>
<p>Protect and preserve environmental assets and parkland character</p> <p>The early works and main works contractors for the Herbarium at Mount Annan (Stage 1) – Western Sydney Centre of Innovation in Plant Sciences with construction starting in August 2020.</p>	<p>Aligning infrastructure to growth</p> <p>Led by the Commission, NSW agencies, utilities providers and local councils are working together to implement Place-based Infrastructure Compacts (PICs) for the Western Parkland City. The first PIC is focusing on the Aerotropolis and the Greater Penrith to Eastern Creek areas and was released on public exhibition in November 2020.</p> <p>The PICs will include infrastructure planning that aligns with projected population growth and will identify new infrastructure that will be needed, use of existing infrastructure, costs, funding sources, and how delivery will be staged over time.</p>	<p>Performance Indicators and baseline metrics were included in the implementation plan. In 2020 the Delivery Office finalised an evaluation framework that will be used in the three-year review of the City Deal in 2021.</p>
<p>Protecting the Environment and streamlining approvals</p> <p>DPIE released the draft Cumberland Plain Conservation Plan for consultation in August 2020. The Plan aims to protect the biodiversity of the Cumberland Plain and support the delivery of new infrastructure and urban development.</p>	<p>Significant progress by the Western Sydney Planning Partnership</p> <p>The Western Sydney Planning Partnership was established under the City Deal in 2018 and is scheduled to complete its three priority projects by end the end of 2020: Uniform Engineering and Design Standards incorporating Street Design Guidelines, Common Planning Assumptions, and release of the Western Sydney Aerotropolis Plan.</p>	
<p>Improve community health</p> <p>A Memorandum of Understanding (MOU) has been developed and signed by all Health Alliance partners. The Health Alliance Implementation Action Plan was also developed and agreed between partners during 2020.</p>		

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6 Glossary

ABS Australian Bureau of Statistics	Lane Cove Lane Cove Council
Bayside Bayside Council	LEP Local Environment Plan
Blacktown Blacktown City Council	LHS Local Housing Strategy
Blue Mountains Blue Mountains City Council	Liverpool Liverpool City Council
Burwood Burwood Council	LSPS Local Strategic Planning Statement
Camden Camden Council	Mosman Mosman Council
Campbelltown Campbelltown City Council	North Sydney North Sydney Council
Canada Bay City of Canada Bay Council	Northern Beaches Northern Beaches Council
Canterbury-Bankstown City of Canterbury-Bankstown Council	Parramatta City of Parramatta Council
City of Sydney City of Sydney Council	Penrith Penrith City Council
Cumberland Cumberland City Council	Randwick Randwick City Council
DPIE Department of Planning, Industry and Environment	Ryde City of Ryde Council
Fairfield Fairfield City Council	Strathfield Strathfield Council
Georges River Georges River Council	Sutherland Sutherland Shire Council
Hawkesbury Hawkesbury City Council	TfNSW Transport for New South Wales
Hills Shire The Hills Shire Council	VET Vocational Education and Training
Hornsby Hornsby Shire Council	Waverley Waverley Council
Hunters Hill Hunters Hill Council	Willoughby Willoughby City Council
Inner West Inner West Council	Wollondilly Wollondilly Shire Council
Ku-ring-gai Ku-ring-gai Council	Woollahra Woollahra Municipal Council

Image references

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Greater Sydney Commission

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