

Making the Western Parkland City:

Initial Place-based
Infrastructure Compact (PIC) Area

Summary for feedback

To read the full draft PIC Report and Technical Report,
visit www.greater.sydney



Delivering the vision for the Western Parkland City

Every successful city must have a vision for the future, and then a plan for how to achieve that vision. The Place-based Infrastructure Compact (PIC) gives us the chance to make a plan for delivering the Western Parkland City. It will help to ensure things like safe roads, good public transport, schools and parks are provided at the same time as jobs and homes. It also outlines an orderly sequence of the places where growth should occur.

Making the Western Parkland City: Initial Place-based Infrastructure Compact Area outlines the majority of the infrastructure and services needed over the next 20 to make it easy for people to live, work and play close to home.

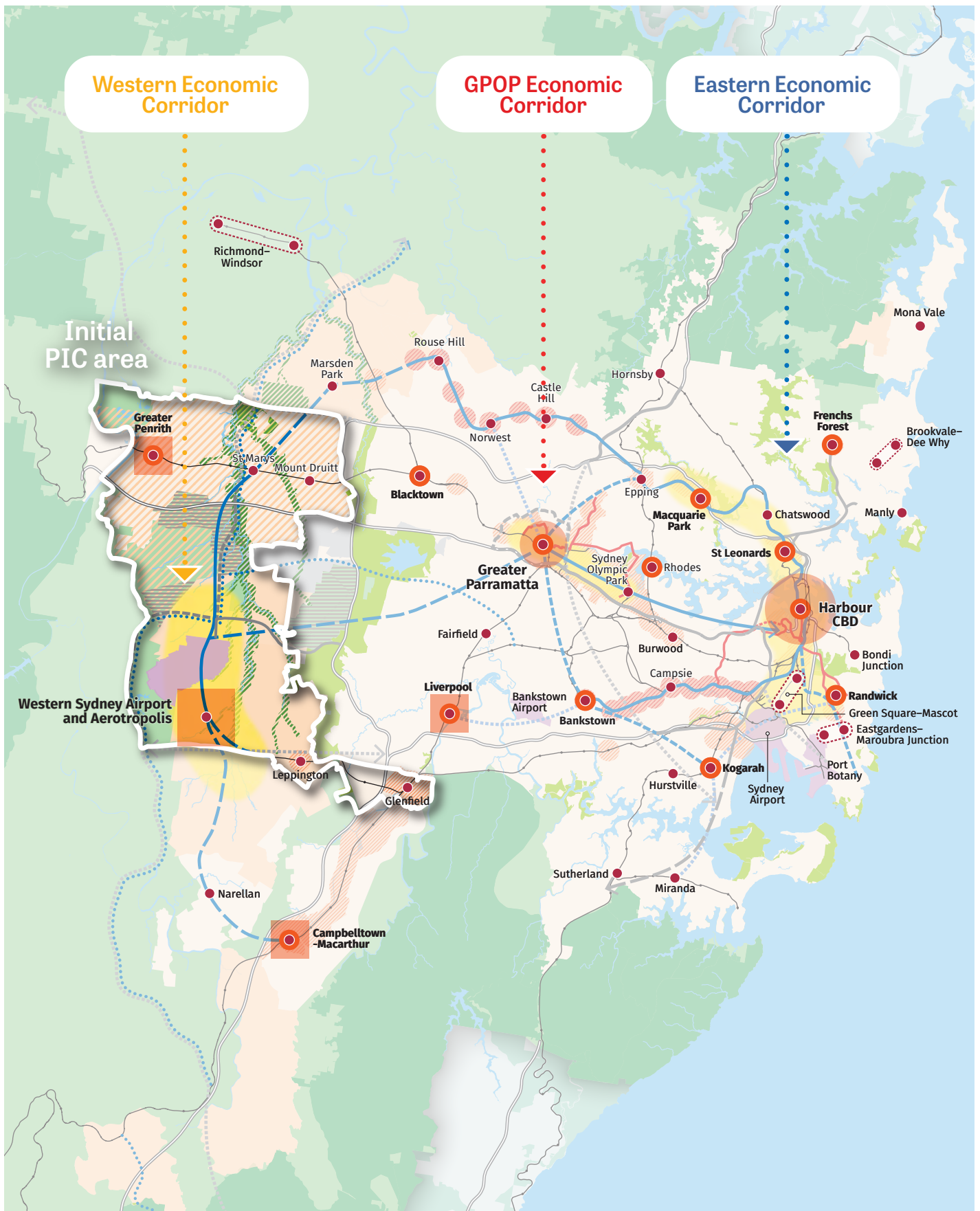
The initial PIC area sits in the centre of the Western Parkland City and covers over 36,000 hectares of land. With the Western Sydney International Airport, Aerotropolis and Sydney Metro at its heart, this area will grow into an area full of new opportunities, and most importantly generating new jobs and careers for workers across the city.

With support from more than 30 government agencies, utility providers and Councils, we've taken a new approach to planning for three key places in the initial PIC area: Greater Penrith to Eastern Creek, the Western Sydney Aerotropolis Growth Area and the Austral to Glenfield Corridor by using what we call the PIC model.



We are seeking feedback until
26 February 2021.

Figure 1: Initial PIC area



What did we find out?

After 18-months of investigation, including engagement along the way, there were six key findings from the work so far:

Finding 1: The scale of the opportunity is significant and the choices are vast.

We found that not all the land already rezoned or under investigation in the initial PIC area will be needed in the next 15 to 20 years. There is a need to strike the right balance between having enough land to facilitate orderly growth and having too many areas that it becomes difficult to service with infrastructure.

Finding 2: Rebalancing jobs will deliver community benefits and better equity.

A successful airport and Aerotropolis is key to avoiding jobs locating outside of the Western Parkland City and into the Eastern Harbour City and Central River City. This will help create far better equity and choice of jobs and careers for people living in the Western Parkland City.

Not leveraging the investment already made in the area, including the new airport and metro, would result in cost to the community, and the lost opportunity to rebalance Greater Sydney and improve equity.

Finding 3: The Western Parkland City vision needs upfront and sustained investment.

The total capital cost of infrastructure is estimated to be around \$100 billion over 20 years. This equates to an average total annual investment of around \$5 billion over 20 years (see Figure 2). We're well on our way with \$20 billion already committed for infrastructure such as the metro.

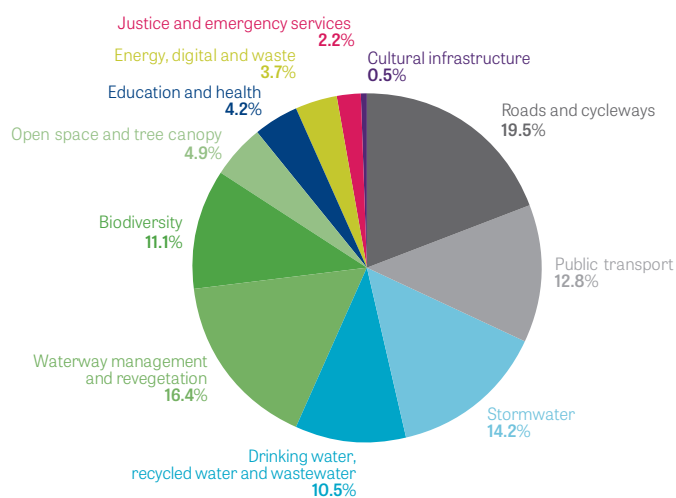


Figure 2: Capital costs by sector (Thriving Aerotropolis scenario) – 20 years

Finding 4: Co-funding infrastructure to make great places is key.

We looked at who should contribute to paying for infrastructure aligned to growth and found that funding needs to come from a number of sources; Federal, State and local government, development contributions, private industries as well as customers (see Figure 3).

Finding 5: Early insights can inform better decision-making.

The scale of urban development presents many options to the NSW Government, councils and the community in terms of where to align growth with infrastructure and services.

To gain the greatest benefit for the whole Western Parkland community, Greater Penrith to Eastern Creek, the Western Sydney Aerotropolis Growth Area and the Austral to Glenfield Corridor must grow together.

Greater Penrith to Eastern Creek is a great place for a mix of uses such as jobs, business and new homes; the new Aerotropolis for high value jobs, skills and training opportunities, and the Austral to Glenfield Corridor for a mix of uses with a focus on new homes.

Finding 6: New ways of thinking are essential to resilience.

The number of significant events in 2020 has highlighted the need to acknowledge and plan for uncertainty and to constantly monitor plans over time. We must consider evolving environmental, social and economic impacts; the opportunity to pursue new solutions to old problems; to build and plan a more resilient Western Parkland City for the safety and wellbeing of local communities.

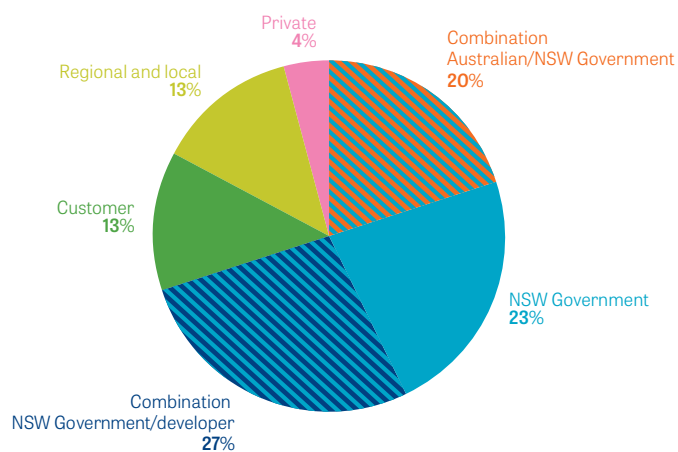
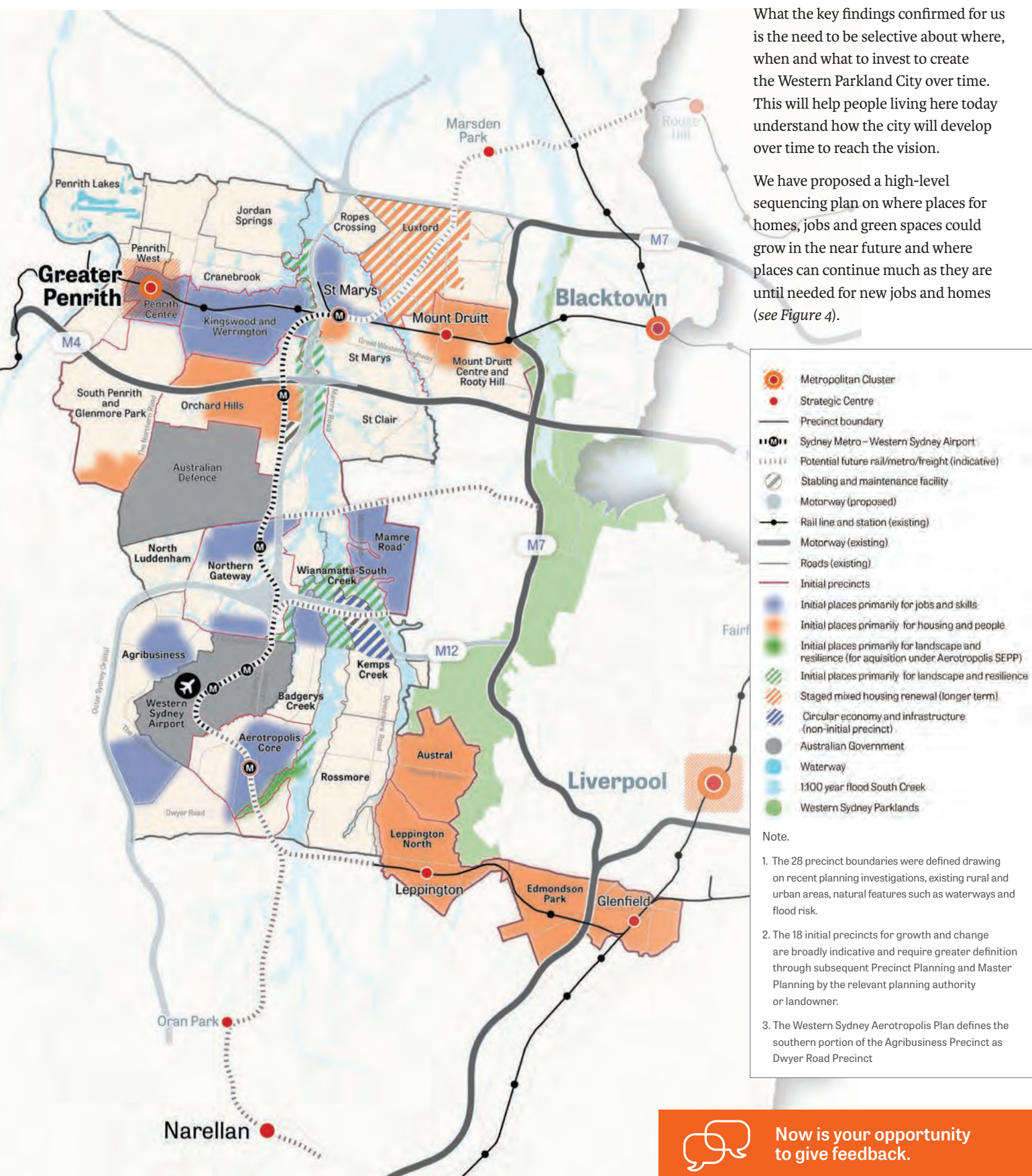


Figure 3: Identified funding sources for capital costs apportioned to the initial PIC area – 20 years

Figure 4: Proposed sequencing plan – Initial priority places for working, living, landscape and resilience



What is a PIC?

Great places are made of many elements – how well connected they are; how close jobs, local parks, shops and services are; how long it takes to get from one place to another; and how well-located schools and health services are.

The PIC model brings all these elements together through better planning. The PIC sets out what infrastructure is needed, what it will cost, what the priorities are and where and when it needs to be delivered.

Using this model to help deliver the Western Parkland City will ensure new jobs and homes are matched with the right infrastructure and services, at the right place and at the right time.

Infrastructure must arrive with the people, and by better aligning growth with infrastructure and services, government can afford to deliver quality outcomes for people and the environment.

We know the cost of making great cities is significant, but it is an investment for generations to come. This is why we need to spend to get the best outcomes for the people of the Western Parkland City, now and in the future.

Unpacking the PIC model

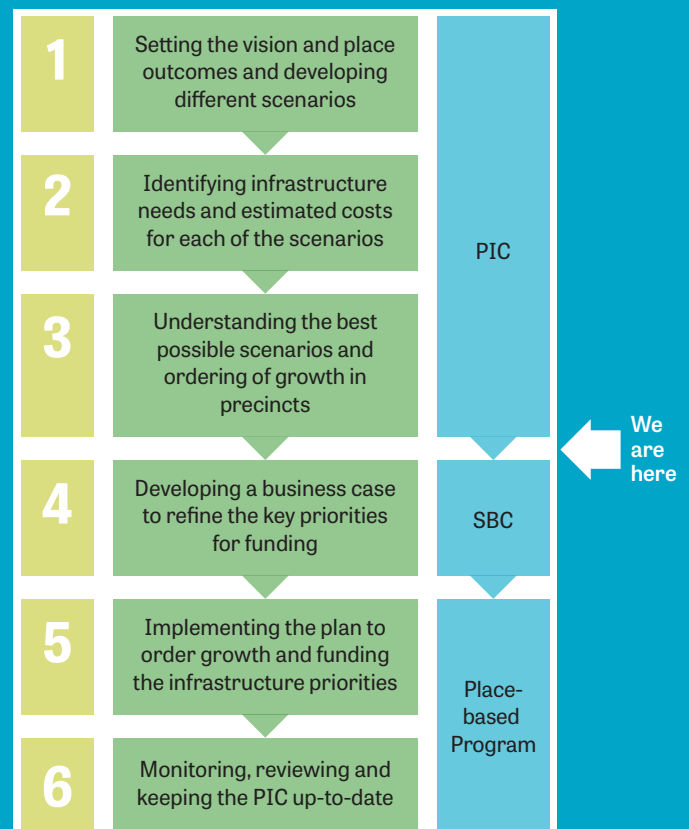
The PIC model has three main components:

- A **collaborative approach** across government agencies, utility providers and local councils
- A **six-step method** integrating housing and job growth forecasts with the infrastructure needed to support them
- A **digital and data tool** to collect and help analyse a broad range of information from many different sources.

Figure 5: The new PIC model



Figure 6: The six-step method



How does the PIC fit in?

Preparing a PIC assists the NSW Government in integrating land use and infrastructure plans and investment decisions.

It is designed to fit within the district and local level planning (see below) and provides the NSW government independent advice to support good decisions.

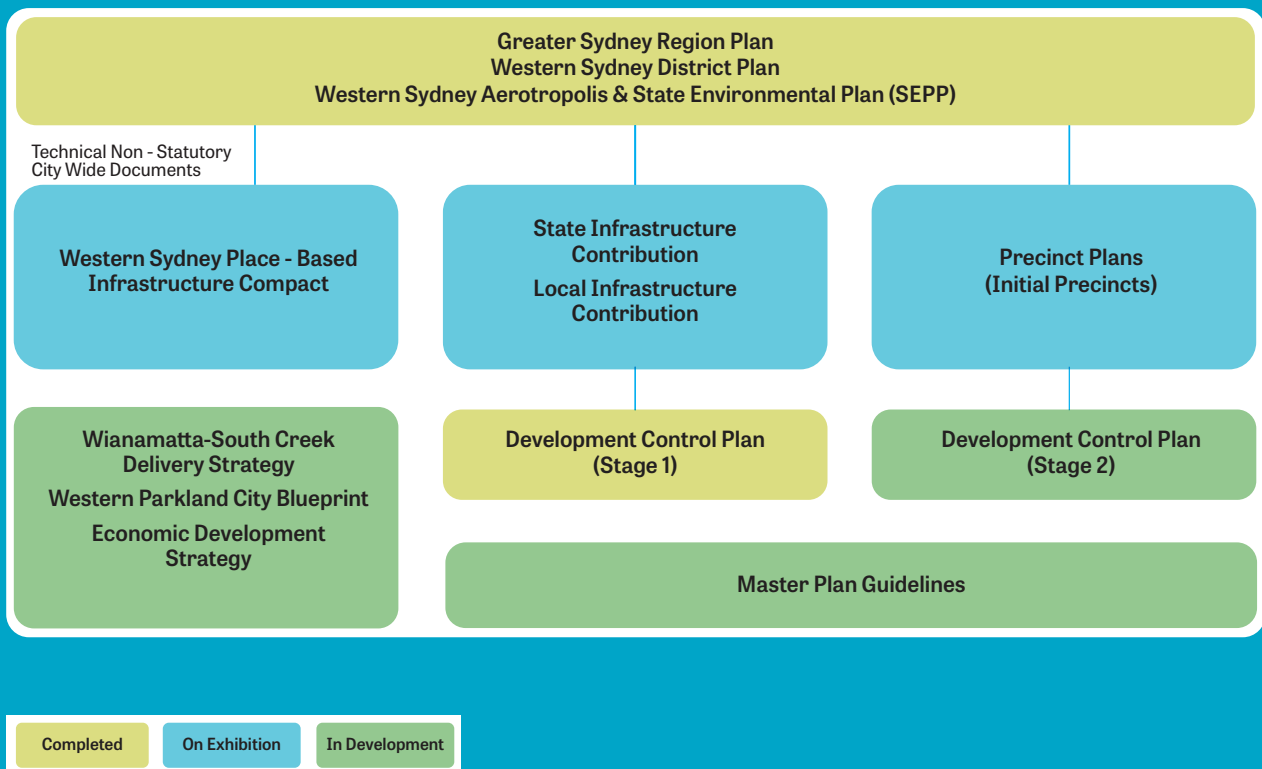
The PIC sets a clear pathway that aligns the increase in people, jobs and homes with the timely delivery of infrastructure and services.

The NSW Government has also released draft plans for the Aerotropolis Core, Badgerys Creek, Wianamatta-South Creek, Agribusiness and Northern Gateway Precincts.

These draft precinct plans establish the strategic vision and general objectives, proposed land uses, performance criteria for development of land, and the approach to both infrastructure and water cycle management.



Figure 7: Strategic planning framework



What happens next?

Before making recommendations to the NSW Government, we are seeking feedback on the work done so far and what is important to you.

What do you think?

Tell us what we got right, what we missed and what we should add. We are inviting your feedback on the draft PIC and the outcomes from the initial PIC area until **26 February 2021**.

Visit www.greater.sydney to learn more about our work or give us your feedback.



Greater Sydney Commission

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