

Objective 7

Communities are healthy, resilient and socially connected

Well-planned neighbourhoods can improve people's health, which is particularly important given the rising incidence of chronic lifestyle related diseases such as type 2 diabetes and childhood obesity. Active and socially connected people are healthier and better able to adapt to change. Strong social networks help communities respond to the challenges of urban life, such as housing affordability and access to work and education. They give people access to knowledge, resources and opportunities. Great places are shaped by healthy and connected communities that share values and trust, and can develop resilience (refer to Objective 12 and Objective 36).

Street life, meeting and gathering places and emerging sharing and digital networks sustain social networks. Streets allow spontaneous social interaction and community cultural life when they are designed at a human scale for walkability.

Managing growth and change requires meaningful engagement with local communities. Understanding and building on a community's strengths, networks and potential are critical. Infrastructure and services for socially connected communities include:

- playgrounds, libraries, education facilities and active street life
- farmers' markets, eat streets, street verges and community gardens
- creative arts centres, theatres, live music and co-working spaces
- bushcare groups, outdoor gyms, sportsgrounds, aquatic centres, and community spaces.

These generate the greatest social opportunities when they are intergenerational, multipurpose and co-located at the heart of walkable neighbourhoods.

Mixed-use neighbourhoods close to centres and public transport improve the opportunity for people to walk and cycle to schools, local shops and services. Enhancing the safety, convenience and accessibility of walking and cycling trips has many benefits including healthier people, more successful businesses and centres and reduced traffic congestion.

A 20-minute walk built into a person's daily routine reduces the risk of early death by 22 per cent and increases a person's mental health by 33 per cent⁶.

Sport and active lifestyles provide many social, cultural and health benefits. The Office of Sport is working in collaboration with key partners, including councils, to develop a Sport and Recreation Participation Strategy and a Sport and Recreation Facility Plan for each district during 2018 and 2019.

Being connected including physically, socially, economically, culturally and digitally is central to building healthy, resilient and diverse communities. Developing places for people is important at every scale, from large transformation projects to local public realm improvements (see also Objective 14). This requires collaboration and coordination across a range of stakeholders and agencies, councils and communities, developers and service providers.

Strategy 7.1

Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by:

- providing walkable places at a human scale with active street life
- prioritising opportunities for people to walk, cycle and use public transport
- co-locating schools, health, aged care, sporting and cultural facilities
- promoting local access to healthy fresh food and supporting local fresh food production.

Related government initiatives:

- NSW Health Make Healthy Normal
- NSW Health NSW Healthy Urban Development Checklist
- Office of Sport A new way of delivering sport and active recreation in NSW

Western Sydney City Deal

The Australian and NSW Governments have come together with local governments and agreed a set of commitments that will unlock opportunities in education, business and employment of the Western Parkland City and its people.

The Australian and NSW Governments both have plans for managing growth and delivering infrastructure in our cities. The Western Sydney City Deal delivers on *Smart Cities Plan* and the *Western City District Plan*. The Australian Government's *Smart Cities Plan* is based on three pillars: Smart Investment, Smart Policy and Smart Technology.

The Western Sydney City Deal includes six commitments: connectivity, jobs for the future, skills and education, liveability and environment, planning and housing and implementation and governance.

The Western Sydney City Deal is about:

- realising the 30-minute city by delivering the North South Rail Link
- creating 200,000 jobs by supercharging the aeropolis and agribusiness precinct as catalysts
- skilling residents in the region and initiating an Aerospace Institute
- respecting and building on local character through a \$150 million Liveability Program
- coordinating and innovating through a Planning Partnership
- delivering for the Western Parkland City with enduring tri-level government.

Western Sydney Airport will trigger regional-scale growth in these industries, given the availability of land, skilled labour, research and development opportunities and key transport linkages. There is capacity to grow more high-value, tradeable jobs and further develop globally competitive capabilities in skills and technology.

The NSW Department of Industry is leading the development of a world-class aerospace and defence industries precinct adjacent to the Western Sydney Airport. It will entail the physical and virtual cluster of the aerospace, defence and related industry businesses, research and development facilities and training institutions. It will be an advanced technologies hub, with horizontal capabilities (information and communications technologies, data analytics, cyber security, advanced electronics, advanced manufacturing and systems integration) across both the aerospace and defence sectors with the potential to expand to other sectors.

A feasibility study has projected that the precinct could create approximately 5,000 jobs and over \$15 billion of gross value added over the next 30 years.

In May 2017, a leading global security company committed to a \$50 million investment in a new advanced defence electronics maintenance centre in the precinct. This is the first of a range of businesses expected to establish a presence in the precinct.

The commitment of \$5.3 billion of funding by the Australian Government in the 2017–18 Budget to build the Western Sydney Airport by 2026 has positive implications for precinct. The development of the precinct will align with this schedule to leverage the once-in-a-generation opportunity of the new airport. It represents a critical economic growth opportunity for the Greater Sydney Region.

The RAAF Base Richmond Precinct will complement the airport and aeropolis activities. Precinct activities include aerospace activities (defence and civilian); a Western Sydney University campus, TAFE NSW Richmond and a range of equine activities.

Advanced manufacturing, logistics and trade

As low value-added manufacturers move offshore, the Australian manufacturing sector has been transforming with growth in the advanced high-value sector. The expanding sector is characterised by significant investment in innovation, research and development as well as the use of technology and the production of goods that have a relatively high value. The research and development component includes opportunities to work closely with universities. The Western Parkland and Central River cities are manufacturing leaders in NSW, with well-developed specialisations in advanced manufacturing.

The Western Sydney Employment Area immediately to the north of the Western Sydney Airport was created to act as a long-term metropolitan land supply for industrial and employment activities. Its significance has been enhanced with the commitment to the Western Sydney Airport. The potential Western Sydney Freight Line will enhance the connections between this area and the existing metropolitan significant Wetherill Park to Villawood industrial corridor.

The existing freight and logistics activities of the Western Parkland City will be boosted by a number of transport initiatives which will significantly improve the accessibility of the Western City with other parts of Greater Sydney and regional NSW. These initiatives include the Western Sydney Freight Line, the Outer Sydney Orbital and a potential new intermodal terminal. Agribusiness opportunities will be supported by the allocation of land within the airport precinct for agricultural export logistics – improving links to new markets. The State's premier quarantine and biosecurity facility, Elizabeth Macarthur Agricultural Institute at Menangle, will play an important role and increase opportunities for agriculture research and education jobs.

Liverpool, Greater Penrith and Campbelltown-Macarthur

The new Western Parkland City will be founded on the existing centres of Liverpool, Greater Penrith and Campbelltown-Macarthur and their commercial, health and education assets will support the growing communities (refer to Figure 34, Figure 35 and Figure 36). These centres form part of the metropolitan cluster serving the Western Parkland City (refer to Objective 22). Their importance in providing a focus for commercial activities and population services as the Western Parkland City develops over the next 20 years cannot be overstated. There is an opportunity to substantially enhance the city's economic growth through their development as a ring of university towns, building on the existing tertiary facilities in each. Over time, the Badgerys Creek Aerotropolis could become a fourth university town. The strategy to deliver the university towns will seek to:

- enable each university campus to focus on a full faculty or university presence with a minimum of 10,000 students in each, co-located with TAFE facilities where there is adjoining land
- anchor the university presence for Liverpool, Greater Penrith and Campbelltown-Macarthur around the NSW Government's investment in hospitals and facilitate the emergence of the health and education precincts in each location
- enable a university at Badgerys Creek Aerotropolis to be anchored around the development of airport-related industries such as defence and aerospace, avionics, cyber security, food manufacturing and advanced manufacturing.

There are already a number of investments underway to support the delivery of the university cities and their complementary health activities including:

- Nepean Hospital – \$550 million upgrade
- Campbelltown Hospital – \$632 million upgrade
- New University of Wollongong, Liverpool campus.

Objective 22

Investment and business activity in centres

Greater Sydney continues to benefit from the historic policy of locating major trip generating activities (such as retail, hospitality, offices, health and education, community and administrative services) in centres with train stations. The benefits of well-connected and diverse centres include:

- Jobs are closer to homes – today 10 suburban centres have more than 20,000 jobs³³, providing a strong foundation of polycentric centres on which to build the metropolis of three cities.
- Significant investment in the public transport network is optimised giving the community better access to goods, jobs and services which will be reinforced by a 30-minute city (refer to Objective 14).
- Significant investment in health, education, administrative, community and other social infrastructure is optimised giving the community productivity and liveability benefits.
- Businesses are well connected to a large skilled labour force.
- Increased productivity is driven by business agglomerations.
- A sense of place and identity is enhanced.

These benefits maximise opportunities to attract higher density and higher amenity residential developments, which in turn enhance the vibrancy of centres and support walkable neighbourhoods. Walkable neighbourhoods require infrastructure including footpaths on each side of the road, pedestrian crossings, wayfinding, lighting, shading and natural surveillance.

Centres continue to be a key organising element of the urban structure of Greater Sydney and all play an important role in providing access to jobs, goods and services. There are approximately 1,350 centres across Greater Sydney, ranging from the Harbour CBD with nearly half a million jobs across multiple precincts, to local centres with a small cluster of shops³⁴. Not all centres are based on retailing; in some centres such as Norwest and Rhodes retail is a relatively minor business component, which

exemplifies the diverse nature of centres (refer to Table 4 and Figure 40).

As Greater Sydney's population grows over the next 20 years, there will be a need for over 5 million square metres of additional retail floor space³⁵

and additional stand-alone office developments to accommodate a significant increase in office jobs. For Greater Sydney to remain competitive the market needs to be able to deliver this floor space in an efficient and timely manner. Numerous regulatory reviews across Australia have emphasised this issue. This means there will be a need to grow existing centres and develop new ones. To maximise the liveability, productivity and sustainability benefits of all centres, the approach will focus on:

- managing and expanding the network of existing centres
- planning and growing new centres
- monitoring development and activity trends and changes in centres

Managing a hierarchy of centres

Centres vary in size and role depending on their activity mix, scale and location. This Plan builds on the existing strengths of each centre within a common framework to deliver on the wider productivity and liveability objectives to grow jobs across Greater Sydney and improve the communities' access to goods and services.

In managing Greater Sydney's network of centres, it is recognised that:

- there is a significant demand for retail which needs to be accommodated
- standalone office development is currently concentrated in nine locations
- health and education activities can have a major influence on the attraction of other activities and their growth is driven by government investment (refer to Objective 21)
- the proportion of all jobs in metropolitan, strategic and the larger local centres is increasing as a percentage of all jobs.

The provision of infrastructure – specifically transport, health and education infrastructure – influences the role and significance of a centre, and its capacity to attract jobs and private-sector investment.

This Plan establishes a three-level hierarchy of centres – metropolitan, strategic and local centres (refer to Table 4). The Greater Sydney Commission will play a role in supporting the planning and development of various metropolitan and strategic centres. This reflects the importance of these centres in the overall economic geography of Greater Sydney. The designation of each centre within the hierarchy, should be reviewed with each review of the Greater Sydney Region Plan, particularly in the growth areas of the Western Parkland City.

The details of the hierarchy are discussed below.

Metropolitan centres

Growing the global competitiveness of Greater Sydney is fundamental to the vision of *A Metropolis of Three Cities*.

The urban structure to support the metropolis of three cities needs to give people access to a large number and range of jobs and services delivering a well-connected city – a 30-minute city.

The urban structure of the Eastern Harbour and Central River cities enables each to have a single metropolitan centre. The new Western Parkland City requires a different approach – four centres will create a metropolitan cluster. Specifically:

- In the Eastern Harbour City, the Harbour CBD provides a mature, highly accessible and well-serviced centre with its 230-year history and investments in a radial rail network.
- In the Central River City, Greater Parramatta is also well established and located close to the geographic heart of Greater Sydney. It is a growing centre with an increasing range of jobs and services.
- The Western Parkland City is an emerging city with a north-south geography extending for 54 kilometres. The presence of three long-established centres provides the opportunity for a polycentric urban structure. Here, a cluster of four centres will deliver the metropolitan

functions of providing concentrations of higher order jobs and a wide range of goods and services. The cluster comprises:

- Western Sydney Airport and Badgerys Creek Aerotropolis (to be developed over the life of the Plan)
- Liverpool
- Greater Penrith
- Campbelltown-Macarthur.

The Plan affirms the economic significance of the metropolitan centres which continue to be a major focus of government investment.

Delivering a 30-minute city in the Western Parkland City will focus on improving access to all four centres of the metropolitan cluster.

Strategic centres

Attracting investment, business activity and jobs in strategic centres across Greater Sydney increases access to a wide range of jobs, goods and services close to people's homes and supports the 30-minute city.

The Plan identifies 34 strategic centres (refer to Table 4 and Figure 40).

Each differs in scale and ability to provide jobs, goods and services. For example, there are only seven major commercial precincts within strategic centres, whereas centres such as Leppington, Frenchs Forest, Narellan and Marsden Park still have significant opportunities to grow.

However, as strategic centres, expectations for all are similar. They include:

- high levels of private sector investment
- flexibility, so that the private sector can choose where and when to invest
- co-location of a wide mix of land uses, including residential
- high levels of amenity and walkability and being cycle friendly
- areas identified for commercial uses, and where appropriate, commercial cores.

(The NSW Government will enhance public transport access to strategic centres as part of the 30-minute city – that is 30-minute access by public transport to the nearest strategic centre seven days a week to improve both productivity and liveability.)

Strategy 22.1

Provide access to jobs, goods and services in centres by:

- attracting significant investment and business activity in strategic centres to provide jobs growth
- diversifying the range of activities in all centres
- creating vibrant, safe places and a quality public realm
- focusing on a human-scale public realm and locally accessible open space
- balancing the efficient movement of people and goods with supporting the liveability of places on the road network
- improving the walkability within and to centres
- completing and improving a safe and connected cycling network to and within centres
- improving public transport services to all strategic centres
- conserving and interpreting heritage significance
- designing parking that can be adapted to future uses
- providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts
- creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.

Principles for Greater Sydney's centres

As Greater Sydney's population grows over the next 20 years, there will be a need to grow existing centres, particularly strategic centres and supermarket-based local centres, create new centres including business parks, and attract health and education activities into centres. The principles for developing centres are:

- **Existing centres:** Expansion options will need to consider building heights and outward growth. In some cases, directly adjacent industrial land may be appropriate for centre expansions to accommodate businesses. Quality design and adequate infrastructure provision is critical to enable expansions. This approach needs to be informed by local government industrial strategies.
- **New centres:** These will be required across the whole of Greater Sydney.
 - In land release areas, planning is to identify a range of centre types, including large and small local centres which could grow and evolve into new strategic centres and planning should maximise the number and capacity of centres on existing or planned mass transit corridors. To deliver this latter outcome, centres need to be identified early to allow their incorporation into transport infrastructure plans.
 - In the Western Parkland City, where South Creek is to be planned as the central organising element for the city, opportunities for new centres to address South Creek are to be maximised.
 - In established areas, innovative approaches to creating new centres are likely to be part of urban renewal and mixed-use developments.
 - All new centres are to have good public transport commensurate with the scale of the centre.

- **Business parks:** Not all centres will start as retail centres. Creating jobs and providing services to local communities can be initiated within business parks. However, the built form of these business parks is critical – that is, they need to be developed, from the outset, as urban places which can transition into higher amenity and vibrant places while maintaining their main role as an employment precinct. Councils' retail and employment strategies should provide guidance on the transition of business parks into mixed employment precincts including, where appropriate, ancillary residential developments to support the business park.
- **New health and tertiary education facilities** such as hospitals and community health centres. These should be located within or directly adjacent to centres, and ideally co-located with supporting transport infrastructure. In some cases, health and education facilities may be the anchor of a new centre. Built form is critical to facilitate the transition of centres with health and education uses into more mature innovation precincts. A mix of retail and other services including hotel type accommodation adjacent to the precinct should be supported (refer to Objective 21).
- **Clusters of large format retail** should be treated as part of the retail network, and planning for new clusters of large format retail should be done in the same way other new centres are planned. This includes ensuring centres are places that can grow and evolve over time, and have adequate access to transport services and quality public domains.

Increases in online ordering and home delivery means some retail is essentially a distribution centre. These 'dark retail' stores are most suited to industrial areas as they involve significant logistics support and do not require community access.

Where there is a prevalence of retail activities in an industrial area, there may be exceptional circumstances which warrant the development of a new centre. This should be informed by a net community benefit test supported by a strategic review of centres (which identifies the need for the centre) and an industrial land review (which

identifies that the loss of industrial activity can be managed) for the local government area. These reviews are to be prepared by councils, and endorsed by the Greater Sydney Commission.

In such cases, the centre should be:

- located where public transport services are commensurate with the scale of the centre
- directly opposite a residential catchment accessible by a controlled pedestrian crossing
- more than a standalone supermarket
- of quality urban design with amenity, informed by a master plan
- supported by planned and funded infrastructure commensurate with the needs of the centre.

For new centres in industrial areas, the economic impact of the centre should be assessed for its impact on the operation of existing businesses in the locality and the viability of surrounding centres.

Planning for new and existing centres is to:

- be informed by council growth strategies, which should consider the network of centres, retail, commercial and industrial supply and demand and local housing strategies
- be potentially informed by district-based studies, facilitated by collaborations between councils
- consider the temporal nature of growth and change across Greater Sydney, both historic and future, and its influence on development opportunities at the local level
- recognise improvements to walkability as a core outcome for change in centres
- result in the development and implementation of land use and infrastructure plans to inform infrastructure investment and land use policy decisions
- respond to the detailed planning considerations of Strategy 12.1 and Strategy 22.1.

Strategy 22.2

Create new centres in accordance with the principles for Greater Sydney's centres.

Objective 29

Environmental, social and economic values in rural areas are protected and enhanced

The Metropolitan Rural Area (refer to Figure 49) has a wide range of environmental, social and economic values. It covers almost one quarter of Greater Sydney and contains farms; rural towns and villages; rural residential developments; heritage, scenic and cultural landscapes; mineral resources; and locations for recreation and tourism. Its areas of high environmental value have been mapped by the Office of Environment and Heritage.

The Metropolitan Rural Area includes large areas where natural hazards such as flooding need to be managed as well as large areas that serve as locations for people to live in a rural setting amongst bushland, farms and other rural industries. A significant proportion of the Metropolitan Rural Area is under-utilised and has the potential to be used for more productive rural uses.

Farming in the Metropolitan Rural Area has been integral to the supply of Greater Sydney's fresh food for over two centuries. Agricultural production bolsters Greater Sydney's resilience, and agriculture is supported by a growing interest in local food production.

The Metropolitan Rural Area also contains mineral resources, particularly in the Western City District where commercial quantities of coal and coal seam gas are being extracted. Valuable supplies of sand, stone, clay and other materials are sourced from within Greater Sydney. Protection of these resources is important in supporting the construction industry.

Land use in the Metropolitan Rural Area will be influenced by:

- increasing demand for biodiversity offset sites creating additional value for landowners with areas of vegetation of high environmental value (refer to Objective 27)
- local demand to live and work in a rural town or village
- opportunities to conserve and enhance cultural heritage
- opportunities for more tourism and recreation, linked to the Western Sydney Airport and improved transport infrastructure, which can bring more visitors to the Metropolitan Rural Area and the Protected Natural Area
- new opportunities for growing fresh food close to a growing population and freight export infrastructure associated with the Western Sydney Airport (refer to Objective 20)

Place-based approaches for landscape units within the Metropolitan Rural Area will help manage its environmental, social and economic values and maximise the productive use of the land.

Urban development is not consistent with the values of the Metropolitan Rural Area. This Plan identifies that Greater Sydney has sufficient land to deliver its housing needs within the current boundary of the Urban Area, including existing Growth Areas and Urban Investigation Areas associated with the development of the Western Sydney Airport (refer to Figure 5.1). This eliminates the need for the Urban Area to expand into the Metropolitan Rural Area. From time to time, there may be a need for additional land for urban development to accommodate Greater Sydney's growth, but not at this stage. Future region plans will identify if additional areas of land in the Metropolitan Rural Area are required for urban development.

Restricting urban development in the Metropolitan Rural Area will help manage its environmental, social and economic values, help to reduce land speculation, and increase biodiversity from offsets in Growth Areas and existing urban areas.

Towns and villages of the Metropolitan Rural Area

The distinctive towns and villages of the Metropolitan Rural Area offer opportunities for people to live and work in attractive rural or bushland settings, close to a major city. They provide focal points for local communities and rural industries. They contain scenic and cultural landscapes which are important to the history and character of Greater Sydney, and are popular with tourists and visitors.

The Blue Mountains includes 27 towns and villages threaded along a sandstone plateau within a World Heritage-listed setting. Towns on the Hawkesbury River estuary and Port Hacking, such as Brooklyn,

Wisemans Ferry and Bundeena, are recognised for their waterside and bushland character as well as their relative remoteness from the Urban Area. In the rural areas from the Hawkesbury River south to Wollondilly Shire, rural towns and villages such as Wilberforce, Mulgoa, The Oaks and Picton support an evolving tradition of farming and rural industry.

Maintaining and enhancing the distinctive character of each rural and bushland town and village is a high priority. Ongoing planning and management of rural towns and villages will need to respond to local demand for growth, the character of the town or village and the values of the surrounding landscape and rural activities.

Urban investigation areas

A *Metropolis of Three Cities* recognises the need to consider several urban investigation areas proximate to the Western Sydney Airport for urban development, due to the infrastructure and investments associated with the airport.

The Western Sydney Airport and Badgerys Creek Aerotropolis in the Western Parkland City will change the relationship between urban and rural lands to the north and east of the airport. Three areas require investigation as future urban areas due to their proximity to existing urban areas and the potential and committed transport initiatives.

To the north of the Western Sydney Airport Growth Area, there are two areas that form part of the Greater Penrith to Eastern Creek Growth Area:

1. Orchard Hills, north of the Defence Establishment Orchard Hills and west of St Clair
2. east of The Northern Road at Luddenham between the Western Sydney Airport Growth Area and the water pipeline.

The Defence Establishment Orchard Hills land has been included in the Growth Area to ensure

coordination of existing and future land uses in the corridor.

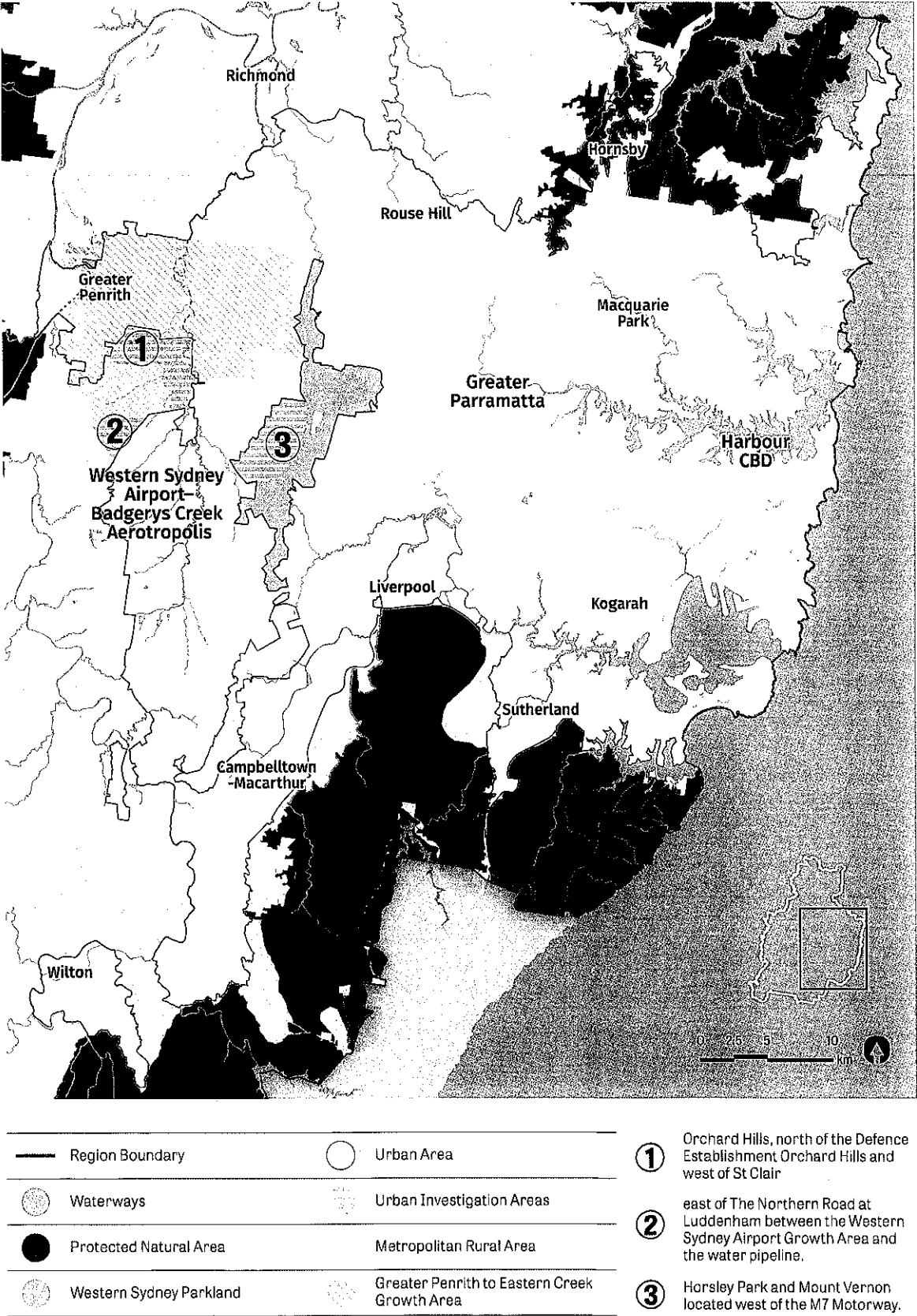
To the east of the Western Sydney Airport Growth Area is the third area:

3. Horsley Park and Mount Vernon located west of the M7 Motorway.

These urban investigation areas have been identified as part of a structured approach to managing the long-term growth of Greater Sydney in a deliberate and carefully planned way. *Future Transport 2056* includes plans for major transport corridors in all three areas and the integration of land use with future transport infrastructure will be considered as part of the investigations into future urban development.

Investigations into the integration of future land use and transport at Horsley Park and Mount Vernon may indicate potential infrastructure links to a smaller area of rural land in Horsley Park, east of the M7 Motorway and surrounded by the Western Sydney Parklands. Such links would warrant investigation of how future land uses in this area could leverage off investments in infrastructure and remain compatible with its parkland setting.

Figure 51: Boundary of urban area



Mineral resources supporting construction

Mineral resources supply construction materials that are vital to building housing and infrastructure across Greater Sydney. Access to construction materials from local sources within Greater Sydney is critical for continued growth and for minimising construction costs.

Across Greater Sydney, there are few areas where the geology includes mineral resources suitable for viably extracting construction materials. In some areas, the potential to extract construction materials can be lost or constrained by other forms of development. When this happens, construction materials extracted elsewhere need to be transported to Greater Sydney, causing road congestion and increasing costs and environmental impacts.

Managing the use of land so the initial extraction of construction materials is followed by rehabilitation and redevelopment of sites for other activities supports economic activity and maintains a more affordable and sustainable supply of construction materials. There are many locations across Greater Sydney where quarries have been successfully rehabilitated to create new residential areas, rural land, open space and community infrastructure, demonstrating the value of continued access to mineral resources with the rehabilitation and redevelopment of land.

Rural lands

Place-based planning can be used to identify, maintain and enhance the environmental, social and economic values of rural lands.

Rural-residential development is not an economic value of the Metropolitan Rural Area and further rural-residential development in the Metropolitan Rural Area is generally not supported. Limited growth of rural-residential development could be considered where there are no adverse impacts on the amenity of the local area and where the development provides incentives to maintain and enhance the environmental, social and economic values of the Metropolitan Rural Area. This could include the creation of protected biodiversity corridors, buffers to support investment in rural industries and protection of scenic landscapes.

Parts of the urban-rural fringe are owned by Local Aboriginal Land Councils. Future planning of these areas may be more flexible in order to balance rural values with greater economic participation, and community and cultural uses by Aboriginal people.

Strategy 29.1

Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes

Strategy 29.2

Limit urban development to within the Urban Area, except for the investigation areas at Horsley Park, Orchard Hills, and east of The Northern Road, Budeenham