



PENRITH

# LOCAL STRATEGIC PLANNING STATEMENT

PLANNING FOR A BRIGHTER FUTURE  
MARCH 2020

**PENRITH**  
CITY COUNCIL

[penrith.city](https://penrith.city)

## A MESSAGE FROM THE MAYOR

Penrith is on the cusp of change and poised for a new and bright future. The planning decisions we make now will play a critical role in influencing the character and identity of our City for the next generation.

The *Local Strategic Planning Statement (LSPS)* is the critical first step in making the right plans for Penrith.

The *LSPS* brings together the priorities identified at state, regional, district and local levels, and provides important local context to the planning actions and priorities for Penrith's future.

It is also important that the community have a voice in helping shape key strategic documents like the *LSPS*.

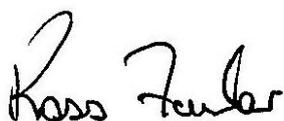
Penrith has a high resident retention rate. People move here, they love it and they stay. This strong sense of community spirit permeates the *LSPS*. We have incorporated feedback from recent community engagement, including the Community Plan and Customer Service surveys, as well as community consultation already undertaken through an online survey, and the Community Panel.

I have lived in Penrith my whole life – born and raised as the saying goes. I've raised my family here and been a member of Council for 28 years. Both my father and grandfather were also local government representatives here. Penrith is in my blood.

There is so much great about this City and our community, and it is understandable that change can be difficult and could create concern that we risk losing what sets us apart and makes Penrith, Penrith.

The purpose of this document is to ensure that doesn't happen. Change is coming and we have an opportunity to help shape our changing City together to make sure our residents have the best opportunities and quality of life possible as we move into the future.

The *LSPS* is an evolving document reflecting a point in time. It is important we regularly review and update the *LSPS* to stay current and reflect our changing community's needs and priorities.



**ROSS FOWLER OAM**  
MAYOR OF PENRITH



## A MESSAGE FROM THE GENERAL MANAGER

The *Local Strategic Planning Statement (LSPS)* is an important document that will help Council plan more effectively for our communities, now and in the future.

It is projected that the population of Penrith will be 260,000 by 2036. To manage that growth, and to continue to provide our communities with the services and facilities they want and need, Council needs a clear vision, a firm set of priorities and actions to address them.

The *LSPS* provides the framework we need, but it doesn't stand alone. This document is a vital bridge between our *Community Plan* and *Penrith's Local Environmental Plan (LEP)*. Together they create a solid foundation on which to build our future.

Council has worked hard to ensure the *LSPS* focuses on what matters most to our residents including protecting our environment, better transport options and jobs close to home. It also outlines how we will plan collaboratively and in a coordinated way, working with all levels of government to deliver vibrant and connected communities.

We recognise that, like all our planning documents, the *LSPS* must be flexible. Council has defined plans for the future of our City, but there will always be factors beyond our control. Because of this, our organisation, and our strategies, must be agile and resilient so that we can be prepared for, and react appropriately to, change.

This resilience is more important than ever before. Penrith is experiencing a period of unprecedented progress. Our City and our region are being transformed by gamechanging developments and infrastructure, including the Western Sydney International (Nancy-Bird Walton) Airport, Aerotropolis and the North South Rail.

Council's *LSPS* shows how we can harness the myriad of opportunities these developments represent, including greater job diversity and improved connectivity, and how we can grow without losing what we love most about our City.

The *LSPS* has gone above and beyond to create this inspirational blueprint for the future of Penrith.



A handwritten signature in black ink, appearing to read 'Warwick Winn'. The signature is stylized and fluid, with a long horizontal line extending to the right.

**WARWICK WINN**  
GENERAL MANAGER

# OUR CITY OF OPPORTUNITY

People who live in Penrith, love Penrith. They're aspirational and proud of their City. That is front of mind for us as we make the important decisions that will impact the unique characteristics and liveability of our City now and into the future.

We know now is not the time for 'business as usual' and to reap the benefits of the significant opportunities ahead of us, we need to take a new approach to planning and leading the City.

Our *LSPS* focuses on connected communities - this includes connections between each and every opportunity in our region to make them bigger, better and stronger than the sum of their parts.

This includes planning guided by the green and blue grid – maintaining the open spaces and natural attributes our community values.

We have scale – draw a line from Hornsby to Hurstville, that's the size of the Penrith LGA.

We have the space to realise our vision of Penrith and to plan with intent.



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*Image: Aerial view of Penrith City Centre, Thornton and the Nepean River*





## STATEMENT OF RECOGNITION

Council values the unique status of Aboriginal people as the original owners and custodians of lands and waters including the lands and waters of Penrith City. Council values the unique status of Torres Strait Islander people as the original owners and custodians of the Torres Strait Islands and surrounding waters. We work together for a united Australia and city that respects this land of ours, that values the diversity of Aboriginal and Torres Strait Islander cultural heritage, and provides justice and equity for all.

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# INTRODUCTION

## ABOUT THE LOCAL STRATEGIC PLANNING STATEMENT

The purpose of the *Local Strategic Planning Statement (LSPS)* is to outline Penrith's economic, social and environmental land use needs over the next 20 years. It highlights those characteristics that make our area special and outlines how growth and change will be managed into the future.

The *LSPS* identifies the strategic planning work, in the form of studies and strategies, that we need to do. This will help inform a review of our planning controls to ensure they protect and enhance the values and characteristics that matter most to our community.

The *LSPS* will guide our City through time, and as new information comes to hand, we will update and review our *LSPS* to reflect current knowledge and information. It has been prepared based on feedback from our community about their priorities, needs and challenges, and outlines how we will maximise opportunities presented by change, and protect the characteristics that our community values.

## Legislative Requirements

Section 3.9 of the Environmental Planning and Assessment Act 1979 requires Councils to prepare a *LSPS* and review it at least every seven years.

The *LSPS* must include or identify the following:

- The basis for strategic planning in the area, having regard to economic, social and environmental matters,
- The planning priorities for the area,
- The actions required to achieve those planning priorities, and
- The basis for which Council will monitor and report on the implementation of the actions.

## Relationship to Strategic Planning Framework

The *LSPS* is informed by both local and state government plans and policies, and describes how these initiatives and their strategic direction will affect our local area, from a land use perspective.

The *LSPS* has been prepared in response to, and consistent with, the initiatives and direction of the strategic planning framework. An explanation of these plans, strategic direction and key initiatives is outlined below.

*Note:* Penrith LGA is subject to some areas covered by State Environmental Planning Policies and Ministerial Directions which also determine planning outcomes. These policies and directions are developed by the NSW Government.

## Greater Sydney Region Plan

Adopted in 2018, the *Greater Sydney Region Plan (GSRP)* is an initiative of the Greater Sydney Commission, to guide strategic land use planning across Greater Sydney. It aligns with the NSW Government's *Future Transport Strategy 2056*, bringing together land use planning and transport and related infrastructure initiatives into one overarching strategic land use plan.

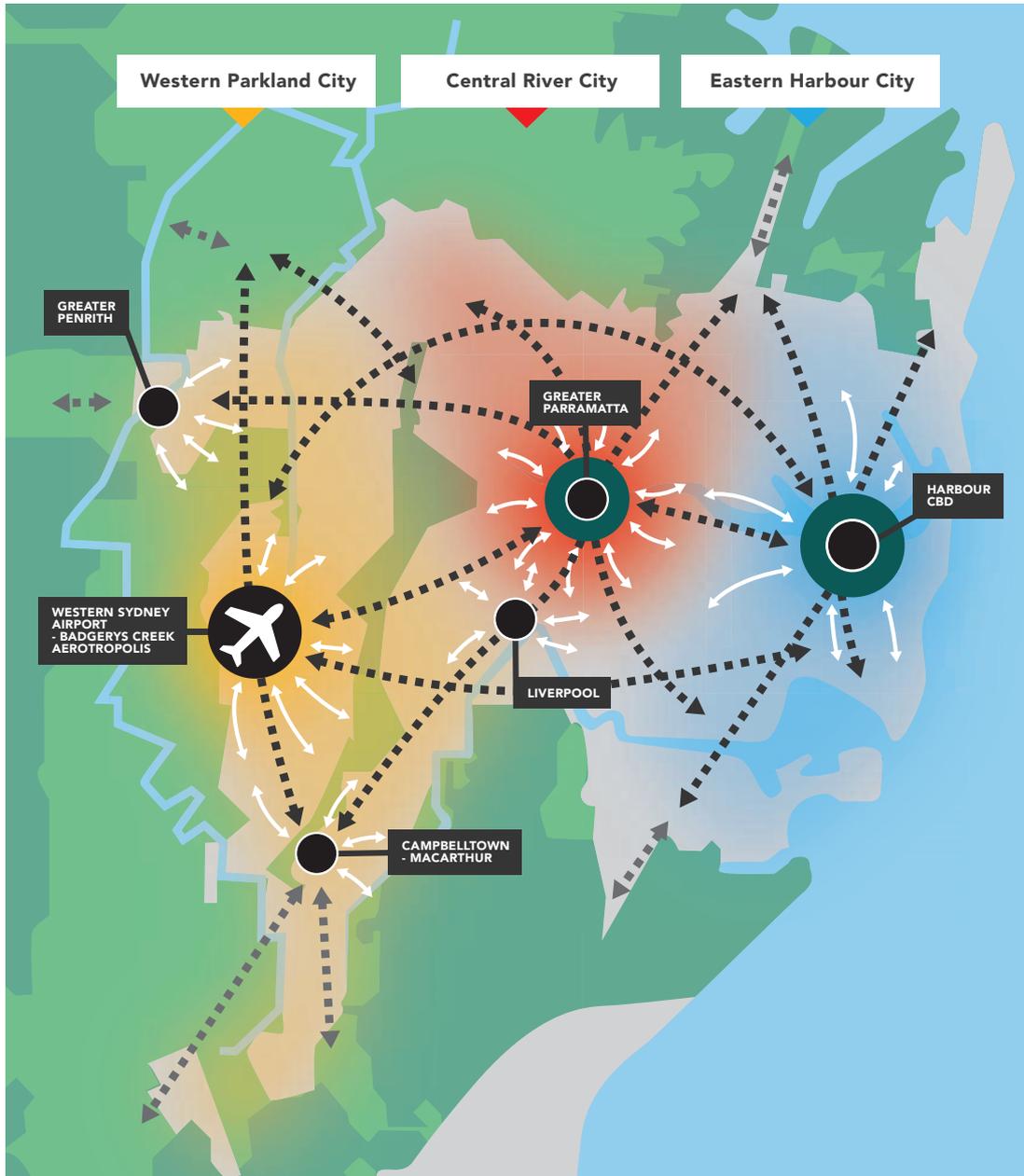
Key initiatives of the *GSRP* include:

- Greater Sydney as a 'city of three cities' with Penrith part of the Western Parkland City.
- Builds on the '30-minute city' concept, where residents have access to jobs, homes and services within 30 minutes travel time.
- New city-shaping transport initiatives, including a North South Rail Link, connecting the south west to the north west.
- Identifying Penrith as a Metropolitan City and St Marys as a Strategic Centre, with a responsibility to provide jobs, homes and services for our growing community.
- A western economic corridor to provide jobs closer to home, arising from the Western Sydney Airport.
- The Greater Penrith to Eastern Creek Growth Area, identified for its potential to capitalise on significant transport and infrastructure investment.
- The South Creek Corridor, a cool green corridor through the Western Parkland City.





## MAP 1: Penrith's role in Greater Sydney



- |  |                                 |  |                         |
|--|---------------------------------|--|-------------------------|
|  | Metropolitan Centres            |  | City Serving Transport  |
|  | Metropolitan Cluster            |  | Waterways               |
|  | City Shaping Transport Corridor |  | Protected Natural Area  |
|  | Regional Transport Corridor     |  | Metropolitan Rural Area |

Source: Greater Sydney Region Plan

## WESTERN CITY DISTRICT PLAN

The *Western City District Plan (WCDP)* builds on the initiatives of the *GSRP* and identifies planning priorities for the district.

Key initiatives of the *WCDP* include:

- a strong emphasis on jobs, leveraging off the Western Sydney Airport.
- establishing a framework for working collaboratively to unlock the district's opportunities.
- promoting more diverse and affordable housing types within the district.
- establishing a connected green grid, to create the Western Parkland City.
- protecting the values of the Metropolitan Rural Area.
- enhancing and protecting our river systems, including the Nepean River.
- using resources wisely and adapting to a changing world.

## Western City District

Source:  
Western Sydney  
District Plan



# COMMUNITY PLAN

Our Community Plan is a 'big picture' plan based around the seven outcomes our community has told us will improve Penrith as a place to live, work and visit. Our Community Plan not only sets out where we want to be, but also where we are now and how we'll know we're on the right track.

These outcomes include:

-  **Outcome 1:** We can work close to home
-  **Outcome 2:** We plan for our future growth
-  **Outcome 3:** We can get around our City
-  **Outcome 4:** We have safe, vibrant places
-  **Outcome 5:** We care for our environment
-  **Outcome 6:** We are healthy, and share strong community spirit
-  **Outcome 7:** We have confidence in our Council

The *LSPS* and land use planning is informed by the direction and foundation of our Community Plan. Each Planning Priority is aligned with the outcome of the Community Plan.



Figure 1

# PENRITH CITY SNAPSHOT

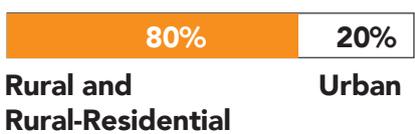
**CURRENT POP:** 200,000  
**POP. BY 2036:** 260,000  
**AREA:** 404km<sup>2</sup>

Our community is proud of our City and we accept that change will happen, but we want the infrastructure and services to support our City's growth.



**ECONOMIC CATCHMENT OF OVER 1.5m PEOPLE**

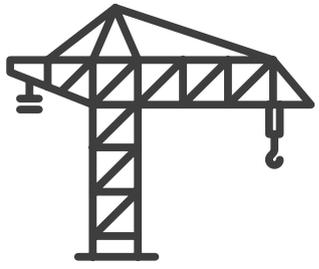
## LAND USE



Current residents love Penrith and want to stay while new people want to live here, driving demand for new and denser housing development.



People are looking for different types of homes, so we need to plan for smaller and more diverse housing.



**NEW INFRASTRUCTURE** will transform our future City, and we can capitalise on these **OPPORTUNITIES** and create more **JOBS** closer to home.



**58%** of Penrith's workforce are local residents



Highest temperature recorded:  
**47.3°**

52

SPORTS  
GROUND  
COMPLEX'S



600

PARKS & RESERVES



145

PLAYGROUNDS

9,830HA

OF LAND  
ZONED NATURE  
RESERVES AND  
NATIONAL PARKS



Contains 17% of the remaining  
bushland of the Cumberland Plain

People are living longer,  
we have higher than average birth  
rates and high resident retention,  
which means our  
City's population  
is growing.

Median  
resident  
age 34

28%  
RESIDENTS  
AGED  
UNDER  
20

As our average age increases, we need  
to plan for people to stay in their local  
community, close to family and friends.



3/4

OF OUR TRIPS  
ARE IN PRIVATE  
VEHICLES

164  
carparks



More people are using our roads, schools,  
and health services, so we need to work with  
all levels of government to plan new and  
improved facilities.



3

LIBRARIES

The number of residents born overseas is increasing,  
making Penrith more culturally diverse.





# WHAT WE'VE HEARD

## WHO DID WE HEAR FROM?



5 DROP-IN SESSIONS HELD ACROSS 3 COUNCIL WARDS



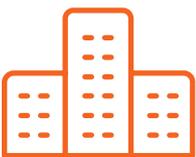
INTRODUCTION



### Our community's Top 5 Planning Priorities

-  **PP1** Align development, growth and infrastructure
-  **PP19** Create an energy, water and waste efficient city
-  **PP21** Cool our city
-  **PP10** Provide a safe, connected and efficient local network supported by frequent public transport options
-  **PP6** Ensure our social infrastructure meets the changing needs of our communities

Our community's most commonly raised challenges and needs:



Aligning infrastructure with population growth



Retaining our local identity with balanced growth, preserving our rural landscapes and staying connected as a community



More green spaces, parklands and recreation, particularly as a response to heat and development pressures



Having a range of things to do and entertainment opportunities, particularly for our youth

# OUR FUTURE | 2036

In 2036, our City remains unique, we have capitalised on our opportunities, and our City is connected, healthy, innovative and balanced.



## Connected

We are connected to the world, our nation, our region and with each other – our connections are tangible, supported through infrastructure as well as being infinite and intangible, supported through our strong sense of community.

Our high-quality transport network provides efficient rail (passenger and freight), road and bus services for residents, visitors and businesses in Western Sydney. North South Rail establishes a significant economic corridor, both east-west and north-south, and due to our unique position, connects the three major growth centres in Western Sydney, as well as the international airport and Aerotropolis, the Blue Mountains and Hawkesbury.

Local roads, together with public transport and integrated walking and cycling paths, provide a safe, connected and efficient local network, providing access to jobs, schools, shops, community facilities, physical activity and open spaces.

Our connections are supported through social infrastructure such as welcoming and vibrant public places that provide opportunities for families, individuals and communities to connect with each other.



## Healthy

We lead active and healthy lifestyles, enjoying our natural assets and utilising our high-quality and accessible recreation facilities. Our neighbourhoods are vibrant and facilitate more active modes of travel, and we have access to fresh food and local produce.

Our City offers a unique lifestyle with a mix of urban, rural and natural environments. Combined with access to local and diverse jobs meaning that we can live and work locally. Quality health care, education, recreation and cultural experiences provide our communities with a great quality of life.

Penrith is a place that protects its natural assets and history. The key landscape elements of the Nepean River and South Creek, together with our large open spaces and increased urban tree canopy, sustain a strong and connected green and blue grid. Our waterways, bushland and biodiversity corridors are protected to support healthy ecosystems.

Our planning provides opportunities for shade trees to create cool and comfortable neighbourhoods and provide us protection from UV radiation. Our homes will use design features, building materials and colours to be cooler and reduce energy needs, helping to reduce household bills as well as greenhouse gases.



## Innovative

Home to new technologies, Penrith embraces innovation and opportunity.

With developments like Sydney Science Park, Penrith provides land within the Aerotropolis for high technology jobs, education, research and development to maximise its locational advantage close to the airport. Opportunity sites within Greater Penrith and St Marys are also offered for city-shaping and placemaking outcomes.

Penrith is a major tourist destination, and our strong adventure, arts and culture, and recreation sets us apart as a place to visit.

Innovation is also reflected in our neighbourhoods and homes, which achieve design and sustainability excellence, and respond to Penrith's climate and flood risk creating cool and safe communities.



## Balanced

A City within its landscape, Penrith safeguards its future and uniqueness, balancing growth to protect its natural assets.

The need for local jobs and affordable and diverse housing is balanced with a respect for the character and heritage of the environment and an appreciation of flood risk, heatwaves and bushfires.

As its population grows, Penrith is more compact and development is focused around rail-based centres with a defined urban footprint that preserves our City's natural assets and landscape qualities and helps contribute to the distinctive setting of the Western Parkland City.

Balanced growth also means services, infrastructure and facilities are provided to support the growing population, as well as visitors to the region.

We are a region on the rise  
and in the future, we will be  
a city of transformation.



## OUR ROLE IN THE WESTERN CITY DISTRICT

Our City is unique. With an economic catchment of over 1.5 million people and the northern gateway to an international airport, Penrith is a central hub for many including western NSW, and connecting the north west and south west growth centres, as well as Blacktown, Liverpool and Wollondilly.

We are uniquely positioned to serve our economic catchment being at the centre of the north-south and east-west economic corridors, our economic strengths in health, education and retail provide jobs and services for those near and far, mostly through our growing centres in Greater Penrith, St Marys and our specialised health and education precinct 'The Quarter'.

As our economy evolves and matures, this presents new opportunities to leverage new investment off the Western Sydney International (Nancy-Bird Walton) Airport in agribusiness, manufacturing, freight and logistics providing new and diverse jobs for our district. New transport connections will deliver faster and more accessible connections for passengers, visitors and businesses, unlocking further opportunities for the creation of new places and neighbourhoods to live, work and play.

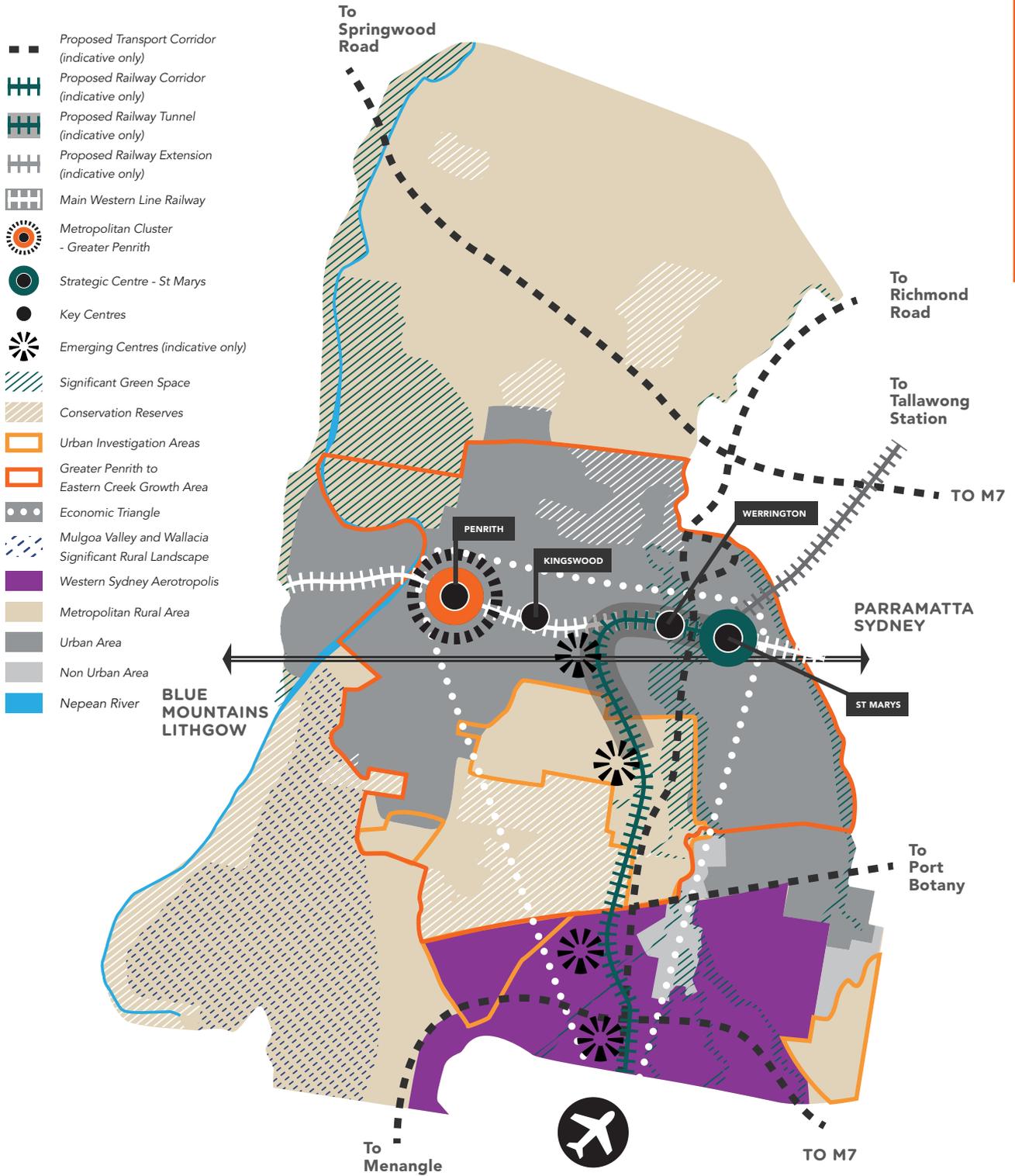
Penrith has strong links to our neighbours, connecting with the arts, and culture and tourism opportunities. Nestled between the rural landscape and heritage of the Hawkesbury and the green backdrop of the Blue Mountains, we are an international tourism destination in our own right. We are the adventure capital of NSW, host major recreation events, and are the accommodation base for visitors.

Building on our diverse housing options, future rail-based opportunities will expand our range of living and lifestyle opportunities for people of all ages and cultures. Protecting our heritage and local character, our new communities will be built on the principles of sustainability and innovation. By doing things differently, Penrith will be a leader in dealing with challenges including cooling our city and managing flood risk.

Our rivers and creeks are a defining feature and contribute to our celebrated natural assets. The protection of these values and the health of our ecosystems will need to be carefully maintained and enhanced as we manage and balance our district's growth.

## MAP 2: Structure Plan

OUR FUTURE



Note: Committed NSW Government transport initiatives and routes throughout the LSPS are indicative only and subject to a final business case. This map reflects Council's advocacy position for the location of emerging centres.

# PLANNING PRIORITIES FOR OUR CITY

| OUR INFRASTRUCTURE   | OUR PARTNERSHIPS  | OUR HOMES  | OUR COMMUNITIES   | OUR PLACES   |
|--|---|--|---|--|
|  <p><b>Planning Priority 1</b><br/>Align development, growth and infrastructure</p> |  <p><b>Planning Priority 2</b><br/>Work in partnership to unlock our opportunities</p> |  <p><b>Planning Priority 3</b><br/>Provide new homes to meet the diverse needs of our growing community</p> <p><b>Planning Priority 4</b><br/>Improve the affordability of housing</p> <p><b>Planning Priority 5</b><br/>Facilitate sustainable housing</p> |  <p><b>Planning Priority 6</b><br/>Ensure our social infrastructure meets the changing needs of our communities</p> |  <p><b>Planning Priority 7</b><br/>Enrich our places</p> <p><b>Planning Priority 8</b><br/>Recognise and celebrate our heritage</p> |

| OUR CONNECTIVITY  | OUR ECONOMY  | OUR ENVIRONMENT  | OUR SUSTAINABILITY   | OUR RESILIENCE  |
|---|--|--|--|---|
|  <p><b>Planning Priority 9</b><br/>Support the North South Rail Link and emerging structure plan</p> <p><b>Planning Priority 10</b><br/>Provide a safe, connected and efficient local network supported by frequent public transport options</p> |  <p><b>Planning Priority 11</b><br/>Support the planning of the Western Sydney Aerotropolis</p> <p><b>Planning Priority 12</b><br/>Enhance and grow Penrith's economic triangle</p> <p><b>Planning Priority 13</b><br/>Reinforce The Quarter as a specialised health, education, research and technology precinct</p> <p><b>Planning Priority 14</b><br/>Grow our tourism, arts and cultural industries</p> <p><b>Planning Priority 15</b><br/>Boost our night-time economy</p> |  <p><b>Planning Priority 16</b><br/>Protect and enhance our high value environment lands</p> <p><b>Planning Priority 17</b><br/>Define and protect the values and opportunities within the Metropolitan Rural Area</p> <p><b>Planning Priority 18</b><br/>Connect our green and blue grid</p> |  <p><b>Planning Priority 19</b><br/>Create an energy, water and waste efficient city</p> |  <p><b>Planning Priority 20</b><br/>Manage flood risk</p> <p><b>Planning Priority 21</b><br/>Cool our city</p> |



# OUR INFRASTRUCTURE

Infrastructure investment is critical to the success of any City. Our City benefits from major road and rail corridors, as well as health and education facilities and utilities that service our population.

Penrith has experienced rapid growth over the past decade and some of this infrastructure has not caught up with the increased demand. It's important that we align development, growth and infrastructure to maximise the benefits for our City.

The following planning priority has been identified to ensure that our City's services and infrastructure supports our growth:

**Planning Priority 1:** Align development, growth and infrastructure





## PLANNING PRIORITY 1: Align development, growth and infrastructure

Our City will significantly benefit from new city-shaping infrastructure, unlocking new opportunities for more jobs close to home and create better transport connections and networks. We will be able to move people around our city and to other parts of Greater Sydney more easily and quickly. This infrastructure includes:

- The new North South Rail Link from St Marys to the Western Sydney Aerotropolis (to be operational by the time the airport opens in 2026).
- The M9/Outer Sydney Orbital road and freight corridor that connects the south west to the north west (for investigation in the next 10-20 years).
- Rapid Bus Connections between Penrith and the Western Sydney International (Nancy-Bird Walton) Airport (for investigation in the next 10 years).
- The Western Sydney Freight Line, providing a freight rail connection to Western Sydney

In addition to these projects, the NSW Government is investing \$3.6 billion dollars through the *Western Sydney Infrastructure Plan (WSIP)*. The WSIP will deliver upgrades to The Northern Road, Erskine Park Road and included the recently opened Werrington Arterial, to improve congestion for our community. The WSIP also includes a new motorway (identified as the M12) linking the Western Sydney International (Nancy-Bird Walton) Airport between The Northern Road and the M7 by road.

Although these transport initiatives will be delivered in stages and over the long-term, Council will keep advocating strongly and work with the NSW Government to ensure that easing congestion in our City remains a major infrastructure priority.

Although Council provides many of the local services our community needs, the NSW Government plays a key role in providing our City's infrastructure. Penrith will have a significant role as part of the Western Parkland City and we will also seek to maximise our opportunities from the Western Sydney International (Nancy-Bird Walton) Airport at Badgerys Creek. New city-shaping infrastructure is currently being planned to better connect the Western Parkland City, including Penrith, with the remainder of Greater Sydney, and to and from the Western Sydney International (Nancy-Bird Walton) Airport.

The role of Sydney Water in delivering water-related infrastructure is also significant to ensure that our areas of growth can be adequately serviced. Our growth areas are likely to include Penrith City Centre and the Western Sydney Aerotropolis, however we know that these areas either lack the water-related infrastructure to cater for growth, or are limited in their ability to provide additional capacity. These issues must be resolved to ensure that Penrith is able to cater for planned growth over the short to long term. Water NSW manage the regionally significant Warragamba pipelines, a critical water supply infrastructure traversing the southern area of the Penrith LGA. Growth and new development adjacent to the pipelines and associated corridor must be managed to ensure the continuing serviceability and the provision of a safe supply of drinking water to Greater Sydney and surrounding regions.

The need for social infrastructure to keep up with growth in our City is also critical, and we will work with the NSW Government to ensure we have quality schools and health care for our growing community.



Council will continue to work with the Department of Planning, Industry and Environment, Transport for NSW and Sydney Water to ensure that this critical infrastructure is delivered. However, it is crucial that both local and state infrastructure needs to better respond to growth, addressing current backlogs as well as catering for future demand.

Our need for infrastructure to meet our growing demand is one of our community's strongest priorities. As our City has grown, we have experienced more traffic and congestion causing longer commute times, and more people are using our community facilities such as our parks and libraries.

Council provides for local infrastructure, including parks, playgrounds, shade structures, local roads and community halls, as well as our cultural facilities including libraries and our performing arts centre. We deliver and maintain these facilities by a number of different funding sources. Development contributions, provided by developers, form a large part of funding local

infrastructure. We will reflect and review the best framework moving forward to ensure we deliver high quality facilities and local infrastructure for our existing and new communities.

### Digital Infrastructure

In planning for the future and as part of our vision to be an innovative city, we are also considering the need and role of digital infrastructure. Digital infrastructure harnesses new technologies to deliver better outcomes for our City, identify people movements and environmental conditions. This is known as being a 'SMART' city.

This includes things like the use of sensors to monitor our heat and the availability of parking spaces, and the installation of SMART bins to let us know when we need to empty them. It also includes being able to access WIFI in public spaces.

As this is an emerging technology, we will prepare a SMART Strategy to identify how we can provide for digital infrastructure throughout our city.

#### Related Initiatives

- » *Western Sydney City Deal*
- » *Future Transport Strategy 2056*
- » *Western Sydney Infrastructure Plan*
- » *Penrith Council Advocacy Strategy*
- » *Greater Penrith to Eastern Creek Growth Area*

| TYPE              | ACTIONS   |
|-------------------|---|
| Short-Medium Term | <ul style="list-style-type: none"> <li>» 1.1 Determine the local infrastructure needs for our communities.</li> <li>» 1.2 Prepare a funding strategy for local infrastructure needs.</li> <li>» 1.3 Review Council's Development Contributions Framework to determine local infrastructure needs for current and future communities.</li> <li>» 1.4 Prepare a SMART City Strategy to identify digital infrastructure requirements.</li> </ul> |



# OUR PARTNERSHIPS

We know that to deliver a City we can all be proud of and that maximises benefits for our community, we need to work collaboratively and in partnership, especially with our community.

We have built strong and successful partnerships with many stakeholders including our community groups, neighbouring councils, and the state and federal governments. To continue to deliver great outcomes for our City, we will need to strengthen and build on these relationships.

The following planning priority has been identified to support and recognise our key partners:

**Planning Priority 2:** Work in partnership to unlock our opportunities





## PLANNING PRIORITY 2: Work in partnership to unlock our opportunities

As a city in transition, Penrith has many opportunities. With these opportunities come challenges, and we will need to work in partnership with others to unlock our opportunities, overcome those challenges, and create a thriving and sustainable city.

We have a strong history of working with others to deliver great outcomes for our City. Our community is our most important partner and as our city grows and changes, our community will continue to have their say, and be heard.

To ensure we reach all of our community, we will be investigating new ways to communicate and better inform the community about how we make decisions through the preparation of a new Community Participation Plan.

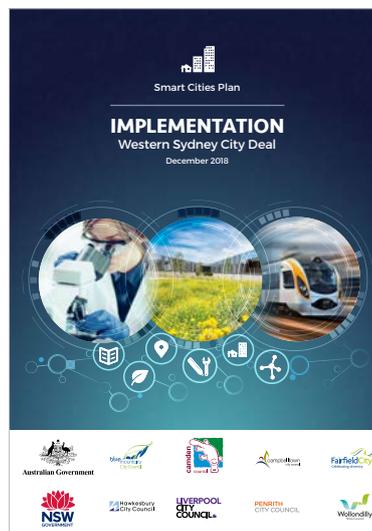
Our other significant partners include the various agencies within the NSW Government, who provide for our community through the delivery of things like roads, rail, schools and hospitals. We will need to continue to work closely with these agencies to ensure we plan appropriately and get the services and amenity that our community needs to retain and improve our quality of life.

### What are 'Opportunity Areas'?

Our opportunity areas are key precincts, significant landholdings or major projects that present a significant contribution towards Penrith's economic, social, tourism, recreation, education and environmental opportunities to the benefit of our community and/or the wider Western Sydney region.

These areas are city-shaping will require various levels of government and a range of stakeholders working together to unlock their opportunities and deliver a range of community outcomes.

Map 3 identifies our opportunity areas and key partners we will need to work with to deliver better outcomes for our city. In the short term, we will focus on working with Transport for NSW to deliver better roads and public transport, Sydney Water to ensure we can cater for growth, the Western Sydney Planning Partnership to unlock our opportunities to provide more local jobs from the Western Sydney International (Nancy-Bird Walton) Airport, and the NSW Flood Taskforce to ensure our communities and people are safe and we manage flood risk appropriately.



### Western Sydney City Deal

The Western Sydney City Deal presents a fundamental opportunity to facilitate the transformation of Western Sydney. Penrith, together with seven other councils in the Western Parkland City have joined the federal and state governments to deliver the City Deal.

The City Deal contains 38 commitments that will deliver a vision for the Western Parkland City including the delivery of North South Rail Link, connecting St Marys to the new Western Sydney International (Nancy-Bird Walton) Airport and commitments to create 200,000 new jobs across a wide range of industries over the next 20 years. It is anticipated that the people of the Western Parkland City will have access to innovative public transport, aviation and digital infrastructure and the best in education and skills training opportunities in a unique landscape that enhances local character. The establishment of the Western Sydney Planning Partnership is a commitment of the City Deal to provide a coordinated framework to achieve more efficient and higher quality outcomes for Western Sydney through innovative and collaborative planning.

One of the objectives of the City Deal process is to improve the working relationships and cooperation between the three levels of government and to include local government in matters that affect their communities. This presents an unparalleled opportunity for work collaboratively. Over its projected 20-year lifespan, the implementation of the Western Sydney City Deal will deliver unprecedented and lasting change for current and future communities, including Penrith.

## Greater Penrith Collaboration Area Place Strategy

The Greater Penrith Collaboration Area is recognised as one of four collaboration areas across Greater Sydney. To drive jobs growth and increase productivity, the Greater Penrith Collaboration Area Place Strategy was prepared to inform investment in Greater Penrith and identify those partnerships required to unlock our opportunities.

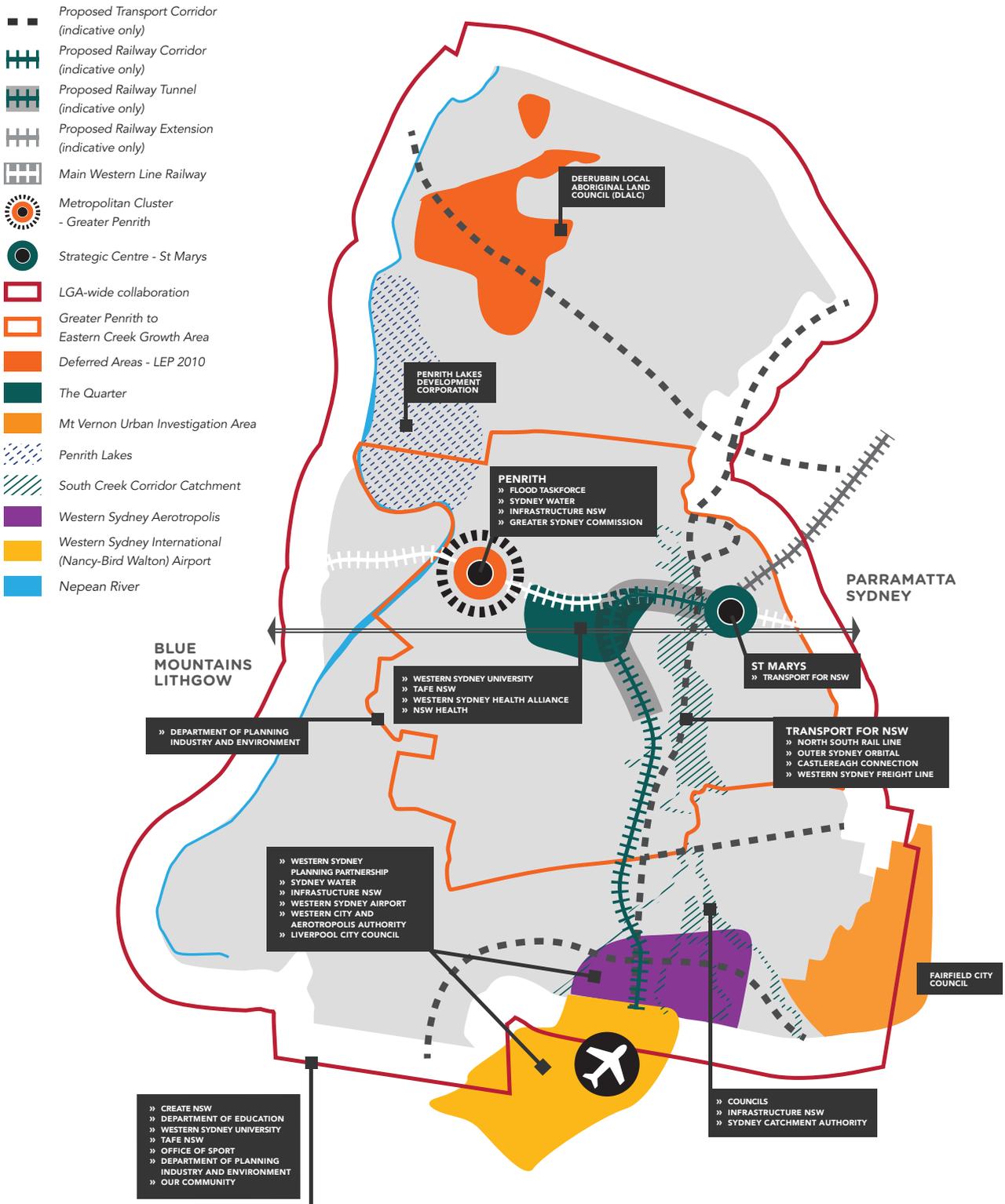
The strategy will be implemented by Council and acts as a roadmap to achieving those priorities outlined in the strategy.

### Related Initiatives

- » *Western Sydney City Deal*
- » *Greater Penrith Collaboration Area Place Strategy*
- » *Community Participation Plan and Community Engagement Strategy*
- » *Working Together Agreement - Deerubbin Local Aboriginal Land Council*
- » *Penrith Health Action Plan*
- » *Greater Penrith to Eastern Creek Growth Area*

| TYPE             | ACTIONS   |
|------------------|---|
| <b>Immediate</b> | <ul style="list-style-type: none"> <li>» 2.1 Prepare a <i>Community Participation Plan and Community Engagement Strategy</i>.</li> </ul>  |
| <b>Ongoing</b>   | <ul style="list-style-type: none"> <li>» 2.2 Implement the <i>Greater Penrith Collaboration Area Place Strategy</i>.</li> <li>» 2.3 Collaborate with state agencies and key landowners to deliver our opportunity areas.</li> <li>» 2.4 Collaborate with neighbouring councils on cross-boundary issues.</li> </ul> |

# MAP 3: Key partners and opportunity areas





# OUR HOMES

Effective management of growth has consistently been identified as the most significant challenge by our community.

While it is generally accepted that Penrith will grow, our community has told us that it is important to preserve and enhance those features that make our City a desirable place to live. Those features include the City's mix of urban, rural and natural qualities, and the character and amenity of our towns and villages.

To support our City's growth, we need to plan for new homes in locations that are close to jobs, education and services, and supported by adequate infrastructure, while preserving Penrith's special features. We also need to plan for a variety of housing types and densities to cater for the diverse needs of our growing community including our ageing population and an increasing number of single person households.

Providing greater housing choice for our community will help to improve housing affordability, which is particularly important with many households in the City experiencing mortgage or rental stress. A variety of housing types and densities will also help to create more walkable, vibrant and accessible neighbourhoods to achieve better sustainability outcomes for our City.

The following planning priorities have been identified to outline our model for a sustainable supply of new homes:

**Planning Priority 3:** Provide new homes to meet the diverse needs of our growing community

**Planning Priority 4:** Improve the affordability of housing

**Planning Priority 5:** Facilitate sustainable housing





### PLANNING PRIORITY 3:

## Provide new homes to meet the diverse needs of our growing community

Penrith's population is expected to grow from 200,000 to 260,000 by 2036, that's an increase of approximately 60,000 people (Source: .id December 2017). Our population growth is driven by natural growth (more births than deaths) and migration from outside the council area. We need to plan to provide homes for our growing communities while preserving what makes Penrith an attractive place to live – its environment, including the river, rural lands and other green spaces.

Ensuring there is a sufficient supply of well-located and serviced land for new homes will deliver a range of benefits. These include creating more walkable and accessible places, protecting environmentally sensitive areas and rural landscapes, and providing homes close to jobs, shops and services.

To plan future housing supply, we are preparing a Local Housing Strategy. This strategy will make recommendations about how we can best respond to the housing supply targets set by the NSW Government.

The strategy will:

- confirm the ability to meet the 0-5year housing target of 6,600 new homes,
- inform a 6-10year housing target, and
- identify capacity to contribute to the longer-term target (over 20 years) for the Western City District of 184,500.

The strategy will also:

- help us to broadly define the character of existing neighbourhoods,
- characterise the right locations for growth, including the identification of areas that are unsuitable for large number of new homes, and
- identify the best opportunities to locate new homes close to existing and proposed infrastructure, open space, shops and services.

**We need an additional 24,000 homes to meet the needs of our growing and diverse population. Generally, the provision of these homes can be broken down over the following periods of time:**

2016 - 2021



**+ 7,000 HOMES**

2021 - 2026



**+ 6,000 HOMES**

2026 - 2036



**+ 11,000 HOMES**

A demand of about 6,000 homes within the 2021-2026 period has been established. Of these, approximately 2,200 will be single dwellings; 2,700 medium density dwellings and 1,100 high density dwellings by 2026.

Housing demand for 2026-2036 is based on demographic forecasts and increases in higher density housing. The estimated housing demand figures in this period are for the delivery of about 11,000 new homes with approximately 4,000 single dwellings, 5,000 medium density dwellings and 2,000 high density dwellings being delivered over the 10-year period.

We're on track to meet the 0-5year dwelling supply target of 6,600 homes. Planning and construction is already underway for about 60% of this target.

New housing for the next 20 years will be delivered:

- in our already planned residential areas at Caddens, Glenmore Park and Jordan Springs.

- in new release areas and urban investigation areas.
- through a change of house types in existing neighbourhoods from single dwellings to increased numbers of townhouses, villas and dual occupancies, in the right locations.
- as mixed-use and high-density residential developments in Penrith City Centre, St Marys Town Centre and around stations on the Main Western Rail line and emerging North South Rail Link.

We'll also be investigating the potential for new housing in designated Urban Investigation Areas. These areas, shown in map 4, have been identified within the WCDP or are a result of our own local investigations. These areas have been identified for investigation of their potential as they directly adjoin the existing urban area, environmental constraints are limited or can be managed, and servicing of the sites with infrastructure is cost effective. If these areas are suitable for further residential development, they will be delivered in accordance with a staging and sequencing plan to ensure adequate infrastructure and services are provided.

These Urban Investigation Areas include:

- Orchard Hills (State-nominated),
- Luddenham (State-nominated),
- Mt Vernon (State-nominated), and
- Glenmore Park (Council-nominated).

In time, more homes will be delivered in Penrith City Centre, St Marys Town Centre and Kingswood. These centres are zoned and ready to accommodate mixed-use and high density residential developments as the property market strengthens. This provides many opportunities for smaller, more easily maintained homes close to the jobs, shops, and services the City offers.

Supporting the protection of local amenity and liveability outcomes will be important in planning for these areas. PP15 Boost our night-time economy, contains an action to mitigate noise, prevent the potential for land use conflicts and protect local amenity. This is especially important when residential development encroaches on commercial uses or alternatively expanding

commercial uses and activities encroach on residential uses in mixed-use and high-density residential zones.

Longer term planning is needed to understand opportunities around stations on the Main Western Rail Line and Sydney Metro Greater West line, along with the need for any new residential areas.

It's not just about making sure we have enough homes, but the right type of homes. While it is important to provide additional homes for our growing population, it is equally important to deliver the right mix of housing types and lot sizes to cater for Penrith's diverse and changing population. Providing housing diversity and choice will improve affordability, help meet the needs of an ageing population and create more walkable, vibrant and accessible places. This also includes executive housing.

Some of our existing neighbourhoods may also be able to help with the supply of new and different homes, including dual occupancies/duplexes and townhouses/terraces and secondary dwellings. A supply of smaller, more easily maintained, relatively affordable homes helps maintain communities and social interactions. Older generations can age in place or the new homes might be suitable as first homes close to family. We will investigate how neighbourhoods with good access to shops, services and public transport can contribute to the supply and mix of new homes.

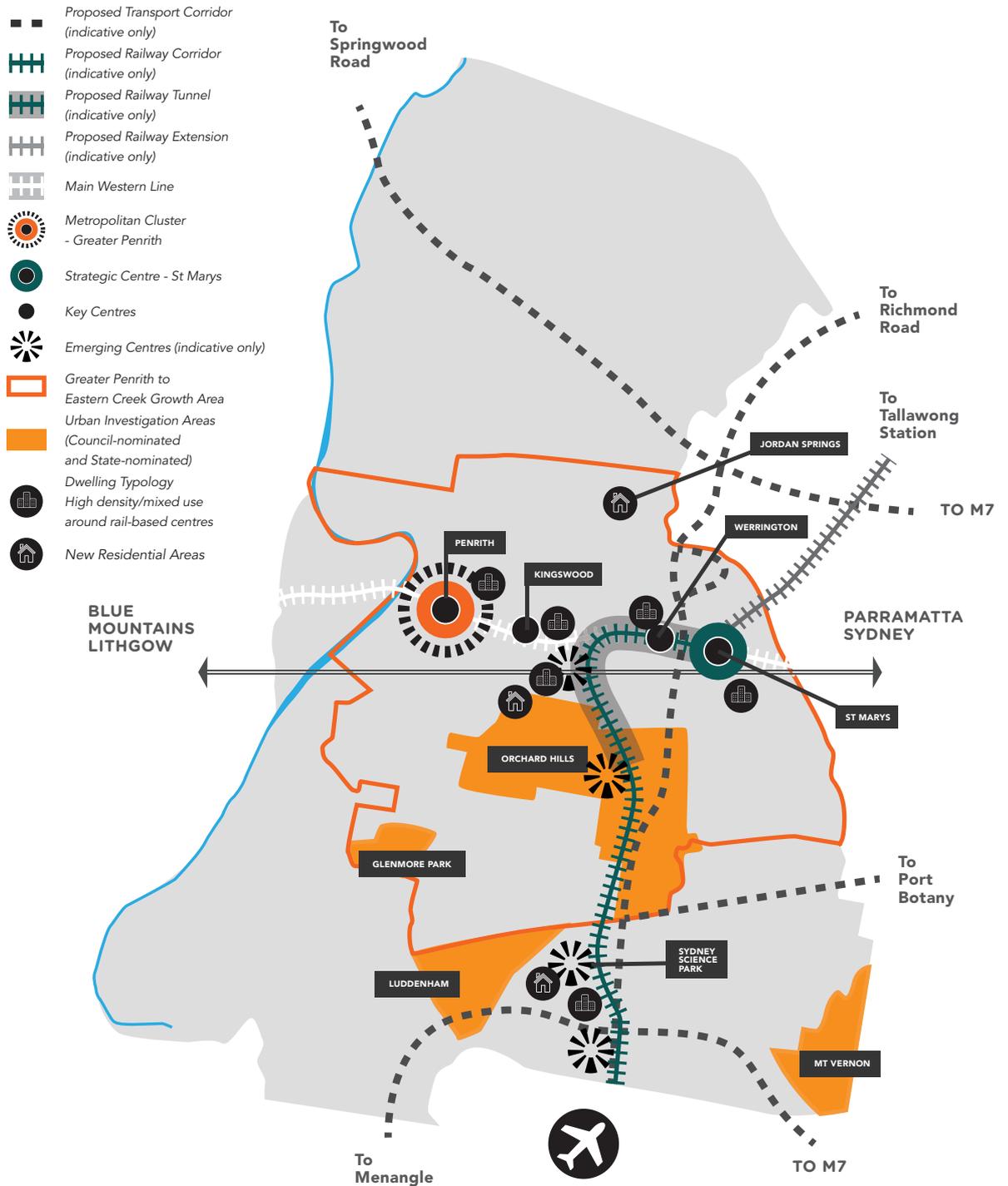
### **Related Initiatives**

- » *Draft Penrith Local Housing Strategy*
- » *Greater Penrith to Eastern Creek Growth Area*

| TYPE             | ACTIONS  |
|------------------|--|
| <b>Immediate</b> | <ul style="list-style-type: none"> <li>» 3.1 Prepare a Local Housing Strategy.</li> <li>» 3.2 Investigate the rezoning of land in Orchard Hills North urban release area with supporting planning and development controls.</li> </ul>   |
| <b>Ongoing</b>   | <ul style="list-style-type: none"> <li>» 3.3 Review and update planning and development controls to encourage the delivery of mixed-use and high-density residential development in Penrith City Centre, St Marys Town Centre, and Kingswood.</li> <li>» 3.4 Investigate urban investigation areas at Glenmore Park South, Mt Vernon and Orchard Hills South.</li> </ul> |



## MAP 4: Housing capacity and investigation areas



Note: The Luddenham UIA is within the Western Sydney Aerotropolis and investigations for this land will be carried out as part of those planning processes. PP11 also applies. This map reflects Council's advocacy position for the location of emerging centres. The corridors identified in this map are adapted from Transport for NSW's Future Transport Strategy 2056 and may be subject to change.

## PLANNING PRIORITY 4: Improve the affordability of housing



We know we need to help lower the cost of renting and owning a home. Less affordable housing negatively impacts individuals, the community and the local economy.

12.2% of households in Penrith are in housing stress, that is, the household is in the lowest 40% of household incomes and is paying more than 30% of their gross weekly income on rent or mortgage payments. Mortgage stress is being experienced by 9.3% of owners and rental stress is being experienced by 29.6% of renters.

Increasing the diversity of homes should provide a greater variety of homes beyond the detached homes traditionally delivered throughout Penrith. We need compact homes that are accessible and easy to maintain, apartments close to shops and services, and moderately-sized homes for smaller families. This will help provide opportunities for people to change homes to suit their needs. This means they are not occupying an unsuitable home or a home needed by another part of the community. Our Local Housing Strategy will identify the types of homes we need and opportunities to deliver a greater diversity of homes.

We need to protect our existing stock and increase the supply of affordable rental housing and identify how, where and by whom any new affordable rental housing might be provided. This type of housing is delivered and managed primarily by community housing providers for very low to moderate income earners, including workers essential to a city's economic sustainability and social diversity.

The Local Housing Strategy will identify our affordable rental housing need. We will then develop and test a policy that sets out mechanisms to provide affordable rental housing, including a target rate based on the percentage of new homes built and incentives to encourage developers to deliver affordable rental housing.

Boarding houses meet a need in our community for short to medium term rental, but we know that boarding house development needs greater management to ensure they don't impact on local character and the amenity of adjacent homes. This requires the identification of suitable locations and controls for these types of homes based on who the likely residents are and their needs (support services, shops etc. in larger centres). Preparing a local character statement will help us identify locations where these types of development are most appropriate.

### Related Initiatives

- » *Greater Sydney Region Plan  
Affordable Rental Housing Targets*

| TYPE      | ACTIONS                                     |
|-----------|---|
| Immediate | » 4.1 Develop an Affordable Housing Policy. |

## PLANNING PRIORITY 5: Facilitate sustainable housing



The way we plan our housing is important to achieving a sustainable City. As our City grows, it is important that we create new neighbourhoods and centres that use land efficiently, are well-connected, and provide a range of services and jobs for the community.

This means we need to balance our growth and ensure new development is well planned and provides cohesive living and working environments, while protecting the environmental qualities our community values.

### HOW DO WE MAKE RESIDENTIAL DEVELOPMENT MORE SUSTAINABLE?

| CHALLENGE                                 | SOLUTIONS/ACTIONS   |
|---|---|
| <b>Congestion</b>                         | <ul style="list-style-type: none"> <li>» Ensure we are planning for new housing in areas with high accessibility to public transport.</li> <li>» Provide active transport options that are safe and attractive, such as better cycling and walking paths.</li> <li>» Facilitate mixed-use centres where people have jobs and services close to home.</li> </ul>   |
| <b>Efficiency of land/ Housing supply</b> | <ul style="list-style-type: none"> <li>» Limit urban sprawl and continuous, unplanned development.</li> <li>» Plan for more housing around major transport nodes and stations, both existing and new.</li> <li>» Identify an urban boundary.</li> <li>» For areas where there are increased densities, it is important to ensure that these areas are well serviced and compatible to the character of the area and physical and environment constraints.</li> </ul>  |
| <b>Delivery of local infrastructure</b>   | <ul style="list-style-type: none"> <li>» Ensure sufficient open space is provided for increased population growth and provide communal open space for areas of higher densities.</li> <li>» Ensure public spaces are suited to our local climate and environment, to reduce urban heat and enhance biodiversity.</li> <li>» Create distinct communities with their own sense of place and identity, supported by local facilities and services.</li> <li>» Ensure that infrastructure delivery is timely and meets the needs of the new community.</li> </ul> |
| <b>Dwelling types</b>                     | <ul style="list-style-type: none"> <li>» Facilitate housing diversity to provide for different household types and sizes.</li> </ul>  |
| <b>Housing design</b>                     | <ul style="list-style-type: none"> <li>» Ensure new dwellings, including higher density dwellings utilise environmental design principles and features to improve the environmental performance of buildings.</li> <li>» Promote larger setbacks to create greener and more sustainable environments.</li> </ul>  |



OUR HOMES

### Related Initiatives

- » *Sustainability Blueprint for New Release Areas 2005*
- » *Cooling the City Strategy 2015*
- » *Sustainability Policy and Strategy 2015*

| TYPE                | ACTIONS  |
|---------------------|--|
| <b>Immediate</b>    | <ul style="list-style-type: none"> <li>» 5.1 Investigate options for engagement and delivery of community capacity building initiatives in new communities.</li> <li>» 5.2 Understand and manage the implications of the application of the Low-Rise Medium Density Housing Code.</li> </ul> |
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 5.3 Update planning and development controls to improve the design, durability and sustainability of new dwellings and release areas.</li> <li>» 5.4 Develop a city-wide Structure Plan.</li> </ul>   |



# OUR COMMUNITIES

Healthy, creative and socially connected communities are fostered with high quality social and community infrastructure.

This infrastructure can include open space and parks, sporting facilities, libraries and community meeting places, as well as services that support health and wellness, and educational outcomes.

Community spaces that are welcoming and attractive encourage opportunities to socialise, connect and create.

Council provides many of the local services for our communities and we work closely with other levels of government, especially the NSW Government, that have a key role in providing services, facilities and infrastructure such as health, education, public safety and public transport. Community and not for profit organisations are also vital in providing social and other wellbeing services.

Our community has told us that as the City grows services and infrastructure also need to grow and evolve to meet changing needs. Our community has also told us that they value opportunities to be healthy and active, as well as public places that are safe, attractive and vibrant.

The following planning priority identifies that Council is committed to understanding the changing needs of our communities to support the delivery of high quality open space, community facilities, and health and education services:

**Planning Priority 6:** Ensure our social infrastructure meets the changing needs of our communities





## PLANNING PRIORITY 6:

### Ensure our social infrastructure meets the changing needs of our communities

As Penrith grows and accommodates change, we must ensure this growth is supported by necessary community infrastructure, such as open space, parks, sporting facilities, and libraries. We also need to make sure the NSW Government and other partners deliver the health and education facilities our communities need.

This population growth will occur in our established communities, including the Penrith City Centre and St Marys Town Centre, as well as in new, greenfield areas. These greenfield areas include Urban Investigation Areas and emerging centres that are mapped in Map 2 and Map 7. Maintaining and providing facilities in established areas has a number of challenges as it can be constrained by land availability and existing development making adaptive reuse a priority. New areas may provide greater opportunities to deliver new open spaces and facilities.

To understand our communities' requirements for sport, play, recreation and open space, we are preparing a City-wide *Sport, Recreation, Play and Open Space Strategy*.

This strategy will:

- identify the need (number and size) and preferred location of new parkland and public facilities,
- recommend the upgrade of some existing facilities by improving their connectivity, efficiency and number of users,
- examine the impact of planned infrastructure, such as the road and rail infrastructure servicing the Western Sydney International (Nancy-Bird Walton) Airport, on existing and planned spaces,
- use the latest guidelines published by the NSW Government Architect to ensure we deliver contemporary open spaces and community sporting facilities, and

- examine trends in how we play and exercise to ensure sport and play spaces are flexible and can respond to changing needs.

Our communities thrive when there are active, welcoming and vibrant spaces and places to meet, socialise, enjoy events like food or maker's markets, and attend organised activities like creative displays and movie nights. These important places will be realised by neighbourhood facilities co-located with open spaces, parks and potentially shopping centres and other community services.

We've already started to identify ways to effectively provide more open space, sporting facilities, and neighbourhood facilities, including shared access and the use of community and school facilities outside of normal operating hours. This has the added benefit of helping to integrate community activity and promote social connections. We will work with the NSW Department of Education to identify early opportunities to share facilities as well as other NSW Government partners to deliver health and wellbeing facilities.

Public art and creative expression enhance the appearance of places as well as telling the story of that community. To encourage and foster community events and public art we will facilitate a management and approval framework that is easy to navigate, while providing a safe and risk free environment.

Libraries and their related services play an important role in the community. We currently manage 3 libraries across the City, at Penrith, St Marys and St Clair. Libraries are evolving into facilities for community and cultural gatherings and events, display spaces, bases for outreach programs, and hubs for our digital future, as

well as being great places to borrow books and a sanctuary for study. They are increasingly important for lifelong learning, creativity and participation. Using the guidelines published by the NSW State Library, we know we need to increase our library space by 2-3,000m<sup>2</sup> over the next 20 years to meet the needs of our growing communities.

Our Council is continually reviewing the role libraries play in serving our community. It is imperative that our library service model enhances core services, provides programs that are relevant, and develops new and innovative approaches to best service our population. To understand where and how we can provide these services, we will continue work on developing a Library Services Strategy.

Our commitment to delivering safe and inclusive community spaces and facilities is demonstrated in our *Disability Inclusion Action Plan*. We strive to deliver and support people-friendly places with optimised access and functionality to encourage active and healthy lifestyles for all in the community.

One of the ways we can deliver new social infrastructure and improve our existing facilities and services is through development contributions. These contributions are levied on new development to ensure the needs and aspirations of new communities are met without impacting on existing communities' access to the facilities and services already in place.

Our growing and changing community requires access to:

- child care facilities, early education, schools, tertiary and vocational education, and training opportunities.
- local health services such as general practices and medical centres and regional health infrastructure such as hospitals and other health centres.
- local social support services, such as neighbourhood centres and community development organisations.

Our planning controls already facilitate the delivery of a range of child and family support services, from family day care to larger centres, as well as general practices and local medical centres. We will continue to work collaboratively with relevant NSW Government departments to ensure continual improvement of existing facilities as well as the planning of new facilities. We recognise the role the NSW Government has in funding and delivering schools, tertiary and vocational education and larger scale health services, and seek to work productively together to support effective planning for their delivery.

Cemeteries and crematoria provision is changing from the historic provision of small, localised facilities to larger, regional style infrastructure that includes chapels, reception centres and function areas, as well as car parking. These facilities cater for the diverse and changing population of Greater Sydney. To be effective, planning for these larger facilities requires a regional approach. We will advocate with the NSW Government to ensure Sydney-wide consideration is given to the location of new facilities. This should ensure a balance in providing facilities while respecting the sensitivity of locations and the communities' views.

### **Related Initiatives**

- » *Disability Inclusion Action Plan*
- » *Draft Penrith Sport and Recreation Strategy*



| TYPE                | ACTIONS   |
|---------------------|---|
| <b>Immediate</b>    | <ul style="list-style-type: none"> <li>» 6.1 Work with the NSW Department of Education and the Office of Sport to identify opportunities for joint use of school facilities</li> <li>» 6.2 Review accessibility elements within Council’s Development Control Plan.</li> <li>» 6.3 Update planning and development controls to incorporate community safety principles.</li> <li>» 6.4 Finalise the Draft <i>Penrith Sport and Recreation Strategy</i>.</li> </ul>  |
| <b>Short-medium</b> | <ul style="list-style-type: none"> <li>» 6.5 Develop a funding strategy for the delivery of new neighbourhood facilities.</li> <li>» 6.6 Review, update and prepare plans of management for sportsgrounds, playgrounds and community land.</li> <li>» 6.7 Investigate a new policy around public art on Council property and the property of other government agencies.</li> <li>» 6.8 Investigate further funding opportunities for public art.</li> <li>» 6.9 Conduct healthy built environment audits for suburbs to identify opportunities for improved access to physical activity, social connection and healthy food.</li> <li>» 6.10 Update planning and development controls to incorporate best practice guidelines in healthy built environments.</li> <li>» 6.11 Finalise the Library Services Strategy.</li> </ul> |



# OUR PLACES

Our neighbourhoods each have their own distinctive character. As we plan for major growth, it is important that we preserve and enhance the character of our established residential areas, including our local centres and community places.

We need to identify and confirm this character with our communities to help us manage future development within each neighbourhood. This will ensure we continue to enrich our neighbourhoods, so they meet the needs of our communities, and are attractive, safe, clean and inclusive.

Our community values Penrith's natural, built and cultural heritage and has told us that future growth must respect that heritage. Our unique landscapes and heritage buildings and places help tell our story. They are tangible connections to our past. As our area transitions to support growing communities and new economies,

these assets will contribute to an attractive and distinctive natural and built environment attracting people to visit, live and work here. These landscapes, buildings and places should be protected and celebrated.

The following planning priorities identify what Council will do to preserve and enrich our places and protect our heritage:

**Planning Priority 7:** Enrich our places

**Planning Priority 8:** Recognise and celebrate our heritage





## PLANNING PRIORITY 7: Enrich our places

The neighbourhoods of our established residential areas and rural villages all have their own distinctive character. The combination of local people, history, built form, public places, and natural features all contribute to this character. They also form an important part of local community by providing opportunities for social connections.

Although we are planning to accommodate a growing population, a transition to a new economy, and the construction of new roads and railways, we remain committed to preserving and enhancing the distinctive character of the places we live in. Places or neighbourhoods include all parts of the public realm such as open spaces, streets, centres and the interface with the private realm which includes residential, commercial and industrial streetscapes. To make these places great, we need to enhance open space, make the public realm people-friendly, and recognise and celebrate local character of the place and its people.

As our population grows and becomes more diverse, more high-quality public places will be required in and around local community hubs and centres. Ground-level places including streets, plazas, parks and recreation spaces provide places for community events, markets and festivals and encourage social interaction and active lifestyles. New development provides opportunities to improve, expand, and connect these places.

We need to identify and confirm local character with our communities, and then undertake detailed planning to guide and manage future development. This community participation will help us to better understand the communities' values and strengths, and each place's attributes. In turn, this will ensure we continue to enrich our neighbourhoods and make sure they are great places that are:

- well-designed with an attractive built-environment that is enjoyable, safe, and clean.
- inclusive of people of all ages and abilities, with a range of local experiences and opportunities for social interaction and connection.
- walkable and provide a mix of land uses with local shops and services at the heart of communities.

We have already started work to identify the character of our neighbourhoods and public places, with our *Draft Local Housing Strategy*, *Draft Rural Lands and Villages Strategy*, and *Draft Scenic and Cultural Landscapes Study*. We need to build on this broader body of work by preparing local character statements for each of our neighbourhoods. These statements will identify the values and attributes of each place and will be used to develop detailed planning controls that allow us to enhance the appearance of streets and public places. These new controls will also allow us to manage new development to ensure it contributes to the character of a place. This work will also help us implement our *Community Safety Plan 2018-22*. The development of this plan revealed that offences in the public space and perceptions of safety in public spaces require priority attention. This plan sets a number of recommendations around the prevention of crime through the design, management, and activation of public spaces.



### Related Initiatives

- » *Community Safety Plan 2018-22*
- » *Draft Penrith Local Housing Strategy*
- » *Draft Rural Lands and Villages Strategy*

| TYPE             | ACTIONS  |
|------------------|--|
| <b>Immediate</b> | <ul style="list-style-type: none"> <li>» 7.1 Prepare local character statements</li> <li>» 7.2 Investigate ways to better encourage, support and enable innovative design and architectural excellence.</li> </ul> |



## PLANNING PRIORITY 8: Recognise and celebrate our heritage

Aboriginal people are the original owners and custodians of the land and we recognise the significance of Aboriginal spiritual and cultural connection to the lands and waters. This connection long pre-dates European settlement, with evidence of Aboriginal occupation dating back thousands of years. Despite physical modification of the land, many places of significance remain across the City.

To better manage protection of sites with known or potential Aboriginal cultural significance, Council will support the NSW Government's reforms for managing and conserving Aboriginal cultural heritage. These reforms offer a contemporary and respectful vision for the management of Aboriginal cultural heritage that aims to:

- recognise Aboriginal cultural heritage values,
- provide broader protection and more strategic conservation of Aboriginal cultural heritage values,
- create a new governance structure that gives Aboriginal people legal responsibility for and authority over Aboriginal cultural heritage,
- improve outcomes for Aboriginal cultural heritage with new information management systems and processes, and
- facilitate better assessments and clearer consultation processes for proposals that might affect Aboriginal cultural heritage.

European heritage listed buildings and places provide cultural value, identity, and a connection to the past. Their preservation assists in telling the story of the people, places and events which have shaped Penrith into the City it is today. These include Governor Macquarie's plans for Castlereagh Town in 1810, the start of explorations across the Blue Mountains, the

early settlement of Penrith and St Marys, rural settlements and country estates, and the arrival of the railway in 1850. Heritage buildings and places contribute to Penrith's character, they are a source of pride for local residents and help to attract visitors.

Council's City-wide *Heritage Study* (from 2007) identifies a number of historically significant buildings and places throughout its urban and rural areas. These include historical buildings, farmhouses, churches, cemeteries, roads and bridges. These buildings and places are considered to have historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic significance for past, present and future generations. We need to supplement our earlier Study with examples of developments from circa 1940 to 1980 to make sure we maintain examples of buildings which tell the story of Penrith's development and places.

Our built heritage needs to be managed in accordance with the *Burra Charter's* (1999) best practice conservation principles and NSW Office of Environment and Heritage's guidelines. Our development controls and the supervisory oversight of Council's Heritage Advisory Committee already promote the proper management, development and conservation of Penrith's heritage items and places.

Penrith has a rich natural heritage provided by the Nepean River and associated Nepean Gorge and floodplains, the foothills of the Blue Mountains, tracts of Cumberland Plain Woodland and other significant vegetation, and areas of rolling hills. It also has a number of cultural heritage landscapes, such as those associated with the early European settlements in Castlereagh and Mulgoa Valley. We will work with Aboriginal and non-Aboriginal

groups to identify these natural and cultural heritage landscapes and review planning controls to ensure they are protected.

Penrith Local Environmental Plan 2010 contains many items of local and State heritage significance. The future planning for our city will take care to avoid impacts on these places, items and sites and will give careful consideration on how to mitigate any impacts where they are unavoidable. We will work with Heritage NSW on securing the best outcomes and meeting our community's expectations.

### Related Initiatives

» *Penrith Heritage Study 2007*

| TYPE                | ACTIONS   |
|---------------------|---|
| <b>Short-Medium</b> | » 8.1 Review mapping and planning and development controls to protect natural and cultural heritage landscapes. |
| <b>Medium-Long</b>  | » 8.2 Update the <i>Penrith Heritage Study</i> , including our modern architecture.                             |





OUR PLACES



# OUR CONNECTIVITY

Being connected is important to our community. Being connected means more than roads and public transport, it also means being connected digitally and having real community connections.

This chapter focuses on our physical connections. Digital connectivity is addressed in 'Our Infrastructure' and community connectedness is addressed in 'Our Communities'.

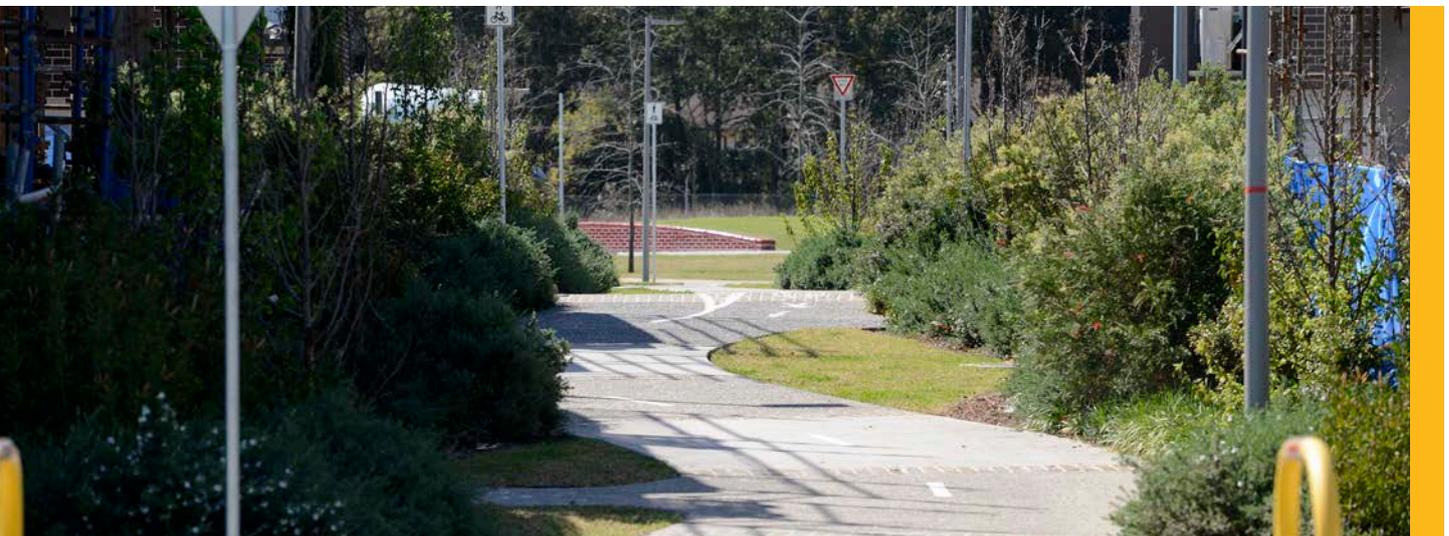
Getting around our city quickly and improving congestion is a key priority for our community. Over 60% of residents travel outside Penrith for work, placing importance on our local and state road and rail networks to get us where we need and want to be. As our City continues to grow, this will place additional demands on our local road network. Our City already experiences some challenges with congestion, so we will need to think about and plan for alternative methods of transport, including more active modes such as walking and cycling. This will help us create a more sustainable and well-connected City for all types of commuters.

Improving our connectivity also includes the need to plan for growth around public transport hubs. The new North South Rail Link will enable us to create new mixed-use centres that provide jobs and homes around station locations. This will help us achieve the NSW Government's vision of a '30-minute' city.

The following planning priorities identify what Council will do to deliver effective transport options for passengers. Council cannot deliver this alone, so it's important that we work in close partnership with the state and federal governments to make sure infrastructure and public transport options meet our community's needs:

**Planning Priority 9:** Support the North South Rail Link and emerging structure plan

**Planning Priority 10:** Provide a safe, connected and efficient local network supported by frequent public transport options





## PLANNING PRIORITY 9: Support the North South Rail Link and emerging structure plan

The Western Parkland City will be established on the opportunities of the Western Sydney International (Nancy-Bird Walton) Airport, Aerotropolis and transformative infrastructure. New city-shaping transport infrastructure, such as the North South Rail Link, will make our City the most connected place in Australia. This new connection will reshape the Western Parkland City including Penrith, and the Greater Sydney region, stimulate jobs and innovation, and underpin a '30-minute city' where people can easily get where they need to go.

The airport and North South Rail Link are catalysts for re-imagining the Western Parkland City and enable strategic planning to define the roles of existing and emerging places, both along the corridor and throughout the rest of the Western Parkland City. This new connection will deliver benefits to the established centres of Liverpool, Greater Penrith and Campbelltown-Macarthur.

Aligning land use planning with the delivery of infrastructure will provide the best opportunity for the Western Parkland City to excel in its role in providing homes, jobs, education attainment, and access to goods and services. This is not only for the initial connection between the Western Sydney International (Nancy-Bird Walton) Airport and St Marys, but throughout the Western Parkland City including the identification of opportunities arising from continuing the rail corridor north to Marsden Park and Tallawong Station.

While there are future plans to extend the North South Rail Link beyond our City, linking Campbelltown-Macarthur to the north west, the state and federal governments have committed to opening the North South Rail Link between the Western Sydney International (Nancy-Bird Walton)

Airport and St Marys by the time the Airport opens in 2026.

Council will continue to work with the state and federal governments, Western Sydney councils and other key stakeholders to ensure that the benefits of the North South Rail Link are maximised.

### Emerging Structure Plan

To align land use planning and infrastructure as the basis for the growth of our City, a *Structure Plan* (map 5) has been developed by Council to guide investment and development within and along this corridor, particularly where new rail stations could be located. The *Structure Plan* identifies potential roles and relationships between key places, precincts and transport corridors, including regional transport networks and linking key strategic centres. The *Structure Plan* also refines our understanding of the significant opportunities provided by the corridor for our City, including the delivery of a long-term vision to connect Western Sydney from Cudgegong Road and Marsden Park in the north, to Macarthur in the south.

The *Structure Plan* is Council's view at a point in time, developed as a way to map Council's preference for how land use could respond to the North South Rail corridor. It was prepared to guide the future development of centres and places along the corridor, taking into account the existing east-west economic corridor and the emerging north-south corridor (forming part of the broader Western Economic Corridor). It will also help Council in our discussions and partnerships with key stakeholders and government to achieve maximum benefits for our community.

The *Structure Plan* aims to identify outcomes that support growth and change within this area including increased housing diversity, growing investment and business activity, and creating great places for communities. The *Structure Plan* also identifies scenic landscape features to be considered for protection such as rural areas and South Creek.

The *Structure Plan* will evolve over time, taking into account revised population projections, government announcements relating to corridor alignment and potential station locations. It will be informed by an Integrated Transport Strategy, which includes planning for roads, buses and new communities, as well as maximising the benefits of the new rail link for existing communities.

As new information comes to hand, a more refined and longer-term *Structure Plan* will be prepared following known station locations, master planning around station locations and emerging centres, and integrated transport networks. This final plan will be informed by the development of supporting studies and strategies by Council including an Employment Strategy.

## Greater Penrith to Eastern Creek Growth Area

The Greater Penrith to Eastern Creek Growth Area is identified as a corridor of economic

activity in the Greater Sydney Region Plan and the corresponding Western City and Central City District Plans in 2018. Future transport corridors, including Stage 1 of the North South Rail Link are identified to run through the investigation area and will provide access to new jobs and services in the Western Parkland City and the future Western Sydney International (Nancy-Bird Walton) Airport.

Planning for the investigation area will provide the opportunity to integrate transport planning with land use planning to revitalise existing centres within the investigation area as well as develop key strategic goals for the area.

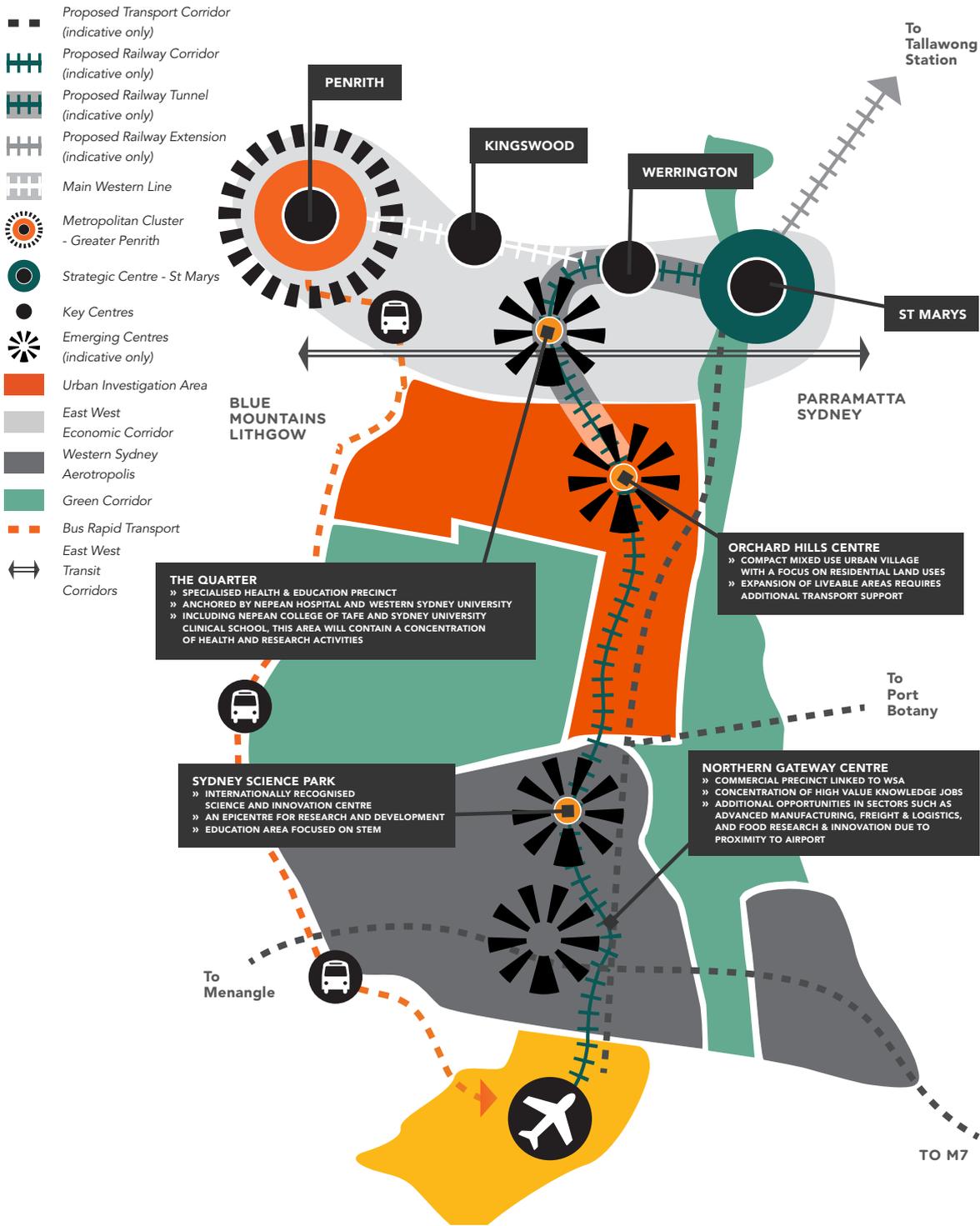
### Related Initiatives

- » *Western Sydney City Deal*
- » *Future Transport Strategy 2056*
- » *Penrith Council Advocacy Strategy*
- » *Business Case for Stage 1 of North South Rail (known as Sydney Metro Greater West)*
- » *Greater Penrith to Eastern Creek Growth Area*

| TYPE         | ACTIONS  |
|--------------|--|
| Short-Medium | » 9.1 Protect and zone future transport corridors.   |
| Medium-Long  | » 9.2 Finalise a long-term <i>Structure Plan</i> .   |
| Ongoing      | <ul style="list-style-type: none"> <li>» 9.3 Work with State Government to plan for and around proposed station locations.</li> <li>» 9.4 Work with the Western Sydney Planning Partnership to facilitate the rezoning of land in accordance with sequencing and servicing requirements outlined in the Western Sydney Aerotropolis Plan and associated Precinct Planning.</li> <li>» 9.5 Participate in the business case planning for North South Rail.</li> <li>» 9.6 Work with the Department of Planning, Industry and Environment on the planning for the Greater Penrith to Eastern Creek Growth Area.</li> </ul> |

# MAP 5: North South Rail preferred Structure Plan

OUR CONNECTIVITY



Note: This map reflects Council's advocacy position for the location of emerging centres and future station locations along the North South Rail Link. The corridors identified in this map are adapted from Transport for NSW's Future Transport Strategy 2056 and may be subject to change.



## PLANNING PRIORITY 10:

Provide a safe, connected and efficient local network supported by frequent public transport options

### How we move

In 2016-17 Penrith residents made

**756,835 TRIPS**

on an average weekday.



**More than three quarters (86%) of all trips were made in private vehicles,** either as vehicle drivers (58%) or as passengers (28%).

### VEHICLES PER HOUSEHOLD



**Penrith 2.3**



**Greater Sydney 1.5**



**Only 15% of Penrith public transport network offers medium to high frequency services during weekday AM peak.**

Only 5% of all trips in Penrith are made by public transport (buses and trains).

**Walking only trips account for 8% of all trips.**



Our community values being able to get around our City easily, quickly and safely, whether by car, bike, public transport, or walking. As our City grows, this will place more demands on our road network and other infrastructure such as car parks, bus shelters and shared paths. Our road network and infrastructure aren't just used by our community - many of the cars on our roads are either travelling through Penrith, or out of Penrith to other regions. Good connections for passengers and freight will reduce the impact that through transport has on local congestion.

Council is responsible for the local road network, with Transport for NSW responsible for major roads like The Northern Road, Castlereagh Road, Mulgoa Road, the Great Western Highway, and M4 motorway. We will continue to work with the NSW Government to improve main roads and seek upgrades to our major corridors like the current improvement works being undertaken along Mulgoa Road and The Northern Road.

The NSW Government's vision for a 30-minute city presents several challenges in Penrith. Currently, only 25% of our community has access to a city centre within a 30-minute travel time, compared to the average of 39% across Greater Sydney. To achieve this vision, our City needs better public transport connections, particularly for our rural areas, but we also need to plan for more growth within and around our existing and new centres. We also need to ensure we move the focus away from urban sprawl and become a more compact city, focusing our growth around existing and new transport nodes where there is good access to public transport.

Currently, our City is connected by a single east-west rail line which means our residents rely on bus services or private car trips for other connections from residential areas to access rail. This includes new residential developments in Jordan Springs and Glenmore Park where populations have increased by more than 5,000 and 2,000 respectively in the past five years. We need to keep working with the NSW Government to ensure we cater for growth, provide high frequency services, and services that get us to where we want to go more directly. Rail and public transport needs to provide easy and direct access to the Penrith City Centre, St Marys, Nepean Hospital, and schools and tertiary education facilities, as well as cross-regional links including to the Hawkesbury, Blacktown and Mount Druitt. While accessibility by public transport will be improved with the addition of the proposed North South Rail Link, these benefits will only be fully realised if the expanded rail service is complemented by improved connections by bus and active transport across our Local Government Area (LGA).

Our City plays an important regional role, with our services and facilities attracting visitors from surrounding areas. This places additional pressures on our transport network. As this demand continues to grow, our network needs to be able to support our regional role as well as our community's needs.

It's important that we also plan for alternative and active transport methods, encouraging our community to be healthier while reducing congestion at the same time. An integrated, shared pathway network throughout our City – linked to public open spaces, schools, shops, community facilities and public transport – is vital to create connections and encourage people to walk and cycle. Council will keep adding to and improving our pathways and ensure new growth areas provide shared pathways for new communities. This includes providing bus shelters that are adequate and comply with access requirements.

Most of our growth over the next 20 years will occur to the south of our City – this presents opportunities for new connections. The Western Sydney International (Nancy-Bird Walton) Airport will be well serviced by rail and road connections, and a clear road hierarchy needs to identify both north-south and east-west connections. This needs to be supported by a level of state road provision, reflecting the role, function and future traffic volumes of significant road corridors, so that there is an integrated local and state road network that works for all types of users.

We also need to consider how we plan for future freight movements and related land uses, with a new Western Sydney Freight Line providing a freight rail connection to Western Sydney. Future intermodal locations should be located along major transport corridors and intersections, outside of built up areas. Planning for freight and intermodal facilities should be complemented by land use planning to limit the impacts on sensitive land uses, and be supported by major road upgrades.

Map 6 identifies our City's key connections and Council's desired future links and upgrades that will be required to support the growth of our City. These include:

- 1. Links Road upgrade:** provides a direct connection between the residential lands at Jordan Springs to the employment lands at St Marys.
- 2. Werrington Arterial Stage 2:** provides better connectivity to the industrial estate and further north, and direct access onto M4.
- 3. Dunheved Road upgrade:** vital connection between two major state arterial roads and services the growing population to the north of our City.
- 4. Luddenham Road upgrade:** will form a critical element of the State Arterial Road network as the region grows around the airport.
- 5. Southern Link Road:** provides a vital east-west connection through the Western Sydney Aerotropolis.



## What are we doing to improve parking in our city?

We know our community and businesses value the availability of parking and in the right locations, so while we are planning to provide more parking, we also have to make it smarter. This means looking into new technologies to enable users to better find parking.

The installation of parking sensors has been completed within Council-owned and off-street parking spaces in the Penrith City Centre. These parking sensors will detect how parking spaces are being used including frequency and time to provide valuable and reliable data to help Council better understand parking usage and supply across the City Centre.

We are also:

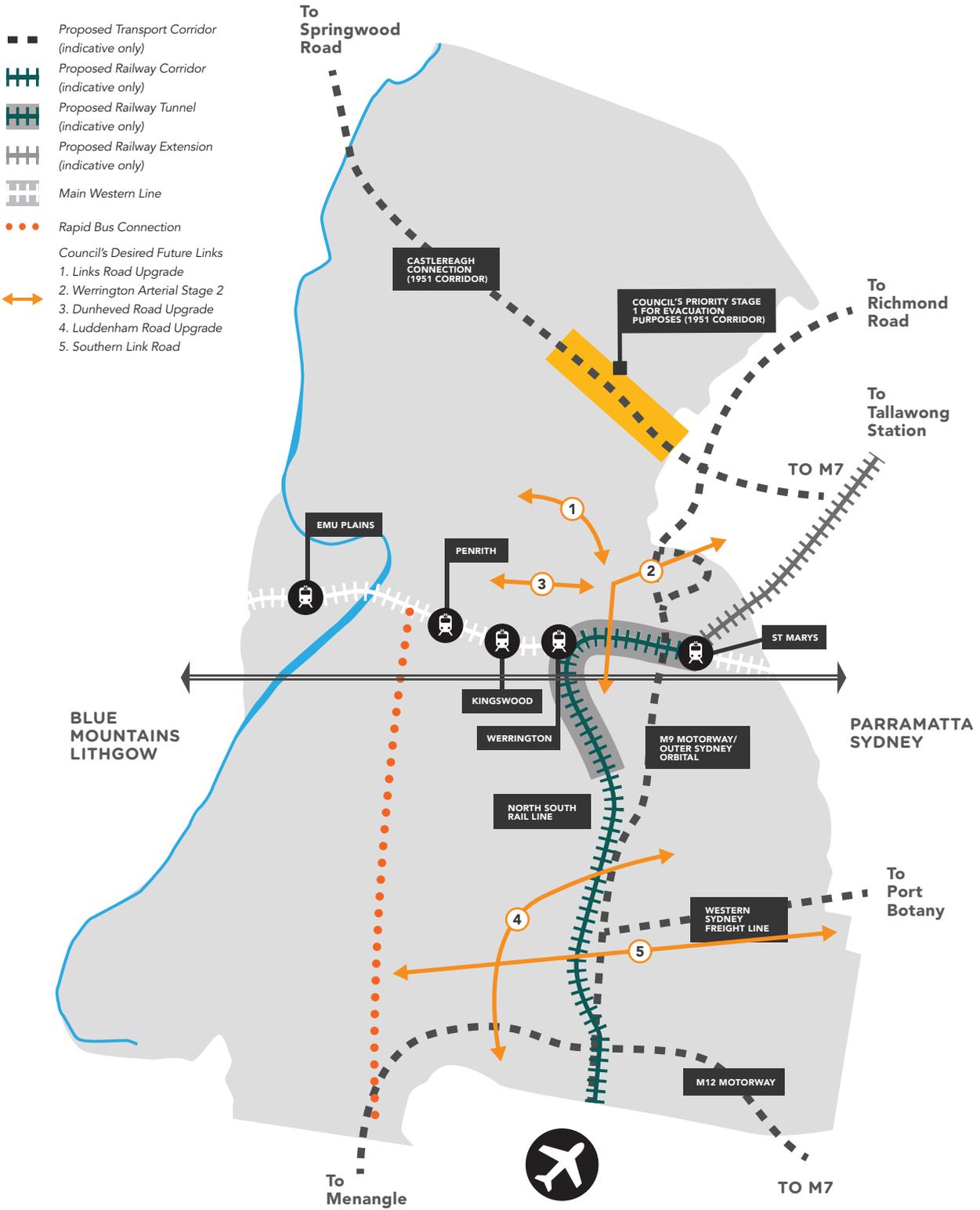
- » Planning and building new multi-deck car parks in Penrith City Centre to provide over 1,800 additional new all-day spaces
- » Advocating for better parking facilities at train stations
- » Requiring new developments provide parking on-site, to reduce demand for on-street parking
- » Advocating for improved public transport (rail and bus) to reduce the reliance on private motor vehicles

### Related Initiatives

- » *Western Sydney Infrastructure Plan*
- » *Integrated Parking Management System*
- » *Greater Penrith to Eastern Creek Growth Area*

| TYPE                | ACTIONS   |
|---------------------|---|
| <b>Immediate</b>    | <ul style="list-style-type: none"> <li>» 10.1 Finalise the Penrith City Centre Transport Management Plan.</li> <li>» 10.2 Prepare a revised car parking strategy for the Penrith City Centre.</li> <li>» 10.3 Implement smart city initiatives and technologies to deliver more efficient parking facilities.</li> </ul>              |
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 10.4 Review and update our <i>PATHS Strategy</i> to deliver an integrated shared pathway network across our city.</li> <li>» 10.5 Undertake a traffic and transport plan for St Marys Town Centre.</li> </ul>  |
| <b>Ongoing</b>      | <ul style="list-style-type: none"> <li>» 10.6 Work with Transport for NSW to prioritise the delivery of a rapid bus and shared lane between Western Sydney Aerotropolis and Penrith City Centre.</li> <li>» 10.7 Engage with government to identify appropriate intermodal locations that bring benefits to our community.</li> </ul> |

# MAP 6: Key transport initiatives





# OUR ECONOMY

Our community has told us that more jobs close to home, particularly for young people, is an important priority in planning for the future.

We already have a diverse range of jobs available, however as our population grows, we need to ensure that the number of jobs in our City grows too. As many of our residents travel out of our City for work, we also need to plan so that the right types of jobs are available to match our workforce.

We need to build on the opportunities that already exist, and plan for the opportunities to come. Our key centres in Penrith and St Marys and our Health and Education precinct, 'The Quarter' currently provide most of our jobs, but over time this will change and new opportunities and industries will emerge from the operation of the Western Sydney International (Nancy-Bird Walton) Airport. We don't yet know what the jobs of the future will be, but we will plan to evolve and adapt so that we can capitalise on these opportunities. The focus of this growth will be in Penrith's economic triangle.

Our growing tourism economy brings many benefits and supports an active night-time economy, our adventure capital status, as well

as our arts and cultural industries. This is an area where we will continue to grow jobs, but we need to plan for their protection to ensure they are able to thrive and expand.

The following planning priorities identify what Council will do to grow our local economy, attract investment into our City and ensure more jobs are provided closer to home:

**Planning Priority 11:** Support the planning of the Western Sydney Aerotropolis

**Planning Priority 12:** Enhance and grow Penrith's economic triangle

**Planning Priority 13:** Reinforce the Quarter as a specialised health, education, research and technology precinct

**Planning Priority 14:** Grow our tourism, arts and cultural industries

**Planning Priority 15:** Boost our night-time economy





## PLANNING PRIORITY 11: Support the planning of the Western Sydney Aerotropolis

The Western Sydney Aerotropolis will be Australia's first greenfield airport city surrounding the Western Sydney International (Nancy-Bird Walton) Airport. It will transform and reshape our City. With the airport comes investment. It will bring new jobs, improve road and transport connectivity across our city with better links to other parts of Greater Sydney, as well as new places to live, work and play.

Council's position is to ensure we maximise the benefits and minimise impacts and that the Aerotropolis generates socioeconomic benefits for all in our community. In addition, our City is identified by many natural characteristics. These natural features are defined by natural open spaces, typography and environmental buffers, notably the Nepean River and South Creek. We value our ecosystems and also want to protect its integrity. Our community values the landscape, catchment and environmental corridors across the LGA. Development in the Aerotropolis must not compromise Penrith or the district's ecology that substantially diminishes the natural characteristics.

The Aerotropolis is expected to provide over 200,000<sup>1</sup> jobs and with over 4,000 hectares (ha) of land within our LGA, presents a once-in-a-lifetime opportunity for our City and community.

Our City is well positioned to take a large share of these jobs presenting opportunities in agribusiness, such as food processing, packaging and refrigeration, as well as manufacturing, freight and logistics.

### Sydney Science Park

We are already well-placed to capitalise on these opportunities, with the Sydney Science Park at Luddenham currently being developed.

The Sydney Science Park is a \$5 billion project that will create an internationally recognised centre for research and development at Luddenham. Set over 280ha, the Sydney Science Park will be a fully integrated community that will create more than 12,000 knowledge-based jobs, cater to over 10,000 students and be home to over 10,000 residents.

The Sydney Science Park is currently under construction and will play an important role in the emerging North South economic corridor and forms part of the broader Western Economic Corridor. It will host the CSIRO's first Urban Living Lab, hosting Australian and international innovators as they develop ideas and test them to tackle issues such as climate and population change.



<sup>2</sup> Western Sydney Aerotropolis Land Use and Infrastructure Plan - Stage 1

Image right: Artist impression of Sydney Science Park - Source Celestino

The NSW Government's *Western Sydney Aerotropolis Plan* also identifies Penrith as the northern gateway to the airport, with between 19,000-21,00 jobs to be delivered in this precinct out of the 200,000 projected for the Aerotropolis. We know a high proportion of our community travels outside of our City for work, so we need to ensure that the Western Sydney Aerotropolis brings a diverse range of jobs for our residents, including higher-order knowledge jobs.

These opportunities will take shape and evolve over time, and in line with the growth of the Western Sydney International (Nancy-Bird Walton) Airport. This means that we need to capitalise on current opportunities, so they can help build more investment in our region sustainably and over the long term. To kick-start the growth of the Aerotropolis, we will need to ensure that we facilitate and support those activities that have the opportunity to catalyse further development as well as support the construction of the airport.

We recognise there is likely to be three main phases of growth of the Aerotropolis and these

are closely linked to the growth of the Airport. We will need to tailor our approach to the planning for the Aerotropolis in line with these phases to ensure the development of the area is well-sequenced and supported by infrastructure.

The delivery of transport infrastructure is critical to the success of the Western Sydney Aerotropolis. Both rail and road links will be required to ensure that the Aerotropolis is a successful city that connects people to jobs and homes, and moves freight effectively and safely. The most significant to shape the region and support the development of the Aerotropolis is North South Rail - a rail corridor from the Aerotropolis to St Marys that will operate by the time the Airport opens in 2026.

The NSW Government has identified, through a draft amendment to *State Environmental Planning Policy (Western Sydney Employment Area) 2009*, potential opportunities for an intermodal terminal within the Mamre Road Precinct. Council will explore and seek to understand the role, function and land use planning implications of this infrastructure.



## What is an aerotropolis?

An Aerotropolis is a region that surrounds an airport.

The Aerotropolis is not just a city that sits at the edge of the Airport site, but those other cities and centres that have a strong connection or relationship with the Airport.



### Related Initiatives

- » *Draft Western Sydney Aerotropolis Plan*
- » *Penrith Economic Development Strategy*

| TYPE             | ACTIONS   |
|------------------|---|
| <b>Immediate</b> | » 11.1 Develop a Western Sydney Airport Action Plan to ensure the governments measure of success with the new airport are achieved and they have met our communities' expectations. |
| <b>Ongoing</b>   | » 11.2 Work with the Western Sydney Planning Partnership to deliver precinct planning of the initial and remaining precincts.   |

## PLANNING PRIORITY 12: Enhance and grow Penrith's economic triangle



Historically, Penrith's economic clusters were confined to the Penrith City Centre, scattered local and neighbourhood centres across the LGA and adjacent industrial precincts such as North St Marys, Dunheved and North Penrith.

Over the last decade, land release within the Western Sydney Employment Area led to the development of the Erskine Business Park and other similar developments along our City's east-west corridor, between the Great Western Highway and the M4.

The commitment to build the Western Sydney International (Nancy-Bird Walton) Airport and release land within the Western Sydney Aerotropolis has fundamentally changed and significantly expanded the economic opportunities in our City. This creates a once in a generation opportunity for Penrith to generate the economic outcomes that will bring more jobs closer to home. In addition, the current commitment to the North South Rail provides a new role for St Marys.

The investment in a new airport is the catalyst that will allow a nationally significant economic corridor to emerge with diverse industries and a range of job opportunities. It will become a trade and investment hub servicing the Asia-Pacific marketplaces of the future.

The development opportunities for growth is spatially represented in three arcs that combined, make up this nationally significant economic corridor of the future - the Penrith Economic Triangle (map 7). This is represented by Figure 2, below which depicts how the growth phase will potentially evolve between now and when the Western Sydney International (Nancy-Bird Walton) Airport is fully operational, serving as an international airport.

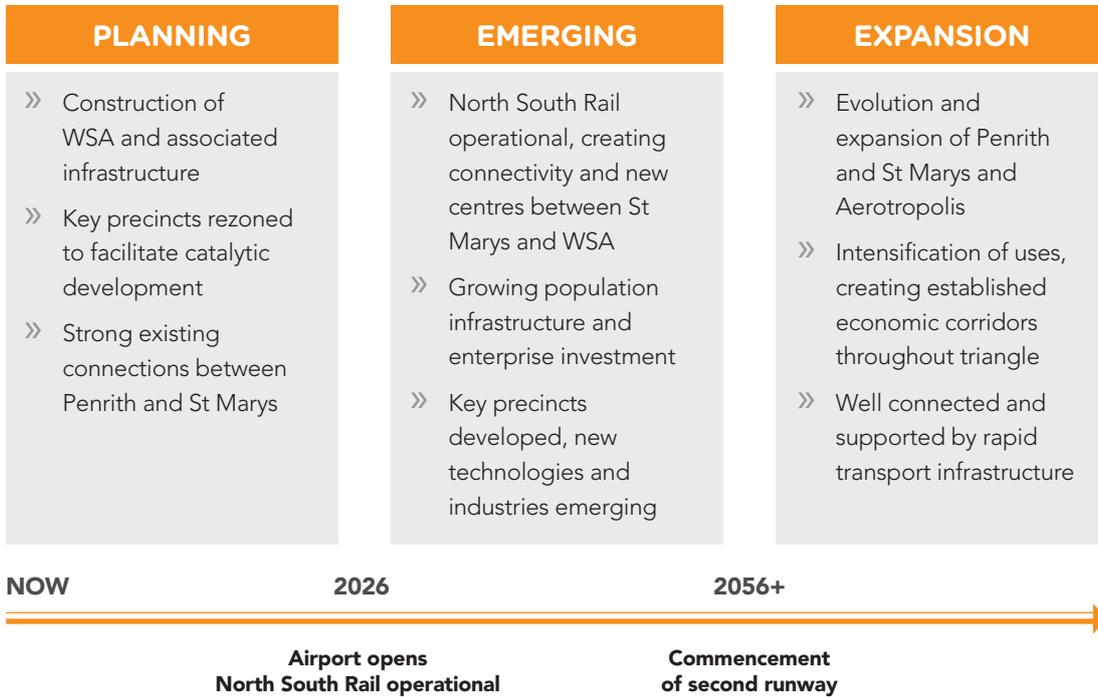
The management of existing and future industrial and urban services land will be important to ensure our communities have jobs and services close to home, to satisfy the long-term demand for employment lands and to ensure timely and cost-effective infrastructure delivery. Council will be preparing an Employment Lands Strategy that will review our current and future industrial and urban services land and provide direction on how these will be managed.

The WCDP includes principles for managing industrial and urban services land in Penrith. The 'retain and manage' principle acts to safeguard existing industrial and urban services land from competing pressures including residential and mixed-use zones. The 'plan and manage' principle will apply in land release areas where the need for additional industrial and urban services land will be planned in response to future population growth and development in partnership with all relevant stakeholders. In Penrith the 'plan and manage' areas can be found in the vicinity of the of the WSEA.

### East-West economic corridor

Under the NSW Government's three cities concept, both Penrith and St Marys are identified as important centres that have a significant role in responding to the growing and changing nature of Greater Sydney. As a key strength of our City that will present many opportunities in the future for growth and expansion, Penrith and St Marys act as an anchor at either end of an established east-west economic corridor. The east-west economic corridor also includes our health and education precinct 'The Quarter' at Kingswood and Werrington and provides a series of connected and strategic centres located between the main Western Line and Great

Figure 2: Growth phases of Penrith's economic triangle



Western Highway. Planning priority 13: 'Reinforce the Quarter as a specialised health, education, research and technology precinct' focuses on the growth and expansion of this precinct as a medical and university-based centre.

Unprecedented infrastructure investment will occur in the region including the North South Rail Link and Outer Sydney Orbital, rapid bus links and better cross-regional connections, our centres along the east-west economic corridor will benefit significantly from increased connectivity. This presents opportunities to capitalise on the investment potential within these centres.

### Penrith City Centre

As part of the Metropolitan Cluster, Penrith City Centre (also identified as Greater Penrith) is an established commercial centre that also plays a regional population-serving role for the broader Western City district, as well as for Western NSW. Penrith's major employment industries include retail, government services in health and administration and food and accommodation. The Penrith City Centre also supports our cultural, recreation and tourism industries, with strong connections to the

Nepean River and future opportunities connecting to Penrith Lakes.. The Penrith City Centre is set to provide over 45,000 jobs by 2036 and will continue to grow and evolve over time.

Penrith already has an established commercial core with high levels of amenity, and our built form is changing, with new and higher forms of mixed-use and residential development emerging. With the Western Sydney International (Nancy-Bird Walton) Airport opening and as new transport connections are formed, there is the opportunity for Penrith to expand on its role as a commercial centre for the district. We know our residents travel into the Sydney CBD for work, particularly our knowledge workers in professional, scientific and technical services, and financial and insurance industries. This presents opportunities to reverse this trend, by bringing more office-type jobs into the Penrith City Centre so that our residents can work closer to home. To do this, we need to make sure we have the right planning controls and conditions to facilitate more office and commercial development, so that we can attract the investment needed to make this a reality. It's also important that we have balance, and that we create a lively and

active centre at night. Increasing the amount of residential development within the Penrith City Centre will be critical to ensuring we are creating great places to live and play, as well as work.

It's also important that we work with our key stakeholders to unlock the opportunities for the Penrith City Centre as some of our challenges include flooding, servicing and connectivity. We are working with the NSW Government to ensure that our affected communities and visitors can be safely evacuated during major flood events, and that our studies and plans to manage flood risk are current. As our City grows, this also places demands on our existing services, particularly water. We will need to work with Sydney Water to ensure that as our City grows, the adequate infrastructure is provided in the right locations to support that growth. Critically, as the main commercial centre of our City, we need to ensure our suburbs and other regional centres are well-connected to the Penrith City Centre. We will continue to work closely with the NSW Government, particularly Transport for NSW and Roads and Maritime Services to deliver a more accessible city centre.

## St Marys

St Marys is a resilient hub of connectivity, grounded in its rich history, local industry and growing diversity. A spirited centre with a sense of place and belonging, St Marys embodies the opportunity for growth and change, building on connectivity within the centre and strengthened by smart connections to the Greater Sydney region, Western Sydney International (Nancy-Bird Walton) Airport and the Aerotropolis.

The North South Rail Link will play a major role in connecting St Marys to the airport and shaping the future growth and development of the Western Parkland City. St Marys will be at the interchange between the North South Rail Link and the Western Rail Line to Penrith City Centre, Parramatta and Sydney CBD. A further extension from St Marys to the north west connecting to Marsden Park will strengthen

this connection – linking the western economic corridor, and the east-west economic corridor.

The North South Rail Link will be transformative in connecting and providing access to employment and education opportunities. This is particularly impactful for those communities surrounding St Marys – increasing accessibility for disadvantaged communities in the north west for example to have access to our economic corridors including our major health and education precinct at The Quarter.

These infrastructure investments present transformative opportunities for St Marys, and we will need to ensure that as St Marys transitions over time, we retain and enhance the qualities that our community value most, such as local character and heritage. The need for placemaking around this transport interchange will be critical to enhance St Marys connectedness, attractiveness and vibrancy.

The WCDP identifies St Marys Town Centre as a strategic centre, set to provide 11,500 jobs by 2036. St Marys is one of the largest industrial and urban services precincts in Sydney – with 225ha of developed and zoned (undeveloped) land. This will become increasingly important as the population increases as Penrith's existing and new communities need jobs and services close to home, and encourage opportunities for smart work hubs.

St Marys employment industries include a significant amount of jobs in food and retail services, which highlights its role as providing services for its local community and broader catchment. On the northern side of the railway line, the Dunheved Business Park provides important industrial lands. These lands will have a critical role to play in St Marys delivering more jobs in the future and is also expected to experience change over time given its location adjoining the planned Outer Sydney Orbital.

The role of St Marys in the future will become increasingly important, maintaining characteristics as a town centre. St Marys will need to retain its role as a significant place by providing high levels of amenity and walkability. St Marys will be a place

where communities gather and move through to access transport. For this reason, the importance of Queen Street as a place becomes increasingly important and key to improving liveability.

Although we are seeing incremental change now, the most transformative and significant change is likely to occur over the medium to long term around 2026 and beyond, following the opening of the WWestern Sydney International (Nancy-Bird Walton) Airport and construction of the North South Rail Link. It is important that we plan appropriately for this change and that we have the right planning controls to protect the characteristics that our community values most, while ensuring we can facilitate the growth required to create a thriving strategic centre.

### Emerging centres

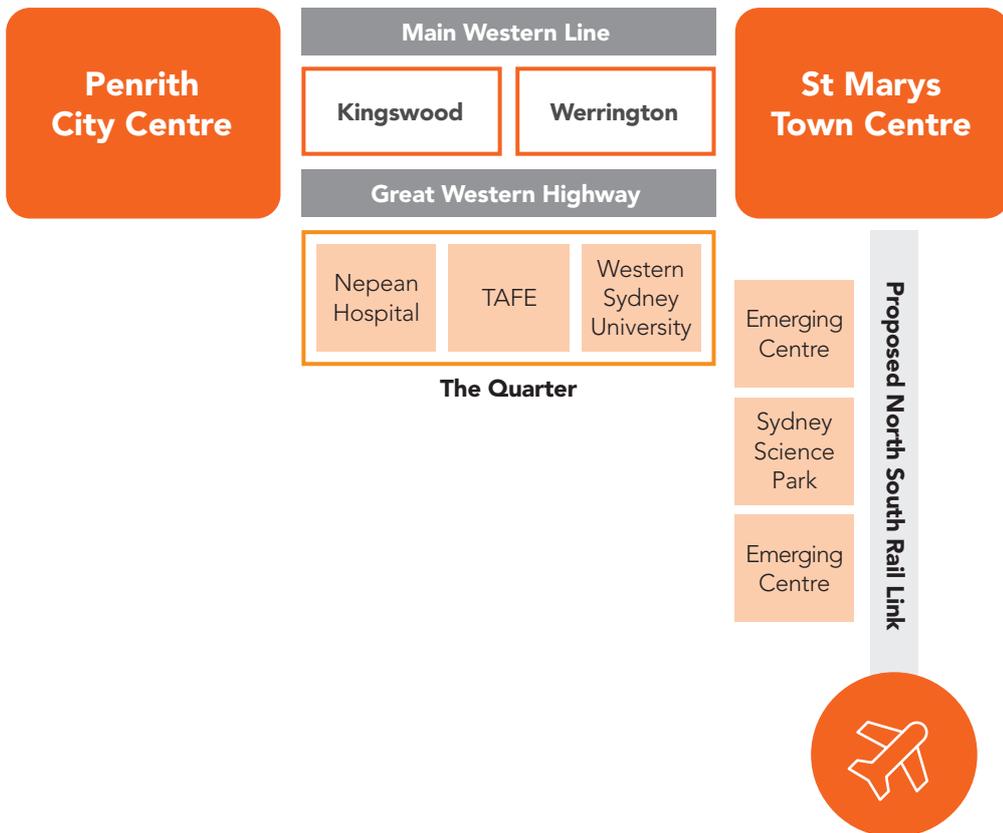
The proposed North South Rail link will present opportunities for a north-south economic corridor (and forms part of the broader Western Economic Corridor) with the creation of new centres. Some of which will be established around new stations.

We don't yet know exactly where these emerging centre locations will be, but we will be guided by the NSW Government's business planning for new station locations as part of the North South Rail Link and precinct planning for the Western Sydney Aerotropolis.

The opportunity for the emerging centres means that we need to ensure that we are building identity within these centres. To ensure their success, we need to ensure that our centres have clear and defined roles, functions and identities that complement each other instead of competing.

As these centres change, we will plan for them to be built on the principles of innovation and sustainability to ensure we are creating great places. The Western City District Plan includes guiding principles for the planning of new centres. We will adopt these as part of our work in preparing a Centres Strategy to help us define the role and functions of our centres.

Figure 3: Penrith's Economic Corridors and Centres



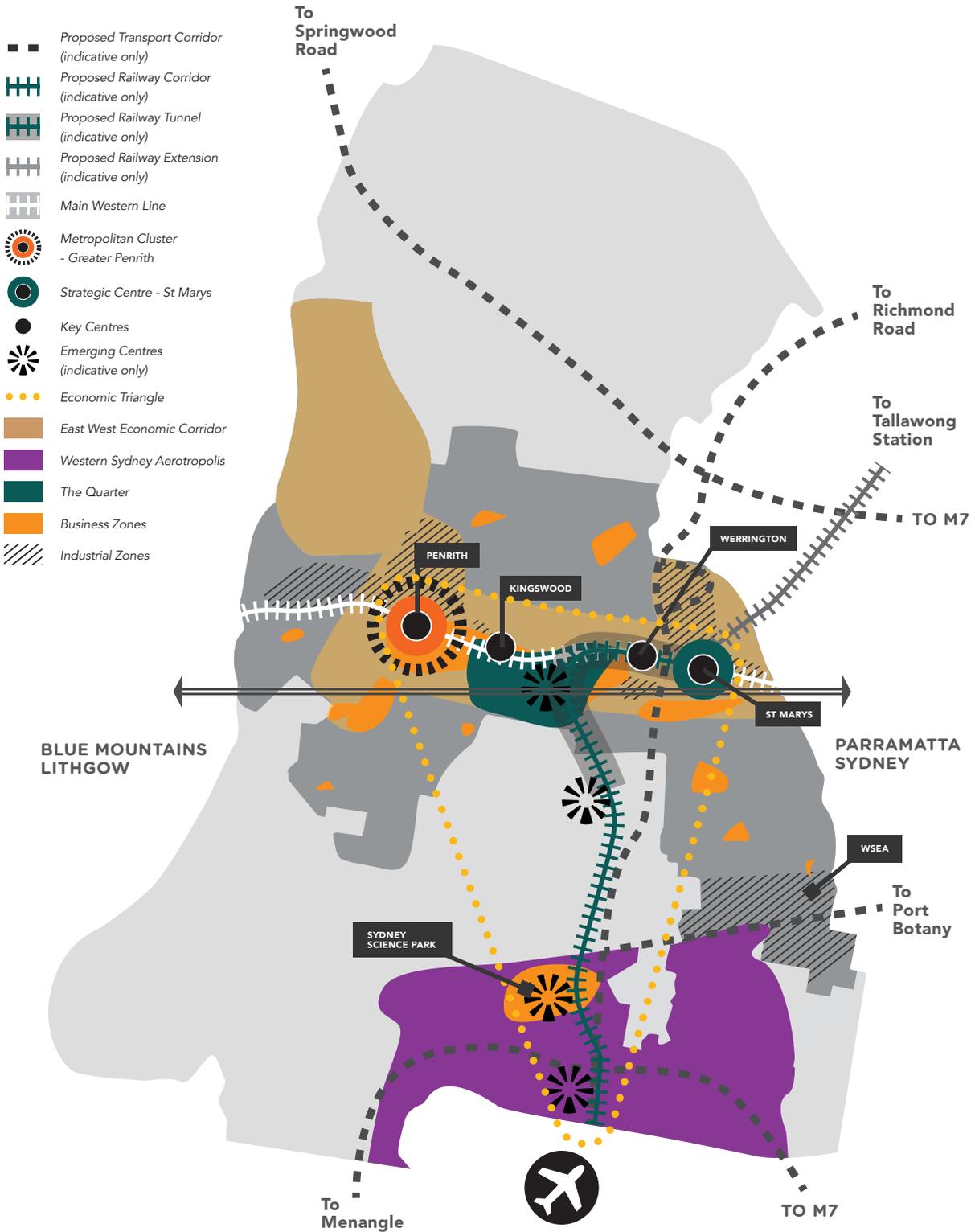
## Related Initiatives

- » Greater Penrith Collaboration Area Place Strategy
- » Greater Penrith to Eastern Creek Growth Area



| TYPE                | ACTIONS  |
|---------------------|--|
| <b>Immediate</b>    | <ul style="list-style-type: none"> <li>» 12.1 Prepare an Employment Lands Strategy.</li> <li>» 12.2 Prepare a Centres Strategy incorporating the principles for centres within the <i>Western City District Plan</i>.</li> <li>» 12.3 Review and update the planning and development controls for Penrith City Centre in line with the vision identified within the <i>Western City District Plan</i>.</li> <li>» 12.4 Prepare a structure plan for Penrith City Centre to guide the centre's future growth.</li> <li>» 12.5 Review and update the planning and development controls for St Marys Town Centre in line with the vision identified within the <i>Western City District Plan</i>.</li> <li>» 12.6 Prepare a structure plan for St Marys Town Centre to guide the centre's future growth.</li> </ul> |
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 12.7 Prepare a structure plan to guide future land uses in our centres, including emerging centres.</li> </ul>  |

## MAP 7: Penrith's Economic Triangle



Note: This map reflects Council's advocacy position for the location of emerging centres. The corridors identified in this map are adapted from Transport for NSW's Future Transport Strategy 2056 and may be subject to change.

## PLANNING PRIORITY 13:

### Reinforce 'The Quarter' as a specialised health, education, research and technology precinct



The Quarter is Penrith's Health and Education precinct. It is a collaboration of the leading health and education providers spanning 300ha between Penrith and St Marys. Already a major employment hub with over 6,000 jobs, the number of jobs in The Quarter is expected to double by 2026 to more than 12,000. To achieve this goal, The Quarter must look at ways to facilitate industry clustering and agglomeration in health and education. Creating this economic hub will help generate new jobs in Penrith and better serve the needs of our community. The benefits will result in the precinct having its own industry specialisations different to other places that will drive additional economic opportunities.

The Quarter is anchored by the Nepean Hospital which is currently undergoing a \$1bn renovation, and a significant education presence through TAFE NSW and Western Sydney University, as well as a significant private hospital presence which is also expanding. In recent years, these anchoring institutions have united with other health and education providers like Sydney University's Nepean Clinical School to work together on projects that can foster an ecosystem of innovation within the precinct; centred on research and development.

Council has recently united with these stakeholders to collaborate and actively attract new forms of investment in order to create more high value jobs, while providing high-quality health care and education services for our community, and the Western Sydney region.

### Western Sydney City Deal Health Alliance

Local government, in collaboration with the South West Sydney and Nepean Blue Mountains Local Health Districts, and the South West Sydney and Nepean Blue Mountains Primary Health Network, will establish the Western Sydney Health Alliance to improve coordination and effectiveness of health services in the region, supporting healthier neighbourhoods.

This health alliance will foster a shared regional understanding and work collaboratively on regional issues, with a place-based approach through the delivery of locally focused projects and programs in keeping with a shared vision of healthier communities.

### Our future health and education precinct

One of the greatest strengths of The Quarter is its capacity to foster and encourage collaboration between health care, medical research and education providers. Guiding The Quarter's vision, a leadership committee comprising representatives of the 10 stakeholder groups is working to deliver outcomes in health and education for our community.

The *Quarter Action Plan 2017-21* sets out the vision for The Quarter to become an international destination for investment in education, health services, research and related technology over the next 10 years.

Generally, health and education precincts evolve and progress along a 'maturity pathway'. This means as precincts evolve, their economic productivity increases substantially. While most health and education precincts generally follow the 'maturity pathway', The Quarter's significant scale presents additional opportunities for integration

with other development including residential to achieve its full potential as an innovation district. As The Quarter covers a large geographic area compared with other health and education precincts in the Greater Sydney region, improved connectivity and accessibility is a key area for action. The North South Rail Link will improve connections to and from The Quarter as well as support the expansion and growth of the existing centre, into a diverse major centre supporting jobs as well as new residents.

The Quarter has been nominated as part of the collaboration area by the Greater Sydney Commission to be the focus of a place-based, multi-stakeholder approach to solving complex urban issues. The collaboration area focus will drive diversification within The Quarter and surrounding places included in the collaboration area approach including the Penrith City Centre, Nepean River and Penrith Lakes. Extensive consultation with local and state government as well as other stakeholders developed a Place Strategy priority list that includes placemaking actions and facilitating coordination between local firms and education institutions. The strategy supports linkages between health firms and start-up businesses and the local supply of health technology graduates through an 'ecosystem' approach. The *Greater Penrith Collaboration Area Place Strategy* will facilitate a multi-stakeholder approach to enable a maturity pathway from a health and education cluster, towards a precinct with specialities, research and development opportunities.

## What is an innovation ecosystem and why is it important?

Innovation Ecosystem mapping identifies all the enterprises located within the health and education precinct to better understand the extent of innovation and research occurring. With this data, stakeholders can then look at ways to better support innovation strategies of the companies located in the precinct, promote these innovations, and work towards facilitating new capital investment to create new jobs and attract the right talent.

### Related Initiatives

- » *The Quarter Action Plan 2017 - 2021*
- » *Western Health Strategy (Western Sydney University)*
- » *Greater Penrith Collaboration Area Place Strategy*
- » *Penrith Health Action Plan*

| TYPE                | ACTIONS   |
|---------------------|---|
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 13.1 Prepare a Structure Plan to guide future land uses for the precinct.</li> <li>» 13.2 Identify and map The Quarter's innovation ecosystem to identify important connections and opportunities to facilitate the expansion and growth of the precinct.</li> </ul> |
| <b>Medium-Long</b>  | <ul style="list-style-type: none"> <li>» 13.3 Identify the long-term infrastructure requirements to support the growth of the precinct.</li> </ul>  |
| <b>Ongoing</b>      | <ul style="list-style-type: none"> <li>» 13.4 Delivery of actions identified in <i>The Quarter Action Plan</i>.</li> <li>» 13.5 Delivery of the actions identified in the <i>Greater Penrith Collaboration Area Place Strategy</i>.</li> </ul>  |

## PLANNING PRIORITY 14: Grow our tourism, arts and cultural industries



Penrith is a destination in our own right, and we are recognised as the 'Adventure Capital' with our natural assets providing land and water-based recreation, and a variety of soft and hard adventure sports. Between 2016-17, Western Sydney had over 9 million visitors, with the number of overnight visitors to our City growing by over 25% since 2012<sup>2</sup>. When the Western Sydney International (Nancy-Bird Walton) Airport opens in 2026, we will become an international destination, further growing our tourism economy.

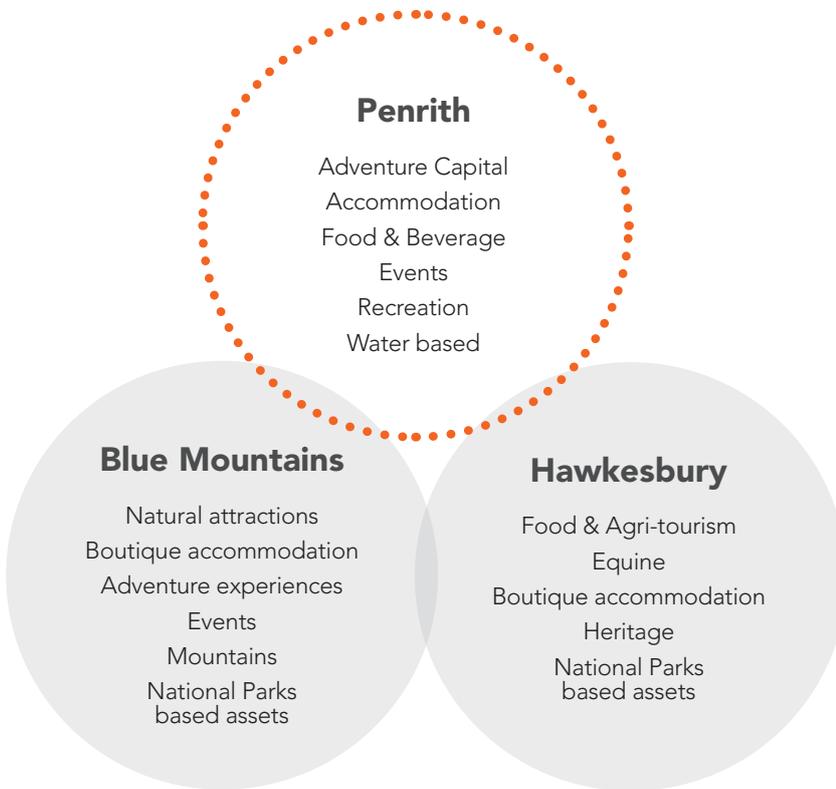
Penrith's tourism industry has strong links with the Blue Mountains and Hawkesbury regions (figure 4), and our city acts as a short-term accommodation hub for visits throughout the region. Managing

this role is a challenge, as during peak periods and large events we have an accommodation shortage. To ensure that we can grow our tourism offer, we will need to ensure that our planning controls facilitate short-term accommodation in the right locations, particularly in the Penrith City Centre and St Marys. Being close to trains stations and major transport interchanges is important, so that we are more accessible to those who travel by public transport. The Western Sydney International (Nancy-Bird Walton) Airport and surrounding Aerotropolis also presents opportunities, and we will work with the NSW Government to ensure that we capitalise on our role and can continue to grow our tourism economy.

<sup>2</sup> International Visitor Survey and National Visitor Survey, YE June 17, Tourism Research Australia.



Figure 4: Key tourism linkages - Penrith, Blue Mountains and Hawkesbury



SOURCE: Adapted from Penrith Destination Management Plan 2015

Our opportunities for providing more short-term accommodation also includes those budget and park-based style of accommodation including caravan and adventure parks. We have identified that there is a role for Penrith in providing more family friendly accommodation in these forms, with the potential for a service centre acting as a regional facility for the region. Most of our tourism-zoned land is along the Nepean River, and connects to our other tourism precincts at Panthers and Penrith Lakes. We need to ensure that we protect these valuable precincts from conflicting land uses and buffer them to prevent encroachment from other sensitive land uses such as residential development, as well as look for opportunities to expand our tourism zones.

Penrith’s rich culture and heritage can provide positive opportunities to generate economic growth through tourism. Our Council recognises that celebrating Penrith’s rich culture and heritage will contribute to creating an attractive and liveable city, provide local employment and enhance community wellbeing.

Our arts and cultural industries provide a significant contribution to our tourism economy. We have significant cultural assets including the Joan Sutherland Performing Arts Centre and Penrith Regional Gallery. Due to the anticipated growth of our region both in population and as an international destination, there is the potential to further expand our arts and cultural industries, particularly the opportunity for new cultural institutions. Council is keen to work with the NSW Government to explore the potential for new facilities, particularly within the Western Sydney Aerotropolis and capitalising on the tourism economy.

## Our River Masterplan

Our major tourism precinct stretches from the Panthers facility, along the Nepean River and through to Penrith Lakes, the Sydney International Regatta Centre and Whitewater Stadium. On the western side of the Nepean River lies the Penrith Regional Gallery, with the recently constructed Yandhai Nepean Crossing providing a purpose-built pedestrian link over the Nepean River.

In recognition of the Nepean River as our most significant natural asset, Council is implementing Our River Masterplan to upgrade and increase access to our river for our community and growing number of visitors. Our River Masterplan identifies our vision to support more active recreation, facilitate more cafes and restaurants, and better access for water-based activities.

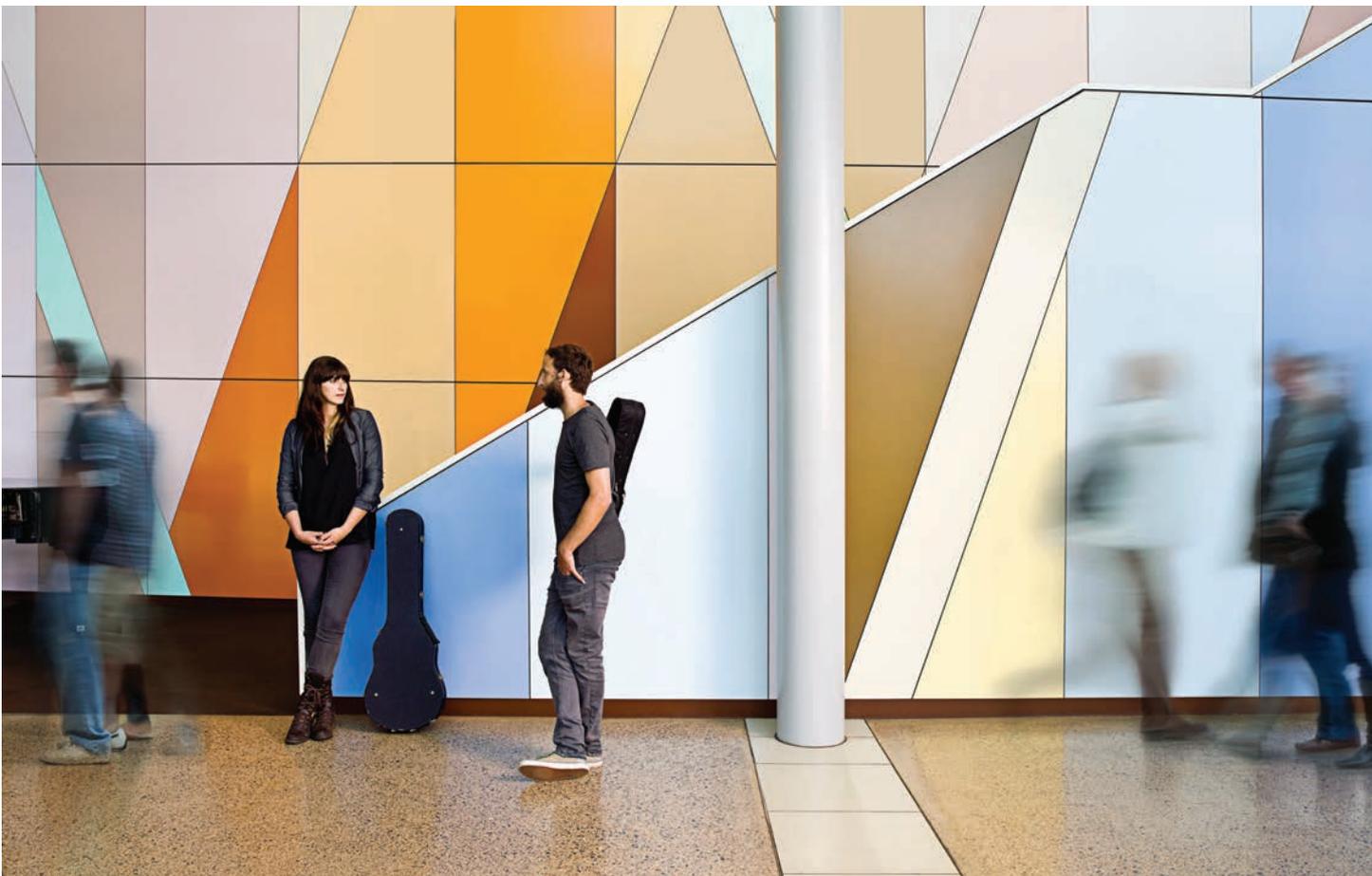
There are several projects currently under construction within Tench Reserve. Some of these projects are an important element of Council's Our River Masterplan. Construction of over 960 metres of shared footpath and all associated works has now been completed. Council is also undertaking design and construction of new accessible parkland paths through Tench Park. Two new waters-edge decks along the Nepean River are currently under design and construction. Council has also received \$10 million dollars of funding to deliver more upgrades within Tench Reserve, Penrith for parkland improvements.



### Related Initiatives

- » *Penrith Destination Management Plan 2015*
- » *Our River Masterplan*
- » *NSW Cultural Infrastructure Plan 2025*
- » *Mayoral Arts and Culture Summit Report*
- » *Greater Penrith to Eastern Creek Growth Area*

| TYPE                | ACTIONS   |
|---------------------|---|
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 14.1 Prepare a joint-study with Blue Mountains and Hawkesbury City Councils to determine needs and key linkages to support the growth of arts and cultural industries.</li> <li>» 14.2 Review and update Council's Destination Management Plan.</li> <li>» 14.3 Review planning controls to ensure there are opportunities for tourism, arts and culture.</li> </ul> |



## PLANNING PRIORITY 15: Boost our night-time economy



We know that a night-time economy can contribute to creating active and vibrant places, supporting overall economic activity and improve safety at night. Many cities recognise the contribution that a night-time economy makes in building identity and culture within a city, so it's important that we provide for a diverse mix of night-time activities including restaurants, cafes, live music and entertainment. These activities draw people who may not have otherwise come into the City and provides an opportunity to expose other businesses to new customers. Night time activation can be generated by encouraging other businesses that would traditionally close at the end of the afternoon, to stay open for longer. This has added benefits for the local economy.

During community engagement our residents have told us what they think are critical to boost our night-time economy. Figure 5 outlines these attributes.

### Our community's desired night-time economy

We have a number of large active venues located in Penrith that make a significant contribution to our night-time economy and attract people from outside our LGA. These venues include the Joan Sutherland Performing Arts Centre, Panthers and Westfield. In Penrith, we also have unique urban design features, such as the Triangle Park at the end of High Street, Woodriff Lane and Memory Park as well as quirky and interesting arcades that connect High Street to public car parks. Based on these strengths, we will review how we can make these venues and urban places better and more accessible after-hours. We will need to work closely with local business and industry groups to enhance these places. We are also planning a new City Park right in the heart of the Penrith City Centre, which will be an active and vibrant space both day and night.

Figure 5:  
Our Community's  
desired night-  
time economy



SOURCE:  
Penrith Night-time  
Economy Strategy 2015

St Marys has a growing night-time economy, particularly based around the food offerings in Queen Street. Council has started work to understand the strengths of the after-hours economy in St Marys through auditing and engagement. The next steps will be to develop a framework for developing this area commensurate with the growing population and opportunities that will come with the Western Sydney International (Nancy-Bird Walton) Airport.

In both Penrith and St Marys dining options will need to be supplemented with entertainment and programming in public spaces. Council will continue to work with local businesses and cultural groups to program entertainment that reflects the local character and strengths of each place.

A night-time economy can have many positive impacts on surrounding land uses and activities when managed appropriately. As our night-time economy grows, we will ensure that these activities are managed effectively to mitigate issues of noise and anti-social behaviour. To do this, we'll investigate how our planning controls can to maintain and protect local amenity, as well as look at ways we can safeguard our existing businesses and activities. Many new residents will be attracted to moving to a city centre location as a result of dining and entertainment options.

Our planning controls will support an appropriate mix of uses in the right locations or precincts to further drive night-time activity. We will also need to ensure that we have appropriate street upgrades to support the night-time economy, with good lighting and safe links to car parks and public transport.

## Our future City Park

We are planning for a new City Park right in the heart of the Penrith City Centre. Our vision is to create a contemporary public space, surrounded by a mix of housing and specialist retail, which will foster redevelopment of private land and service cultural and civic needs for residents, workers and visitors. The precinct, with links through to High Street, will revitalise shops and encourage the redevelopment of many High Street arcades.

The City Park will play an important role in boosting the night-time economy in Penrith, by being a safe, attractive and vibrant place of activity during the day and night.



### Related Initiatives

- » *Penrith Pedestrian Lighting Strategy 2017*
- » *Penrith Night-time Economy Strategy 2015*
- » *St Marys Night-time Economy Audit 2019*

| TYPE                | ACTIONS  |
|---------------------|--|
| <b>Immediate</b>    | » 15.1 Prepare a framework for the development of the night-time economy in St Marys Town Centre.  |
| <b>Short-Medium</b> | » 15.2 Review our planning controls to ensure the permissibility of land uses provides an appropriate and complementary mix of land uses that enhance the night-time economy.<br>» 15.3 Prepare planning and development controls to mitigate noise, prevent the potential for land use conflicts and protect local amenity. |
| <b>Ongoing</b>      | » 15.4 Implement the <i>Penrith Pedestrian Lighting Strategy</i> .   |



OUR ECONOMY



# OUR ENVIRONMENT

One of Penrith's defining attributes is its natural environment. With the World Heritage listed Blue Mountains as a backdrop, Penrith's natural assets include the Nepean River, its creeks and waterways, with South Creek a key landscape element, and its bushland, supporting a diverse range of native species and ecological communities.

Penrith Lakes is a significant attribute for our City providing lakes, parkland and recreational facilities.

These natural assets have, in part, shaped the character of our City, along with our rural lands, which form part of Greater Sydney's Metropolitan Rural Area (MRA). The rural lands include farmland and extractive resources which supply fresh local produce and construction materials, and land for rural residential living and other rural activities. Our villages are also an important part of our character.

Penrith's natural assets form part of the City's green and blue grid - a network of waterways, bushland, urban tree canopy, parks and other green spaces that supports walking, cycling and community access to open spaces, to promote healthy, active living.

Our community has told us that protecting and improving the natural environment of our City is important. They have also told us that protecting the City's character, including our scenic and cultural landscapes, is essential.

The following planning priorities identify what Council will do to preserve and enhance our natural assets, green and blue grid and rural character to ensure they continue to make a significant contribution to the Western City District and the identity and sustainability of the Western Parkland City:

**Planning Priority 16:** Protect and enhance our high value environment lands

**Planning Priority 17:** Define and protect the values and opportunities of the Metropolitan Rural Area

**Planning Priority 18:** Connect our green and blue grid





## PLANNING PRIORITY 16: Protect and enhance our high value environment lands

### Waterways

Our City is within the Hawkesbury Nepean Catchment, with about 60% of land draining to South Creek and the remaining 40% draining directly to the Nepean River. Penrith's other major waterways include Penrith Lakes, Mulgoa Creek, Cosgrove Creek, Kemps Creek, Blaxland Creek, Ropes Creek and Rickabys Creek, as well as Cranebrook Wetlands and Yarramundi Lagoon. Our waterways and riparian corridors are an important ecological, hydrological, recreational and cultural resource. They provide habitat for native species and support groundwater-dependent ecosystems. They provide for the movement of water through the landscape, including stormwater, flood waters and wastewater. They support recreational activities and are appreciated for their aesthetic quality within the landscape. They also provide a sense of place and identity for many in our community.

Waterways with high ecological values have been mapped by the State Government based on definitions, guidelines and policies under Commonwealth and State environmental protection legislation. They include waterways within protected areas like national park and nature reserves; major waterways outside of protected areas; and groundwater dependent ecosystems like wetlands. Although these maps have not been ground-truthed and further assessment and mapping at a local scale is recommended, many of the waterways and riparian corridors currently have some protection through the application of environmental and waterway zones and other planning controls in Penrith LEP 2010. The preparation of a Green and Blue Grid

Strategy, identified as an action under Planning Priority 18, and a biodiversity study, under this Planning Priority, will assist in providing a better understanding of the ecological values of these waterways and informing any potential changes to planning controls.

As the City continues to grow and change, there will be opportunities and challenges for our waterways and riparian corridors. New development and investment in infrastructure can provide opportunities for improving the health of our waterways and riparian corridors such as linking green spaces, restoring degraded bushland and banks, and reinstating more natural conditions in highly modified waterways. Some of the challenges are increased stormwater flows and consequent flooding, increased pollutants from urban stormwater, sewage effluent and agricultural runoff, and further water extraction.

South Creek will be at the centre of the new Western Parkland City. Its catchment will experience major and sustained growth as growth areas, including the Western Sydney Aerotropolis develop. The Greater Sydney Region Plan's vision for the South Creek corridor is to transform its water management, while using the creek corridor to form the spine of the Western Parkland City. The vision proposes a green corridor that provides sites for parks, walking and cycling trails, community facilities and ecological services including nutrient capture to improve water quality, urban cooling and local habitat<sup>3</sup>. Innovative approaches, as well as planning and coordination at a catchment level, will be required to achieve this vision. Infrastructure NSW, in collaboration with the Greater Sydney Commission, is leading a project for the South Creek corridor that will inform the planning for the Western Parkland City. We will work with Infrastructure NSW, other state agencies,

water service providers and councils on this project to improve the management of water quality and quantity in the South Creek corridor, and implement planning controls, where required.

## Biodiversity

Penrith has a diverse range of native species and vegetation communities, with at least 132 species of native fish, amphibians, reptiles and mammals, over 200 native bird species and over 500 native plant species. We also have 13 distinct vegetation communities, most of which are threatened and listed for protection under Commonwealth and NSW legislation. They include:

- Cumberland Plain Woodland
- Shale Sandstone Transition Forest
- Sydney Turpentine-Ironbark Forest
- Cooks River/Castlereagh Ironbark Forest
- Castlereagh Scribbly Gum Woodland
- Castlereagh Swamp Woodland
- Agnes Banks Woodland
- Shale Gravel Transition Forest
- River-Flat Eucalypt Forest
- Freshwater Wetlands.

Our bushland and remnant vegetation is important because it provides habitat for native species, helps to cool the environment and supports cleaner waterways and air. It also provides green spaces for us to enjoy and contributes to our City's identity. Most importantly, it is irreplaceable.

The major threats to our bushland and biodiversity are vegetation clearing, illegal dumping, feral animals including foxes and cats, pollution and nutrients from stormwater runoff, weeds and unmanaged recreation trails.

Our City contains about 17% of the remaining bushland of the Cumberland Plain. This is the highest proportion in any council area and places Council in a position of responsibility to ensure its conservation. Some of this bushland is already protected in conservation areas such as Blue Mountains National Park; Agnes Banks, Castlereagh, Wianamatta and Mulgoa Nature

Reserves; and Wianamatta Regional Park. There is about 1370ha of land within the Orchard Hills Defence Establishment included on the Commonwealth Heritage List for its natural heritage values, particularly its native vegetation. Council also manages around 275ha of natural areas. However, there are significant areas of bushland on private land.

Areas of high biodiversity value have been identified by the State Government in the *Cumberland Subregion Biodiversity Investment Opportunities Map* (BIO Map). The BIO Map identifies those areas where investment in biodiversity management can have the greatest benefit.

Our current planning framework applies specific environmental zones and other overlays, together with local planning and development controls, to help to protect our bushland and biodiversity. The network, however, does not include some significant biodiversity areas. While we will continue to use this planning framework, we will review the mapping and planning controls in the *Local Environmental Plan (LEP)* following the preparation of the *Cumberland Plain Conservation Plan* by the Department of Planning, Industry and Environment. The purpose of the *Conservation Plan* is to guide the development of Western Sydney over the next 38 years, including development of the Western Parkland City, by identifying the most important areas of biodiversity and putting plans in place to protect those areas for the long term. We will work with the Department of Planning, Industry and Environment to support the preparation of the *Conservation Plan* and will use the data produced to inform our planning controls and further strategies. We will also use the data and outcomes from the *Conservation Plan* to inform a biodiversity study to develop more specific actions at a local level.

In addition, Council is ensuring appropriate biodiversity assessment is being undertaken for new development, particularly with the recent commencement of the biodiversity offsets scheme for local development in Penrith.

## Scenic and Cultural Landscapes

Across the City, there are landscapes that are valued for their scenic quality, natural conservation values, cultural values and because they provide attractive vistas from public places. We recognise that the protection of these high value scenic and cultural landscapes is important to the community as well as to people visiting and working within the City. It is therefore important to document where these landscapes are and what is important about them, and identify how best to protect and manage the landscapes so their inherent values are not eroded or lost.

Council's LEP currently has planning controls requiring development on land with 'scenic and landscape values' to minimise its visual impact from major roads and other public places. These planning controls need to be contemporised and updated. A *Scenic and Cultural Landscapes Study* is being prepared to identify high value landscapes within the City and what values are important to protect or enhance in different locations of the landscape.

Once the study has been completed, including statements of significance for the high value landscapes, Council will review its existing mapping and planning controls to ensure the high value landscapes are clearly identified and their values understood, and appropriate controls are in place to protect and enhance these landscapes.

### Related Initiatives

- » *Cumberland Plain Recovery Plan*
- » *Cumberland Subregion Biodiversity Investment Opportunities Map*
- » *Cumberland Plain Conservation Plan*
- » *Cumberland Conservation Corridor*

| TYPE                | ACTIONS  |
|---------------------|--|
| <b>Immediate</b>    | <ul style="list-style-type: none"> <li>» 16.1 Collaborate with Infrastructure NSW, other State agencies, water service providers and councils on the South Creek Corridor Project to improve the management of water quality and quantity in the Corridor and implement through planning and development controls, where required.</li> <li>» 16.2 Collaborate with the Department of Planning, Industry and Environment on the preparation of the <i>Cumberland Plain Conservation Plan</i>.</li> <li>» 16.3 Complete the <i>Scenic and Cultural Landscapes Study</i>, including statements of significance for high value landscapes.</li> </ul> |
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 16.4 Prepare a biodiversity study, informed by the <i>Cumberland Plain Conservation Plan</i>, to identify specific actions for the Penrith local government area.</li> <li>» 16.5 Review mapping and planning controls for environmental zones and Natural Resources Sensitive Land in Penrith LEP 2010 to ensure consistency with the <i>Cumberland Plain Conservation Plan</i>.</li> <li>» 16.6 Review mapping and planning and development controls for land with scenic and landscape values to protect and enhance identified high value landscapes.</li> </ul>                                      |



## PLANNING PRIORITY 17:

Define and protect the values and opportunities within the metropolitan rural area

Penrith's rural areas form part of Greater Sydney's MRA and are an important resource for the City. They include agricultural lands, extractive resources, native vegetation and biodiversity corridors, scenic and cultural landscapes and living areas in both village and rural settings. One of the community's most enduring priorities is the protection of our rural areas. Our community appreciates being close to natural and rural landscapes and values access to fresh local produce. The rural areas are fundamental to achieving our vision of a region with 'harmony of urban and rural qualities with a strong commitment to environmental protection and enhancement'. They will also be fundamental to the identity and sustainability of the new Western Parkland City.

### Our rural areas

With significant growth and land use change, particularly in the Western Sydney Aerotropolis and urban investigation areas, there will be increased pressure on our rural areas and the role they play. Some of those challenges include protecting bushland, biodiversity, landscapes, heritage and character; and supporting agricultural and rural activities including those displaced by urban development. There are also challenges associated with flooding and evacuation, bushfire risk and the provision of adequate infrastructure and services to support our rural communities. Future land use in our rural areas will be influenced by several factors such as the demand for rural living areas and potential for rural land use conflict, as well

About **70%** of our City is **RURAL**



About **10%** of our **population** live in **RURAL AREAS**



**8000ha**

(20%) of our City is zoned for

**nature reserves or national park**

**IN 2015-16, AGRICULTURE CONTRIBUTED**

**\$109million**

to Penrith's economy primarily through poultry egg and meat production, vegetables, nurseries and cut flowers, including turf. This represents **17% of Greater Western Sydney's production.**

as increasing demand for biodiversity offset sites. Changes to the nature of rural activities also need to be considered including financial viability. With the airport and improved transport infrastructure, there will also be opportunities associated with agricultural exports from the region and for more rural tourism and visitor accommodation, contributing to local jobs and a more diverse local economy.

The *GSRP* and *WCDP* define the *MRA* for our City. Taking into account major planning initiatives also identified in these plans, including the Western Sydney Aerotropolis and Urban Investigation Areas, Council has defined a rural edge, shown on Map 8. Council will reinforce this edge to protect the *MRA*, including protecting it from urban development, using our framework of zones and planning and development controls. To help refine the rural edge and better understand the environmental, social and economic values and opportunities of our rural lands and villages, Council is preparing a *Rural Lands and Villages Study*. This study, together with the *Scenic and Cultural Landscapes Study*, will inform a *Rural Lands and Villages Strategy* to guide zoning, land use, protection and development within the *MRA*.

A key component following the finalisation of this work will be the preparation of local character statements for each of the villages and rural localities. Local character statements describe what makes each village and locality distinctive (existing character) and identify how each will change over time, including the characteristics that need to be retained or enhanced (desired future character). Once this work is completed, we will then review and update our planning and development controls to support the implementation of these character statements.

Council's 2003 *Penrith Rural Lands Strategy* identified Agnes Banks, Londonderry, Luddenham, Mulgoa and Wallacia as rural villages and outlined expansion opportunities for Londonderry, Luddenham and Mulgoa. While Mulgoa has expanded, Londonderry and Luddenham have not, in part, because of limited infrastructure like reticulated sewerage, physical constraints such as flooding and evacuation, and the need to undertake further detailed planning. While these constraints are still largely relevant, the *Rural Lands and Villages Strategy* will consider the role and character of the villages taking into account the changing planning context since





the 2003 strategy. The study will also consider infrastructure, physical constraints and other land use factors affecting the rural localities and their role and character within the City.

Once the *Rural Lands and Villages Strategy* is completed and the values of our rural areas better understood, we will consider the potential for rural lifestyle housing opportunities in the short-medium term based on planning principles that require no adverse impacts on the local area and incentives to enhance the environmental, social and economic values of the rural areas; for example, protected biodiversity corridors, buffers to support investment in rural activities or measures to protect scenic landscapes.

The airport and associated transport infrastructure will provide opportunities for agricultural exports from the region. The *Rural Lands and Villages Strategy* will consider the role and importance of the City's agricultural lands now and in the future, including the productive agricultural lands at Agnes Banks and Castlereagh, and given the establishment of an agribusiness precinct to the west of the Airport which incorporates rural lands around Luddenham. The Department of Primary Industries, in collaboration with the Western Parkland City and Aerotropolis Authority, is examining what a world-leading agribusiness

precinct might look like for Western Sydney. As planning for this precinct progresses, Council will continue to engage with this process to understand the benefits and investigate the opportunities for our rural lands.

The airport and improved infrastructure will also provide opportunities for more rural tourism and visitor accommodation. We will investigate the potential for these opportunities and any potential changes to planning controls to support appropriate forms of this development.

With existing rural areas, particularly in the south east of the City, identified for major urban growth or investigation over the longer term, it will be important to establish interim policy measures to manage the transition of these areas. Examples may include protecting high value environment lands, like the South Creek corridor, as land transitions from rural to urban uses; supporting existing farms transition to alternative sites in a timely manner; allowing temporary uses of land, such as transfer stations to manage waste and resources from major construction activities, in locations where these uses would not normally be permitted; or restricting inappropriate development that prevents the efficient transition of rural to urban uses.

## Related Initiatives

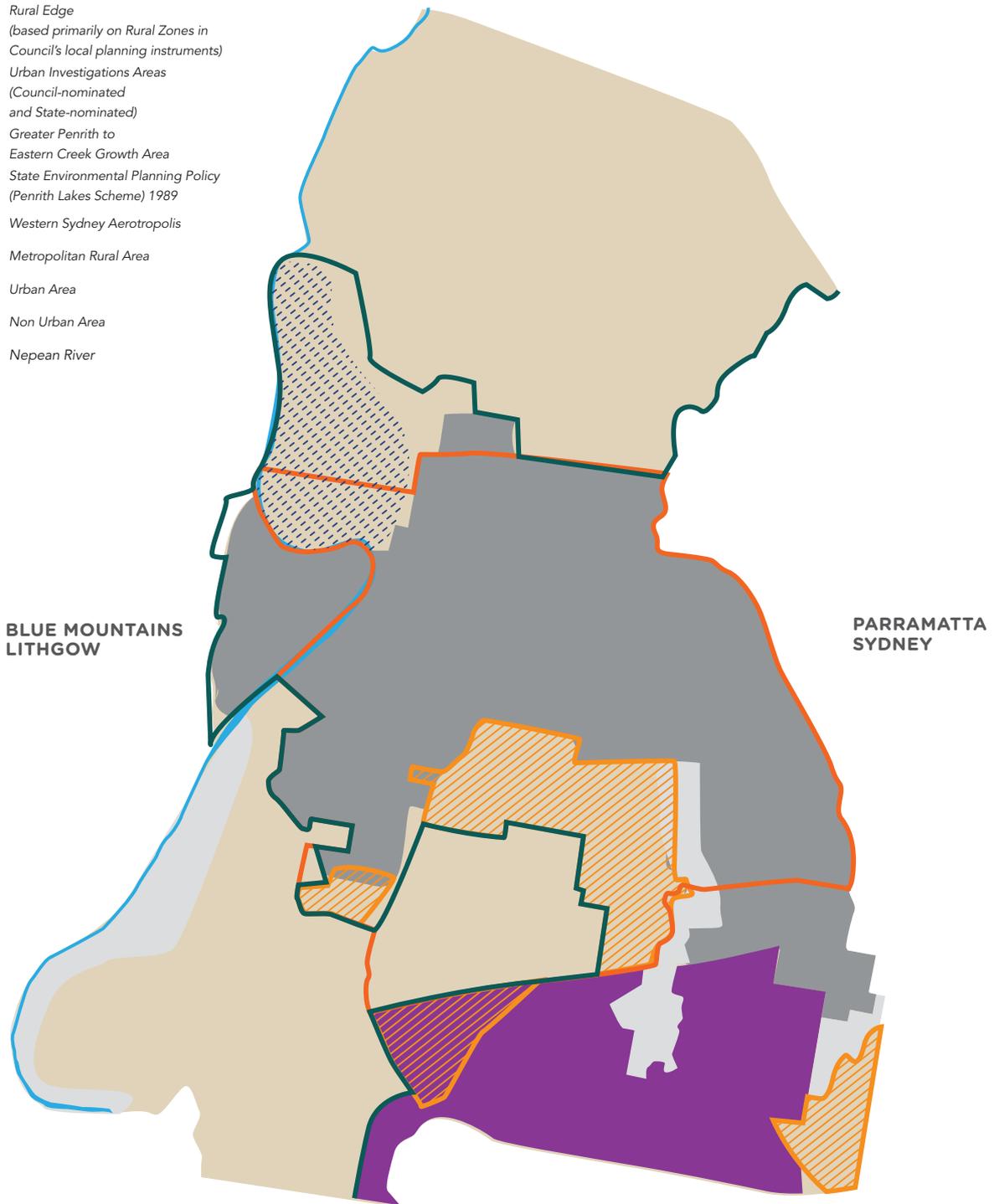
- » *Western Sydney Agribusiness Precinct*
- » *Draft Rural Lands and Villages Strategy*

| TYPE                | ACTIONS   |
|---------------------|---|
| <b>Immediate</b>    | <ul style="list-style-type: none"> <li>» 17.1 Complete the <i>Rural Lands and Villages Study</i>, the <i>Scenic and Cultural Landscapes Study</i> and the <i>Rural Lands and Villages Strategy</i></li> <li>» 17.2 Prepare local character statements for the rural villages and localities based on their environmental, social and economic values</li> </ul>   |
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 17.3 Review and update planning and development controls to support the implementation of local character statements for our villages.</li> <li>» 17.4 Investigate the potential for rural lifestyle housing based on planning principles that require no adverse impacts on the local area and incentives to enhance the environmental, social and economic values of the MRA.</li> <li>» 17.5 Continue to engage with relevant Government agencies and other stakeholders on the development of the Agribusiness Precinct within the Western Sydney Aerotropolis Growth Area to understand the benefits and investigate the opportunities for Penrith's rural lands.</li> <li>» 17.6 Investigate expansion of appropriate forms of rural tourism and visitor accommodation.</li> <li>» 17.7 Establish interim policy measures to manage the transition of existing rural areas that are subject to long term land use change.</li> </ul> |
| <b>Ongoing</b>      | <ul style="list-style-type: none"> <li>» 17.8 Apply Council's planning framework to define and protect the MRA shown in Map 8 and described in the <i>Draft Rural Lands and Villages Strategy</i>.</li> </ul>   |



# MAP 8: Rural Edge

-  Rural Edge  
(based primarily on Rural Zones in Council's local planning instruments)
-  Urban Investigations Areas  
(Council-nominated and State-nominated)
-  Greater Penrith to Eastern Creek Growth Area
-  State Environmental Planning Policy (Penrith Lakes Scheme) 1989
-  Western Sydney Aerotropolis
-  Metropolitan Rural Area
-  Urban Area
-  Non Urban Area
-  Nepean River



## PLANNING PRIORITY 18: Connect our green and blue grid



Establishing a connected green and blue grid – a network of waterways, bushland, urban tree canopy, parks and other open spaces – is important for a sustainable city. South Creek is at the heart of the Western Parkland City and its catchment covers a significant area of our City. Connecting and protecting the green and blue grid, provides a unique opportunity to deliver balanced growth across our City. Our current green and blue grid is shown in map 9.

Connected bushland and waterways are essential for habitat and ecological health. They are also important for managing water quality, stormwater flows and flood risks. An urban tree canopy is important to help adapt to and mitigate the effects of the urban heat island effect. It can also help to reduce air and noise pollution, provide local habitat and improve the urban landscape. Parks and open spaces are important for recreation, exercise and social interaction. By providing a connected grid, we can support walking, cycling and better access to these green spaces, to promote a healthier and more active community.

Our growing population and the need for housing and employment land will present opportunities to provide green spaces or 'green infrastructure' that delivers multiple social, environmental and economic benefits through careful planning and design. For example, by integrating green spaces with new water management or transport infrastructure, we can deliver ecological health as well as community health outcomes. By creating quality green spaces and connecting them, we can deliver economic benefits by catering for visitors as well as residents. Challenges will also be faced including protecting existing bushland and urban trees with increased development; providing connections across existing and

### The green and blue grid, and urban heat

Over the last twenty years Penrith has consistently experienced more days over 35 degrees than areas in the Sydney CBD and Parramatta. High temperatures combined with the urban heat island effect means creating a connected green and blue grid is especially important for Penrith. Increasing and connecting urban tree canopies across our City will create shading and assist in mitigating the effects of urban heat. Urban heat is also addressed in Planning Priority 21: Cool our city.



planned transport infrastructure; and funding new green spaces in locations close to where people live, particularly with the long-term trend towards higher density housing.

The *WCDP* identifies the following priority green and blue grid corridors for Penrith, shown on Map 9.

- 1. South Creek:** creating a continuous open space corridor along all of South Creek that provides ecological protection and enhancement, better stormwater treatment and a regionally significant corridor for recreational uses.
- 2. Penrith Lakes Parklands:** creating diverse open space parklands and waterway facilities around the lakes and along the Nepean River with pedestrian and cycle links from Penrith and important links with the Great River Walk project.
- 3. Ropes Creek:** protecting and enhancing ecologically valued lands, improving water quality and stormwater runoff, and providing a diverse and connected sequence of recreational open spaces, walking and cycling trails.
- 4. Blaxland Creek and Bushland Reserve:** protecting important future open spaces for the Western Sydney Aerotropolis Growth Area.

The *WCDP* also identifies other important project opportunities (with Council partners):

- Cranebrook - Windsor Nature Reserve Corridor (with Hawkesbury)
- Eastern Escarpment open space and trails (with Blue Mountains)
- Great Western Highway Penrith to Blackheath Corridor (with Blue Mountains)
- Nepean Creeks – Peach Tree, Mulgoa and Surveyors Creeks
- Shanes Park and Wianamatta Regional Park (with Blacktown)
- Warragamba Pipeline Open Space Corridor (with Fairfield).

We will prepare a Green Grid Strategy for the City to refine and prioritise these corridors and projects, as well as identify local priorities. This will build on other projects and strategies such as Council's *Our River Master Plan* which will continue to be progressively implemented as funds become available, Council's *Cooling the City Strategy*, which has a range of actions to increase green infrastructure across the City and Council's *Draft Sport and Recreation Strategy*, which considers the quality, quantity and distribution of open space in the City. These include planting within road reserves and public spaces and establishing tree canopy cover targets for new and existing urban areas, particularly those vulnerable to heat. Penrith's urban tree canopy is currently 14%. Planning Priority 21: Cool our city provides an action for developing tree canopy targets and identifying suburbs (new, existing and future) where there are opportunities for increasing tree canopy cover.

### Related Initiatives

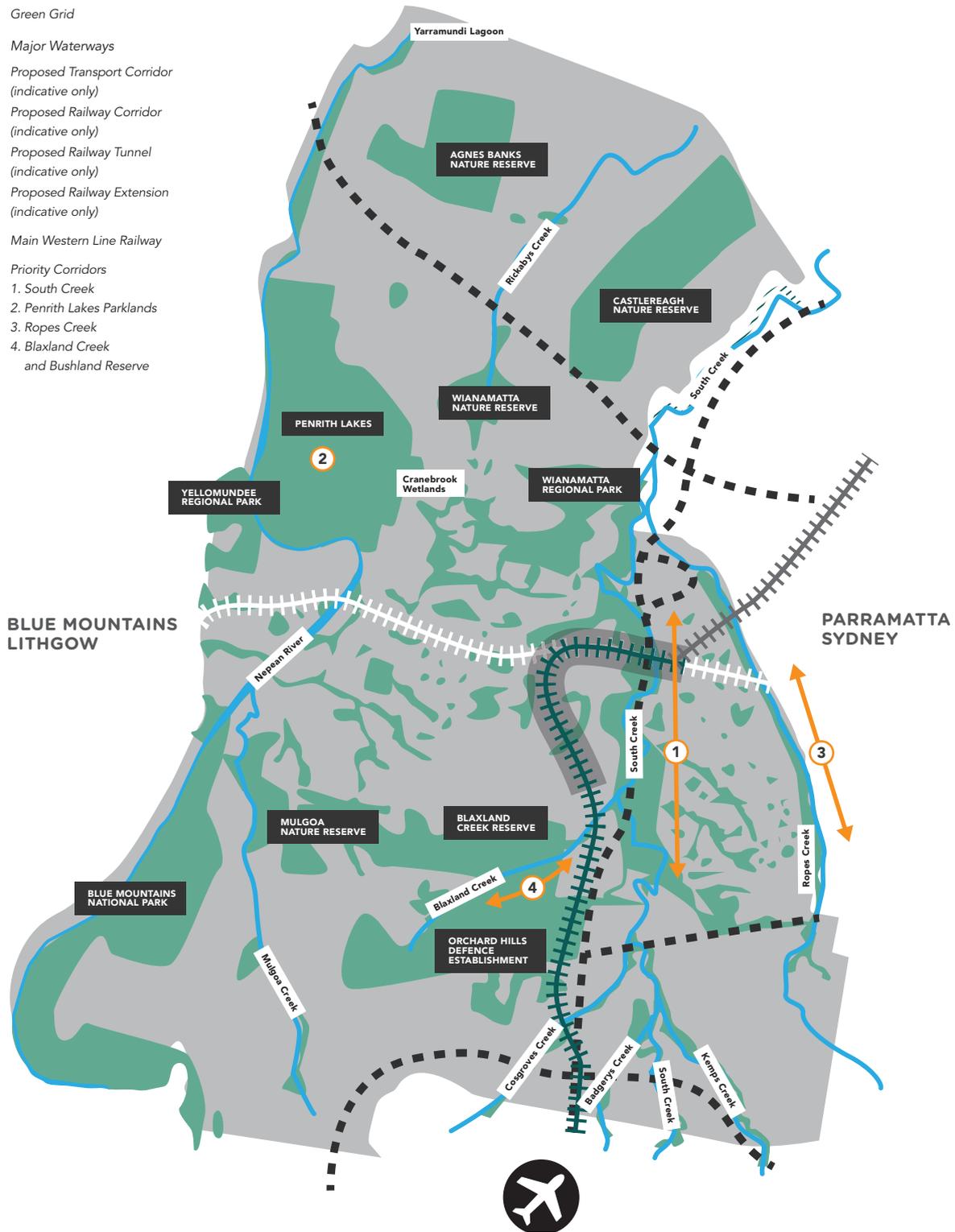
- » *Sydney Green Grid*
- » *Greener Places – Establishing an urban Green Infrastructure policy for New South Wales – draft discussion paper*
- » *Our River Master Plan*
- » *Cooling the City Strategy*
- » *Cumberland Plain Conservation Plan Project*
- » *Cumberland Conservation Corridor*

| TYPE                | ACTIONS   |
|---------------------|---|
| <b>Immediate</b>    | » 18.1 Prepare a <i>Green and Blue Grid Strategy</i>  |
| <b>Short-Medium</b> | » 18.2 Review mapping and planning and development controls to update our green and blue grid.<br>» 18.3 Investigate funding opportunities for new open space to support our green and blue grid. |



# MAP 9: Our Green and Blue Grid

-  Green Grid
-  Major Waterways
-  Proposed Transport Corridor (indicative only)
-  Proposed Railway Corridor (indicative only)
-  Proposed Railway Tunnel (indicative only)
-  Proposed Railway Extension (indicative only)
-  Main Western Line Railway
- Priority Corridors**
-  1. South Creek
-  2. Penrith Lakes Parklands
-  3. Ropes Creek
-  4. Blaxland Creek and Bushland Reserve





# OUR SUSTAINABILITY

Penrith City Council is committed to the principles of sustainability and continually looking at ways to make improvements to the way we do things.

Sustainability is about respecting our community, looking after our places, and delivering services to improve the wellbeing and liveability of our City now and into the future.

Our City is in transition and will experience significant planned growth and development over time. This means the demand for energy, water, and the generation of waste will increase. Without new approaches to the use of energy and water and the management of waste, greenhouse gas emissions are likely to increase and impact our environment, therefore it is important that we use our resources wisely.

Our community have told us that protecting our environment (river, creeks, waterways, bushland areas) for present and future generations is important. They also want to be supported to use resources and manage their household waste more efficiently. The following planning priority addresses how Council will achieve this:

**Planning Priority 19:** Create an energy, water and waste efficient city





## PLANNING PRIORITY 19: Create an energy, water and waste efficient city

An efficient city uses resources wisely, understands the emissions it generates, looks at better ways to use and re-use water, minimises the amount of waste going to landfill and embraces technologies and innovations to continually improve. We will use a place-based approach to create an efficient city. This allows targeted initiatives to provide the best outcomes and an opportunity to understand which pathways will have the greatest benefit.

The South Creek catchment includes well established urban areas, new and rapidly growing neighbourhoods and rural land. Our City will see significant population growth specifically within the Western Sydney International (Nancy-Bird Walton) Airport growth areas and the strategic centres in Penrith and St Marys. This will provide an opportunity for precinct scale initiatives to create an efficient city and protect and enhance the health of South Creek.

### Energy

The NSW Government has set an aspirational target of achieving net-zero emissions by 2050, by expanding renewable energy, helping households and businesses save energy and preparing for the impacts of climate change. The *Western City District Plan* acknowledges this target and identifies potential pathways towards achieving this target including:

- improved building efficiency
- building and precinct scale renewables
- increased public transport, car sharing, electric vehicles, lower parking rates
- waste diversion from landfill

To create an energy efficient City, we need to understand where our emissions are generated. Recent data from the Resilient Sydney project, tells us that the greatest percentage of emissions for our city comes from electricity, followed by transportation. The residential sector, mainly in the form of detached dwellings, is responsible for almost 47% of energy emissions and 76% of water use across the our LGA. For our City to become more efficient a focus on emissions from electricity use and efficiencies in residential development makes sense.

Housing in our city is 80% low density (separate houses), 15.2% dwellings are medium density (such as semi-detached or townhouses), and 3.9% are high density (such as apartments). We have a mix of established suburbs and centres and newer residential developments. The South Creek corridor and future centres around the future North South Rail corridor will see growth and newer suburbs emerging, as well as a shift in the types of housing. To create an efficient city, we need to ensure that the pathways used are appropriate for specific areas, and housing types.

Data from the Resilient Sydney project shows that the greatest efficiencies across our LGA (specifically in our established low-density areas) will come from encouraging further take up of renewables and making our homes more efficient. Targeting renewables like solar panels will contribute to a 10% emissions reduction alone.

In areas within our LGA where more growth and change are expected (such as new release areas) there will be greater potential to introduce precinct-wide initiatives for infrastructure and building efficiency. The Resilient Sydney project data shows for new land release areas, focusing on a suite of measures such as building

renewables, electric vehicles and vehicle efficiency, implementing higher BASIX targets, and how transport and parking is managed, can lead to more sustainable outcomes. These areas provide more flexibility and less physical constraints to implementing precinct-wide efficiency measures.

Council will look at ways we can encourage the use and implementation of renewables and providing incentives where developments can demonstrate significant sustainability outcomes can be achieved.

Given the ability for residential development to significantly contribute towards more energy efficiencies it is important that we ensure that appropriate planning controls are in place to guide residential development. To create better efficiencies all levels of government need to align building standards and controls. This includes reviewing the BASIX requirements and the SEPP (Exempt and Complying Development Codes) 2008, NaTHERS (Nationwide House Energy Rating Scheme) and the National Construction Code. At a local government level this includes our *LEP and Development Control Plan (DCP)*.

A BASIX certificate provides energy efficiency targets for residential dwellings. It aims to make all residential dwellings in NSW energy and water efficient through design strategies for lighting, cooling, heating and ventilation. For BASIX to deliver the highest standard of sustainable outcomes for residential dwellings, it requires regular review, as new technologies, market demands, and research becomes known and available.

Council will work with the Department of Planning, Industry and Environment in identifying ways BASIX can be improved to ensure that it implements the most contemporary approaches for delivering sustainable and efficient outcomes.

## Water

Managing the water quality in our City's waterways is a priority. As our urban areas grow, how our stormwater is managed becomes more important so that the environment is protected, and our waterways stay healthy.

Urbanisation impacts our environment by:

- reducing biodiversity and vegetation, leading to erosion of riverbanks and creek beds,
- producing large quantities of pollutants that end up in waterways,
- increasing the amount and speed of stormwater delivered to our waterways, as a result of developments stripping vegetation and adding impervious surfaces, and
- creating increased warmth due to the urban heat island effect.

Stormwater is created when rainwater is stopped from being absorbed by the ground due to hard surfaces such as roofs, roads and driveways. Stormwater eventually runs into creeks and rivers untreated.

Council's *Water Sensitive Urban Design (WSUD)* policy includes controls and measures to reduce the impact of urban development on the health of the Nepean River and local waterways. South Creek is a defining element of the Western Parkland City. Council is committed to ensuring appropriate stormwater measures are in place for development along this corridor to maintain its health and water quality. The principles of WSUD also help to keep water in the soils of our urban spaces, which provides benefits in terms of reducing urban heat.

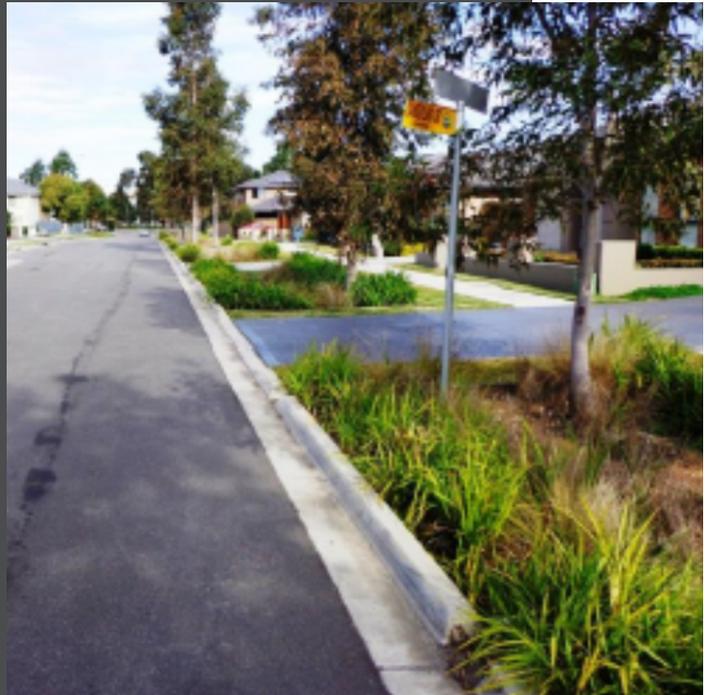
The WSUD policy regulates the sustainable management of the urban water cycle as part of planning and designing development in our City. Water sensitive design can be applied to a range of developments from small households to large industrial sites. Design elements can be retrofitted into existing buildings or incorporated into upgrades or replacements of existing infrastructure including council works such as road and park upgrades, house renovations and capital works.

The policy emphasises on-site collection, reuse and treatment of stormwater flows as part of an integrated 'treatment train'. This involves reusing rainwater or stormwater for toilet flushing, washing machines, garden watering, car washing and industrial purposes. Other strategies for

treating stormwater runoff include vegetated water treatment systems such as wetlands, grass swales and bioretention systems. Opportunities to harvest and re-use stormwater for irrigation of open space areas is also a priority.

## Common engineering standards

As part of the Western Sydney Planning Partnership, Council is working with other councils to develop best practice local government engineering standards to deliver water sensitive urban design. It is anticipated that this will identify better ways of integrating water management infrastructure with green spaces or 'green infrastructure'. It is also anticipated that it will identify minimum land requirements to provide an integrated approach to stormwater management for new development proposals. Informed by this work, we will review and update our WSUD Policy and water management controls to ensure they are consistent and up-to-date.



*Image: Bioretention (raingarden) system in streets and car parks in Penrith LGA.  
Source - Penrith City Council's, Water Sensitive Urban Design Fact Sheet & Technical Guidelines*



## Waste avoidance and resource recovery

Penrith's *Domestic Waste Strategy* (DWS) adopted in 2005 has seen our City recognised as a leader in sustainable waste management and diversion of waste from landfill. Our current *Waste and Resource Recovery Strategy (2017-2026)*, builds on the DWS and focuses on opportunities presented through innovation, new technologies and facilities, and community education to continue to reduce the amount of waste we send to landfill and increase the value of resources being recovered.

Council is committed to:

- reducing waste generation to 7.5kg/capita/week by 2021
- achieve 70% diversion of waste from landfill by 2021
- provide solutions for household problem waste by 2021
- reduce the incidence of litter
- reduce the incidence of illegal dumping

There are many opportunities to achieving a waste efficient city. For high density precinct-scale developments, there is an opportunity to implement innovative approaches to manage waste. Generally, precinct-wide approaches can be more feasible and can address other issues typically faced by high density developments including reducing the number of heavy vehicle movements on local streets and improving visual amenity.

The review of planning mechanisms and the use of incentives will also be considered. It is essential that correct land use planning mechanisms are implemented around existing waste facilities including the provision of adequate buffer zones to protect the surrounding environment. This will protect waste and resource recovery facilities from encroachment by sensitive and incompatible uses (residential encroachment). We will continue to review our planning controls to ensure that we are encouraging innovative solutions for waste collection, as well as reducing land use conflicts between waste facilities and surrounding uses.

### Related Initiatives

- » *Cooling the City Strategy*
- » *Waste Avoidance and Resource Recovery Strategy 2017-2026*
- » *National Waste Policy*
- » *Resilient Sydney - A strategy for city resilience 2018*
- » *Water Sensitive Urban Design (WSUD) Policy*

»

| TYPE                | ACTIONS  |
|---------------------|--|
| <b>Immediate</b>    | <ul style="list-style-type: none"> <li>» 19.1 Investigate opportunities to create low-carbon, high efficiency precincts within Penrith and St Marys and the North South Economic Corridor</li> <li>» 19.2 Investigate opportunities to use new technologies for managing stormwater at a residential level.</li> <li>» 19.3 Develop new standards which encourage developers to provide for the irrigation of Council's open space areas from stormwater harvesting and storage infrastructure.</li> <li>» 19.4 Participate in the Western Sydney Planning Partnership to develop best practice local government engineering standards to deliver water sensitive urban design.</li> </ul>   |
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 19.5 Investigate planning and development controls to:               <ul style="list-style-type: none"> <li>• accommodate opportunities for waste infrastructure and the protection of existing resource recovery facilities,</li> <li>• provide incentives to developers when it can be demonstrated that high quality sustainable outcomes can be achieved, and</li> <li>• provide for well planned waste infrastructure with new residential, commercial and industrial developments.</li> </ul> </li> <li>» 19.6 Review and update planning and development controls to:               <ul style="list-style-type: none"> <li>• provide more climate suited residential buildings to achieve more sustainable outcomes, and</li> <li>• ensure integrated, consistent and contemporary controls relating to the management of stormwater, and new developments meet best practice water efficiency.</li> </ul> </li> <li>» 19.7 Identify opportunities to implement water sensitive urban design on public and private land, including opportunities to better integrate water infrastructure and green infrastructure.</li> <li>» 19.8 Investigate minimum land requirements for new development proposals to ensure the delivery of an integrated approach to stormwater management (quality and quantity) and water conservation.</li> <li>» 19.9 Update the Penrith <i>Waste Avoidance and Resource Recovery Strategy</i></li> </ul> |
| <b>Ongoing</b>      | <ul style="list-style-type: none"> <li>» 19.10 Work with other Western Sydney councils, utilities and stakeholders to create an integrated approach to manage stormwater quality and efficiencies.</li> </ul>  |



# OUR RESILIENCE

Council is committed to building urban resilience into our City. Urban resilience is defined as the capacity of individuals, communities, institutions, businesses and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience.

Along with many cities and communities around the world, our region and city are entering a period of growth and change. We must be ready to respond to new opportunities and challenges in climate, economics, technology and social issues.

Penrith City Council was part of over 30 metropolitan councils, government organisations, businesses and community leaders to launch The Sydney Resilience Strategy, which is a comprehensive plan to build resilience and future-proof Sydney, its suburbs and the region. The strategy identified extreme weather (such as

flood and heat) as one Sydney's major acute shocks. Increasing urbanisation along with predicted changes to our climate will mean more frequent and severe extreme weather and flooding events.

The following planning priorities identify what Council will do to build urban resilience into our City:

**Planning Priority 20:** Manage flood risk

**Planning Priority 21:** Cool our city





## Managing natural and urban hazards

As we plan for the future growth, it will be important to manage natural and urban hazards. Our council have prioritised the management of natural hazards like extreme weather events including flood and heatwaves.

Flooding is one of the costliest but also the most manageable natural disasters, as we can reasonably predict what areas will be subject to inundation. PP20 Manage flood risk highlights our council's commitment to the management of our floodplains and planning for extreme flood events.

The impact of extreme heat includes financial, environmental and social effects. The health impacts like dehydration, heat stress, heat stroke and respiratory problems are of particular concern to Council. Our Cooling the City Strategy identifies low income households are one of the groups in our community vulnerable to heat. PP21 Cool our city identifies actions we can take in future land use planning to address urban heat and create a more resilient community.

The management of other urban hazards like air quality, noise pollution and land contamination are priorities for our Council and are embedded in our Planning Priorities including:

- Penrith's economic triangle and the Aerotropolis (PP12 and PP11),
- The Quarter (PP13),
- Greater Penrith to Eastern Creek Growth Area and North South Rail link corridor (PP9), and
- the delivery of housing (PP3).

Initiatives to increase the urban tree canopy in our suburbs (PP18 and PP21), promote active transport options (PP5 and PP10), electric vehicles (PP19), and more sustainable buildings (PP19) across our city are local opportunities to improve air quality in Penrith.

Economic activities and housing densities will increase along transport routes and managing urban hazards through land use planning is critical to minimising public health impacts that can arise from co-locating sensitive developments with roads or other activities with high air or noise emissions. The NSW Government's Development near rail corridors and busy roads – interim guideline will be referred to as a resource as long-term planning occurs for these areas.

The basin-like topography and atmospheric circulation in the Greater Sydney region has a major impact on the air quality in the region. This means that initiatives to address air quality in Penrith and the Greater Sydney requires a regional approach and State government leadership.

Our Council is committed to working with our community and the State government on initiative to improving air quality. Council will investigate working towards creating a local framework to focus on improving air quality in Penrith.

State Environmental Planning Policy 55 – Remediation of Land and related guidelines manages the rezoning and development of contaminated land. When planning for land uses like schools, open space and residential neighbourhoods in our growth areas, this resource will continue to be used in the management of this urban hazard by Council.

## PLANNING PRIORITY 20: Manage flood risk

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The Nepean River is central to Penrith's lifestyle and identity. Our community is passionate about protecting and celebrating the river as our City's unique point of difference.

Improving access to, activities within and the environmental quality of the Nepean River can create a regional asset and a point of difference between Penrith and other areas of Greater Sydney. Our other major waterway, South Creek, forms an important part of our landscape and will become a defining element of the future Western Parkland City, but living near these areas, there is an inherent risk in doing so.

As with all waterway cities across Australia, Penrith can experience flood events. They are usually minor, and our waterway systems are typically able to cope with normal weather events. However, a significant proportion of the City has the potential to be affected by flooding, especially along the Nepean River and South and Ropes Creeks. Management of our floodplains is complex, sensitive and raises many challenges.

However, as a responsible city we must plan for and consider severe and extreme flood events. While this type of event is rare, Council takes the safe evacuation of residents during major flood events seriously. Reducing the risk of future flooding requires managing flood-prone areas properly with responsible development and drainage infrastructure, as well as preventing development within areas identified as high risk.

Smart planning is all about getting the balance right between growth and emergency planning. To ensure we get it right, Council has developed a program of floodplain

management studies and plans for areas most at risk of flooding, looking at the causes and extent of possible flooding and what can be done to help affected areas.

Council is undertaking a '*Floodplain Risk Management Study*' and developing a '*Floodplain Risk Management Plan*' for the Nepean River and South Creek floodplain located within the Penrith LGA. We have committed to undertake floodplain risk management studies and plans for all 40 catchment areas identified in the *Penrith Overland Flow Flood Overview Study*. The catchment areas have been prioritised based on their severity of flooding, size of catchment areas, proximity to catchments in the group, hydraulic connectivity and dependency of other adjacent catchments.

Council's Floodplain Risk Management Committee meets every three months and includes Councillors, community representatives, Council staff, representatives from state agencies such as Infrastructure NSW, the NSW Department of Planning, Industry and Environment and the State Emergency Services, and representatives from relevant neighbouring councils. We have selected five community representatives for the committee, which will give the community an important voice as we develop and implement floodplain management plans.

Over the years, various state agencies have undertaken flood studies and investigations. The NSW Government's *Floodplain Development Manual 2005* guides floodplain management and development in areas at risk of flooding. In May 2017, the NSW Government released its *Resilient Valley, Resilient Communities: Hawkesbury-*

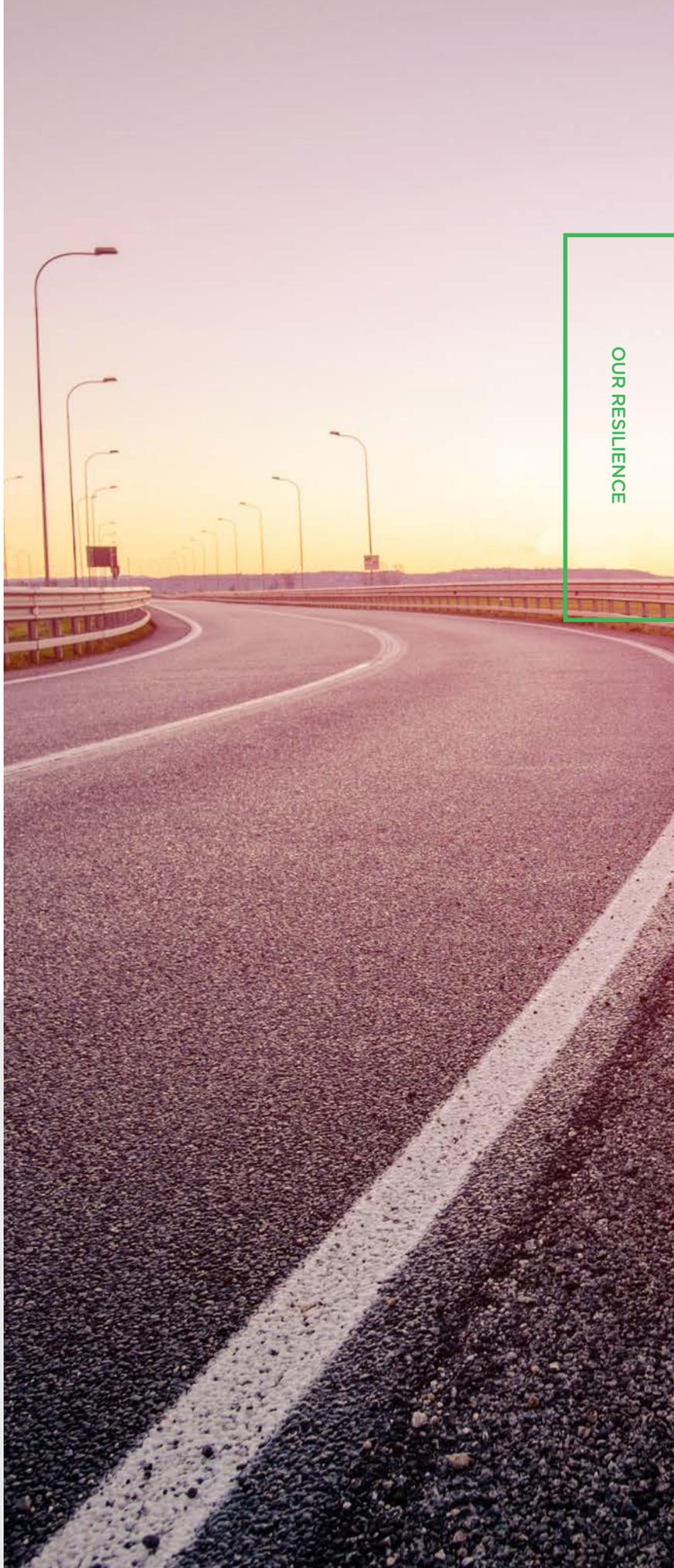
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*Nepean Flood Risk Management Strategy 2017* (Flood Strategy) to address the existing and future flood risk in the Hawkesbury Nepean Valley. The Flood Strategy highlights the importance of strategic and integrated land use and road planning and adequate local roads for evacuation.

Council has and will continue to update relevant planning instruments and policies to reflect latest flood management studies. Council will also continue to work with the NSW Government to further develop the Flood Strategy, including the investigation of regional road evacuation routes to create a new framework for flood management that will allow Penrith to adapt to flood risks as the population grows.

## The Castlereagh Connection

A corridor for the Castlereagh Connection has been identified since the 1950s. In 2015, Transport for NSW began consultation on a number of corridor study areas including the Outer Sydney Orbital and Bells Line of Road – Castlereagh Connection. The location of the 1951 corridor will not change as a result of this consultation. This will connect to the M7 Motorway and the Motorway network, running through the suburbs of Llandilo, Londonderry and Castlereagh. New communities in these areas are most affected by congestion and lack of connectivity often relying on back road for their journeys. The Castlereagh Connection will also provide an essential additional flood evacuation route for residents in the Hawkesbury and those living in the northern areas of Penrith.





## Related Initiatives

- » *Hawkesbury-Nepean Regional Flood Study (Infrastructure NSW)*
- » *Resilient Valleys, Resilient Communities – Hawkesbury – Nepean Valley Flood Risk Management Strategy (Infrastructure NSW)*
- » *NSW Floodplain Development Manual (Infrastructure NSW)*
- » *INSW Flood Modelling work for South Creek Catchment*
- » *Nepean River Flood Study (PCC)*
- » *South Creek Flood Study (PCC)*
- » *Draft South Creek Floodplain Risk Management Study and Plan (PCC)*
- » *Penrith Overland Flow Flood Overview Study 2006*
- » *Penrith CBD Detailed Overland Flow Flood Study*
- » *Draft Penrith CBD Floodplain Risk Management Study and Plan*
- » *St Marys (Byrnes Creek) Catchment Detailed Overland Flow Flood Study*
- » *Draft St Marys (Byrnes Creek) Catchment Floodplain Risk Management Study and Plan*
- » *Little Creek Catchment Overland Flow Flood Study*
- » *College, Orth and Werrington Creeks Catchment Overland Flow Flood Study*
- » *Peachtree and Lower Surveyors Creek Flood Study*
- » *Adaptive Management Framework for Penrith City Centre*

| TYPE                | ACTIONS   |
|---------------------|---|
| <b>Immediate</b>    | <ul style="list-style-type: none"> <li>» 20.1 Continue to work with the NSW Government on regional Flood Strategy.</li> <li>» 20.2 Investigate the benefits of the Castlereagh Connection and its potential to support flood evacuation.</li> </ul>   |
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 20.3 Review, update and contemporise planning and development controls relating to water management and flood risk management and planning.</li> <li>» 20.4 Consolidate mapping to incorporate all flood studies to create a contemporary resource for managing flood risk.</li> </ul>   |
| <b>Ongoing</b>      | <ul style="list-style-type: none"> <li>» 20.5 Finalise the program of floodplain risk management studies.</li> <li>» 20.6 Improved information sharing and collaboration among all stakeholders.</li> <li>» 20.7 Respond to Hawkesbury Nepean Regional Flood Study and Flood Taskforce.</li> <li>» 20.8 Continue to advocate for delivery of Stage 1 of the Castlereagh Connection between the M7 and The Northern Road.</li> </ul> |

## PLANNING PRIORITY 21: Cool our city



Addressing urban heat in our City is a priority that needs urgent attention and we know that our community wants action to cool our City. On 7 January 2018, Penrith recorded the highest January maximum temperature on record reaching 47.3 degrees Celsius. This was also the highest temperature observed in the Sydney region since 1939, and the hottest place on earth that day. While this event is alarming, it is part of a trend of increasing temperatures experienced in Western Sydney and Penrith. The duration of extended periods of heat is also worsening.

Our City is susceptible to urban heat impacts due to the region's existing climate and topography, geographic position, large and growing residential population and rapid urban development. As our City grows and becomes more urbanised, reducing and removing heat from the urban environment is critical to achieving an environment that has high amenity, provides opportunities for active, healthy and safe activities and is comfortable throughout summer.

We have begun to look at ways to build urban resilience against the urban heat island effect. In 2015, Council developed the *Cooling the City Strategy* to take action in cooling down our city and to support our community to adapt to a changing climate. We know that there are some areas across the Penrith LGA that are significantly cooler than others. These areas have several features in common, including:

- water either on the surface (like a river or creek) or stored in the soil (like an irrigated sporting field or park),
- ground cover that is permeable and grassed, and
- tree cover.

We also know that specific targeted building and design responses can go a long way to mitigating urban heat. Some of these responses include:

- using light-coloured surfaces to promote reflectivity of building roofs, paved surfaces and facades,
- protecting and increasing vegetation in the urban environment,
- increasing the use of WSUD principles to assist in the harvesting and reuse of water for cooling the urban environment and open space areas,
- increasing shade to hard surfaced areas, and
- using building design principles that are suited to our local climate.

To help cool our City, it is important that we ensure that appropriate planning controls are in place that considers these features and design responses. To tackle urban heat, all levels of government need to align building and urban design, and planning requirements to cool the built environment. This includes reviewing the BASIX requirements and the SEPP (Exempt and Complying Development Codes) 2008, NaTHERS and the National Construction Code. At a local government level this includes our LEP and DCP.

The impacts of urban heat are gaining a higher awareness in our community and across Western Sydney. Council intends to build on this momentum, through initiatives such as holding a Heat Summit in 2020. The summit will invite all key stakeholders including all levels of government, developers and our community to explore urban heat in Western Sydney, and lobby and build support for better outcomes. We want to be a leader in regional collaboration efforts to addressing urban heat.

We will work with the NSW Government and advocate strongly to ensure that objectives and planning controls reflect as a priority, measures to mitigate the urban heat island effect. To support this work, we will also review and strengthen our planning controls to ensure that we are focusing on creating cool environments.

### The Urban Heat Island Effect

Our growing population and urban development also contribute to urban heat. As urban development occurs, it usually replaces natural land surfaces and vegetation with hard structures like roads, footpaths, car parks and buildings. These surfaces absorb and radiate heat and take longer to cool. The impact of heatwaves with this phenomenon causes cities to become islands of heat.

Some areas in Penrith experience significantly cooler temperatures where there is water and vegetation. Surface water bodies such as the Nepean River and South Creek and artificial water bodies such as Waterside Estate and Penrith Lakes, show significantly cooler temperatures than adjacent areas.

The cooling effect of keeping water in the surface soil profile is evident in irrigated areas, most often areas used for sporting activities. Golf clubs in Glenmore Park and St Marys and irrigated parks and ovals are much cooler than surrounding areas. Similar patterns are also clear at Penrith Waste Water Treatment Plant, where outflow from the water treatment process is irrigating the surrounding grassed areas.

Existing vegetation has a significant heat mitigation effect. Irrigated vegetation is more effective at providing cooling than non-irrigated vegetation.

### Related Initiatives

- » *Cooling the City Strategy*
- » *Turn Down the Heat Strategy and Action Plan 2018 (WSROC)*
- » *Resilient Sydney Strategy – A strategy for city resilience 2018*





## Jordan Springs Community Hub

The Jordan Springs Community Hub is an example of successful collaboration between Council and private developer Lendlease to deliver a community facility that demonstrates leading practice in accessibility, sustainable building and community strengthening.

It is the first public building in NSW to be built from Cross Laminated Timber (CLT), CLT doesn't just provide an attractive finish, it also has a lower carbon footprint than other building materials, the production process produces zero waste, and timbers are sourced from certified sustainably managed forests. The timber also helps insulate and make the building more efficient to heat and cool.

The landscaping of the grounds and car park is also responsive to urban heat. It includes garden surfaces that capture rainwater, light coloured materials, and the provision of tree canopy throughout the centre and carpark.

Internal materials contain the maximum available recycled content and are recyclable.

The geothermal heating and cooling system is expected to reduce carbon emissions by 50%, which means a reduction of 37.7 tonnes of CO2 every year – equivalent to taking 8.5 cars off the road. It also provides the hot water for the centre, which reduces electricity usage and costs. The cost of installation will be returned through savings to Council in less than 10 years.



| TYPE                | ACTIONS  |
|---------------------|--|
| <b>Immediate</b>    | <ul style="list-style-type: none"> <li>» 21.1 Review the Cooling the City Strategy</li> <li>» 21.2 Develop a Penrith Resilience Strategy</li> </ul>  |
| <b>Short-Medium</b> | <ul style="list-style-type: none"> <li>» 21.3 Introduce objectives, planning and development controls to deliver a cooler city</li> <li>» 21.4 Develop canopy targets and identify suburbs (new, existing and future) where there are opportunities for increasing canopy targets</li> </ul> |

# CONSISTENCY WITH THE STRATEGIC PLANNING FRAMEWORK

| REGION/<br>DISTRICT PLAN<br>DIRECTIONS    | COMMUNITY PLAN  | PLANNING PRIORITIES   |
|---|---|---|
| <b>A city supported by infrastructure</b> | <p><b>Outcome 2 – We plan for our future growth</b></p> <p>2.3 Ensure services, facilities and infrastructure meet the changing needs of our City</p>   | <b>Planning Priority 1:</b> Align development, growth and infrastructure  |
| <b>A collaborative city</b>               | <p><b>Outcome 2 – We plan for our future growth</b></p> <p>2.3 Ensure services, facilities and infrastructure meet the changing needs of our City</p> <p><b>Outcome 3: We can get around our city</b></p> <p>3.1 Work with partners to improve public transport</p> <p><b>Outcome 7: We have confidence in our Council</b></p> <p>7.4 Give our community the chance to have a say in decisions that affect them</p>   | <b>Planning Priority 2:</b> Work in partnership to unlock our opportunities   |
| <b>Housing the city</b>                   | <p><b>Outcome 2 – We plan for our future growth</b></p> <p>2.1 Facilitate development in the City that considers the current and future needs of our community</p>  | <p><b>Planning Priority 3:</b> Provide new homes to meet the diverse needs of our growing community</p> <p><b>Planning Priority 4:</b> Improve the affordability of housing</p> <p><b>Planning Priority 5:</b> Facilitate sustainable housing</p> |
| <b>A city for people</b>                  | <p><b>Outcome 2 – We plan for our future growth</b></p> <p>2.3 Ensure services, facilities and infrastructure meet the changing needs of our City</p> <p><b>Outcome 4: We have safe, vibrant places</b></p> <p>4.3 Work with our communities to improve wellbeing and infrastructure in the neighbourhoods</p> <p><b>Outcome 6: We are healthy, and share strong community spirit</b></p> <p>6.1 Provide opportunities for our community to be healthy and active</p> <p>6.2 Help build resilient, inclusive communities</p> <p>6.3 Enhance the cultural vitality of the City</p> | <b>Planning Priority 6:</b> Ensure our social infrastructure meets the changing needs of our communities  |
| <b>A city of great places</b>             | <p><b>Outcome 4: We have safe, vibrant places</b></p> <p>4.1 Make our public places safe and attractive</p> <p>4.2 Help make our major centres and important community places safe and attractive</p>   | <p><b>Planning Priority 7:</b> Enrich our places</p> <p><b>Planning Priority 8:</b> Recognise and celebrate our heritage</p>  |

| REGION/<br>DISTRICT PLAN<br>DIRECTIONS | COMMUNITY PLAN   | PLANNING PRIORITIES   |
|--|--|---|
| <b>A well-connected city</b>           | <p><b>Outcome 2 – We plan for our future growth</b></p> <p>2.3 Ensure services, facilities and infrastructure meet the changing needs of our City</p> <p><b>Outcome 3: We can get around our city</b></p> <p>3.1 Work with partners to improve public transport</p> <p>3.2 Provide a safe and efficient road and pathway network</p> <p>3.3 Provide parking to meet the needs of the City</p> <p>3.4 Improve passenger and freight transport connections in the region</p> | <p><b>Planning Priority 9:</b> Support the North South Rail Link and emerging structure plan</p> <p><b>Planning Priority 10:</b> Provide a safe, connected and efficient local network supported by frequent public transport options</p>   |
| <b>Jobs and skills for the city</b>    | <p><b>Outcome 1: We can work close to home</b></p> <p>1.1 Attract investment to grow the economy and increase the range of businesses operating in the region</p> <p>1.2 Provide access to lifelong learning to maximise opportunities for our community</p> <p><b>Outcome 6: We are healthy, and share strong community spirit</b></p> <p>6.3 Enhance the cultural vitality of the City</p>   | <p><b>Planning Priority 11:</b> Support the planning of the Western Sydney Aerotropolis</p> <p><b>Planning Priority 12:</b> Enhance and grow Penrith’s economic triangle</p> <p><b>Planning Priority 13:</b> Reinforce the Quarter as a specialised health, education, research and technology precinct</p> <p><b>Planning Priority 14:</b> Grow our tourism, arts and cultural industries</p> <p><b>Planning Priority 15:</b> Boost our night-time economy</p> |
| <b>A city in its landscape</b>         | <p><b>Outcome 2 – We plan for our future growth</b></p> <p>2.2 Protect the City’s natural areas, heritage and character</p> <p><b>Outcome 5: We care for our environment</b></p> <p>5.1 Protect and improve the environment of our city</p>  | <p><b>Planning Priority 16:</b> Protect and enhance our high value environment lands</p> <p><b>Planning Priority 17:</b> Define and protect the values and opportunities within the Metropolitan Rural Area</p> <p><b>Planning Priority 18:</b> Connect our green and blue grid</p>   |
| <b>An efficient city</b>               | <p><b>Outcome 5: We care for our environment</b></p> <p>5.2 Support our community to use resources wisely</p>  | <p><b>Planning Priority 19:</b> Create an energy, water and waste efficient city</p>  |
| <b>A resilient city</b>                | <p><b>Outcome 5: We care for our environment</b></p> <p>5.3 Minimise risks to our community from natural disasters and a changing climate</p>  | <p><b>Planning Priority 20:</b> Manage flood risk</p> <p><b>Planning Priority 21:</b> Cool our city</p>   |

# IMPLEMENTATION AND MONITORING

Council will monitor, review and report on the *LSPS* to ensure its implementation. The *LSPS* will be implemented through the Integrated Planning and Reporting (IP&R) framework in accordance with the *Local Government Act 1993*. Under the IP&R framework, Council is required to prepare a number of plans including the *Community Strategic Plan*, a *Delivery Program* and an *Operational Plan* to outline planned work and track our progress on the commitments we made to achieve our community's vision for Penrith.

All of the actions within the *LSPS* will be incorporated into the relevant *Delivery Program* activities and *Operational Plan* actions. We can't achieve all the actions at once, due to resourcing and financial limitations, so we plan to implement them in stages. The following timeframes are proposed for implementation of the actions:

- **Immediate:** These actions will be identified within the current *Delivery Program*, between 2017 – 2021. These actions address some of our community's greatest priorities and establish some significant strategic work to be completed to guide our future City.
- **Short to medium:** These actions will be identified in the following *Delivery Program* between 2021 – 2025. Some of the actions can only be implemented once we have completed some of the immediate actions, but also require more time to complete.
- **Medium to long:** It is intended that these actions will be delivered from 2025 and beyond. There are currently no actions identified within the *LSPS* for the medium to long term, however it is anticipated that there will be a number of these actions to come from the outcomes of our strategy work to be delivered in the immediate category.

- **Ongoing:** These actions do not have a specified timeframe as we will be working to achieve them over the long term and they do not have a set 'end date'. The majority of these actions are generally where Council will be working in partnership with others, for example, with Transport for NSW to deliver infrastructure upgrades, and other Council's to manage the health of the South Creek Catchment.

## Review of the LSPS

We will need to regularly review our *LSPS* to ensure that it reflects the latest information and direction of our City. We are required to review the *LSPS* every seven years, however we know that we will need to review it earlier than that, due to the transformation our City is about to experience with the Western Sydney International (Nancy-Bird Walton) Airport and infrastructure planned that will shape how we grow and change. To ensure our *LSPS* is up-to-date, we intend to review the *LSPS* every two years or when new information comes to hand.

## Implementation through the Planning Framework

Council's planning framework includes Local Environmental Plans, Development Control Plans and other supporting policies and plans. Where relevant, the *LSPS* will be implemented through these various mechanisms.

Council will also review its primary planning instrument, the Penrith Local Environmental Plan 2010, in phases, to address the actions in the *LSPS* and in response to the outcomes of the strategy program.

| PLANNING PRIORITY/ACTION   |   | O | I | S-M | M-L |
|--|---|---|---|-----|-----|
| <b>1. ALIGN DEVELOPMENT, GROWTH AND INFRASTRUCTURE</b>                         |   |   |   |     |     |
| 1.1  | Determine the local infrastructure needs for our communities  |   |   | ●   |     |
| 1.2  | Prepare a funding strategy for local infrastructure needs   |   |   | ●   |     |
| 1.3  | Review Council's Development Contributions Framework to determine local infrastructure needs for current and future communities   |   |   | ●   |     |
| 1.4  | Prepare a SMART City Strategy to identify digital infrastructure requirements   |   |   | ●   |     |
| <b>2. WORK IN PARTNERSHIP TO UNLOCK OUR OPPORTUNITIES</b>                      |   |   |   |     |     |
| 2.1  | Prepare a Community Participation Plan and Community Engagement Strategy  |   | ● |     |     |
| 2.2  | Implement the <i>Greater Penrith Place Strategy</i>   | ● |   |     |     |
| 2.3  | Collaborate with state agencies and key landowners to deliver our opportunity areas   | ● |   |     |     |
| 2.4  | Collaborate with neighbouring council's on cross-boundary issues  | ● |   |     |     |
| <b>3. PROVIDE NEW HOMES TO MEET THE DIVERSE NEEDS OF OUR GROWING COMMUNITY</b> |   |   |   |     |     |
| 3.1  | Prepare a Local Housing Strategy  |   | ● |     |     |
| 3.2  | Investigate the rezoning of land in Orchard Hills North urban release area with supporting planning and development controls  |   | ● |     |     |
| 3.3  | Review and update planning and development controls to encourage the delivery of mixed-use and high-density residential development in Penrith City Centre, St Marys Town Centre, and Kingswood | ● |   |     |     |
| 3.4  | Investigate urban investigation areas at Glenmore Park South, Mt Vernon and Orchard Hills South   | ● |   |     |     |
| <b>4. IMPROVE THE AFFORDABILITY OF HOUSING</b>                                 |   |   |   |     |     |
| 4.1  | Develop an affordable housing policy  |   | ● |     |     |
| <b>5. FACILITATE SUSTAINABLE HOUSING</b>                                       |   |   |   |     |     |
| 5.1  | Investigate options for engagement and delivery of community capacity building initiatives in new communities   |   | ● |     |     |
| 5.2  | Understand and manage the implications of the Low-Rise Medium Density Housing Code  |   | ● |     |     |
| 5.3  | Update planning and development controls to improve the design, durability and sustainability of new dwellings and release areas  |   |   | ●   |     |
| 5.4  | Develop a city-wide Structure Plan  |   |   | ●   |     |

IMPLEMENTATION & MONITORING

| PLANNING PRIORITY/ACTION   |   | O | I | S-M | M-L |
|--|---|---|---|-----|-----|
| <b>6. ENSURE OUR SOCIAL INFRASTRUCTURE MEETS THE CHANGING NEEDS OF OUR COMMUNITIES</b> |   |   |   |     |     |
| 6.1  | Work with the NSW Department of Education and the Office of Sport to identify opportunities for joint use of school facilities  |   | ● |     |     |
| 6.2  | Review accessibility elements within Council's <i>Development Control Plan</i>  |   | ● |     |     |
| 6.3  | Update planning and development controls to incorporate community safety principles   |   | ● |     |     |
| 6.4  | Finalise the <i>Draft Penrith Sport and Recreation Strategy</i>   |   | ● |     |     |
| 6.5  | Develop a funding strategy for the delivery of new neighbourhood facilities   |   |   | ●   |     |
| 6.6  | Review, update and prepare plans of management for sportsgrounds, playgrounds and community land  |   |   | ●   |     |
| 6.7  | Investigate a new policy around public art on Council property and the property of other Government agencies  |   |   | ●   |     |
| 6.8  | Investigate further funding opportunities of public art   |   |   | ●   |     |
| 6.9  | Conduct healthy built environment audits for suburbs to identify opportunities for improved access to physical activity, social connection and healthy food   |   |   | ●   |     |
| 6.10   | Update planning and development controls to incorporate best practice guidelines in healthy built environments  |   |   | ●   |     |
| 6.11   | Finalise the <i>Library Services Strategy</i>   |   |   | ●   |     |
| <b>7. ENRICH OUR PLACES</b>  |   |   |   |     |     |
| 7.1  | Prepare local character statements  |   | ● |     |     |
| 7.2  | Investigate ways to better encourage, support and enable innovative design and architectural excellence   |   | ● |     |     |
| <b>8. RECOGNISE AND CELEBRATE OUR HERITAGE</b>   |   |   |   |     |     |
| 8.1  | Review mapping and planning and development controls to protect natural and cultural heritage landscapes  |   |   | ●   |     |
| 8.2  | Update the <i>Penrith Heritage Study</i> , including our modern architecture  |   |   |     | ●   |
| <b>9. SUPPORT THE NORTH SOUTH RAIL LINK AND EMERGING STRUCTURE PLAN</b>                |   |   |   |     |     |
| 9.1  | Protect and zone future transport corridors   |   |   | ●   |     |
| 9.2  | Finalise a long-term Structure Plan   |   |   |     | ●   |
| 9.3  | Work with State Government to plan for and around proposed station locations  | ● |   |     |     |
| 9.4  | Work with the Western Sydney Planning Partnership to facilitate the rezoning of land in accordance with sequencing and servicing requirements outlined in the Western Sydney Aerotropolis Plan and associated Precinct Planning | ● |   |     |     |
| 9.5  | Participate in the business case planning for North South Rail  | ● |   |     |     |
| 9.6  | Work with the Department of Planning, Infrastructure and Environment on the planning for the Greater Penrith to Eastern Creek Growth Area   | ● |   |     |     |

| PLANNING PRIORITY/ACTION  | O | I | S-M | M-L |
|---|---|---|-----|-----|
| <b>10. PROVIDE A SAFE, CONNECTED AND EFFICIENT LOCAL NETWORK SUPPORTED BY FREQUENT PUBLIC TRANSPORT OPTIONS</b>   |   |   |     |     |
| 10.1 Finalise the <i>Penrith City Centre Transport Management Plan</i>  |   | ● |     |     |
| 10.2 Prepare a revised car parking strategy for the Penrith City Centre   |   | ● |     |     |
| 10.3 Implement smart city initiatives and technologies to deliver more efficient parking facilities   |   | ● |     |     |
| 10.4 Review and update our PATHS Strategy to deliver an integrated shared pathway network across our city   |   |   | ●   |     |
| 10.5 Undertake a Transport Management Plan for St Marys Town Centre   |   |   | ●   |     |
| 10.6 Work with Transport for NSW to prioritise the delivery of a rapid bus and shared lane between Western Sydney Aerotropolis and Penrith City Centre                            | ● |   |     |     |
| 10.7 Engage with government to identify appropriate intermodal locations that bring benefits to our community   | ● |   |     |     |
| <b>11. SUPPORT THE PLANNING OF THE WESTERN SYDNEY AEROTROPOLIS</b>  |   |   |     |     |
| 11.1 Develop a Western Sydney Airport Action Plan to ensure the governments measure of success with the new airport are achieved and they have met our communities' expectations. |   | ● |     |     |
| 11.2 Work with the Western Sydney Planning Partnership to deliver precinct planning of the initial and remaining precincts  | ● |   |     |     |
| <b>12. ENHANCE AND GROW PENRITH'S ECONOMIC TRIANGLE</b>   |   |   |     |     |
| 12.1 Prepare an Employment Lands Strategy   |   | ● |     |     |
| 12.2 Prepare a Centres Strategy incorporating the principles for centres within the Western City District Plan  |   | ● |     |     |
| 12.3 Review and update the planning and development controls for Penrith City Centre in line with the vision identified within the Western City District Plan                     |   | ● |     |     |
| 12.4 Prepare a structure plan for Penrith City Centre to guide the centre's future growth   |   | ● |     |     |
| 12.5 Review and update the planning and development controls for St Marys Town Centre in line with the vision identified within the Western City District Plan                    |   | ● |     |     |
| 12.6 Prepare a structure plan for St Marys Town Centre to guide the centre's future growth  |   | ● |     |     |
| 12.7 Prepare a structure plan to guide future land uses including emerging centres  |   |   | ●   |     |

| PLANNING PRIORITY/ACTION  |   | O | I | S-M | M-L |
|---|---|---|---|-----|-----|
| <b>13. REINFORCE 'THE QUARTER' AS A SPECIALISED HEALTH, EDUCATION, RESEARCH AND TECHNOLOGY PRECINCT</b> |   |   |   |     |     |
| 13.1  | Prepare a Structure Plan to guide future land uses for the precinct   |   |   | ●   |     |
| 13.2  | Identify and map The Quarter's innovation ecosystem to identify important connections and opportunities to facilitate the expansion and growth of the precinct  |   |   | ●   |     |
| 13.3  | Identify the long-term infrastructure requirements to support the growth of the precinct  |   |   |     | ●   |
| 13.4  | Delivery of actions identified in <i>The Quarter Action Plan</i>  | ● |   |     |     |
| 13.5  | Delivery of the actions identified in the <i>Greater Penrith Collaboration Area Place Strategy</i>  | ● |   |     |     |
| <b>14. GROW OUR TOURISM, ARTS AND CULTURAL INDUSTRIES</b>   |   |   |   |     |     |
| 14.1  | Prepare a joint-study with Blue Mountains and Hawkesbury City Councils to determine needs and key linkages to support the growth of arts and cultural industries  |   |   | ●   |     |
| 14.2  | Review and update Council's Destination Management Plan   |   |   | ●   |     |
| 14.3  | Review planning controls to ensure there are opportunities for tourism, arts and culture  |   |   | ●   |     |
| <b>15. BOOST OUR NIGHT-TIME ECONOMY</b>   |   |   |   |     |     |
| 15.1  | Prepare a framework for the development of the night-time economy in St Marys Town Centre   |   | ● |     |     |
| 15.2  | Review our planning controls to ensure the permissibility of land uses provides an appropriate and complementary mix of land uses that enhance the night-time economy   |   |   | ●   |     |
| 15.3  | Prepare planning and development controls to mitigate noise and protect local amenity   |   |   | ●   |     |
| 15.4  | Implement the <i>Penrith Pedestrian Lighting Strategy</i>   | ● |   |     |     |
| <b>16. PROTECT AND ENHANCE OUR HIGH VALUE ENVIRONMENT LANDS</b>   |   |   |   |     |     |
| 16.1  | Collaborate with Infrastructure NSW, other State agencies, water service providers and councils on the South Creek Corridor Project to improve the management of water quality and quantity in the Corridor and implement through planning and development controls, where required |   | ● |     |     |
| 16.2  | Collaborate with the Department of Planning, Industry and Environment on the preparation of the Cumberland Plain Conservation Plan  |   | ● |     |     |
| 16.3  | Complete the Scenic and Cultural Landscapes Study, including statements of significance for high value landscapes   |   | ● |     |     |
| 16.4  | Prepare a biodiversity study, informed by the <i>Cumberland Plain Conservation Plan</i> , to identify specific actions for the Penrith local government area  |   |   | ●   |     |
| 16.5  | Review mapping and planning controls for environmental zones and Natural Resources Sensitive Land in Penrith LEP 2010 to ensure consistency with the Cumberland Plain Conservation Plan   |   |   | ●   |     |

| PLANNING PRIORITY/ACTION   | O | I | S-M | M-L |
|--|---|---|-----|-----|
| <b>16. PROTECT AND ENHANCE OUR HIGH VALUE ENVIRONMENT LANDS</b>  |   |   |     |     |
| 16.6 Review mapping and planning and development controls for land with scenic and landscape values to protect and enhance identified high value landscapes  |   |   | ●   |     |
| <b>17. DEFINE AND PROTECT THE VALUES AND OPPORTUNITIES WITHIN THE METROPOLITAN RURAL AREA</b>  |   |   |     |     |
| 17.1 Complete the <i>Rural Lands and Villages Study</i> , the <i>Scenic and Cultural Landscapes Study</i> and the <i>Rural Lands and Villages Strategy</i>   |   | ● |     |     |
| 17.2 Prepare local character statements for the rural villages and localities based on their environmental, social and economic values   |   | ● |     |     |
| 17.3 Review and update planning and development controls to support the implementation of local character statements for our villages  |   |   | ●   |     |
| 17.4 Investigate the potential for rural lifestyle housing based on planning principles that require no adverse impacts on the local area and incentives to enhance the environmental, social and economic values of the MRA   |   |   | ●   |     |
| 17.5 Continue to engage with relevant Government agencies and other stakeholders on the development of the Agribusiness Precinct within the Western Sydney Aerotropolis Growth Area to understand the benefits and investigate the opportunities for Penrith's rural lands |   |   | ●   |     |
| 17.6 Investigate expansion of appropriate forms of rural tourism and visitor accommodation   |   |   | ●   |     |
| 17.7 Establish interim policy measures to manage the transition of existing rural areas that are subject to long term land use change  |   |   | ●   |     |
| 17.8 Apply Council's planning framework to define and protect the MRA shown in Map 8 and described in the <i>Draft Rural Lands and Villages Strategy</i>   | ● |   |     |     |
| <b>18. CONNECT OUR GREEN AND BLUE GRID</b>   |   |   |     |     |
| 18.1 Prepare a <i>Green and Blue Grid Strategy</i>   |   | ● |     |     |
| 18.2 Review mapping and planning and development controls to update our green and blue grid  |   |   | ●   |     |
| 18.3 Investigate funding opportunities for new open space to support our green and blue grid   |   |   | ●   |     |

| PLANNING PRIORITY/ACTION                                    |  | O | I | S-M | M-L |
|---|--|---|---|-----|-----|
| <b>19. CREATE AN ENERGY, WATER AND WASTE EFFICIENT CITY</b> |  |   |   |     |     |
| 19.1  | Investigate opportunities to create low-carbon, high efficiency precincts within the Penrith and St Marys and the North South Economic corridor  |   | ● |     |     |
| 19.2  | Investigate opportunities to use new technologies for managing stormwater at a residential level   |   | ● |     |     |
| 19.3  | Develop new standards which encourage developers to provide for the irrigation of Council's open space areas from stormwater harvesting and storage infrastructure   |   | ● |     |     |
| 19.4  | Participate in the Western Sydney Planning Partnership to develop best practice local government engineering standards to deliver water sensitive urban design   |   | ● |     |     |
| 19.5  | Investigate planning and development controls to: <ul style="list-style-type: none"> <li>• accommodate opportunities for waste infrastructure and the protection of existing resource recovery facilities</li> <li>• provide incentives to developers when it can be demonstrated that high quality sustainable outcomes can be achieved, and</li> <li>• provide for well planned waste infrastructure within new residential, commercial and industrial developments</li> </ul> |   |   | ●   |     |
| 19.6  | Review and update planning and development controls to: <ul style="list-style-type: none"> <li>• provide more climate suited residential buildings to achieve more sustainable outcomes, and</li> <li>• ensure integrated, consistent and contemporary controls relating to the management of stormwater, and new developments meet best practice water efficiency</li> </ul>  |   |   | ●   |     |
| 19.7  | Identify opportunities to implement water sensitive urban design on public and private land, including opportunities to better integrate water infrastructure and green infrastructure   |   |   | ●   |     |
| 19.8  | Investigate minimum land requirements for new development proposals to ensure the delivery of an integrated approach to stormwater management (quality and quantity) and water conservation  |   |   | ●   |     |
| 19.9  | Update the Penrith <i>Avoidance and Resource Recovery Strategy</i>   |   |   | ●   |     |
| 19.10   | Work with other Western Sydney councils, utilities and stakeholders to create an integrated approach to manage stormwater quality and efficiencies   | ● |   |     |     |

| PLANNING PRIORITY/ACTION     |  | O | I | S-M | M-L |
|------------------------------|--|---|---|-----|-----|
| <b>20. MANAGE FLOOD RISK</b> |  |   |   |     |     |
| 20.1                         | Continue to work with the NSW Government on regional Flood Strategy  |   | ● |     |     |
| 20.2                         | Investigate the benefits of the Castlereagh Connection and its potential to support flood evacuation                               |   | ● |     |     |
| 20.3                         | Review, update and contemporise planning and development controls relating to water management and flood risk management planning  |   |   | ●   |     |
| 20.4                         | Consolidate mapping to incorporate all flood studies to create a contemporary resource for managing flood risk                     |   |   | ●   |     |
| 20.5                         | Finalise the program of floodplain risk management studies   | ● |   |     |     |
| 20.6                         | Improved information sharing and collaboration among all stakeholders  | ● |   |     |     |
| 20.7                         | Respond to Hawkesbury Nepean Regional Flood Study and Flood Taskforce  | ● |   |     |     |
| 20.8                         | Continue to advocate for delivery of Stage 1 of the Castlereagh Connection between the M7 and The Northern Road                    | ● |   |     |     |
| <b>21. COOL OUR CITY</b>     |  |   |   |     |     |
| 21.1                         | Review the <i>Cooling the City Strategy</i>  |   | ● |     |     |
| 21.2                         | Develop a <i>Penrith Resilience Strategy</i>   |   | ● |     |     |
| 21.3                         | Introduce objectives, planning and development controls to deliver a cooler city   |   |   | ●   |     |
| 21.4                         | Develop canopy targets and identify suburbs (new, existing and future) where there are opportunities for increasing canopy targets |   |   | ●   |     |

## Measures

Council reports on its performance through the Integrated Planning and Reporting Framework, with twice-a-year reports on progress towards our 4-year Delivery Program and four times a year on progress towards our current Operational Plan.

We've developed indicators to measure progress towards the outcomes our community wants to achieve, and we use performance measures to track our success in achieving what we set out to do within the Delivery Program. The actions within this LSPS will be included within our *Delivery Program* and *Operational Plan* to ensure we track and measure our delivery of our plan for our City.

## GLOSSARY

|                 |  |
|-----------------|--|
| <b>BASIX</b>    | Building Sustainability Index                    |
| <b>CBD</b>      | Central Business District                        |
| <b>CLT</b>      | Cross laminated timber                           |
| <b>CO2</b>      | Carbon dioxide                                   |
| <b>DCP</b>      | Development Control Plan                         |
| <b>DWS</b>      | Domestic Waste Strategy                          |
| <b>ha</b>       | hectares   |
| <b>IP&amp;R</b> | Integrated Planning & Reporting                  |
| <b>LEP</b>      | Local Environmental Plan                         |
| <b>GSRP</b>     | Greater Sydney Region Plan                       |
| <b>LGA</b>      | Local Government Area                            |
| <b>LSPS</b>     | Local Strategic Planning Statement               |
| <b>MRA</b>      | Metropolitan Rural Area                          |
| <b>NaTHERS</b>  | Nationwide House Energy Rating Scheme            |
| <b>PATHS</b>    | Penrith Accessible Trails Hierarchy Strategy     |
| <b>SEPP</b>     | State Environmental Planning Policy              |
| <b>STEM</b>     | Science, Technology, Engineering and Mathematics |
| <b>WCDP</b>     | Western City District Plan                       |
| <b>WSA</b>      | Western Sydney Airport                           |
| <b>WSIP</b>     | Western Sydney Infrastructure Plan               |
| <b>WSUD</b>     | Water Sensitive Urban Design                     |



# INTERPRETING ASSISTANCE

|            |  |
|------------|--|
| ENGLISH    | If you do not understand this, please contact the Telephone Interpreting Service on 131 450 and ask them to contact Penrith City Council on your behalf on (02) 4732 7777. Or come to the Council offices and ask for an interpreter.  |
| ARABIC     | إذا لم يكن بإمكانك قراءة النص أعلاه. الرجاء الاتصال بخدمات الترجمة الفورية الهاتفية (TIS) على الرقم 131 450 والطلب منهم الاتصال بدورهم بمجلس مدينة بنريث نيابة عنك على الرقم 4732 7777 (02). أو يمكنك الحضور إلى المجلس وطلب ترتيب مترجم فوري لك.  |
| CHINESE    | 如果您无法阅读这些文字，请致电 131 450 联系电话传译服务中心，请他们代您拨打 (02) 4732 7777 联系 Penrith 市议会。您也可以亲自到市议会来并要求获得口译服务。   |
| GREEK      | Αν δεν μπορείτε να το διαβάσετε αυτό, τηλεφωνήστε στην Τηλεφωνική Υπηρεσία Διερμηνέων στο 131 450 και ζητήστε τους να επικοινωνήσουν με το Δήμο Penrith (Penrith City Council) για λογαριασμό σας στον αριθμό (02) 4732 7777, ή ελάτε στη Δημαρχία και ζητήστε διερμηνέα.  |
| HINDI      | यदि आप इसे नहीं पढ़ पाते हैं, तो कृपया 131 450 पर टेलीफोन दुभाषिया सेवा से संपर्क करें और उनसे कहें कि आपकी ओर से पेनरथि सिटी काउंसिल से (02) 4732 7777 पर संपर्क करें. या आप काउंसिल आएँ और एक दुभाषिया की माँग करें.   |
| ITALIAN    | Se non riuscite a leggere questo, contattate il servizio telefonico di interpretariato al numero 131 450 e chiedetegli di contattare da parte vostra il comune di Penrith City al numero (02) 4732 7777 oppure venite in comune e richiedete un interprete.  |
| MALTESE    | Jekk ma tistax taqra dan, jekk jogħġbok, ikkuntattja lit-Telephone Interpreting Service fuq 131 450 u itlobhom biex jikkuntattjaw Penrith City Council f'ismek fuq (02) 4732 7777. Jew ejja l-Kunsill u itlob għal interpretu.   |
| PERSIAN    | اگر نمی توانید این مطلب را بخوانید، لطفاً به خدمات ترجمه تلفنی به شماره 131 450 زنگ بزنید و از آنان بخواهید با شورای شهر پنریت Penrith City Council به شما تماس بگیرند. یا اینکه به شهرداری Council آمده و مترجم بخواهید. (02) 4732 7777 از جانب شما تماس بگیرید.  |
| SINGHALESE | ඔබට මෙය කියවීමට නොහැකි නම්, කරුණාකර දුරකථන අංක 131 450 ඔබේ දුරකථන පරිවර්තන සේවාව (Telephone Interpreting Service) අමතා ඔබ චෙහුවෙන් දුරකථන අංක (02) 4732 7777 අමතා පත්විත් නගර සභාව (Penrith City Council) හා සම්බන්ධ කර දෙන ලෙස ඉල්ලා සිටින්න. නැතිනම් නගර සභාව වෙත පැමිණ හාන පරිවර්තකයකු ලබා දෙන ලෙස ඉල්ලා සිටින්න. |
| TAMIL      | இதை உங்களால் வாசிக்க இயலவில்லை என்றால், 'தொலைபேசி உரைபெயர்ப்பு சேவை'யை 131 450 எனும் இலக்கத்தில் அழைத்து 'பென்ரித் நகரவையுடன் (02) 4732 7777 எனும் இலக்கத்தில் உங்கள் சார்பாக தொடர்பு கொள்ளுமாறு கேளுங்கள். அல்லது நகரவைக்கு விஜயம் செய்து உரைபெயர்ப்பாளர் ஒருவர் வேண்டுமெனக் கேளுங்கள்.                             |
| VIETNAMESE | Nếu quý vị không thể đọc được thông tin này, xin liên lạc Dịch Vụ Thông Dịch Qua Điện Thoại ở số 131 450 và yêu cầu họ thay mặt quý vị liên lạc với Hội Đồng Thành Phố Penrith ở số (02) 4732 7777. Hoặc hãy tới Hội Đồng và yêu cầu có thông dịch viên.   |

Contact: Penrith City Council Telephone: 02 4732 7777  
Civic Centre Facsimile: 02 4732 7958  
601 High Street Email: council@penrith.city  
Penrith NSW