

PLACES OF PENRITH

PENRITH



EAST-WEST CORRIDOR

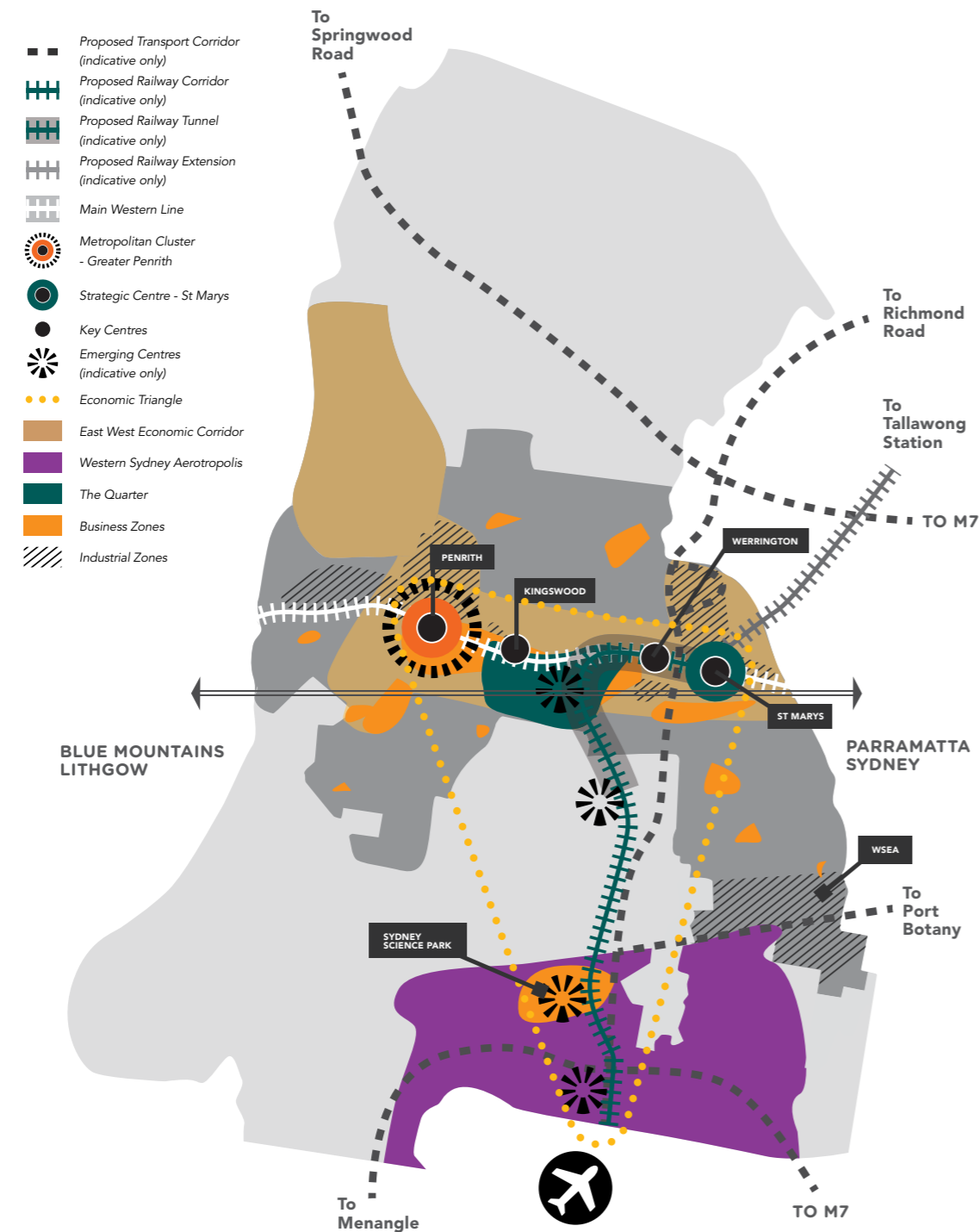
INTERIM CENTRES STRATEGY

April 2020

PENRITH
CITY COUNCIL

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

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.

THE EAST-WEST CORRIDOR

The East-West Corridor is an important strategic economic corridor at the heart of the Penrith Local Government Area. It is the foundational spine around which Penrith has grown to become one of Greater Sydney's metropolitan clusters. It is fundamental to Penrith's future success as a prosperous, vibrant and sustainable city.

Today the East-West Corridor encompasses a quarter of the total population of Penrith City and more than half of all local jobs are located there. With planned growth, the Corridor will accommodate more than two thirds of Penrith's future dwellings.

The Corridor stretches from Penrith Lakes in the west, through the centres of Kingswood and Werrington, encompasses our health and education precinct The Quarter and finishes at St Marys in the east. It comprises of four key connected centres, anchored to the train line and the Great Western Highway.

It also connects some of our key green and blue assets – the Nepean River, Ropes and South Creeks, Penrith Lakes, Jamison Park, Werrington Lakes, Tench Reserve and The Kingsway. The Corridor provides us with an opportunity to plan for maintenance and protection of these key assets into the future.

Penrith's Local Strategic Planning Statement identifies an economic triangle, with Penrith, St Marys and the Western Sydney Airport sitting at three apexes of the triangle. The East-West Corridor forms one full side of this triangle, giving Council the chance to build on a vision for the future.

Unprecedented infrastructure investment will occur in this area; this includes the North South Rail Link, freight and regional road infrastructure, rapid bus links and improved cross-regional connections. Centres along the East-West Corridor will benefit significantly from increased connectivity, presenting opportunities to capitalise on investment potential and provide amenity to our residents.

In recognition of the importance of the Corridor – not only for the Penrith LGA, but for the broader Western Parkland City – we have prepared this Interim Centres Strategy. This Strategy sets out our future vision for the Corridor and its centres, while also identifying actions for Council to undertake in order to realise this vision.



HOW DO WE PLAN FOR COMMUNITIES ALONG THE EAST-WEST CORRIDOR INTO THE FUTURE?

RELATIONSHIP TO OTHER STRATEGIC PLANNING WORK

The Local Strategic Planning Statement sets out actions required to deliver its vision. These actions include the preparation of a Centres Strategy, as well as structure planning for the East-West Corridor and the centres of Penrith and St Marys. This Interim Strategy is the first step in delivering on those actions.

We need to update the strategy for our centres because the documents we already have, such as Penrith Progression and the St Marys Town Centre Strategy, were prepared prior to the announcement of Western Sydney Airport and its associated infrastructure, including the North South Rail Link and rapid bus connections. These major projects make it timely for us to update our strategic vision, in order to take advantage of the benefits they will bring to our City.

WHY IS THE STRATEGY INTERIM?

This Strategy puts forward our current thinking on the East-West Corridor, based on the information available to us. We are currently waiting on further information on key infrastructure projects within the Corridor. In particular, once station locations for the North South Rail Link are announced, we will update this Strategy to reflect this information.

We are also undertaking a significant amount of strategic work, such as an updated Community Strategic Plan, an Employment Lands Strategy and a Green Grid Strategy. The outcomes of these will feed into a final Strategy, late in 2020 and early 2021 and allow us to finalise other key strategies including housing, rural lands and employment.

To support people to get the most out of life in Penrith City, we need to ensure our centres support resilient communities, strong economies and a healthy environment.

The forecast growth of the City is an opportunity to build on the current strengths of people and places, while continuing to work towards best practice social, environmental and economic outcomes.

Based on information we have about the current communities in the East-West corridor, and our prior engagement with them, we have identified six themes to continue to focus on while planning for and prioritising infrastructure.

The Community Indicator Framework will be the data-driven scaffolding used to identify needs and evaluate the performance of infrastructure in supporting community life over the long term.

The Community Indicator Framework themes are:

- ✓ **Housing:** Housing suits the needs of residents and the local environment in location, design, diversity and affordability.
- ✓ **Communities:** Communities are connected, inclusive and resilient.
- ✓ **Health:** People are healthy and well.
- ✓ **Education & Employment:** People access quality early and lifelong learning, school, tertiary education, training and gainful employment close to home.
- ✓ **Economy:** The local economy is resilient and sustainable.
- ✓ **Natural Environment:** The natural environment is protected and improved.

PLANNING PRINCIPLES FOR OUR CENTRES

Our vision for the future of Penrith City is that we are connected, healthy, innovative and balanced. This vision for 2036 has been embraced through our Local Strategic Planning Statement. This Interim Centres Strategy considers how this can be realised across the East-West Corridor and its centres. The following principles aim to help guide our planning in each centre to be consistent with the vision.



CONNECTED

- People can move easily and safely to, from and around our places, and feel connected to them
- Transport connections put pedestrian safety first and foremost
- Our places are designed and built to facilitate universal accessibility
- Permeability is encouraged, to allow people to best interact and connect with their community
- People can easily access the internet in public spaces and semi-public spaces (such as cafes).



HEALTHY

- Our community leads an active and healthy lifestyle, with easy access to opportunities for physical activity and barriers to physical activity removed, including those posed by the natural environment such as climate and topography
- Our environment is healthy, with biodiversity protected, increased urban canopy cover, the use of materials to reflect heat and maximised water infiltration
- Our places support a range of opportunities for the supply of, and access to, fresh healthy food including supermarkets, fruit and vegetable shops, corner shops, farmer's markets, community gardens and edible landscaping
- Public spaces are safe and inviting at all times of the day and night
- Community facilities and programs address the community's health and social needs.



INNOVATIVE

- Our centres are designed and built to embrace innovation and new communication technologies, for the benefit of our community
- Pathways and movement networks in our centres are designed to anticipate future mobility alternatives, providing flexibility to allow future innovations to be adopted; these include shared, electric and autonomous vehicles, personal and assisted mobility devices, charging facilities and a potential reduction in the need for car parking spaces
- Our centres provide spaces and other opportunities for production, performance and participation in creative and performing arts, including public art that reflects local community identity.



BALANCED

- Services, infrastructure and facilities support our growing population and visitors to our region, encompassing the timely provision of children's services, aged care, as well as cultural and recreational services and facilities which support health and wellbeing
- Urban development is balanced with the protection of our natural environment
- Population growth is balanced with the creation of local jobs to expand options for residents to work close to home
- The resilience and diversity of Penrith's economy is strengthened by supporting local small and medium enterprises to grow, as well as attracting start-ups and new businesses to invest in our city
- Access to education and training is fostered and better attuned to future employment, including training provision being co-located in employment land
- The social mix of our communities is encouraged through a diversity of housing options, with affordable housing opportunities scattered amongst other housing and indistinguishable from other forms of housing.



COVERS
5,300HA
13% OF LGA



46% 
OF PENRITH'S
GROWING ECONOMY

59% 
OF ALL JOBS IN PENRITH LGA

80% OF PENRITH'S JOBS IN HEALTH
CARE & SOCIAL ASSISTANCE

48,000
RESIDENTS
25%
OF PENRITH'S POPULATION




PROVIDES 
630HA
OF PARKLAND

POPULATION PROJECTED TO GROW BY
40,000 PEOPLE
BY **2036** 

59% 
OF THE LGA'S PROJECTED GROWTH

26%
OF THE LGA'S
OPEN SPACE
INCLUDING
Penrith &
Werrington Lakes,
Jamison Park,
The Kingsway &
Tench Reserve .

INCLUDES MORE
THAN TWO-THIRDS **68%**

OF PENRITH'S PLANNED FUTURE HOUSING

INCORPORATES
key waterways
Nepean River,
Penrith Lakes,
South Creek &
Ropes Creek.



Population and housing numbers based on Local Strategic Planning Statement, March 2020 and Draft Penrith Local Housing Strategy, September 2019.

EAST WEST CORRIDOR

A corridor of vibrant, accessible, complementary centres bounded by natural green space, providing great amenities for everyone. Delivering a diverse range of jobs, education, business and services, this corridor, along with the North South Rail Link, is critical to Greater Sydney's future productivity and is strengthened by connections within and outside to the Western Sydney Airport and Western Parkland City.

INTERIM ACTIONS

1. Continue to develop a draft Green Grid Strategy that identifies important green infrastructure across the East-West Corridor and linkages between these areas.
2. Continue to develop an Integrated Transport Master Plan for the East West Corridor that identifies the important regional transport links, also identifying which transport modes will be prioritised on those links.
3. Advocate for the construction of the Castlereagh Connection.
4. Work in partnership with Penrith Lakes Development Corporation and Government to maximise opportunities at Penrith Lakes.
5. Progress planning for all types of affordable housing to be delivered within the centres of the East-West Corridor by:
 - o Determining the need for affordable housing as part of the Affordable Housing Strategy
 - o Including affordable housing in the Development Contributions Framework
6. Prepare directions for our employment lands that identify the following for the East-West Corridor:
 - o The employment precincts and their industry specialisations, if any
 - o Actions required to stimulate jobs growth and provide jobs close to our community.

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|--------------------------------|--------------------------------------|----------------------------|
| Housing | Shops, Offices & Jobs | Tourism & Recreation |
| Industry | Major Social Infrastructure | Major Waterways |
| Proposed North South Rail Link | Potential North South Rail Extension | Future Transport Corridors |
| Great West Walk | Rapid Bus | Public Transport Corridor |
| Green Space | T1 Western Rail Line | |
| Emerging Centre | East West Corridor | |
| Penrith Lakes | Future Green Grid | |



PRIORITIES FOR PENRITH

THE CITY CENTRE

1. Create four key nodes of activity that support concentrated higher densities within the City Centre to achieve compact, activated and walkable areas:
 - Western Gateway at the intersection of Mulgoa Road and High Street
 - Eastern Gateway at the intersection of North and High Street
 - City Heart – the focus of commercial development
 - City Living – a transition from the commercial core to the mixed-use zone, bringing people closer to the City Centre
2. Introduce residential development in the eastern part of the City Centre around the City Living node. Ensure active uses are provided at ground and first floors.
3. Improve connections across the rail line for pedestrians and cyclists at Penrith Station, Evan Street and Parker Street. Provide additional active transport crossings of the rail line where possible. Improve the pedestrian connection from Penrith Station across Jane Street to the CBD.
4. Deliver City Park and utilise it as the green heart of the City:
 - Provide active transport connections to and from City Park to key destinations such as the Nepean River and Jamison Park
 - Ensure that surrounding uses activate and front the park
5. Focus cultural, community and tourism uses around the Western Gateway; expand the offerings and provide green and safe active transport connections to these facilities.
6. Work with City Deal partners to release the Multi-User Depot site for sale, and consider it as a northern extension of the City Centre in order to maximise job growth. Improve linkages from it across the rail line.
7. Consider new road connections to enhance the way that traffic moves around the City Centre, while allowing future potential to reduce traffic in the key streets including High Street, Henry Street, Riley Street and Station Street.
8. Consolidate and optimise car parking across the City Centre to the three key locations of Union Road, Judges Place and Soper Place. Integrate car parking as part of redevelopments, providing mixed uses appropriate to their City Centre location. Ensure any car parking delivered within developments allows flexibility to transition to different uses over time as demand changes.
9. Retain pedestrian permeability through the City Centre by retaining existing arcades and laneways. Take future opportunities to provide additional through site links, particularly to key spaces such as City Park.
10. Cool the City – increase urban tree canopy, particularly along active transport links.
11. Enhance active transport connections between Penrith Selective High School, the City Centre and transport interchange.





LINKING TO THE NEPEAN RIVER

1. Prioritise the movement of pedestrians and cyclists from the CBD across Mulgoa Road, for instance through the provision of an active transport bridge.
2. Improve the pedestrian and cycle connection from Mulgoa Road to the Great River Walk and the Yandhai Nepean Crossing.
3. Activate the vacant land surrounding the eastern landing of the Yandhai Nepean Crossing to attract people to this area, capitalising on its natural assets and existing infrastructure.



PENRITH

THE DYNAMIC CENTRE

A sustainable and progressive city that celebrates its natural surroundings and offers a range of quality living, working and leisure options for the Western Parkland City and its communities.

INTERIM ACTIONS

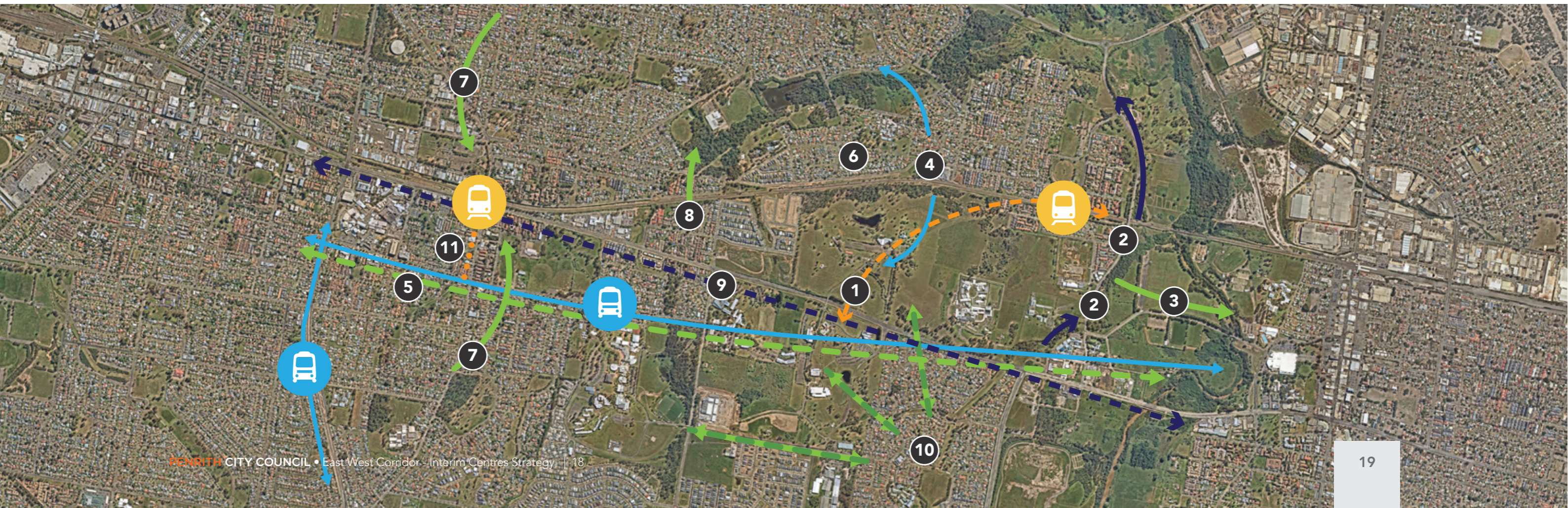
1. Continue to prepare a Movement and Place Plan for Penrith that prioritises active travel in the City Centre and identifies future actions necessary to delivering the Plan. It should specifically consider the following:
 - o Delivering safe, green active travel pathways between City Park, Penrith Station and Bus Interchange, the cultural precinct, the Nepean River and Nepean Hospital
 - o Creating a new bus connection to the Station Interchange away from Station Street
 - o Creating a new active travel link(s) across the T1 Western Rail line
2. During the preparation of the Green Grid Strategy, identify ways to deliver increased shade in open space and public domain throughout the City Centre.
3. Preparation of the Employment Lands Strategy will explore ways to expand cultural offerings and deliver new uses within the City Centre, such as permanent fresh food and local artisan craft markets, maker spaces for creative industries and multiversity learning options.



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|-------------------------------|----------------------------|--|
| ● Supporting Infrastructure | ● Education & Health | ••• Shared Connection |
| ● Tourism & Recreation | ● Green Space | ➡ Improved Connection Across Rail |
| ● Housing | ● Transport Interchange | ➡ Potential Future Active Transport Bridge |
| ● Industry and Innovation | ⚡ T1 Western Rail Line | ➡ City Gateway |
| ● Civic, Cultural & Community | ••• Probable Maximum Flood | ➡ Public Transport Corridor |
| ● Major Waterways | ➡ Active Transport Link | ➡ Rapid Bus |
| ● City Centre | ••• Pedestrian Connection | |

PRIORITIES FOR KINGSWOOD & WERRINGTON

1. Improve the public transport offering for the centres of Kingswood and Werrington, and The Quarter more broadly.
2. Extend Gipps Street and improve Werrington Road to support north-south traffic connectivity between Dunheved Road and the M4 Motorway, as well as providing alternative access to the proposed St Marys intermodal facility.
3. Improve active transport connections between Werrington and St Marys to provide better access to schools, shops and jobs, as well as the green corridor of South Creek.
4. Improve active and public transport connectivity across the railway between The Quarter and Werrington County to provide better access to schools and shops and support a potential north-south bus route between Jordan Springs, The Quarter and Orchard Hills.
5. Enhance the active and public transport connections between Penrith City Centre, The Quarter and St Marys.
6. Align the community facilities offering in Werrington with the needs of the surrounding community and improve connections to existing community facilities.
7. Improve safe active transport connections both to and across Kingswood Station from both sides of the rail line.
8. Improve active transport access to Werrington Lakes Reserve/ Werrington Sports Hub.
9. Improve safety, efficiency and reliability of the Great Western Highway and the functionality of the intersection with Parker Street.
10. Improve active transport connections from Claremont Meadows to the facilities and services provided by Kingswood and Werrington.
11. Enhance the function of Bringelly Rd (north of Derby St/Second Ave) as the local community and retail centre of Kingswood and improve links to Chapman Gardens Park.
12. Improve permeability and encourage public use of Kingswood health and education campuses.



KINGSWOOD

SPECIALISED INNOVATION DRAW

A community with an innovative health and education core that celebrates diversity offering vitality for residents, students and workers in everyday life.



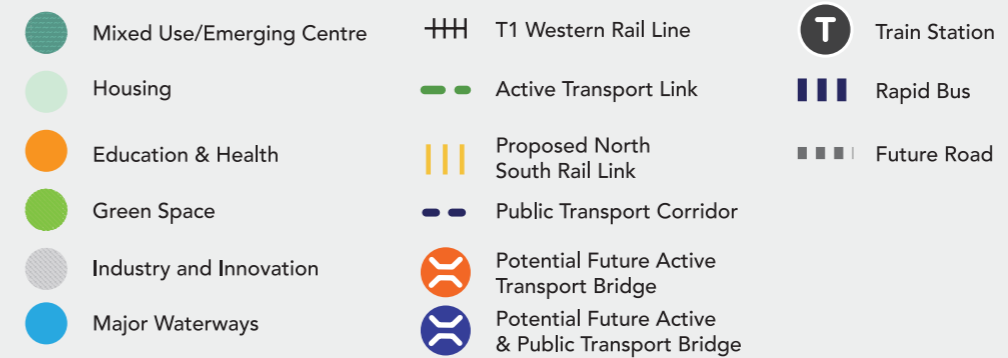
WERRINGTON

EVOLVING HEART OF THE CORRIDOR

A contemporary neighbourhood that is well connected to surrounding centres, providing a balance of jobs and housing for a variety of lifestyles, set within an abundance of green open spaces.

INTERIM ACTIONS

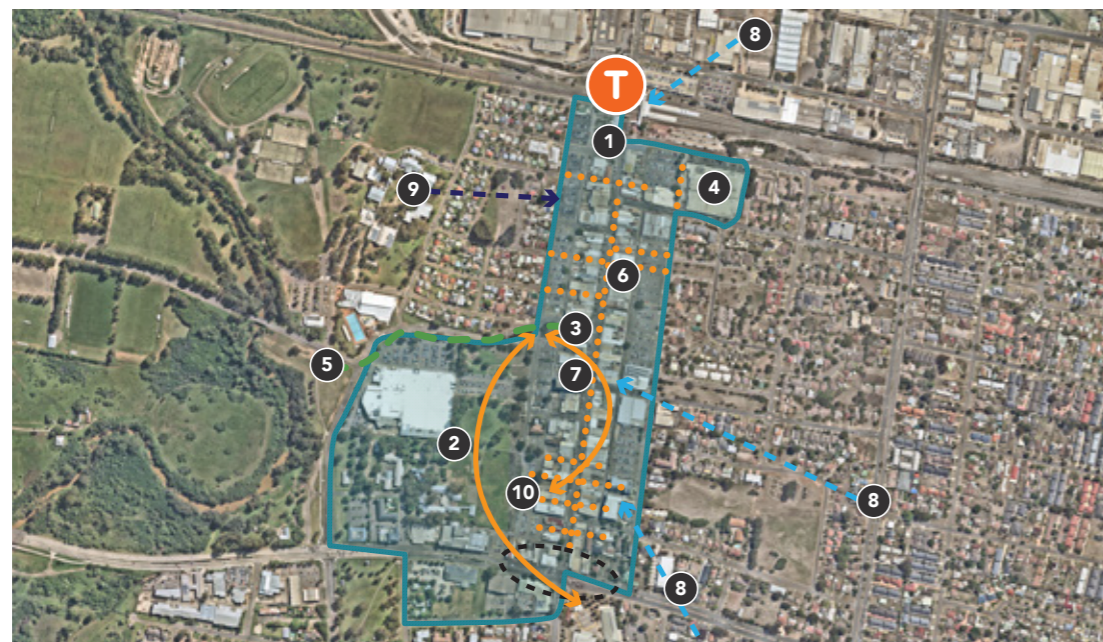
1. Advocate for:
 - o A station on the North South Rail Link at The Quarter
 - o An extension of Gipps Street and improvement of Werrington Road to support north-south traffic between Dunheved Road and the M4 Motorway
 - o The rapid bus service from Penrith City Centre to Western Sydney International Airport and the Aerotropolis to stop at the Nepean Hospital precinct
2. Consider the existing zoned employment lands in Werrington and their role in creating a new centre as part of the Employment Lands Strategy
3. Investigate a potential public transport corridor for frequent turn-up-and-go services between Penrith City Centre, The Quarter and St Marys as part of the East-West Corridor Transport Master Plan
4. Review the adequacy of existing community facilities (Harold Corr Community Centre, Werrington Youth Centre and Arthur Neave Memorial Hall) in providing for the future community, as part of the Neighbourhood Facilities Strategy.



PRIORITIES FOR ST MARYS

THE TOWN CENTRE

1. Enhance the High Street function of Queen Street.
2. Investigate future community facility requirements as part of the Neighbourhood Facilities Strategy, including the relationship of the library and community facilities to a central Town Centre location. Ensure the location is safely and comfortably accessible for pedestrians and cyclists.
3. Enhance Coachmans Park to:
 - o Strengthen its role as a community place at the centre of St Marys
 - o Build an inviting connection between Queen Street, Lang and Kokoda Park and the shopping centre
4. Ensure future development within the mixed-use zone provides commercial and retail uses on the ground and first floors.
5. Deliver a major green connection that facilitates active transport between Queen Street and South Creek's open space.
6. Increase pedestrian permeability within the Town Centre through the delivery of through-site links.
7. Limit traffic volume and speed on Queen Street.
8. Improve connections, particularly active transport connections, from surrounding suburbs (including North St Marys, Colyton and Oxley Park) to ensure these communities benefit from the Town Centre's services and facilities.
9. Enhance active transport connections to and from St Marys Senior High School to the Town Centre and transport interchange.
10. Enhance the entry to the Town Centre from the Great Western Highway.



TRANSPORT INTERCHANGE

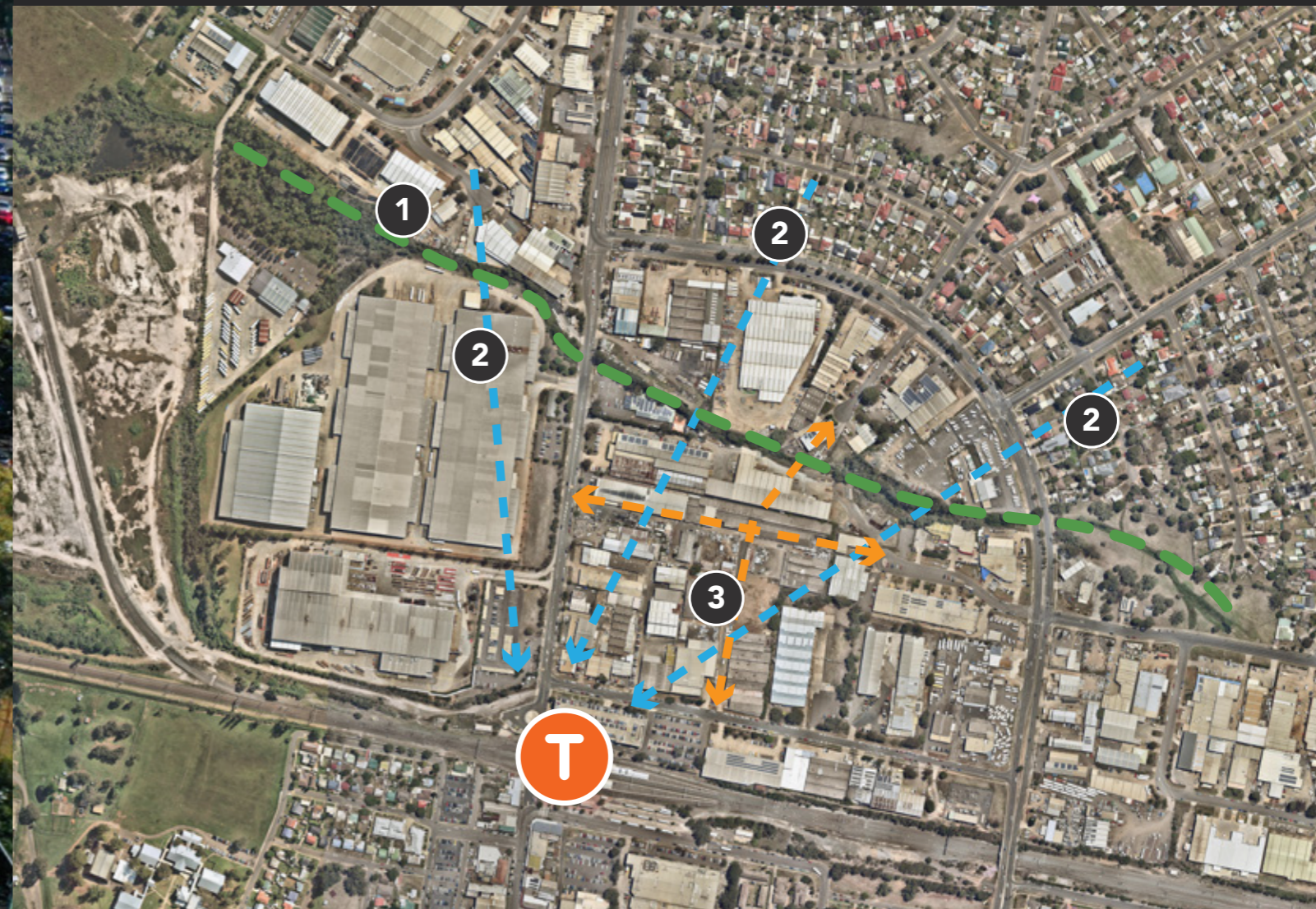
1. Understand both alignment and configuration of the new Metro line, for instance whether the interchange/ rail line is underground.
2. Activate the areas surrounding the transport interchange, both north and south, to make this area more attractive and draw people out of the interchange to spend time in St Marys.
3. South of the interchange, between Station and Gidley Streets, consider delivering a pedestrian plaza with active frontages and outdoor dining to draw pedestrians toward Queen Street.
4. Unimpeded pedestrian permeability across Station Street from any future transport interchange is paramount.
5. Improve the north-south connection across the existing rail line for pedestrians and cyclists. Workers from the employment area should see the St Marys town centre south of the rail line as an easy destination to access.
6. Provide convenient and safe access to the interchange for pedestrians and cyclists in all directions.
7. Main vehicle access to the interchange should be north of the rail line via Harris Street or Forrester Road. Direct access for private vehicles should be avoided south of the rail line. Private vehicle pick-up and drop-off south of the rail line could be accommodated at West Lane (without providing access to Queen Street).





NORTH OF THE RAIL LINE

1. Enhance the existing drainage line through the industrial area to increase its amenity, provide open space and options for active transport. Improve active transport connections to and from this corridor.
2. Improve the connection to the transport interchange and the Town Centre for:
 - Residents of North St Marys
 - Workers throughout the industrial area
3. Improve permeability through the industrial area by extending Forthorn Place to Forrester Road and Telford Place to Harris Street, including walking and cycling links.



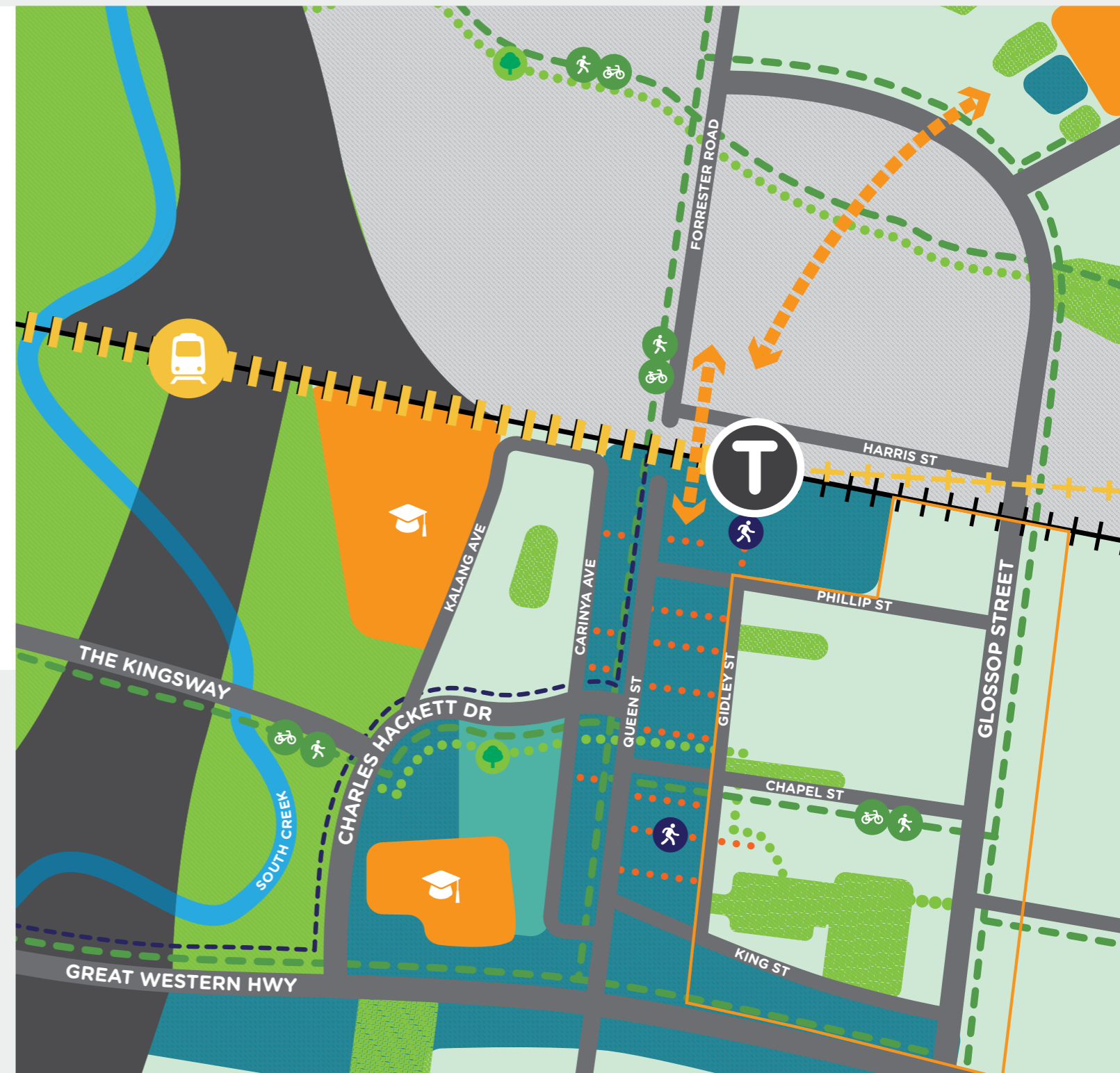
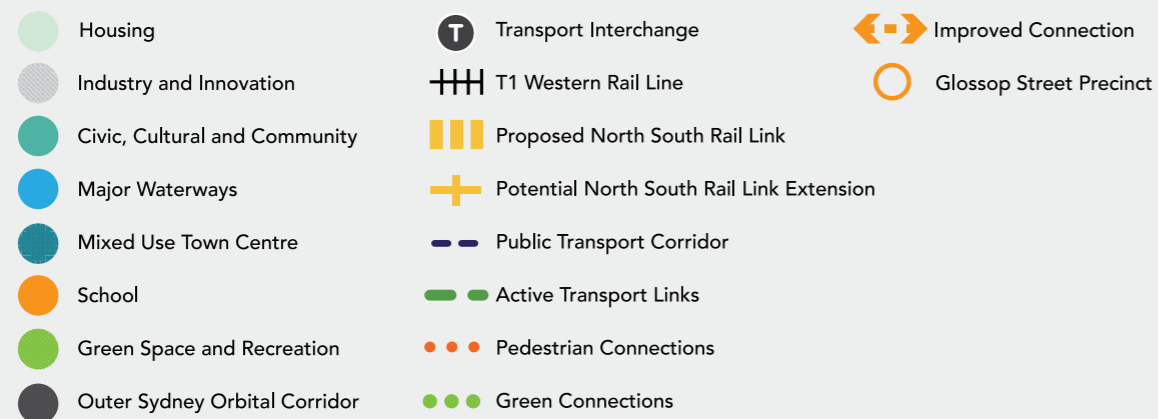
ST MARYS

THE LIVELY HUB

A bustling and well-connected hub of residents and workers, grounded in its rich history, thriving industry and diversity of people, embodying opportunity for growth and change.

INTERIM ACTIONS

1. Continue to work with the NSW Government on the delivery of the North South Rail Link in the Town Centre.
2. Prepare a Movement and Place Plan for St Marys that will:
 - o Address the future implications of North South Rail for active and public transport connections for residents of St Marys and surrounding suburbs
 - o Identify key active transport links within the town centre and from the surrounding residential areas to the Town Centre
3. Investigate future community facility requirements as part of the Neighbourhood Facilities Strategy including the relationship of library and community facilities to a central Town Centre location.
4. During preparation of the Green Grid Strategy identify ways to deliver increased shade in open space and public domain throughout the Town Centre.
5. Identify upgrades to the public domain along the Great Western Highway to improve accessibility and amenity at the Southern entry to the Town Centre, for instance shade, signage, wayfinding, public transport stops and pedestrian access.



NEXT STEPS

FINALISATION OF STRATEGY

This is an interim strategy. As planning for the North South Rail Link progresses, further information will become available that may further inform this Strategy. Also, we are still working on other plans and strategies for our City that will provide further direction for the East-West Corridor. We are aiming to have an updated version of this Strategy, which includes the outcomes from this other work, ready for public consultation at the beginning of 2021.



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