

Public Exhibition Outcomes Report

East-West Corridor: Kingswood–Werrington Structure Plan and draft Kingswood–Werrington Place Plan

September 2026

PENRITH CITY COUNCIL

Acknowledgement of Country

We acknowledge and pay respect to the Darug and Gundungarra people who are the traditional owners in which Penrith Local Government Area is situated.

We also pay our respect to elders past, present and emerging, and to the First Nations people living in our community today.

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Background

From 28 May to 26 June 2026, Penrith City Council publicly exhibited the draft *East-West Corridor: Kingswood–Werrington Structure Plan* and the draft *Kingswood–Werrington Place Plan* to seek feedback from the community and stakeholders about future planning for Kingswood and Werrington.

The draft Structure Plan sets a 20-year strategic vision for the corridor, including where future housing, jobs and business activity should be located and how growth should be coordinated to support liveability, accessibility and resilience. The draft Place Plan is delivery focused and identifies practical actions over the short to medium term to improve safety, comfort, activation, local identity and the everyday experience of Kingswood and Werrington.

Engagement was undertaken over a 4-week public exhibition period. Council granted extensions to a small number of stakeholders who requested additional time to provide a submission due to special or exceptional circumstances. During the exhibition period, Council used a range of communication and engagement activities to invite feedback from residents, businesses, landowners, community groups, government agencies, service providers and other stakeholders with an interest in the corridor and centres.

This report summarises the engagement process and the key themes raised during public exhibition. It identifies matters of support, concern and suggested changes and is intended to inform amendments to the draft Structure Plan and draft Place Plan before they are reported back to Council.

The community engagement process sought to understand:

- which elements of the draft Structure Plan and draft Place Plan were broadly supported
- what concerns, local issues or gaps respondents wanted Council to address before finalising the documents
- which actions and implementation priorities should be emphasised in future planning, placemaking and delivery

Feedback will help inform:

- refinement of the draft Structure Plan and draft Place Plan
- matters to investigate through future planning for the Kingswood and Werrington precincts

How we engaged

As part of the public exhibition, Council invited feedback from residents, landowners, businesses, community groups, agencies and other stakeholders with an interest in Kingswood and Werrington.

To raise awareness of the exhibition, Council used the communication channels shown in the table below.

Communication channels	

Your Say Penrith website	• Project page set up which received:
	  ○ 2,266 views, 1,888 visits and 1,342 visitors
	  ○ 1,205 first-time visits and 683 returning visits

Emails	• One email campaign sent to project subscribers and stakeholders
Organic social media	• Organic social media posts used to promote the public exhibition across Council channels, and to direct community members to the Your Say Penrith project page

E-newsletters	• Public exhibition information included in:
	  ○ Our Place e-newsletter
	  ○ Sector Connect e-newsletter
	  ○ Staff Bulletin e-newsletter

Media	• One media release distributed resulting in:
	  ○ media coverage within local and sector publications
	  ○ increased awareness of the public exhibition and directed readers to the project page
	• Additional communications included Mayoral and Council updates during the exhibition period.

Flyer	• Flyer distributed
Internal	• Internal briefings supported staff awareness of the public exhibition

Community members and stakeholders could provide feedback on the draft Structure Plan and draft Place Plan through an online survey, written submissions by email or letter, written feedback forms and in-person discussions at a drop-in session.

Community engagement methods and responses



- Online Your Say Penrith page:
  - 194 contributions to survey
  - 1,342 visitors to the project page
  - 389 downloads of supporting documents



- 61 written contributions by email, CRM and written feedback forms



- 68 attendees at an in-person drop-in session at the Kingswood Neighbourhood Centre on 17 June 2026

Engagement by others

This report relates to engagement activities undertaken directly by Penrith City Council. Engagement activities by other organisations occurred around the same period and may have contributed to community interest in Council's public exhibition of the draft Kingswood–Werrington Structure Plan and draft Place Plan.

During Council's public exhibition period, the Animal Justice Party NSW launched a campaign titled 'Save Penrith's Kangaroos'. Several attendees at the community drop-in session advised Council staff that they attended after seeing social media material from the Animal Justice Party NSW. Some submissions also referred to the campaign material. At the time of writing, a petition with 3,193 signatures is on its website. A separate petition by 'Save Western Sydney Wildlife Australia' commenced during the writing of this report. It currently has 411 signatures.

In early June 2026 during Council's public exhibition period, Stockland launched a webpage titled 'Introducing the Werrington Precinct' and an accompanying newsletter dated June 2026. On 23 July 2026, the Department of Planning, Housing and Infrastructure (DPHI) placed the Western Sydney University and Stockland State Assessed Rezoning Proposal (SARP) for the Western Sydney University Werrington North and South sites on exhibition. The exhibition closed on 20 August 2026. Some community feedback on the draft plans indicated uncertainty about the relationship between Council's public exhibition and the DPHI's separate SARP process, including Council's role in each process.

This report relates to engagement activities undertaken directly by Penrith City Council for the draft Kingswood–Werrington Structure Plan and draft Place Plan.

Who we engaged with

Community engagement ran from 28 May to 26 June 2026, with extensions provided in special or exceptional circumstances. During this period, Council received 256 submissions in total. Public exhibition submitters included residents, community members, not-for-profit organisations, community groups, NSW Government agencies, businesses, institutions and one student.

What we heard

Summary of feedback

Public exhibition confirmed strong community and stakeholder interest in the future of the Kingswood–Werrington corridor. Environment and biodiversity were the most frequently recorded theme, with 301 coded mentions and 223 submissions where an environment and biodiversity matter was recorded as the primary or core theme. Submissions frequently raised concerns about the future of the kangaroo population on Western Sydney University land in Werrington, biodiversity protection and the environmental impacts of future development.

Beyond wildlife issues, participants commonly raised concerns about infrastructure capacity, traffic congestion, and sequencing growth with supporting infrastructure. Views on housing growth were mixed, with some participants supporting additional housing and employment opportunities while others expressed concerns about density, local character and pressure on existing services. The need to balance growth with environmental protection, infrastructure delivery and place outcomes was a recurring theme across submissions.

Submissions were grouped into 8 main themes, as detailed in Table 1 below.

Table 1: Summary of key exhibition themes

Primary theme	Number of mentions	Summary of feedback received
Environment, wildlife and biodiversity	303	Environment and biodiversity was the most frequently recorded theme during exhibition. Feedback focused on kangaroo protection, habitat loss and fragmentation, wildlife displacement, habitat connectivity, biodiversity conservation and the potential impacts of future development on wildlife

		and ecological values. Concerns were also raised regarding road safety associated with wildlife movement and the need for evidence-based wildlife management.
Movement, access and connectivity	16	Respondents highlighted concerns about traffic congestion, road connections, public transport, active transport links, pedestrian accessibility and parking. Many submissions emphasised the need for safer and more convenient walking, cycling and public transport connections.
Housing, growth and built form	15	Feedback focused on the scale, location and form of future housing growth including housing affordability, density, neighbourhood character and the integration of growth with supporting infrastructure and services.
Infrastructure, servicing and delivery	11	Community members raised matters relating to infrastructure sequencing, staging consultation, precinct master planning and confidence that infrastructure and services will be coordinated with future growth. Feedback also highlighted the importance of transport, utilities, schools, health services, open space and community infrastructure keeping pace with development.
Community, identity and social outcomes	10	Feedback highlighted the importance of maintaining local character, providing community facilities, supporting social inclusion and recognising First Nations heritage and Connection to Country.
Public spaces, greening and urban comfort	7	Community members raised issues relating to urban heat, shade, tree canopy, accessibility, streetscape quality and the overall comfort and attractiveness of public spaces.
Centres, activation and local economy	5	Feedback focused on employment opportunities, local businesses, centre vitality, activation and ensuring centres remain vibrant and attractive places for residents, workers and visitors.
Safety, amenity and everyday liveability	2	Safety-related feedback included personal safety, lighting, crossings, passive surveillance and Crime Prevention Through Environmental Design (CPTED) outcomes.

To note: Submissions often include content relating to more than one theme, which is why the total count of the coded mentions does not equal the total count of submissions. Theme counts are a tool for understanding feedback patterns rather than a measure of support or opposition by individual submitters.

Given the large number of submissions received in relation to the environment and biodiversity theme, several sub-themes or secondary themes were identified, as listed in Table 2.

Table 2: Environment and biodiversity theme breakdown

Secondary theme	Number of mentions	Summary of feedback received
Kangaroo protection	203	The most frequently recorded issue during exhibition. Feedback focused on protecting the local kangaroo population and ensuring future planning provides appropriate consideration to wildlife outcomes.
Wildlife relocation / translocation	30	Respondents sought humane and evidence-based management approaches, including relocation or rehoming where appropriate and subject to expert advice, approvals and landowner responsibilities.
Habitat loss and fragmentation	21	Concerns were raised regarding the loss of habitat and the cumulative impact of development on ecological values.
Wildlife corridors and connectivity	19	Feedback emphasised the importance of maintaining and strengthening habitat corridors and connections across the broader area.
Human–wildlife road safety / animal injuries	14	Community members highlighted potential road safety risks associated with wildlife displacement and movement across road corridors.
Biodiversity conservation	6	Feedback sought stronger biodiversity outcomes, ecological protection measures and environmental stewardship.
Native vegetation and tree canopy	6	Respondents supported retaining and enhancing native vegetation and tree canopy across the corridor.
Assessing environmental impacts of development	2	Submissions highlighted the need to better understand and manage environmental impacts associated with future development.

Key issues and Council responses

Across the main themes, 6 key issues emerged. These were:

- Development impacts on kangaroos, biodiversity and the natural environment.
- Traffic congestion and the need for improvements to sustainable transport connectivity.
- Growth and density in the right locations and supported by infrastructure and services.
- The need for improved public domain quality and environmental comfort.
- The need for a holistic approach to Planning with Country.
- The importance of ongoing community consultation and engagement.

These are summarised below along with brief responses from Council. Appendix provides further detail on the submissions and Council's response to individual submissions.

Development impacts on kangaroos, biodiversity and the natural environment

The most frequently raised issue in submissions and face-to-face discussions at the drop-in session was the future of the kangaroo population on Western Sydney University land in Werrington and surrounding areas. Key concerns raised in submissions included:

- Potential habitat loss, fragmentation and wildlife displacement associated with urban development on the Western Sydney University land in Werrington.
- Concern that the existing kangaroos and other wildlife on that land may be displaced towards road corridors, which could increase animal welfare and road safety risks.
- Perceived lack of coordination between landowners, developers, Council and relevant agencies in relation to wildlife management and habitat protection.
- Requests for stronger engagement with Traditional Custodians, First Nations communities, wildlife groups and the broader community on biodiversity, wildlife and land management issues.
- Concern about the way kangaroos are characterised and managed, including concerns about culling, population estimates and the need for transparent, evidence-based decision-making.
- Concerns about rescue, rehabilitation and response pathways for injured wildlife.
- Requests for clearer notification and consultation about future development proposals affecting Western Sydney University land and surrounding areas.

Respondents sought stronger wildlife protection measures, including habitat retention, relocation options, wildlife corridors and ongoing monitoring. These suggestions are captured below:

- Request for a more holistic Planning with Country approach that recognises kangaroos, biodiversity, waterways, habitat corridors and cultural landscapes as interconnected parts of a living ecological and cultural system.
- Support early, evidence-based kangaroo and wildlife management planning through relevant future planning and approval processes before major clearing or redevelopment occurs.
- Consider humane and non-lethal management approaches where feasible, including relocation or rehoming where habitat retention is not possible and subject to expert advice, statutory approvals and landowner responsibilities.
- Protect and strengthen habitat areas, biodiversity corridors and safe wildlife movement pathways.
- Investigate road safety measures such as wildlife signage, fauna fencing, speed management, movement infrastructure and other treatments where risks are identified.
- Improve baseline ecological studies, population surveys, monitoring and public reporting where feasible.
- Provide clearer community communication about Council's role, landowner responsibilities, separate state planning processes and future opportunities for input.
- Consider support for wildlife rescue, rehabilitation, community education and collaboration with local wildlife organisations.

"...please ensure the protection of this mob is a priority in any future development plans."
Resident, Penrith, 45–54 years

"...once these animals and their habitat are lost, they cannot simply be replaced."
Resident email submission (#92)

Council response:

Council acknowledges that submissions indicated strong community interest in the kangaroo population around Werrington and in wildlife protection more broadly. Council will explore opportunities to better reflect feedback about the local kangaroo population, wildlife protection and biodiversity outcomes in the final Structure Plan and supporting material.

Public exhibition of the draft Structure Plan closed in late June 2026. At the time of exhibition, limited public information was available about the proposed redevelopment of the Western Sydney University Werrington North and South sites. On 23 July 2026, the NSW Government commenced public exhibition on a State Assessed Rezoning Proposal by Western Sydney University and Stockland to rezone almost 100 hectares of the Werrington North and South sites. The proposal includes 1,500 homes, a local centre, 18.4

hectares of public open space and 12.5 hectares of conservation land, according to the rezoning proposal exhibition material. A Kangaroo Management Scoping Report is included in the exhibition material. The report does not appear to set out a detailed proposed approach to kangaroo management on the sites. It's important to Council that the proposed approach to kangaroo management is clearly communicated and that the community has an opportunity to provide input through the relevant process.

Council reviewed the State Assessed Rezoning Proposal documents and is preparing a submission to the NSW Government that sets out relevant issues and concerns about the proposed development. The submission may request that the NSW Government require the proponent to prepare a Kangaroo Management Plan that details the proposed approach to kangaroo management as part of the redevelopment proposal and provides an opportunity for community input.

Council's final Structure Plan will not determine the outcome of the Western Sydney University rezoning proposal. Council will seek to influence development outcomes through the strategic directions of the Structure Plan and Council's submission to the State Assessed Rezoning Proposal. The timing of the draft Structure Plan has provided an opportunity for community feedback to inform Council's position on broader planning issues for Kingswood and Werrington.

Many submissions called for stronger wildlife and habitat protection and improved ecological connectivity. The Understanding the East-West Corridor: Kingswood–Werrington Report already identifies corridor-wide Green Grid connections and areas of threatened ecological communities, including the Cumberland Plain Woodland. Council acknowledges there may be opportunities to strengthen how the final Structure Plan addresses habitat protection, ecological connectivity and biodiversity outcomes.

Council will explore whether spatial mapping can be updated to show potential ecological corridors for further investigation. There may also be opportunities to connect fragmented areas of habitat, green space and conservation land. Council will also consider whether strategic direction text and supporting content can more clearly reference habitat protection and the environmental conditions needed to support wildlife.

Traffic congestion and the need for improvements to sustainable transport connectivity

Several submissions raised concerns about existing and future traffic congestion, particularly on Werrington Road, the M4 Motorway, Great Western Highway and local road connections. Submitters highlighted the need for improved east–west road/street conditions and connections, new north–south rail crossings and timely delivery of Werrington Arterial Stage 2 to support future growth and network resilience. Several

submissions also emphasised the importance of improving public transport accessibility and connectivity to reduce reliance on private vehicles. Stakeholder submissions strongly supported enhancements to walking and cycling infrastructure, providing detailed recommendations to strengthen active transport connectivity across the corridor. This included additional paths (footpaths, shared and separated), safer crossing opportunities, improved cycling facilities and better connections between key destinations, centres, schools and public transport interchanges. Several submissions also emphasised the need for integrated transport planning and infrastructure delivery to keep pace with anticipated population and employment growth.

"...our strong preference is for physically separated cycleways and footpaths along major corridors." CAMWEST Bicycle User Group (#196)

"...we need an extra crossing of the railway between Werrington and Kingswood urgently." Resident, Werrington, 45-54 years

Council response:

Council acknowledges the concerns raised regarding traffic congestion, network connectivity, public transport accessibility, walking and cycling connections, and the need to coordinate transport infrastructure with future growth. The draft Structure Plan supports a transport hierarchy that prioritises walking, cycling and public transport while maintaining appropriate access for residents, businesses, freight, servicing and emergency services. The draft Structure Plan includes actions to improve transport accessibility and connectivity across the corridor. This includes investigation of improved walking and cycling links, public transport improvements, parking management and preliminary discussions around the feasibility of multimodal rail crossings in partnership with Transport for NSW, Sydney Trains and other relevant agencies. Council will also continue to advocate for the delivery of Werrington Arterial Stage 2 and other strategic transport improvements that support network resilience and accessibility.

Council recognises the Nepean Health and Education Precinct as a major destination within the corridor. Council also notes the importance of safe, reliable and accessible transport connections for hospital staff, patients, students and visitors, including shift workers requiring access outside standard business hours. Future planning will need to consider the role of walking, cycling, public transport, vehicle access, parking, servicing requirements and emergency access in supporting the ongoing operation of this 24-hour regional health facility.

Should the Structure Plan be adopted, future master planning and the Kingswood-

Werrington Multimodal Transport Assessment Stage 2 will undertake more detailed investigation of transport issues and opportunities across the corridor. This work will include consideration of traffic, parking, public transport, walking, cycling, accessibility, movement and place outcomes, road safety and future infrastructure requirements associated with anticipated population and employment growth. The findings will help identify transport priorities and inform future infrastructure planning, delivery and advocacy.

Growth and density in the right locations and supported by infrastructure and services

Respondents' views on housing growth were mixed. Some respondents supported increased housing supply and urban renewal around centres and stations to meet future housing needs with some requests to investigate additional areas for higher density housing in Kingswood. Other respondents, however, were concerned about increased density, impacts on local character and housing affordability. Many submitters also raised concerns that additional housing growth should only occur alongside upgrades to roads, public transport, schools, health services, open space and community infrastructure.

A smaller number of submissions expressed support for the Structure Plan's objectives, citing the need for jobs, investment and economic growth within the corridor in addition to housing. Encouraging the growth and activation of centres to ensure they are vibrant and attractive places for residents, workers and visitors was also raised.

"...I support this development as it will bring many jobs, opportunities, houses and growth."
Resident, Caddens, 35–44 years

"...the area is already overdeveloped without the necessary infrastructure and services."
Resident, Werrington, 45–54 years

Council response:

Council acknowledges the range of community views on future housing growth, including concerns about ensuring infrastructure, services and community facilities are delivered in step with development. Feedback also highlighted the importance of supporting employment growth, strengthening centre vitality and encouraging activation.

The draft Structure Plan proposes a balanced approach to housing and employment growth, providing a framework to realise the potential for over 8,580 additional dwellings

and 6,255 additional jobs over the next 20 years to support the long-term vision for the corridor. If the Structure Plan is adopted, Council will undertake additional technical studies and prepare a Master Plan for the Kingswood and Werrington centres. This work will further investigate areas identified for increased housing and employment growth. It will also examine matters such as density, height, built form, public domain, street design and multimodal transport options, to provide a robust evidence base to guide future planning controls. A focus will be on ensuring this growth is supported by the timely delivery of infrastructure including roads and transport, utilities, open space and community services. The draft Structure Plan directs the preparation of an Infrastructure Funding and Delivery Plan to identify the infrastructure required. This includes projects that will need NSW Government investment and collaboration with state agencies, major institutions, utility providers and industry.

In terms of housing affordability, the draft Structure Plan recognises that future growth must maintain affordability. It seeks to deliver greater diversity of housing by encouraging well-designed homes that support different household sizes, life stages and incomes, including adaptable, accessible and affordable homes. It also encourages active engagement with Homes NSW about potential redevelopment opportunities on its landholdings in Kingswood.

The draft Structure Plan establishes three strategic directions and several actions to promote jobs, investment and economic growth across the corridor. It is complemented by the draft Kingswood-Werrington Place Plan, which focuses on short-to-medium term actions for public domain improvements, centre activation and place enhancement.

The need for improved public domain quality and environmental comfort

A small number of submissions focused on improvements to the quality, comfort and functionality of local places. These included upgrades to Victoria Street, neighbourhood shops and services, public spaces, pedestrian amenities and opportunities for innovative waste management. Feedback highlighted the need to address urban heat, shade, tree canopy, safety, accessibility and streetscape quality.

Council response:

Improving the quality, comfort and functionality of Kingswood and Werrington is a key objective of both the draft Structure Plan and draft Place Plan. The Place Plan identifies short-to-medium term actions to enhance safety, comfort, activation and local identity in the Kingswood and Werrington centres. Longer-term place improvements in the Structure Plan will be further investigated through future master planning.

Council will undertake a detailed multimodal transport assessment, including investigations into traffic, public transport, walking, cycling, accessibility and parking. This will provide a better understanding of the impacts of future growth and identify priority

upgrades and improvements. This work will consider key locations such as Somerset Street, Victoria Street, Werrington Station and the commuter car park. Details of the renewal works proposed for Victoria Street under Council's current 5-year works program are provided in the Appendix.

Future master planning will also include further analysis to identify opportunities in Kingswood and Werrington to encourage retail, commercial and community uses. It will also enhance public spaces by increasing tree canopy in streets and open spaces.

The Penrith Development Control Plan currently includes provisions that allow for the consideration of alternative and innovative waste management systems in high-density residential and mixed-use developments where they can deliver improved planning and environmental outcomes.

The need for a holistic approach to Planning with Country

First Nations community representatives highlighted the importance of planning for Kingswood–Werrington as part of a living cultural and ecological landscape. Key themes of their submission included protecting and strengthening creek corridors, habitat links, wildlife movement, open space connections and views to the Blue Mountains, while considering long-term outcomes for future generations.

Feedback also emphasised the importance of connected biodiversity and wildlife corridors across land ownership boundaries, stronger links to creek corridors including Claremont Creek and Wianamatta South Creek, protection of native fauna, careful consideration of future land use impacts, and opportunities for public access, cultural interpretation and long-term stewardship. Community representatives highlighted the importance of Caring for Country and planning for future generations, recognising that decisions made today will influence the long-term health, resilience and cultural values of Country. There was also strong support for improving ecological connectivity through integrated habitat networks and wildlife movement corridors across the broader Kingswood–Werrington area. These themes support a Structure Plan approach that integrates biodiversity, water, movement, open space and culture as part of a connected landscape framework and promotes intergenerational equity through the ongoing care of Country.

Council response:

Council recognises the deep and enduring connection that First Nations peoples have to Country. The Understanding the East-West Corridor: Kingswood–Werrington Report built on engagement undertaken with Aboriginal communities and stakeholders in 2023. The report identified the need for healthy waterways, opportunities for culturally responsive infrastructure and housing, public transport connectivity and social equity in growth and development. Council will explore opportunities to strengthen how the final Structure

Plan acknowledges Kingswood–Werrington as part of a living cultural and ecological landscape. This may include clearer references to Aboriginal cultural values, cultural landscapes and Caring for Country principles.

It is important to recognise that the Structure Plan does not stand alone but relies upon other Council strategies and initiatives. Through the recently revised Penrith Biodiversity Strategy, Council is committed to bringing together Indigenous and scientific ecological knowledge and land management practices. In so doing, Council can foster healthy Country, as well as reconciliation and support employment outcomes for First Nations peoples and others in the community.

Council is committed to ongoing engagement with Traditional Owners during future master planning to help inform planning, public domain outcomes and implementation. Future master planning will draw on the draft *Reflect Penrith Reconciliation Action Plan* to guide engagement with First Nations communities and support culturally informed outcomes.

The importance of ongoing community consultation and engagement

Several written submissions sought greater transparency regarding future planning processes, environmental assessment, wildlife management and ongoing community consultation. Submitters emphasised the need for clear communication around future decision-making and implementation processes.

Council response:

The draft Structure Plan outlines the future planning processes for the corridor, should it be adopted. The next stage will involve preparing a draft Master Plan for the Kingswood and Werrington precincts, providing more detailed guidance on built form, public domain, movement and connectivity. The draft Master Plan will be informed by further technical investigations, with opportunities for community and stakeholder engagement provided as the Master Plan progresses. In conjunction with the Master Plan, Council will prepare and refine planning controls and implementation mechanisms, which may lead to amendments to the Penrith Local Environmental Plan and Development Control Plan, as well as updates to existing development contributions plans or the preparation of new plans.

As a separate NSW Government planning process is underway for the Western Sydney University (WSU) Werrington North and South sites, which will ultimately determine the development outcomes for those sites, the Master Plan will not extend to the Innovation Spine precinct, including these sites. However, in preparing the Master Plan, Council will need to consider the development outcomes for the WSU sites to ensure a holistic approach is taken across the corridor. As outlined above in Council's response to development impacts on kangaroos, biodiversity and the natural environment, Council is

preparing a submission to the State Assessed Rezoning Proposal (SARP) seeking to influence development outcomes, so they better align with the Structure Plan.

The issue of clear communication around future decision-making and implementation processes relates to concerns regarding the future protection and management of kangaroos. While the draft Structure Plan identifies opportunities to retain and strengthen habitat areas and ecological corridors, it will not determine how kangaroos on individual sites will be managed. Any future approach to kangaroo management would be subject to separate assessment and approval processes administered by the NSW Government under relevant legislation.

Proposed changes to the draft plans

The following table lists the proposed changes in response to exhibition feedback. These proposed changes will be reported to Council for consideration and, if adopted, included in the final plans.

No.	Proposed change
	Structure Plan
1	Strengthen Planning with Country throughout the Structure Plan, including greater recognition of Aboriginal cultural values, cultural landscapes and Caring for Country principles.
2	Strengthen the Structure Plan's approach to biodiversity, wildlife protection and ecological connectivity, including greater recognition of the cultural and environmental significance of kangaroos.
3	Add supporting content and identify potential urban ecology corridors, habitat linkages and wildlife connections for further investigation.
4	Introduce a new action requiring future rezoning and development proposals within the Innovation Spine precinct to prepare a Kangaroo Management Plan as part of broader biodiversity assessments, where appropriate.
5	Refine the movement network mapping by extending two active transport corridors through Caddens and identifying an existing shared path along O'Connell Street.

No.	Proposed change
6	Strengthen transport related actions in the: • Kingswood Local Centre precinct to prioritise advocacy around high-frequency public transport, including improved access to Nepean Hospital. • Werrington South precinct to prioritise advocacy for appropriate public transport access to major recreation and sporting destinations including Kingsway Playing Fields, Gipps Street Recreation Precinct and the future Penrith Multi-Sports Arena.
7	Strengthen the Kingswood Local Centre description to recognise the Nepean Hospital and surrounding health and education uses as a major regional destination that supports patients, visitors, students and staff, including shift workers, requiring multimodal transport access day and night.
8	Provide a clearer breakdown of housing targets by precinct within the Structure Plan.
9	Refine the spatial configuration of the Innovation Spine precinct north of the Great Western Highway by relocating the future local centre to front the highway and creating a more compact employment precinct and include an action to work with Transport for NSW on access arrangements.
	Place Plan
10	Amend the Place Plan action relating to the Kingswood shuttle bus to include improved connections to Nepean Hospital.
11	Replace references to "rapid bus" with "high-frequency bus services," "frequent bus services" or similar wording.
	Understanding the East-West Corridor: Kingswood-Werrington Report
12	Update the supporting analysis to more explicitly refer to the capacity constraints around drinking water.
13	Expand the supporting analysis relating to biodiversity and wildlife, including specific information on the Eastern Grey Kangaroo population and its environmental and community significance.

Matters for investigation in the Kingswood-Werrington Master Plan

Several issues raised during exhibition extend beyond the strategic scope of the Structure Plan and will be more appropriately investigated in preparing the Kingswood-Werrington Master Plan and its implementation. These include:

- Strengthening Planning with Country through ongoing engagement with Traditional Owners and further application of Connecting with Country principles.
- Identifying opportunities to increase urban tree canopy, including additional street tree planting and greening of parks and public spaces.
- Refining the distribution and built form of higher density residential development, particularly within walking distance of Kingswood Station.
- Investigating opportunities to improve multimodal connectivity and address severance across the corridor.
- Progressing concept design and advocacy to improve public transport access, including bus access along Somerset Street to Nepean Hospital.
- Preparing an integrated infrastructure delivery and implementation framework to align future growth with transport, utilities, open space, community infrastructure and funding priorities.

These investigations will be informed by additional technical studies, community and stakeholder engagement, and future Council decisions before any amendments to planning controls or implementation measures are considered.

Next steps

The exhibition process gathered feedback from people who live, work, study, visit or have an interest in Kingswood and Werrington. This feedback has been reviewed to identify key issues and areas of support. The findings in this report will inform potential changes to the draft Structure Plan and Place Plan before these plans are reported to Council for consideration.

It is anticipated to report to Council's Policy and Strategy Committee meeting on 14 September 2026 and the Ordinary Meeting on 28 September 2026.

Subject to Council endorsement, the Kingswood-Werrington corridor is anticipated to progress to the master planning stage for the Kingswood and Werrington centres during the 2026-27 financial year.

Updates on the project will continue to be available through Penrith City Council's Your Say page (https://yoursaypenrith.com.au/kwcplan).

Appendix

Submissions and responses

The below tables outline all written submissions received to the draft Kingswood-Werrington Structure Plan with Council responses to the same.

Environment, wildlife and biodiversity related submissions – grouped into secondary theme

Given the significant number of submissions in respect to development impacts on kangaroos, wildlife, biodiversity and the natural environment (303 mentions), it was necessary to summarise and group these submissions. The matters raised in these submissions have been grouped into a number of broad themes, referred to here as secondary themes. There is naturally some overlap in the key points raised by submitters, but this report has attempted to avoid repetition in summarising the key points under each secondary theme by matching the key point to the most relevant secondary theme.

The number of mentions for each secondary theme will add up to more than 303 as some submissions refer to more than one theme.

Secondary theme (Number of mentions)	Summary of submissions	Council response
Kangaroo protection (203)	Most frequently recorded issue during exhibition. Submissions focused on protecting the local kangaroo population and ensuring future planning provides appropriate consideration to wildlife outcomes. Including key points: • Overwhelming opposition to kangaroo culling or inhumane treatment • Seeking stronger wildlife protection measures • The kangaroo population was frequently described as an important environmental characteristic of the local area and part of the area's identity – including the frequent use of terms 'iconic', 'valued', 'beautiful' and 'loved'	The significant value that our community places on the kangaroos around Werrington is acknowledged. The draft Structure Plan and Understanding the East-West Corridor: Kingswood-Werrington Report are proposed to be amended to better reflect the weight of community sentiment expressed for the local kangaroo population. Public exhibition of the draft Structure Plan closed in late June 2026. At the time of exhibition, very little detail was available publicly about the proposed redevelopment of the Western Sydney University (WSU) Werrington North and South sites. On 23 July 2026, the NSW Government commenced public exhibition on a rezoning proposal (State

	• Concerns regarding the potential for habitat loss, fragmentation and displacement of kangaroos associated with urban development on the Western Sydney University land in Werrington • Request improved notification and consultation about future development proposals affecting Western Sydney University land and surrounding areas • The need for wildlife management planning to occur before major planning approvals or land clearing • Concern about the way kangaroos are characterised and managed • The need for transparent, evidence-based decision-making • The need for accurate kangaroo population estimates and monitoring • Perceived lack of coordination between landowners, developers, Council and relevant agencies in relation to wildlife management • The need for community communication about Council's role, landowner responsibilities, separate state planning processes and future opportunities for input	Assessed Rezoning Proposal) by WSU and Stockland to rezone the almost 100 hectares of the Werrington North and South sites. The proposal involves 1,500 homes and a local centre. It also involves (according to the Rezoning Proposal webpage) 18.4 hectares of public open space and 12.5 hectares of conservation land. A Kangaroo Management Scoping Report (KMSR) is included in the exhibition material. The KMSR does not explicitly set out the proponent's intention for managing kangaroos on their sites. Council has comprehensively reviewed the State Assessed Rezoning Proposal (SARP) documents and are preparing a submission to the NSW Government that sets out issues and concerns with respect to the proposed development. It is anticipated that the submission will call on the NSW Government to require the proponent to submit a Kangaroo Management Plan (KMP), which has detailed plans for managing the kangaroos as part of the redevelopment proposal. It will also call for an opportunity for community input into the KMP. As a safeguard, it is proposed to add an action to the draft Structure Plan detailing the process for how Council will ask proponents of future rezonings and development in the Innovation Spine to prepare a KMP. Since the Structure Plan is not a regulatory document, this action may need to be implemented through a Development Control Plan amendment in the future. As the property owner, WSU could apply for a Biodiversity Conservation Licence from NSW National Parks and Wildlife Service (NPWS) detailing a proposed method of harming kangaroos (e.g. translocating, herding, culling, fertility control). In that situation, Council is not the responsible authority and would not be making the decision.

Wildlife relocation / translocation (30)	Respondents sought humane and evidence-based management approaches, including relocation or rehoming where appropriate and subject to expert advice, approvals and landowner responsibilities. Including key points: • Seeking consideration of humane and non-lethal management approaches, including relocation/translocation, if habitat retention is not going to be possible • Community opinion is not unanimous on relocation/translocation, with some submissions supporting moving animals and others strongly preferencing habitat retention on site • The Wildlife Information Rescue and Education Service (WIRES) submission argues that, if wildlife is relocated, their new home should be designated to remain free from residential impacts for the foreseeable future • Wildlife relocation should also be subject to expert advice, statutory approvals and clear landowner responsibilities • Some submissions emphasised that this approach should be funded by the developer • Submissions emphasised the importance of independent, expert-led management approaches, as opposed to supporting a developer's preferred option based on cost/convenience	The issue of relocation/translocation in the Kingswood-Werrington context relates primarily to whatever development is proposed and/or occurs on the WSU Werrington sites in the future. Council's final Structure Plan will not determine the outcome of the WSU SARP proposal. Council will instead try to influence the development outcome through the strategic directions of the Structure Plan and Council's submission on the SARP. By timing the preparation of the draft Structure Plan closely with the exhibition of the WSU SARP, Council hopes to achieve an enhanced opportunity for the community to provide input and for Council to reflect the community's vision and aspirations for the future of Kingswood-Werrington. The final Structure Plan cannot determine fauna management decisions that are the responsibility of NSW NPWS. This includes a Biodiversity Conservation Licence for any proposed method of harming kangaroos (refer to discussion above). However, it is recommended that the draft Structure Plan strengthen Council's strategic policy direction for the corridor by embedding further biodiversity conservation and habitat connectivity directions into the document.
Habitat loss and fragmentation (21)	Concerns were raised regarding the loss of habitat and the cumulative impact of development on ecological values. Including key points: • The WIRES submission, together with many others, argue that the kangaroos are already under severe pressure due to the rapid reduction and fragmentation of their natural habitats • A recurring theme showed concern for multiple developments across the broader area cumulatively reducing available habitats and increasing pressure on wildlife populations	The Understanding the East-West Corridor: Kingswood-Werrington Report already identifies corridor-wide Green Grid connections and areas of threatened ecological communities, including the Cumberland Plain Woodland. However, it is acknowledged that the importance of habitat protection and connectivity could be further strengthened in the final Structure Plan. It is proposed that the spatial maps within the draft Structure Plan be revised to indicate proposed ecology corridors

	• Seeking greater habitat retention for all types of wildlife, not just kangaroos, with 'birds' and 'emus' mentioned in some submissions • Calls for strengthening habitat protection measures and policy, including references to conservation land, habitat protection areas, wildlife corridors (refer below), open space linkages and fencing • Concerns about the increasing pressure from urban development of land, especially housing expansion and population growth • Respondents frequently called for a corridor-wide or landscape-scale approach rather than assessment of developments on a site-by-site basis • Many submissions identified the area as one of the remaining habitat areas within the broader corridor • Perceived lack of coordination between landowners, developers, Council and relevant agencies in relation to habitat protection • Submitters emphasised the need for enforceable planning controls and management, referencing activities such as independent ecological assessment, transparent reporting, monitoring programs, binding approval conditions and accountability mechanisms	where there is an opportunity to connect fragmented areas of habitat, green space and conservation land. It is further proposed that the draft Structure Plan expand the relevant strategic direction to explicitly reference habitat protection and the conditions to sustain wildlife.
Wildlife corridors and connectivity (19)	Feedback emphasised the importance of maintaining and strengthening habitat corridors and connections across the broader area. Including key points: • Seeking provision of wildlife corridors that link open spaces and natural areas (i.e. creeks, bushland) • Need for safe wildlife movement pathways • A number of submissions referenced the need for wildlife crossings to allow animals across roads and railways • Many submissions raised concerns regarding habitat fragmentation (refer above) and loss of	The Understanding the East-West Corridor: Kingswood-Werrington Report already identifies corridor-wide Green Grid connections, but it is acknowledged that these Green Grid connections largely focus on their value to humans, as opposed to wildlife. The importance of wildlife corridors and connectivity could be further strengthened in the final Structure Plan. Accordingly, it is proposed that the spatial maps within the draft Structure Plan be revised to indicate proposed ecology corridors where there is an opportunity to

	connectivity resulting from cumulative urban development impacts • The need for development layouts to accommodate existing wildlife movement patterns • The WIRES submission called for continuous, protected environmental/nature corridors, but goes even further to encourage a 'nature positive' approach. This includes restoration of the native environment and re-establishing connectivity where links have already been lost through development • Similar to the above, the submission from the First Nations community representative called for habitat enhancements through the targeted planting of additional endemic grasses and trees suited to local wildlife • The First Nations community representative's submission included a map of recommended wildlife corridors, crossings, culturally significant areas, and increased areas of conservation land • The need for stronger engagement with Traditional Custodians, First Nations communities, wildlife groups and the broader community on biodiversity, wildlife and land management issues	connect fragmented areas of habitat, green space and conservation land. It is further proposed that the draft Structure Plan instigate a series of urban ecology "stepping stones" to provide a more connected habitat for wildlife. This is especially important for tree-based animals like birds and possums, where immediate continuous connections are not possible. It is also proposed to strengthen Connecting with Country principles in future master planning, where possible, including consideration of biodiversity, habitat connections, cultural values and opportunities for First Nations involvement.
Human–wildlife road safety / animal injuries (14)	Community members highlighted potential road safety risks associated with wildlife displacement and movement across road corridors. Including key points: • Concern that the existing kangaroos and other wildlife may be pushed closer to road corridors, increasing risk of animal strikes and animal fatalities • The safety risks to motorists when an animal's range or behaviour is impacted • Many submissions included observed outcomes from recent local development, including the Westwood Estate area, where wildlife was perceived to have been displaced onto surrounding road networks, resulting in animal fatalities	Council already has in place some wildlife signage and speed management initiatives in select areas to help reduce animal injuries and animal fatalities, as well as reduce safety risks to motorists. Council will continue to work closely with Transport for NSW in identifying locations for road safety improvements. If Council is contacted about injured wildlife or finds injured wildlife during their work, the matter is directed to the local WIRES branch, Sydney Wildlife Rescue or local veterinarians. Staff will advise, or undertake themselves, the checking of

	• Concerns about rescue, rehabilitation and response pathways for injured wildlife • Investigation of road safety measures such as wildlife signage, fauna fencing, wildlife crossings, speed management, movement infrastructure and other treatments • Calls for Council to support wildlife rescue, rehabilitation, community education and collaboration with local wildlife organisations	pouches when responding to reports of roadkill.
Biodiversity conservation (6)	Feedback sought stronger biodiversity outcomes, ecological protection measures and environmental stewardship. Including key points: • Concern for local biodiversity on account of urban development pressure and loss/stress of wildlife • Several of the submissions criticise the draft Structure Plan's emphasis on human needs and urban growth, as opposed to environmental needs and 'sustainability.' One submission claims it fails to adequately respond to the 'severity of the ecological challenges' facing the area • One submission claims that the draft Structure Plan has not sufficiently responded to the community engagement undertaken for the draft Structure Plan in 2025, which showed that biodiversity and wildlife were frequent responses from the community • One submission refers to the need to consider the environment's 'carrying capacity' with respect to a growing population, impacts on biodiversity and 'Earth's limited resources' • Another submission is against the use of pesticides by Council and argues that other councils are better at protecting the environment	Council already has some areas in the corridor that are zoned in the Penrith Local Environmental Plan (LEP) 2010 as C2 Environmental Conservation. This zoning protects areas of biodiversity and ecological significance. In addition, there are several areas of threatened ecological communities, namely the Cumberland Plain Woodland, that are protected under the Biodiversity Conservation Act 2016. An updated Penrith Biodiversity Strategy 2026–2036 was recently endorsed by Council on 15 June 2026. It is a 10-year strategy to protect, enhance and extend biodiversity values, as well as support our community to connect to and care for nature. It is proposed that the draft Structure Plan be revised to refer more explicitly to the new Biodiversity Strategy and explain how the two documents work together. For instance, Werrington Creek and Claremont Creek are identified as priority project sites for focused Council action in the short term (2 years). Through the Biodiversity Strategy, Council will continue to work with our community, environmental organisations and institutions to progress priority initiatives on key sites and for critical species and plant communities to deliver better natural outcomes in the Penrith LGA.

Native vegetation and tree canopy (6)	Respondents supported retaining and enhancing native vegetation and tree canopy across the corridor. Including key points: • Calling for the retention of 'trees', 'native flora', 'bush' and 'rolling grass hills' • Some submissions advocated for 'trees not concrete' and lamented the possibility of a 'concrete desert' or 'concrete jungle' • One submission recommended the area forms part of a 'Western green belt' • Some of the stated benefits of trees and vegetation included mitigation of heat and noise, providing shade, cleaning the air, enhancing the ecosystem and being pleasant to walk amongst • Apart from the six submissions referenced here, several others referenced 'flora', 'green' or similar terms when describing the need to protect habitat, natural environments and biodiversity (refer above)	The Understanding the East-West Corridor: Kingswood-Werrington Report already discusses the important role that urban vegetation and tree canopy can play in making the Study Area a more pleasant place to live, work and visit, with cooler and more comfortable streets and public places. Most of the Study Area has an average canopy cover of less than 20%. Newer residential release areas particularly have low levels of tree canopy cover. For this reason, the draft Structure Plan includes, under strategic direction 13, the need to increase tree canopy across streets and open spaces, prioritising high-density areas and key walking routes. Specific opportunities for increasing trees and tree canopy cover will be investigated in the draft Master Plan, including recommendations for street tree planting and additional planting in parks and reserves. In 2022, Council introduced an urban heat planning controls package which introduced amendments to the LEP and DCP to ensure the mitigation of the urban heat island effect is a major consideration in new development. This is part of Council's commitment to reducing and removing heat from our urban environment to provide our community with a liveable, active and healthy lifestyle throughout summer.
Assessing environmental impacts of development (2)	Submissions highlighted the need to better understand and manage environmental impacts associated with future development. Including key points: • The two submissions call for specific assessments, namely an environmental impact study and fauna assessment • However, many of the submissions (refer above) spoke more broadly about the importance of robust ecological assessment and expert advice, including the need to improve baseline	Council is committed to undertaking thorough environmental assessments of development applications and proposals submitted to Council. Council also routinely reviews and provides input to state-significant and state assessed proposals within the Penrith LGA. Many of the higher-level submission and assessment requirements are governed by state-level legislation and regulations. However, Council has some scope to prescribe the matters it will consider in assessing developments and the

	ecological studies, population surveys, monitoring and public reporting • Of particular note is the First Nations community representative's submission (refer below), which requested a Site Survey and Cultural Study for the entire WSU Werrington North site to document cultural and spiritual values	document submission requirements, within its LEP and DCP. The implementation stage of the future Master Plan will consider if any amendments to the LEP or DCP are warranted. One option may be to insert into the DCP a requirement for development proponents in Werrington to prepare a kangaroo management plan. This will likely depend on how the WSU SARP progresses.

All remaining submissions – listed individually

The following is a summary of the remainder of all written submissions received, with the submission's identification number, submission summary and Council's response to the matters raised.

No.	Summary of submission	Council response
NSW Government agencies		
248	**Department of Planning, Housing and Infrastructure (DPHI)** Supports the draft Structure Plan and Place Plan and the principle of increased density around Kingswood and Werrington train stations. Recommends that future planning be supported by detailed master planning, supporting studies and alignment with strategic planning requirements. Notes the potential role of the Western Sydney University State Assessed Rezoning Proposal in delivering housing and employment outcomes. Seeks further analysis of dwelling and employment targets, careful consideration of employment land rezonings,	The department's support for increased density around the Kingswood and Werrington train stations is noted. Council intends to follow up the draft Structure Plan with further technical studies and a Master Plan that provide the robust evidence to support any proposed planning changes, growth estimates and infrastructure funding. Council has undertaken economic analysis to support the employment aspirations for the precinct within the draft Structure Plan, as recommended by the DPHI submission. Council will also be undertaking further analysis to determine the additional dwellings and jobs enabled by the Structure Plan and Master Plan work, as recommended by the DPHI submission. In response to DPHI's comments on the State Assessed Rezoning Proposal (SARP), Council is preparing a submission to the SARP for the Western Sydney University (WSU) Werrington sites and will continue to engage in this process as allowed. In assessing future land uses and development outcomes for the sites, Council's approach has been to consider the sites in the broader context of the Kingswood-Werrington corridor, rather than in isolation. The department's support for co-locating jobs around existing nodes, such as the Nepean Hospital and WSU Kingswood campus, is noted.

	flood impact assessments, clear infrastructure planning and delivery, and ongoing collaboration between Council, government agencies and key stakeholders.	While the department's comment to carefully consider the proposed rezoning of existing residential zoned land for employment uses is noted, clarification is needed on which areas are of concern to the department prior to proceeding with the Master Plan. The draft Structure Plan has identified some potential changes to the existing medium density residential zone in the Kingswood Local Centre for mid-rise mixed-use development. Mid-rise mixed-use development is likely to include a residential component. Equally, in preparing the draft Structure Plan, careful consideration has also been given to the potential rezoning of existing employment zoned land. In particular, the WSU Werrington sites are currently largely zoned SP4 Enterprise, providing for land uses that support enterprise and productivity, and a range of higher order employment opportunities to support the Innovation Spine precinct. The draft Structure Plan seeks to balance employment and housing outcomes across the corridor, including on these sites, to support a stronger jobs-to-housing ratio and advance Council's long-term target of one available job for every working adult. The department's submission raises the important issue of flooding. Council is currently undertaking preliminary flood modelling on a number of options for dedicated overland paths within the Kingswood and Werrington precincts. The modelling is reviewing the flood risk reduction benefits of the overland flow paths on land which is currently flood prone. This modelling will identify specific areas which would be beneficial to be reserved for overland flow paths and may inform proposed rezoning in the future Master Plan. The dedicated overland flow paths would be incorporated into open space and/or through site links where possible, and therefore also inform the open space strategy for the Master Plan. However, the department requires Council to undertake a Flood Impact and Risk Assessment (FIRA), which is a separate detailed report that would follow on from the current flood modelling. Once options are confirmed through the current testing stage, the results could be a basis for pursuing a FIRA. The department's recommendation to break down dwelling and job targets to 2046 is noted. The dwelling target currently set for the Kingswood-Werrington corridor in the draft Structure Plan is based on the capacity of current planning controls. This target will evolve subject to intensification undertaken as part of the future Kingswood-Werrington Master Plan. Employment targets in the draft Structure Plan are based on NSW Government common planning assumptions up to 2046 as well as jobs growth aspirations in various precincts within the corridor. While employment targets are already broken down by precinct on page 31 of the draft plan, a breakdown of dwelling targets by precinct can be provided when finalising the draft Structure Plan. It should however be noted that these numbers will be updated upon preparation of the draft Kingswood-Werrington Master Plan

		once detailed built form testing and further technical studies are undertaken.
249	Nepean Blue Mountains Local Health District (NBMLHD) Supports the draft Structure Plan and Place Plan and aligns with Council's directions on movement and place, walkability, infrastructure sequencing, greening, urban heat, inclusive communities, and health and education precincts. Seeks stronger recognition of the Nepean Health and Education Precinct, social infrastructure planning, safer speed environments, hospital access needs including staff, patient, visitor and shift-worker access, and active school travel. Requests consideration of place-based assessment and monitoring tools to measure safety, comfort, connection and public space use. Requests the exploration of including the Nepean Hospital in WSU's shuttle bus network as part of the Place Plan actions.	Council notes the submission's focus on health-supportive density, walking and cycling connections, public transport access, inclusive public spaces, social infrastructure, healthy food access, urban heat resilience, tree canopy, shade, safety and accessibility. Council acknowledges the importance of the Kingswood health, education and employment precinct, including the role of Nepean Hospital as a major regional health facility. Council recognises the need for future planning to consider the access requirements of patients, visitors, staff and students, including the challenges associated with shift work, after-hours travel and accessibility. This includes supporting a balanced and integrated transport network that provides walking, cycling, public transport, patient drop-off, accessible transport and vehicle access. Council notes that the Strategic Transport Assessment identifies the Nepean Health Precinct as a key transport generator within the corridor and forecasts growth in hospital-related travel demand over time. Future transport planning associated with the precinct will continue to consider multimodal access needs and opportunities to support safe, convenient and equitable access for workers, patients, students and visitors. Council acknowledges NBMLHD's comments regarding movement, access, safety and severance across the corridor, particularly the connections between Kingswood train station, Nepean Hospital, Western Sydney University, TAFE NSW, schools, centres, bus stops and open space. Council notes the importance of balancing movement and place outcomes as the area continues to evolve. Many of the matters raised relate to the detailed planning, transport analysis and public domain investigations that will be undertaken as part of the Master Plan. This work will allow Council to further consider multimodal access, street function, walking and cycling connections, public transport accessibility, road safety, place outcomes, servicing requirements and opportunities to improve connectivity across the corridor. Council notes the comments regarding severance associated with the Great Western Highway and the potential role of future crossing improvements. Opportunities to improve pedestrian and cyclist connectivity, including both at-grade and grade-separated options where appropriate, may be investigated through future transport planning and technical assessment associated with the Master Plan. Council also notes the suggestion regarding improved public transport access to Nepean Hospital, including consideration of future bus routing opportunities. Such matters are more

		appropriately considered through future transport planning, public domain investigations and discussions with Transport for NSW and relevant stakeholders. Council supports the objective of improving active transport connections and access to schools, centres, public transport and community facilities. Opportunities to address missing links, crossing safety and broader network connectivity will continue to be considered through the Master Plan and Council's ongoing active transport, road safety and infrastructure programs. Several recommendations relate to detailed design, delivery and operational matters, including crossing treatments, road safety measures, lighting, shade, seating, wayfinding, bus stop infrastructure, public domain improvements, open space activation and community infrastructure. These matters are more appropriately considered through future master planning, detailed design, infrastructure delivery programs and partnership opportunities. Council notes the suggestion to explore extending the existing shuttle service between Kingswood train station and Western Sydney University to include Nepean Hospital. While Council is not responsible for operating such a service, it will continue to support discussions with relevant stakeholders where opportunities arise. Council welcomes the ongoing participation of the Nepean Blue Mountains Local Health District and looks forward to continued collaboration as future planning work progresses. The input provided will assist Council and partner agencies in considering the access, movement, place and community needs of the health and education precinct as part of future stages of planning.
253	Sydney Water Supports the draft Structure Plan and Place Plan and ongoing collaboration to service future growth. Advises that the proposed development uplift will create potable water and wastewater capacity constraints requiring further planning, modelling and infrastructure investment. Requests detailed growth staging forecasts, hydraulic modelling, early engagement on servicing requirements and coordination of infrastructure	Council will continue to work closely with Sydney Water in determining how best to manage water and wastewater capacity constraints. Council's Understanding the East-West Corridor: Kingswood-Werrington Report acknowledged some of the constraints around drinking water and wastewater servicing, and the need for upgrading and augmentation of these existing systems over time as development intensifies. The draft Structure Plan does not enable detailed year-on-year dwelling and development estimates to be generated to respond to Sydney Water's request for additional information at this stage. At the Master Plan stage, Council will be better placed to understand what land is being rezoned or uplifted, and the likely timing for development. Council will endeavour to provide Sydney Water with timely information as it becomes available. Council provided Sydney Water with development data at the Master Plan stage of the St Marys Town Centre project. Similarly, Council would request that the water and wastewater hydraulic modelling be undertaken at the Development Application stage

	delivery to support future development.	for major projects. As a predominately "infill" development area, Kingswood-Werrington would be expected to intensify gradually and sporadically, over time. By contrast, the prospect of large-scale projects that deliver hundreds of new dwellings in a single location are restricted to pockets of remaining "greenfield" or vacant sites - such as around Caddens Corner and the WSU Werrington site if the SARP is approved. These major projects are referred to Sydney Water individually, while Council can separately advise Sydney Water on expectations for growth over time, using the Master Plan.
255	Transport for NSW (TfNSW) Transport for NSW supports the Structure Plan's emphasis on housing growth in accessible locations and the prioritisation of walking, cycling and public transport. TfNSW recommends preparation of an Infrastructure Funding and Delivery Plan, consideration of bus network and bus priority improvements, alignment with the WSU Werrington Campus rezoning proposal, and detailed transport assessment and consultation during future master planning. This includes speed and rail crossing investigations as well as bus stop and pedestrian planning in accordance with TfNSW standards.	Structure Plan Council notes TfNSW's comments regarding bus priority, road space allocation, public transport planning, multimodal rail crossings, high pedestrian activity areas and future transport investigations. The Structure Plan is a strategic planning document intended to establish a long-term vision and framework for growth across the corridor. The Structure Plan supports a transport hierarchy that prioritises walking, cycling and public transport while maintaining appropriate access for residents, businesses, freight and servicing activities. Future master planning, transport investigations and infrastructure planning will further examine opportunities to improve public transport accessibility, active transport connectivity, customer experience and network performance in consultation with TfNSW and other relevant stakeholders. Council acknowledges that future master planning and planning proposal stages require more detailed transport assessment and modelling that match the scale, complexity and progression of proposed land use change. The scope and methodology of future assessments have been discussed with TfNSW as part of the Kingswood–Werrington Multimodal Transport Assessment methodology and will consider demographic forecasts, common land use assumptions, proposed land use uplift scenarios and the findings of other technical investigations. Council notes that the Kingswood–Werrington Multimodal Transport Assessment Stage 2 program has specifically been commissioned to provide a more detailed precinct-level transport assessment to support future master planning. The approved scope includes the collection and analysis of additional traffic and parking data, development and calibration of operational traffic models, movement and place assessment, scenario testing, parking impact assessment, analysis of public transport and active transport initiatives, and preparation of transport strategies and recommendations for the precinct. The scope also includes consultation and review points with Council and TfNSW throughout the study process. Council considers that the findings of the Stage 2 program will provide an important evidence base for future master planning

		and will assist in identifying transport opportunities, constraints, infrastructure requirements, public transport improvements, active transport connections and network management measures associated with future growth. Further transport assessment requirements beyond Stage 2 will be determined as planning progresses and as land use assumptions, dwelling yields, employment forecasts and development staging become more refined. Council notes TfNSW's comments regarding future multimodal rail crossings. Any future crossing proposals would be subject to feasibility investigations, technical assessment and relevant approval processes. Council will continue to work in consultation with Transport for NSW, Sydney Trains and other relevant NSW Government agencies to investigate the feasibility, operational implications, funding pathways and delivery opportunities associated with future multimodal crossings. The Structure Plan identifies potential future multimodal rail crossings as long-term opportunities to improve north-south connectivity, network permeability, accessibility and access to public transport. The inclusion does not represent a committed infrastructure project and recognises that significant technical, operational, funding and governance considerations would need to be resolved before any future implementation. The opportunities were identified through community engagement undertaken during preparation of the Structure Plan in 2025-26 and are further supported by the findings of the Strategic Transport Assessment. This assessment identified the rail corridor as a significant movement barrier affecting access between centres, neighbourhoods, train stations and key destinations across the corridor. Council agrees that future planning work should consider the Western Sydney University Werrington North and South sites being considered by the State Assessed Rezoning Proposal and other relevant proposals occurring within the corridor, to support an integrated approach to land use and transport planning. Council considers that future transport investigations should assess cumulative growth and travel demand across the broader Kingswood–Werrington corridor, recognising the interaction between multiple development proposals, precinct planning initiatives and infrastructure delivery programs. This will help to ensure transport infrastructure requirements, network capacity, public transport accessibility, active transport connections, movement and place as well as Safe Systems outcomes are considered holistically rather than on a project-by-project basis. Regarding public transport access to major recreation and sporting destinations, Council's intent is to support ongoing collaboration with TfNSW to monitor travel demand, network performance and customer access outcomes as the corridor grows. Future service planning should seek to provide equitable access and change travel behaviour to more sustainable modes.

		It should also be informed by population growth, facility usage, event demand and patronage patterns. Consideration will be given to amending the relevant action in the Structure Plan to clarify Council's role in monitoring and advocating for appropriate public transport access to recreation and sporting destinations. Place Plan Council acknowledges TfNSW's comments regarding bus service planning, bus stop locations and customer amenities. The Place Plan's references to improving the waiting experience are intended to focus on customer outcomes, including seating, shelter, shade, accessibility, wayfinding and overall comfort. Council agrees that bus stop planning should consider accessibility, customer safety, operational efficiency, pedestrian desire lines and integration with surrounding land uses. Detailed consideration of bus stop locations and operational requirements will occur through future transport planning and implementation processes in consultation with TfNSW and bus operators. Council also notes TfNSW's comments regarding rapid bus services. The Place Plan does not seek to advocate for a rapid bus service operating within Werrington, rather, the intent is to support improved public transport accessibility and service frequency to better connect local neighbourhoods with centres, train stations, education, health, recreation and employment destinations. Council will continue to advocate for the rapid bus service (Penrith to the Western Sydney Airport and Bradfield via Kingswood) as promised under the City Deal as per the adopted Advocacy Strategy. This should be distinguished from Council's broader advocacy position regarding regional public transport connections. Consistent with Council's Advocacy Strategy and the objectives of the Western Sydney City Deal, Council continues to advocate for improved strategic public transport connections between Penrith, Western Sydney International Airport, the Aerotropolis and Bradfield, including delivery of high-quality rapid public transport connections. The draft Structure Plan will amend references to "rapid bus services" to clarify that the intent is to advocate for improved service frequency, coverage and connectivity within the corridor rather than the introduction of a rapid bus service within Kingswood–Werrington.
Institutions and businesses		
250	Stockland and Western Sydney University (WSU) Support increased housing and employment growth in the corridor but contend the	Council notes the submission's support for increased housing and employment growth in the corridor. The draft Structure Plan identifies capacity for approximately 8,580 additional dwellings and 6,255 additional jobs across the

	draft Structure Plan would reduce housing capacity and create less effective outcomes for the Werrington precinct than the Western Sydney University State Assessed Rezoning Proposal (SARP). Seeks stronger alignment between the draft Structure Plan and SARP, supports higher housing delivery and concentration of innovation and employment uses around the Kingswood health and education precinct. Raises concerns regarding employment land allocation, urban structure, environmental outcomes, movement and access, and development feasibility and delivery.	corridor with further potential to be investigated through future master planning of the Kingswood and Werrington precincts. The Structure Plan, however, seeks to balance housing growth with employment, biodiversity and infrastructure outcomes, recognising that maximising housing on a single site should not occur at the expense of broader strategic objectives. Retaining a strategic employment role for the WSU Werrington sites is fundamental to achieving this balance. Once land is converted predominantly to residential development, the opportunity to establish a significant employment precinct capable of supporting future health, education, innovation, light industrial and urban services employment is unlikely to be recovered. Amending the draft Structure Plan to align with the SARP is not supported. The Structure Plan should continue to reflect Council's preferred long-term strategic vision for the Kingswood-Werrington corridor, independent of the current SARP. While the SARP may ultimately inform future planning outcomes for the WSU Werrington sites, it remains under assessment by the NSW Government and its outcomes are neither determined nor guaranteed. The Structure Plan should therefore continue to provide Council's overarching strategic framework for the corridor and guide the assessment of rezoning proposals. In respect to the submission's assertion that the draft Structure Plan reduces housing potential, it is worth noting that the WSU Werrington sites are currently zoned SP4 Enterprise and have for a long time been anticipated to deliver employment opportunities. Therefore, any housing permitted on the sites would be additional to that envisaged by Council's strategic planning and existing pipeline of housing. Council has a proven track record of delivering on its housing targets and asserts that there is a considerable amount of housing in the pipeline in locations such as Glenmore Park Stage 3, Orchard Hills North, Orchard Hills South, Sydney Science Park and Caddens. Indeed, the 1,500 dwellings proposed under the SARP represents around 17% of the over 8,627 dwellings lodged or approved in the Penrith LGA in the 2 years since the start of the housing target period (1 July 2024). Council is already well on track to meet its housing target of 8,400 completed dwellings. Many of the locational advantages of the WSU Werrington sites for housing – described in the submission as its proximity to education, transport, health and utility infrastructure – make them equally advantageous sites for employment. The sizeable, largely vacant sites, could be one of the few remaining opportunities in the east-west corridor for the accommodation of new urban services, emerging industries and higher-order jobs within walking distance of train stations and existing residential areas. The submission argues that the emphasis on employment uses is undertaken without sufficient consideration of market demand. To the contrary, Council's economic, feasibility and market

		analysis identified the WSU Werrington sites as being well suited to accommodate a range of employment-generating uses, including light industrial, service industrial and urban services. There is also strong demonstrated demand for such uses across Western Sydney. These uses would provide long-term capacity to transition towards higher-order employment activities as the surrounding health and innovation precinct matures. The economic analysis recommends retaining sufficient employment land to respond to this strong demonstrated demand, while refining its extent and configuration. It is proposed to refine the spatial extent and configuration of employment land on the WSU Werrington sites in the final Structure Plan. The submission asserts that higher-order employment growth should be concentrated around the WSU Penrith Campus (Kingswood), TAFE NSW and Nepean Hospital. Council is supportive, in principle, of the proposed expansion of learning, teaching and research, alongside employment partnerships and industry co-location, at the WSU Penrith Campus (Kingswood). The draft Structure Plan and Council's Employment Lands Strategy advocate strongly for the development of an innovation precinct and growth of higher-order jobs in education, research, medicine and technology. However, there is no certainty that WSU's employment aspiration for the Penrith Campus (Kingswood) will eventuate. While the proposed Memorandum of Understanding between WSU and Council may provide a framework for future collaboration, it does not guarantee the scale, timing or delivery of future employment outcomes on the Penrith Campus (Kingswood). It is also not a substitute for retaining sufficient land and development capacity on the Werrington sites. The Structure Plan recognises the complementary roles of the Penrith Campus (Kingswood) and Werrington lands in supporting the corridor's long-term employment growth. The Penrith Campus (Kingswood) will continue to be the focus for knowledge-intensive health, education and research employment, while the Werrington lands provide a unique opportunity to accommodate complementary employment uses alongside future housing growth. This balanced approach supports Council's long-term objective of improving employment self-containment. The submission argues that the employment areas in the draft Structure Plan would act as physical and functional barriers within the precinct, reducing walkability, neighbourhood integration and centre viability. Also, that ridgelines and heritage areas would be impacted. Rather, a key consideration in orientating a significant amount of the employment land to the north of the Great Western Highway is to give new and existing residential land on the north side greater access to facilities, services and jobs. At present, the north side of the Great Western Highway is hemmed in by the rail line and highway, limiting its accessibility to everyday services and a walkable neighbourhood. Another rationale for the

		draft Structure Plan's spatial framework is providing a sensitive interface to the heritage item and having regard to topography. It is acknowledged that there is merit in refining the spatial configuration of land uses to catalyse retail and urban services development and improve the long-term viability of the local centre and surrounding employment uses. It is proposed to amend the final Structure Plan to provide a more compact employment precinct, relocate the local centre to front the Great Western Highway and modestly reduce the employment footprint. These changes will improve the visibility and viability of the local centre, while retaining sufficient employment land to accommodate demand for urban services, light industrial and service industrial uses. The submission opposes upgrading the existing Link Bridge. The draft Structure Plan argues that the bridge would provide an important vehicle (together with active transport) connection across the Great Western Highway, between residential areas and key land uses including the new local retail centre and school. While limiting the bridge to walking and cycling is a cheaper approach, the bridge would ideally remain in use for vehicles thereby providing an alternative traffic route and alleviating congestion at the main Great Western Highway intersection. The submission argues that the SARP would deliver additional housing, public open space, environmental conservation, supporting infrastructure and employment while being funded by the proponents rather than Council. It believes this represents a more efficient and deliverable outcome, that better aligns with state planning priorities and would accelerate implementation. Council acknowledges that the SARP may provide a deliverable pathway for redevelopment of the WSU Werrington lands. However, the draft Structure Plan establishes Council's preferred long-term strategic planning framework for the corridor rather than assessing the commercial merits, funding arrangements or implementation timeframe of individual development proposals. Individual development proposals may accelerate delivery, but this should not come at the expense of preserving long-term strategic employment capacity and broader city-shaping outcomes. While the SARP would generate near-term employment, the majority of the stated jobs are population-serving rather than strategic employment, and the reported employment quantum includes existing jobs within the Werrington Park Corporate Centre. Accordingly, the SARP does not replace the need to retain sufficient employment land to support Council's long-term economic and employment objectives. The submission argues that it aligns with the draft Sydney Plan because the sites are identified as a priority housing opportunity and an appropriate location to accelerate the delivery of new dwellings within an established urban area. However, maps within

		the draft Sydney Plan are not consistent, in some cases, showing the WSU Werrington sites as employment land. Council's submission on the draft Sydney Plan requested more consistent recognition of strategically important employment sites in the LGA, including the WSU Werrington sites. The final Sydney Plan has now been released and indicates the role of the WSU Werrington sites is to deliver housing.
251	Western Sydney University (WSU) Supports the draft Structure Plan and recognises Western Sydney University as a key education, research and employment anchor within the corridor. Supports growth of the Kingswood campus as the primary location for education, research, innovation and industry co-location. Seeks greater recognition of the Kingswood health and education precinct's role in delivering employment targets and questions the extent of employment land proposed within the Werrington precinct.	Council is supportive, in principle, of the proposed expansion of learning, teaching and research alongside employment partnerships and industry co-location, at the WSU Penrith Campus (Kingswood). The draft Structure Plan and Council's Employment Lands Strategy advocate strongly for the development of an innovation precinct and growth of higher-order jobs in education, research, medicine and technology. However, Council's economic, feasibility, market analysis and subsequent economic advice, identified the WSU Werrington sites as being well suited to accommodate a range of other employment-generating uses. This includes light industrial, service industrial and urban services, which have strong demonstrated demand. These uses would also provide long-term capacity to transition towards higher-order employment activities as the surrounding health and innovation precinct matures. The economic analysis recommends retaining sufficient employment land to respond to this demand, while refining its extent and configuration. It is proposed to refine the spatial extent and configuration of employment land on the WSU Werrington sites in the final Structure Plan. Under the draft Structure Plan, approximately 3,950 jobs can be attributed to the WSU Werrington sites. In contrast, the SARP's Employment Land Study Assessment and Town Centre Strategy (SARP ELA) refer to an overall yield of 1,070 jobs on the Werrington sites. Council has undertaken a calculation of the job yield based on the Gross Floor Areas (GFAs) listed in the SARP's Urban Design Report and the job rates under the NSW Government common planning assumptions. This calculation indicates the potential for only 500 jobs on the Werrington sites (which reduces to only 252 additional jobs if the existing Werrington Park Corporate Centre and new school that is described as 'potential' is discounted). Council's submission to the SARP will raise concern over this possible overestimate of jobs potential. Council has concerns regarding the overestimation of potential jobs on the WSU Penrith Campus (Kingswood) stated as 5,600 additional jobs in the submission as well as in the WSU Kingswood Master Plan Study accompanying the SARP. Based on the GFAs listed in the WSU Kingswood Master Plan Study and job rates aligned to proposed uses, as per the NSW Government common planning assumptions, Council estimates the jobs potential of the

		Penrith Campus (Kingswood) to be around 1,320 additional jobs (not 5,600).
Community groups and not-for-profit organisations		
196	CAMWEST Supports the draft Kingswood–Werrington Structure Plan and its active transport vision. Commends the proposed active transport network, rail crossings and Werrington Road crossings. Seeks improvements to cycling connectivity, infrastructure quality, network integration, lower-speed environments, lighting and personal safety. Supports separated cycleways or wider shared paths on key routes and proposes additional active transport connections at Caddens and Archives Way. Seeks clarification on future active transport provisions along the South Creek corridor north of the Great Western Highway.	Council notes support for the expanded active transport network identified in the draft Structure Plan, including the proposed east-west and north-south connections, railway crossings and improved access to centres, train stations, education facilities and open spaces. Council notes the Strategic Transport Assessment identifies opportunities to improve north–south active transport connectivity and recommends new crossing opportunities, shared path connections and improvements to access train stations, schools, the Nepean Hospital precinct and educational campuses and schools. The draft Structure Plan recognises walking and cycling as important modes of transport and includes actions to deliver a connected network of active transport links across the corridor. The suggested extensions to the active transport corridors in Caddens are noted. These extensions would provide connectivity between existing shared user paths; the draft Structure Plan will include them under Map 4: Movement networks. It should be noted that the locations and design of all walking and cycling paths shown in the draft Structure Plan will need to be investigated further, as part of future transport projects delivered by Council. Council acknowledges the importance of providing safe and comfortable cycling infrastructure, including physically separated facilities where appropriate. Detailed design considerations such as path width, separation treatments and upgrades to existing shared paths will be assessed as projects progress to detailed planning and design. This will consider relevant guidelines, usage demand, site constraints, environmental considerations and available funding. The comments regarding the South Creek corridor are noted. The draft Structure Plan recognises the strategic significance of the South Creek corridor, including its environmental, recreation and transport functions. While Council has not shown an active transport link west of South Creek in the draft Structure Plan, it should be noted that the previously endorsed St Marys Town Centre Master Plan prepared by Council included an active transport connection along the eastern side of South Creek. The draft Structure Plan includes an action for Council to prepare a Sport and Recreation Facilities Master Plan for the Kingsway Playing Fields and parklands north of the rail line in Werrington, together with South Creek Park in St Marys, addressing active transport connections along with other matters. To allow north-south active transport connectivity, the draft Structure Plan shows

		an active transport route along Werrington Road. Consideration of active transport opportunities and integration with broader strategic infrastructure such as the Outer Sydney Orbital, will occur in collaboration with relevant state agencies as part of future planning. Council agrees that strong integration between active transport routes and key destinations such as shopping centres, schools, public transport interchanges and community facilities is important to maximise network usability. The examples identified in the submission highlight the value of coordinated planning between infrastructure providers, landowners and developers and will help inform future planning and design processes. The suggestion to incorporate lower-speed environments, quiet streets and other bicycle-friendly treatments within neighbourhoods is supported in principle, however, it is noted that the NSW Government is responsible for setting speed limits. Future master planning and transport network investigations will consider a range of movement and place outcomes, including opportunities to improve safety and accessibility for people walking and cycling. Council also acknowledges the importance of personal safety and amenity along active transport corridors. Opportunities for lighting improvements will be considered as part of future planning and design of walking and cycling routes, with careful consideration of environmental impacts, particularly within ecologically sensitive creek and riparian corridors.
205	BlueCHP Limited BlueCHP supports the Kingswood–Werrington Structure Plan and Place Plan and Council's strategic planning for the corridor. BlueCHP highlights the need for additional affordable housing and greater housing density in Kingswood. Requests consideration of high-rise mixed-use zoning and increased building heights for land between Rodgers Street and Orth Street and the area bounded by Orth Street, Rodgers Street, Nepean Hospital and Bringelly Road. Supports preparation of a planning proposal to provide greater land-use flexibility. Notes	The properties between Rodgers and Orth Streets are currently zoned part MU1 Mixed Use (generally allowing development up to 6 storeys) and R3 Medium Density Residential (allowing development up to 2 storeys). The draft Structure Plan proposes mid-rise (3-6 storeys) mixed-use development on most of the properties in this area, including the property owned by BlueCHP, with high-rise (7 plus storeys) mixed-use development on those properties fronting Bringelly Road. While mid-rise mixed-use development seeks to encourage non-residential ground floor uses and active street frontages to support a vibrant, activated precinct, the intention to increase building heights to enable higher-density housing, including affordable housing, is supported. Appropriate densities, heights and built form will be further investigated in future master planning for Kingswood. The preparation of a planning proposal upon adoption of the draft Structure Plan is not proposed. The next step in the planning pathway for the corridor, should the Structure Plan be endorsed, is to prepare a detailed Master Plan for the Kingswood and Werrington precincts. The Master Plan will provide more guidance on built form, public domain, movement and connectivity, to

	opportunities to align housing densities with land ownership patterns and redevelopment feasibility. Identifies BlueCHP-owned land in Orth Street and Rodgers Street as a significant opportunity for affordable housing redevelopment.	ultimately inform potential amendments to planning controls, infrastructure planning and funding mechanisms.
206	**Community Junction** Community feedback collected from approximately 20–25 local residents attending Community Junction's programs raises concerns about traffic congestion associated with future growth, particularly around Werrington train station, Victoria Street, Parkes Avenue and Dunheved Road. Seeks information on how traffic impacts will be managed and whether congestion on Dunheved Road will be addressed. Raises concerns about the impact of additional high-density housing on existing residents, including increased traffic, parking demand and infrastructure strain. Requests clarification on the future of the Werrington train station commuter car park.	The concerns raised regarding traffic congestion, parking demand and pressure on local infrastructure are acknowledged. The draft Structure Plan is a long-term strategic framework and does not determine detailed transport arrangements or development outcomes. As the corridor progresses to the master planning stage, Council will undertake a further detailed multimodal transport assessment including traffic, public transport, walking, cycling, accessibility and parking investigations. This will provide a better understanding of the impacts of future growth and identify priority upgrades and improvements. This work will consider key locations including Werrington train station and other parts of the surrounding network. Consistent with Council's approach to infrastructure planning, future growth will be considered alongside the capacity and delivery of transport, community and utility infrastructure, with ongoing collaboration with state agencies where network improvements are required. The future role of the Werrington train station commuter car park has not been determined. Detailed master planning will further investigate parking demand, access, movement and potential redevelopment opportunities within the train station precinct. The community will have further opportunities to provide input as this work progresses in 2027-2028.
223	**Wildlife Information Rescue and Education Service (WIRES) – Blue Mountains Branch** The submission raises concerns about the impacts of the draft Kingswood–Werrington Place Plan on native wildlife, particularly kangaroo populations and habitat fragmentation.	Several of the matters raised in the WIRES submission are discussed in more detail above (refer to Environment, wildlife and biodiversity related submissions). Given the WIRES submission, and many other community submissions, the draft Structure Plan and Understanding the East-West Corridor: Kingswood-Werrington Report are proposed to be amended to better reflect the weight of community sentiment expressed for the local kangaroo population.

	Supports housing growth but argues that biodiversity protection must be integrated into planning outcomes. Seeks stronger alignment with the Penrith Green Grid Strategy and the Wianamatta South Creek corridor as functional wildlife corridors. Highlights risks associated with habitat loss, wildlife vehicle strikes and kangaroos entering urban areas. Requests continuous protected habitat corridors linked to the South Creek network, restoration of native habitat and ecological connectivity and a formal relocation framework for wildlife populations affected by development. Advocates for wildlife conservation measures that protect both biodiversity and community safety.	The Understanding the East-West Corridor: Kingswood-Werrington Report already identifies corridor-wide Green Grid connections and areas of threatened ecological communities, including the Cumberland Plain Woodland. However, it is acknowledged that the importance of habitat protection and connectivity could be further strengthened in the final Structure Plan. It is proposed that the spatial maps within the draft Structure Plan be revised to indicate proposed ecology corridors where there is an opportunity to connect fragmented areas of habitat, green space and conservation land. It is further proposed that the draft Structure Plan expand the relevant strategic direction to explicitly reference habitat protection and the conditions to sustain wildlife. The WIRES submission argues that, if wildlife is relocated, their new home should be designated to remain free from residential impacts for the foreseeable future. This is a supported principle. Unfortunately, development pressure in Greater Metropolitan Sydney means that sometimes large areas of land are put forward for residential redevelopment by developers and landowners that fall outside the long-term strategic planning work of Council. An example is the Western Sydney University and Stockland State Assessed Rezoning Proposal which has been zoned and envisaged for a business park for a long-time, as opposed to wide-scale residential development. In these instances, Council will work to achieve the best and balanced outcome for the community. Council acknowledges the exceptional work of WIRES, other local wildlife rescue and rehabilitation groups and several other groups involved in natural environment and biodiversity conservation. Together they contribute to Penrith's natural environment. Council will continue to work closely with Transport for NSW and relevant community groups in identifying locations for road safety improvements, to protect wildlife and motorist safety.
254	**Dharug Traditional Owners, Aboriginal and Torres Strait Islander community members** Submission prepared following consultation with Dharug Traditional Owners and Aboriginal and Torres Strait Islander community members. Supports protection of the	Council acknowledges the significant contribution made by Dharug Traditional Owners, Aboriginal and Torres Strait Islander community members and other participants involved in the consultation process. Council recognises that the submission presents a culturally informed landscape-scale perspective that links Country, biodiversity, cultural heritage, wildlife, climate resilience, community wellbeing and intergenerational stewardship. Council notes the submission's emphasis on Cumberland Plain Woodland conservation, ecological connectivity, wildlife corridors,

	Cumberland Plain Woodland through an integrated wildlife corridor and conservation zoning approach. Identifies kangaroos as a culturally significant keystone species and opposes culling, preferring habitat retention and wildlife corridor protection, with relocation considered only as a secondary measure. Requests a cultural heritage study for WSU Werrington North site, recommends that Werrington's 'high point' be recognised as a significant cultural site, and recommends use of Frogmore House (Dharug Gunya) as a cultural and heritage centre. Raises concerns regarding urban heat, tree canopy loss and climate resilience. Raises concern about limited employment on the WSU SARP site, uncertainty of the school proposal and loss of the observatory building. Also recommends opportunities for Aboriginal Ranger programs, First Nations employment, cultural tourism and community wellbeing.	kangaroo habitat, environmental sustainability, climate adaptation, urban heat mitigation, Caring for Country and integrated planning across land ownership and administrative boundaries. Council acknowledges the significance attributed to kangaroos as a culturally important species and the broader relationship between cultural identity and Country. Council notes that a separate NSW Government-led State Assessed Rezoning Proposal (SARP) is currently underway for the Western Sydney University (WSU) Werrington North and South sites. The SARP process, including the assessment of future land use outcomes, biodiversity impacts, environmental management measures, cultural heritage considerations and associated development approvals, is being led and determined by the NSW Government. Matters relating specifically to the future development of the WSU Werrington lands will therefore be considered through that separate statutory process. The Structure Plan seeks to establish a broader strategic framework for the Kingswood–Werrington corridor and responds to many of the themes raised in the submission through strengthened recognition of blue-green infrastructure, ecological corridors, creek systems, remnant vegetation, urban cooling opportunities and landscape connectivity across the corridor. Council will consider opportunities to further strengthen references to biodiversity, habitat connectivity, wildlife movement corridors, climate resilience and Planning with Country in the final Structure Plan. Council notes the request for further investigation of cultural values associated with the WSU Werrington sites, including culturally significant places, landscape features, movement corridors, views and connections to Country. Council's submission on the SARP calls for previous Aboriginal cultural heritage matters raised by Council during the previous Planning Proposal to be addressed, including First Nations engagement, the investigation of potential scar trees, impacts associated with ground disturbance and water management, kangaroo management consultation, animal species impacted by development and controls to protect culturally significant views. Council also notes the opportunities identified for Aboriginal employment, Caring for Country initiatives, Aboriginal Ranger programs, cultural tourism, education and community wellbeing. These opportunities align with broader objectives relating to Country-centred planning, community capacity building and long-term stewardship. The Structure Plan will be amended to reference the recently exhibited draft Reflect Penrith Reconciliation Action Plan (RAP) as the key Council plan where these types of initiatives will be explored. These initiatives are also reflected in other Council strategies and plans, such as the recently revised Penrith Biodiversity Strategy that endeavours to invest in and grow activities that harness and embed First Nations

		ecological knowledge and land management practices. For instance, Council is supporting a First Nations Ranger Program, Water Country Program and Cultural Fire Program. Council notes the request regarding Frogmore House (Dharug Gunya) to become a heritage space and its importance to members of the Dharug community. The future use and management of Frogmore House will require ongoing discussion with relevant stakeholders, landowners and community representatives. At the time of writing, it is not clear what the future ownership or use of Frogmore House will be. The issues raised through this submission will help inform Council's advocacy for ecologically connected, climate-resilient and culturally responsive outcomes across the broader Kingswood–Werrington corridor. Council recognises the submission's proposal for an integrated wildlife corridor and notes the potential value of connected habitat networks linking areas such as Wianamatta South Creek, Claremont Creek, riparian corridors, remnant bushland, open space networks and other ecological assets. Council also acknowledges that the importance of habitat protection and connectivity could be further strengthened in the final Structure Plan. It is proposed that the spatial maps within the draft Structure Plan be revised to indicate proposed ecology linkages where there is an opportunity to connect fragmented areas of habitat, green space and conservation land. Council acknowledges the submission's emphasis on Planning with Country and recognises that Country encompasses cultural, environmental, spiritual and community relationships rather than being limited to heritage places. Future master planning will include engagement with Traditional Custodians and Aboriginal communities to explore opportunities for Connecting with Country outcomes and the integration of First Nations knowledge into future planning and design. It is proposed to strengthen references to Planning with Country and First Nations cultural landscapes within the final Structure Plan. Council is committed to ongoing engagement with Traditional Custodians, Aboriginal organisations and Aboriginal community members as future master planning progresses.
Penrith LGA residents and wider community members		
1	Requests adoption of Integrated Underground Refuse Systems (URS) to replace kerbside wheelie bins. Cites pedestrian blockages, visual clutter and litter from bin collections. Outlines perceived benefits	Council's Waste Management Guidelines provide specific guidance on Automated Waste Collection Systems (AWCS), including the type of underground refuse systems described in this submission. The guidelines identify a range of benefits associated with these systems, including:

	including increased storage capacity, fewer collection stops, reduced truck movements, operational efficiencies and improved streetscape outcomes.	• Environmental – reduced noise, odour, vermin and greenhouse gas emissions, improved visual amenity and enhanced local air quality. • Social – reduced traffic congestion, improved road safety and better hygiene through reduced manual waste handling. • Technical – flexible collection times, reduced collection vehicle access requirements and opportunities for integrated residential and commercial waste collection. The guidelines also identify potential benefits for developers, including more efficient use of floor space, reduced basement height requirements, lower operational costs and improved marketability. AWCS are generally most suitable for greenfield developments, where limited building and infrastructure constraints allow the underground pipe network to be delivered alongside other essential services, such as water, sewerage and electricity. Typically, they are more financially feasible where more than 1,000 dwellings are proposed within a medium-to-high density residential or mixed-use development. As development within the corridor is expected to be largely infill in nature, with increased densities focused around the Kingswood and Werrington train stations, opportunities for AWCS are likely to be limited, except potentially on the WSU Werrington North and South sites. The submission also recommends underground refuse systems where large waste storage bins are located below ground with small disposal inlets visible above ground. Waste is stored underground until collected helping to reduce bin clutter, odour, litter and truck movements, improve amenity and increase storage capacity. These systems are usually implemented within the public domain and are not detailed in the Waste Management Guidelines. However, they could be considered as an alternative and innovative solution within a mixed-use, commercial or open space development where litter bins are required. The Penrith Development Control Plan (DCP) 2014 currently includes a control that enables Council to consider alternative and innovative waste management systems for high-density residential and mixed-use developments, where they deliver improved planning and environmental outcomes for both the development and the broader community.
2	Raises concerns about aircraft noise from the Western Sydney International (Nancy-Bird Walton) Airport (WSI) flight path, potential removal of the Werrington	The WSI Airport - Aircraft Overflight Noise Tool provides information on aircraft noise for potential new residents. There are also separate processes in place for managing and monitoring the impacts of aircraft noise.

	train station car park, and impacts on lower-income residents. Questions whether the area will attract new residents and whether existing residents may be priced out of the area.	The importance of the Werrington train station commuter car park, located on Council owned land behind the existing shops in Victoria Street, is acknowledged. The draft Structure Plan includes an action to undertake a parking study and implementation plan to manage 20-year parking demand in this precinct. This study will inform other Structure Plan actions including investigating redevelopment opportunities for the car park to support a mixed-use neighbourhood centre with retail, commercial and community uses and activate the train station precinct as part of future detailed master planning. The draft Structure Plan's vision recognises that future growth must include maintaining housing affordability. It also provides strategic direction for delivering diverse housing by encouraging well-designed housing that is adaptable, accessible and affordable. The draft Structure Plan includes an action to engage with Homes NSW to explore redevelopment opportunities for its landholdings in the Kingswood Local Centre precinct. The commuter car park and housing affordability are matters for further consideration in detailed precinct master planning.
3	Requests an additional north-south road crossing between Werrington and Kingswood. States it would significantly improve local traffic at minimal cost.	The submitter's request is noted. The draft Structure Plan includes an action for Council to work in collaboration with Transport for NSW (and Sydney Trains) to investigate the feasibility and potential location of a new multimodal crossing of the rail corridor in the vicinity of Abacus Parade and Victoria Street/Park Avenue. This will improve north–south connectivity across the rail corridor in the area between Kingswood and Werrington.
4	Requests rectification of the condition of Victoria Street, including kerbing and guttering between Park Street and the Colonial Hotel. Requests a professionally engineered solution and expresses little confidence in Council's ability to deliver or implement a workable plan.	The submitter's concerns are noted. The draft Structure Plan acknowledges the important function of Victoria Street, between Parkes Avenue and Gibson Avenue, as Werrington's main street. It also acknowledges the role of the wider Victoria Steet corridor in facilitating multimodal connectivity between Kingswood and Werrington centres. Council acknowledges the submissions received during consultation on the draft Kingswood–Werrington Structure Plan regarding the condition and operation of Victoria Street, Werrington. The matters raised included requests for pavement reconstruction, kerb and gutter improvements, intersection upgrades, traffic management measures and concerns regarding the delivery of future works. Victoria Street was inspected as part of Council's Infrastructure Management Group (IMG) road condition assessment program in 2024. The assessment results have been used to prioritise renewal works across Council's road network and inform the current 5-year works program. As Council has a limited annual capital works budget, road renewal projects are prioritised based on condition, risk and available funding across the entire local government area. Consequently, it is not possible to deliver all

		requested improvements immediately or reconstruct the full length of Victoria Street within a single financial year. The following sections of Victoria Street are currently included in Council's adopted 5-year works program: • Lethbridge Avenue to Burton Street: 2027-28 • Burton Street to Park Avenue: 2028-29 • Gibson Avenue to Lethbridge Avenue: 2029-30 • Kazanis Court to Gibson Avenue: 2029-30 Victoria Street is approximately 5.5 kilometres in length, and renewal works are therefore programmed and delivered in stages. The remaining section extending towards Richmond Road will be considered for inclusion in future works programs beyond the current 5-year delivery period, subject to ongoing condition assessments, competing priorities and available funding. In the interim, Victoria Street will continue to be monitored through Council's scheduled road maintenance inspection program. Any defects identified that present a safety risk or impact the serviceability of the road will be addressed in accordance with Council's maintenance intervention levels through routine patching and heavy patching, subject to available resources and funding. This proactive maintenance approach is intended to keep the road safe and serviceable until full pavement rehabilitation is undertaken as part of the programmed capital works. Requests relating to additional improvements, including intersection treatments and traffic management measures, have been referred to the relevant Council departments for consideration as part of future planning and capital works programs. The draft Structure Plan will be followed by a Master Plan which will provide guidance on public domain improvements in Kingswood and Werrington precincts. In conjunction with the master planning phase, Council will progress an Infrastructure Funding and Delivery Plan to address pathways for implementation of proposed public domain improvements.
5	Requests consideration of higher-density housing in the area bounded by Second Avenue, Anthony Crescent, Cosgrove Crescent, O'Connell Street and the Great Western Highway. States the area (east of Chapman Gardens) is well located near Kingswood train station, Western Sydney	The draft Structure Plan does not propose changes to housing typologies and densities in all parts of the Study Area. Instead, it aims to deliver transport-accessible neighbourhoods - generally proposing mid-high rise housing within 400m of Kingswood train station and low-mid rise housing within 800m of the train station. Council acknowledges the area east of Chapman Gardens is located near education and open space assets however, it's outside both the 800m radius and walking catchments of Kingswood train station. The area is currently zoned R3 Medium Density Residential, permitting multi-dwelling housing such as townhouses, terraces and manor houses in addition to dual

	University, TAFE, schools, nursing homes and Chapman Gardens. Considers the area a missed opportunity for gentrification.	occupancies and secondary dwellings. Any density uplift in areas outside walking catchments of public transport nodes has the potential to exacerbate private vehicle dependency, which conflicts with the draft Structure Plan's intent to encourage a modal shift. There is no intention to further increase the density of the area east of Chapman Gardens at this stage. As a point of comparison, the draft Structure Plan does not propose any land use changes to the residential area south of Edna Street in Kingswood. This area has similar locational advantages and is also zoned R3 Medium Density Residential.
6	Opposes the proposal. States it will change the nature and culture of the area, negatively impact traffic and already overstretched services, and will not provide housing for Australian families.	The concerns raised in the submission are noted. Ensuring that growth is planned in a coordinated way where land use and infrastructure planning are aligned is one of the key outcomes of the draft Structure Plan. The draft Structure Plan directs the preparation of an Infrastructure Funding and Delivery Plan which will clearly identify the range of transport and other infrastructure needed to support growth. Investment will also be needed from the NSW Government to deliver or fund certain transport, education and utility projects. This will require collaborating with state agencies, major institutions, utility providers and industry. The draft Structure Plan and subsequent planning process aims to identify capacity for approximately 8,580 additional dwellings in the Kingswood-Werrington corridor which will cater to the growing housing needs of Australian families. Ultimately, the uptake and delivery of housing is subject to investment from multiple parties including private developers and the NSW Government.
7	Requests evening or weekend information sessions. States the plan is unclear about proposed changes and timing and requests a simple summary of projects, locations and timelines. Requests greater priority for improving traffic congestion on Werrington Road before increasing housing density and population.	Details of the communication and engagement activities undertaken are provided in this report. While evening or weekend sessions were not held, there were opportunities available for full-time workers to contact Council (via email) to ask questions and provide feedback (via online survey, email or letter). The draft Structure Plan is a long-term strategic and spatial framework to guide growth, investment and change across the corridor over the next 20 years. It is the first step in the planning pathway for the Kingswood-Werrington corridor. More detailed information will be provided during the master planning process and there will be a further opportunity to provide feedback on the draft Master Plan. Council continues its advocacy on Werrington Arterial Stage 2 (WA2) and the draft Structure Plan includes an action to this effect. Council has been calling on the NSW Government for several years to complete a Strategic Business Case for WA2 and commit funding to its construction to improve network resilience, connectivity and traffic distribution across the corridor.

39	Raises concerns that promised roads, schools and shopping centres have not been delivered. States roads are congested, bus services are limited, schools are at capacity and traffic from new housing developments is affecting the area. Expresses concern about loss of a promised grocery store and the impact of ongoing development on Claremont Meadows.	The draft Structure Plan proposes coordinating infrastructure delivery with growth to ensure roads and transport, utilities, open space and community infrastructure are provided in a timely manner. Under Strategic Direction 17, the draft plan includes preparing an Infrastructure Funding and Delivery Plan to establish funding pathways and delivery responsibilities. It is acknowledged that, to support future growth across the corridor, the NSW Government will also be required to deliver or fund certain transport, education and utility projects. Consequently, Strategic Direction 18 in the draft Structure Plan includes collaborating with state agencies, major institutions, utility providers and industry. While shops will not be included in the infrastructure plan, it is proposed that opportunities for further retail development will emerge through future detailed master planning for Kingswood and Werrington. The draft Structure Plan also recognises a new local centre with shops in the Innovation Spine precinct on the Western Sydney University Werrington site (north of the Great Western Highway). This site, however, is the subject of a State Assessed Rezoning Proposal (SARP) being considered by the Department of Planning, Housing and Infrastructure (DPHI) which proposes a new local centre (south of the Great Western Highway). Council will continue to advocate for improved local and regional bus services to support growing communities and reduce reliance on private vehicle travel.
42	Supports the development. States it is required to fulfil housing requirements in Western Sydney.	Support is noted. The draft Structure Plan and subsequent planning process aim to identify capacity for approximately 8,580 additional dwellings for students, families, workers and older residents close to education, health care, shops and transport. It proposes a mix of housing to support different household sizes, life stages and incomes, including adaptable, accessible and affordable homes.
46	Supports the development. States it will bring jobs, housing and growth.	Support is noted. The draft Structure Plan and subsequent planning process aim to identify capacity for approximately 8,580 additional dwellings and 6,255 additional jobs over the next 20 years to support the long-term vision for the corridor.
113	Raises concerns that further development will increase stress on surrounding communities, people, wildlife and road congestion. States traffic congestion is already severe, the area is struggling and overcrowded. Questions the impact of development on wildlife.	The draft Structure Plan proposes coordinating infrastructure delivery with growth to ensure roads and transport, utilities, open space and community infrastructure are provided in a timely manner. Under Strategic Direction 17, the draft plan includes preparing an Infrastructure Funding and Delivery Plan to establish funding pathways and delivery responsibilities. It is acknowledged that, to support future growth across the corridor, the NSW Government will also be required to deliver or fund certain transport, education and utility projects. Consequently, Strategic Direction 18 in the draft Structure Plan includes collaborating with state agencies, major institutions, utility providers and industry.

		The issue of wildlife displacement is discussed in more detail above (refer to Environment, wildlife and biodiversity related submissions).
121	Supports a planned approach to growth in the area. Requests a staged approach to growth and prioritisation of infrastructure delivery. Identifies delivery of Werrington Arterial Stage 2 as a key infrastructure priority.	The draft Structure Plan proposes coordinating infrastructure delivery with growth to ensure roads and transport, utilities, open space and community infrastructure are provided in a timely manner. Under Strategic Direction 17, the draft plan includes preparing an Infrastructure Funding and Delivery Plan to establish funding pathways and delivery responsibilities and sequencing development, so infrastructure capacity keeps pace with population and employment growth. It is acknowledged that, to support future growth across the corridor, the NSW Government will also be required to deliver or fund certain transport, education and utility projects including Werrington Arterial Stage 2. Consequently, Strategic Direction 18 in the draft Structure Plan includes collaborating with state agencies and utility providers. Council continues its advocacy on Werrington Arterial Stage 2 (WA2) and the draft Structure Plan includes an action to this effect. Council has been calling on the NSW Government for several years to complete a Strategic Business Case for WA2 and commit funding to its construction to improve network resilience, connectivity and traffic distribution across the corridor.
127	Requests the area be retained as part of the Western Sydney Green Belt. Supports preserving trees and green space rather than further urban development.	The issue of tree protection and greening is discussed in more detail above (refer to Environment, wildlife and biodiversity related submissions). The draft Structure Plan seeks to protect and connect existing areas of conservation land, creek corridors and public open space, consistent with Council's Green Grid Strategy. It is proposed that the draft Structure Plan be strengthened further by identifying ecological corridors for investigation over time.
134	Expresses concern for the kangaroo mob living on Western Sydney University (WSU) land. States the community is already overdeveloped and lacks infrastructure and services. Requests additional community infrastructure including roads, traffic lights, schools and medical services to support growth. States concern that WSU will not translocate the kangaroo mob, notes that kangaroos and birdlife contribute to local character	The draft Structure Plan proposes coordinating infrastructure delivery with growth to ensure roads and transport, utilities, open space and community infrastructure are provided in a timely manner. Under Strategic Direction 17, the draft plan includes preparing an Infrastructure Funding and Delivery Plan to establish funding pathways and delivery responsibilities. It is acknowledged that, to support future growth across the corridor, the NSW Government will also be required to deliver or fund certain transport, education, health and utility projects. Consequently, Strategic Direction 18 in the draft Structure Plan includes collaborating with state agencies, major institutions, utility providers and industry. The issue of kangaroo protection is discussed in more detail above (refer to Environment, wildlife and biodiversity related submissions).

	and community identity. Requests protection of the kangaroo mob in future development plans.	
147	Supports the draft Kingswood–Werrington Structure Plan in principle. Requests a mixed-use development area along Park Avenue to support a supermarket. Supports extending medium to high-rise zoning north to encompass the area bounded by Richmond Road, Sandringham Avenue and Cambridge Street. Requests clarification on medium to high-rise development zoning requirements, notes potential confusion about the inclusion of the Cambridge Park portion of Kingswood North in the plan area. Suggests rezoning parts of the North Kingswood industrial area for housing.	The draft Structure Plan proposes higher-density housing, employment and mixed-use development within the Kingswood Local Centre precinct on the southern side of the rail line. It also identifies an opportunity for a small-format supermarket at or near Bringelly Road. The proposed location for the supermarket is considered to be more appropriate than the northern side of the rail line along Park Avenue as it would be central to the proposed growth, better support the Nepean cluster of health and medical uses and reinforce Bringelly Road's role as Kingswood's main street. Future master planning for Kingswood will further explore the opportunity for a supermarket. Information was provided on what is meant by medium or mid-high rise development and current minimum lot sizes for multi-dwelling housing and residential flat buildings. Mid-rise housing generally refers to 3-6 storey developments, while high-rise housing refers to 7 plus storey developments. Future master planning for Kingswood will be undertaken to investigate potential building heights, densities, minimum site areas and other planning controls in those areas identified for potential change in the draft Structure Plan. The mid-high rise residential development in the Kingswood North precinct is proposed to extend to Joseph Street. Currently, the area has maximum building heights that generally allow 2-4 storey development. While there are several considerations in determining the extent of the proposed mid-high rise housing including current zones and land uses, a key consideration is the walking distance to Kingswood train station with mid-high rise housing generally proposed within 400-600m of the train station in this precinct. Extending the mid-high rise housing further north to encompass the area bounded by Richmond Road, Sandringham Avenue and Cambridge Street would locate higher density housing further from the train station and reduce its accessibility to public transport. This would be inconsistent with the draft Structure Plan's intent for a transport-accessible neighbourhood. Instead, the draft Structure Plan identifies part of this area for potential low to mid-rise housing (2-6 storeys) on Norfolk Road and Raschke Street, centred around Steamroller Park, with the remaining part retained as low-rise housing (1-2 storeys). Although the area north of Cambridge Street between Cam and College Streets is currently zoned for medium density housing, it has a maximum building height of 8.5m (2 storeys) consistent with surrounding building heights. Nevertheless, the extent of the proposed low-mid and mid-high rise residential development in

		the Kingswood North precinct will be further investigated in future master planning. Details of the communication and engagement activities undertaken are provided in this report. This included information on Council's Your Say Penrith website on the extent of the study area and provided opportunities for residents of Cambridge Park to provide feedback. The economic analysis supporting the draft Structure Plan found that the Kingswood North Industrial Area is a well-functioning industrial and urban services area that should be retained in the short to medium term to support existing businesses and jobs.
156	Supports the proposed development and expresses enthusiasm for its delivery.	Support is noted.
172	Requests a new road and shared path crossing over the railway line to improve north–south connectivity. Supports linking Bringelly Road, Richmond Road and Parker Street, including a bridge connection near Kingswood train station. States existing routes are experiencing significant traffic congestion and requests improved connections between Penrith, Kingswood and areas north of the railway line.	The draft Structure Plan includes an action to work with the NSW Government to identify opportunities for new (or improved) multimodal crossings of the rail line to create stronger links between communities, centres and key destinations. This will be explored in future master planning. The request for an additional crossing in the vicinity of Bringelly Road, Richmond Road and Kingswood train station is noted. Future master planning will investigate multimodal access improvements to address severance across the corridor, including potential grade-separated crossings. Consistent with a movement and place approach, at-grade street-level improvements will be tested in the first instance with investigations undertaken in consultation with Transport for NSW and Sydney Trains.
176	Requests improved traffic management on Werrington Road. Supports additional industrial and commercial land to accommodate future population growth and employment needs.	Council continues its advocacy on Werrington Arterial Stage 2 (WA2) and the draft Structure Plan includes an action to this effect. Council has been calling on the NSW Government for several years to complete a Strategic Business Case for WA2 and commit funding to its construction to improve network resilience, connectivity and traffic distribution across the corridor. The draft Structure Plan proposes increasing industrial and commercial floorspace through a range of actions focused on strengthening the corridor's emerging innovation precinct and increasing jobs in existing centres and new employment areas. It also recognises the need to protect and renew existing employment areas to accommodate new and established businesses, while improving job densities.

185	Requests a roundabout at the intersection of Victoria Street and Burton Street, Werrington. Requests renaming Armstein Crescent Park to Werrington House Park. Requests improvements to Victoria Street between Parkes Avenue and Steamroller Park (i.e. the full length from Werrington shops to the Kingswood roundabout) as the road is in poor condition. Seeks completion of Werrington Arterial Stage 2 to reduce traffic on Werrington Road and link to Dunheved Road.	Victoria Street was inspected as part of Council's Infrastructure Management Group (IMG) road condition assessment program in 2024. The assessment results have been used to prioritise renewal works across Council's road network and inform the current 5-year works program. As Council has a limited annual capital works budget, road renewal projects are prioritised based on condition, risk and available funding across the entire local government area. Consequently, it is not possible to deliver all requested improvements immediately or reconstruct the full length of Victoria Street within a single financial year. The following sections of Victoria Street are currently included in Council's adopted 5-year works program: • Lethbridge Avenue to Burton Street: 2027-28 • Burton Street to Park Avenue: 2028-29 • Gibson Avenue to Lethbridge Avenue: 2029-30 • Kazanis Court to Gibson Avenue: 2029-30 Victoria Street is approximately 5.5 kilometres in length, and renewal works are therefore programmed and delivered in stages. The remaining section extending towards Richmond Road will be considered for inclusion in future works programs beyond the current 5-year delivery period, subject to ongoing condition assessments, competing priorities and available funding. In the interim, Victoria Street will continue to be monitored through Council's scheduled road maintenance inspection program. Any defects identified that present a safety risk or impact the serviceability of the road will be addressed in accordance with Council's maintenance intervention levels through routine patching and heavy patching, subject to available resources and funding. This proactive maintenance approach is intended to keep the road safe and serviceable until full pavement rehabilitation is undertaken as part of the programmed capital works. The request for a roundabout at the Burton Street and Victoria Street intersection is noted. Council recently delivered traffic safety improvements at this intersection and along Burton Street through a combination of Black Spot Program funding and Council funding to address identified safety concerns. Council will continue to monitor the performance of these treatments and assess whether any additional measures may be warranted. Any future intersection improvements would be subject to further assessment and prioritisation through Council's existing programs, having regard to road safety and performance, traffic movements, pedestrian access, cycling requirements, public transport operations, property impacts and available funding. The request for improved pedestrian crossing facilities on Burton Street is noted. The Strategic Transport Assessment identifies improving active travel to schools and enhancing walking connections as important priorities. Pedestrian crossing

		opportunities may be considered through future transport planning, road safety programs and Council's prioritisation processes, having regard to pedestrian demand, safety outcomes, competing priorities and available funding. The draft Structure Plan identifies Victoria Street as an important east-west movement corridor and a key route for future walking and cycling connections between Kingswood and Werrington train stations. Future master planning will investigate opportunities to improve movement, safety, accessibility and public domain outcomes along the corridor. The draft Structure Plan does not propose any place renaming. Separate processes of community notification and engagement would need to occur in the case of any individual renaming. Council continues its advocacy for Werrington Arterial Stage 2 (WA2) and the draft Structure Plan includes an action to this effect. Council has been advocating for the NSW Government to complete a Strategic Business Case for WA2 and commit funding to improve network resilience, connectivity and traffic distribution across the corridor.
186	Requests a roundabout at the intersection of Burton Street and Victoria Street. Requests a pedestrian crossing on Burton Street to improve safety for school children. Seeks a fenced dog park at Werrington Lake. Raises concerns about all-day commuter parking near Werrington shops. Wants investment in important infrastructure improvements as opposed to aesthetic changes and requests additional lighting around Werrington Lake and Burton Street.	The following sections of Victoria Street are currently included in Council's adopted 5-year works program: • Lethbridge Avenue to Burton Street: 2027-28 • Burton Street to Park Avenue: 2028-29 • Gibson Avenue to Lethbridge Avenue: 2029-30 • Kazanis Court to Gibson Avenue: 2029-30 Victoria Street is approximately 5.5 kilometres in length, and renewal works are therefore programmed and delivered in stages. The remaining section extending towards Richmond Road will be considered for inclusion in future works programs beyond the current 5-year delivery period, subject to ongoing condition assessments, competing priorities and available funding. In the interim, Victoria Street will continue to be monitored through Council's scheduled road maintenance inspection program. Any defects identified that present a safety risk or impact the serviceability of the road will be addressed in accordance with Council's maintenance intervention levels through routine patching and heavy patching, subject to available resources and funding. This proactive maintenance approach is intended to keep the road safe and serviceable until full pavement rehabilitation is undertaken as part of the programmed capital works. The request for a roundabout at the Burton Street and Victoria Street intersection is noted. Council recently delivered traffic safety improvements at this intersection and along Burton Street through a combination of Black Spot Program funding and Council funding to address identified safety concerns. Council will continue to monitor the performance of these treatments and

		assess whether any additional measures may be warranted. Any future intersection improvements would be subject to further assessment and prioritisation through Council's existing programs, having regard to road safety and performance, traffic movements, pedestrian access, cycling requirements, public transport operations, property impacts and available funding. The request for improved pedestrian crossing facilities on Burton Street is noted. The Strategic Transport Assessment identifies improving active travel to schools and enhancing walking connections as important priorities. Pedestrian crossing opportunities may be considered through future transport planning, road safety programs and Council's prioritisation processes, having regard to pedestrian demand, safety outcomes, competing priorities and available funding. The draft Structure Plan identifies Victoria Street as an important east-west movement corridor and a key route for future walking and cycling connections between Kingswood and Werrington train stations. Future master planning will investigate opportunities to improve movement, safety, accessibility and public domain outcomes along the corridor. At present, the dog park at Werrington Lakes is unfenced. Council would need to determine the provision of any fencing or upgrades to the area based on funding and priority. In 2024, Council opened a new fenced dog park at the nearby Gipps Street Recreation Precinct, within the Study Area. Council acknowledges that it's unable to provide a fenced dog park in every suburb or neighbourhood, despite there being a desire by many dog owners for nearby facilities. It is intended that the upcoming Master Plan will undertake a high-level analysis of the parking issues and opportunities in the Werrington Town Centre. The priority on critical infrastructure is noted. Any future changes to Contributions Plans are likely to focus on the most essential infrastructure. The draft Place Plan integrates findings from the Kingswood-Werrington Safety Audit, which included a number of recommendations around lighting of streets and public spaces.
187	Opposes development of the Werrington South site due to concerns about impacts on the ecosystem at 186 O'Connell Street. Raises concerns about the urban heat island effect and requests protection of trees and green space to reduce	The issue of ecosystem impacts on the WSU Werrington sites and tree protection are discussed in more detail above (refer to Environment, wildlife and biodiversity related submissions). The draft Structure Plan recognises that high urban heat and low tree canopy is a key challenge for the corridor. It proposes actions to increase tree canopy across streets and open spaces including establishing canopy targets in centres and high-density areas. These actions will be progressed in future master planning.

	heat, noise and environmental impacts.	Council recognises that shade and tree canopy are also important for walking and active transport infrastructure to support pedestrian comfort and accessibility.
202	States the map on the brochure is too small to read. Suggests more community activities and social opportunities for older residents, including picnic and social gatherings, craft activities, conversation groups and light exercise programs. Requests provision of shade, seating, accessible toilets, public transport access or parking, and flat accessible paths. Suggests activities should be free or low-cost.	Many hard copy handouts and documents were made available to participants at the drop-in engagement session. However, digital copies will continue to be made available on Council's website which provides access to a range of accessibility features including allowing users to zoom in, use screen readers or other assistive technology. The draft Kingswood-Werrington Place Plan includes actions around events and programming to help bring the community together. One of the actions is to continue Village Cafe, a free monthly program run by Council in Kingswood to connect community members with their neighbours and local support services. The plan also encourages organisers of community-led programs to apply for grants from Council's Community Funding Program. While Council will lead various actions in the draft Place Plan, it acknowledges the importance of shared effort and leadership from other stakeholders. This includes private organisations and community members that organise, participate in and lead activities that help make our community a great place to live. Council will prepare a Master Plan for the Kingswood and Werrington precincts following the adoption of the draft Structure Plan and Place Plan. The Master Plan will look at opportunities for public domain improvements around the provision of trees, shade, public transport and other elements at a concept level.
208	Raises concern that increased housing density in the Kingswood–Werrington precinct is being planned without adequate supporting infrastructure. Supports additional housing but requests infrastructure be delivered before or alongside development. Raises concerns about road congestion, public transport capacity, schools, childcare, healthcare, community services, pedestrian and cyclist safety, and the need for additional parks and recreational facilities. Expresses concern about loss of green space, native	A central focus of the draft Structure Plan and upcoming draft Master Plan is to ensure that housing growth is supported by the infrastructure needed to enable our current and new communities to thrive. Several of the issues raised in the submission - such as traffic management, public transport, community services and safety – have associated actions in the draft Structure Plan. Many of these issues are also reflected in Council's Local Strategic Planning Statement and Community Strategic Plan, which set the foundation for Council's planning and operations. Council heard similar comments from many community members during the early engagement for the draft Structure Plan and Place Plan, as well as during the latest public exhibition period. The issue of habitat loss, kangaroo protection and biodiversity are discussed in more detail above (refer to Environment, wildlife and biodiversity related submissions).

	vegetation and wildlife habitat, including impacts on kangaroos and other native wildlife. Requests protection of wildlife corridors, biodiversity and green space. Advocates for an infrastructure-first approach with clear commitments to fund and deliver infrastructure and environmental protections before significant increases in housing density proceed.	
216	Acknowledges the strengths of the Structure Plan but argues it does not adequately embed Connecting with Country principles or meaningfully incorporate Darug knowledge and Traditional Owner input into planning. States the plans treat First Nations culture primarily as a public domain and heritage consideration rather than a foundation for land-use planning and environmental management. Calls for deeper collaboration with Traditional Owners, including recognition of Songlines, cultural corridors and Country-led planning approaches. Raises concerns about environmental sustainability, biodiversity and green-blue corridor planning. Cites the WSU kangaroo mob as a practical example where Traditional Owner knowledge could inform wildlife management, corridor planning and ranger training programs. Requests stronger integration of Country, Traditional Owner knowledge and cultural landscape	Council acknowledges the importance of First Nations knowledge, cultural values and ongoing stewardship of Country in planning for the corridor. The draft Structure Plan and Place Plan recognise the significance of First Nations culture, heritage and connection to Country. Council appreciates the detailed feedback provided regarding opportunities to strengthen the application of Connecting with Country principles. A detailed engagement will be planned with Traditional Custodians and First Nations representatives as part of the future master planning process to help inform place, environmental, cultural and design outcomes. This will provide an opportunity to explore how First Nations knowledge can contribute to future planning for waterways, ecological corridors, biodiversity, public spaces, landscape character and local identity. Council will continue to consider opportunities to work collaboratively with Traditional Custodians, First Nations stakeholders and other partners as planning for the corridor progresses. Comments in the submission regarding cultural landscapes, ecological connectivity, wildlife movement corridors and the integration of Country into future planning are noted and will be considered as part of future master planning and related studies. Council also notes that Western Sydney University coordinates an advisory committee involving First Nations representatives that considers options on the management of kangaroos on the Werrington sites.

	planning throughout the corridor.	
232	Objects to redevelopment of the WSU Werrington South site. Raises concerns about flood impacts, urban heat, loss of green space and cumulative growth not being matched by infrastructure delivery. Requests protection of kangaroo habitat and wildlife corridors, assessment of non-lethal management options, and improved planning for roads, services and commuter parking.	Concerns regarding flooding, urban heat and green space are noted. The area on the WSU Werrington South site, where concerns were raised about the impacts of flooding, is along Claremont Creek. The spatial framework plan in Council's draft Structure Plan proposes a significant amount of green open space to be reserved along this creek line. It also proposes the retention of existing waterbodies to minimise impacts to how water currently flows on the site. While Council is not the responsible authority assessing the SARP, the draft Structure Plan includes an action to require future rezoning and development proponents to undertake comprehensive flood modelling that addresses cumulative flood impacts, Probable Maximum Flood (PMF) risk, infrastructure constraints and evacuation requirements in the Innovation Spine precinct. Noting the existing issues associated with urban heat in the area, the draft Structure Plan proposes to increase the quantum of public open space on the WSU Werrington sites compared to current planning controls. This will enable the retention of permeable space to mitigate urban heat impacts, provide recreational space for the community and establish a green landscaped setting for new development. A central focus of the draft Structure Plan and upcoming draft Master Plan is to ensure that housing growth is supported by the infrastructure needed to enable our current and new communities to thrive. Several of the issues raised in the submission - such as traffic management, parking, community services and green space – have associated actions in the draft Structure Plan. These issues are also reflected in Council's Local Strategic Planning Statement and Community Strategic Plan, which set the foundation for Council's planning and operations. Council heard similar comments from many community members during the early engagement for the draft Structure Plan and Place Plan, as well as during the latest public exhibition period. Matters relating to commuter parking at Werrington train station, as well as station precinct access, will be considered through future parking studies and precinct planning. The issue of habitat loss, kangaroo protection and biodiversity are discussed in more detail above (refer to Environment, wildlife and biodiversity related submissions).
238	Suggests provision of a dog park within the area.	Feedback is noted. Council's spatial mapping available at www.penrithcity.nsw.gov.au/facilities-recreation/outdoor-recreation/dog-parks-off-leash-areas shows that the Study Area already includes 2 dog parks. These are at Werrington Lakes (unfenced) and Gipps Street Recreation Precinct (fenced and

		opened in 2024). In preparing the Master Plan for the Kingswood and Werrington precincts, following the adoption of the Structure Plan, Council will review open space functions. However, Council acknowledges that it's unable to provide a dog park in every suburb or neighbourhood, despite there being a desire by many dog owners for nearby facilities. Council will determine the provision of any new dog parks based on funding and priority.
243	Supports the Structure Plan and Place Plan but raises concerns about safety and amenity around Kingswood train station. Requests improved lighting and safety upgrades to the laneway connecting Edna Street and Jones Street. Raises concerns about traffic congestion near Manning Street shops and supports intersection upgrades. Expresses concerns about the impacts of group homes on neighbourhood character. Seeks improvements to parks, including shade, play equipment and a dog park. Raises concerns about the location of certain land uses within Kingswood.	The submitter's safety concerns around Kingswood train station are noted. These align with findings from the Safety Audit report supporting the draft Place Plan. The draft Place Plan includes an action to review street lighting along key streets near the Kingswood train station. The draft Structure Plan indicates the potential for a new local street or laneway between Edna Street and Jones Street in Kingswood. This will be investigated through future master planning and may involve public domain improvements in that location to improve visibility and amenity. Concerns around traffic congestion, open space design and group homes raised by the submitter are noted. As part of the upcoming Kingswood-Werrington Master Plan, Council will undertake multimodal transport modelling to understand issues associated with road network efficiencies and intersection design. Council will also look at open space functions and built form character within the Kingswood and Werrington precincts. This work will help to inform future planning controls and infrastructure planning. Group homes are mandated by the NSW Government to be permitted with consent in specific residential zones. In other zones, group homes are permitted under the Housing State Environmental Planning Policy (SEPP). As such, Council cannot prohibit group homes in those areas, or refuse applications based on other group homes in the suburb. Council would assess each development proposal on its merits and against the relevant development controls. In respect to dog parks, refer to response above.
252	Raises concerns that biodiversity, wildlife protection and wildlife corridors are not adequately addressed in the draft Structure Plan and Place Plan despite community feedback highlighting their importance. Notes concerns about habitat fragmentation and requests greater	The submitter's concerns are noted. Outcome 5 of the draft Structure Plan addresses topics including environmental sustainability, climate resilience and urban ecology. This is supported by Map 9 which provides an overview of blue-green grid opportunities. In finalising the draft Structure Plan, Council will carefully consider the need to reinforce green links across the Kingswood-Werrington corridor particularly from the viewpoint of connecting environmental conservation areas and establishing ecological links.

	consideration of biodiversity in the planning process.	
254	Supports the draft Structure Plan. Requests Council investigate changing the Joseph Street-Steamroller Park area from low–mid rise to mid–high rise residential, citing proximity to Kingswood train station, access to transport and open space, limited low-density residential interfaces and opportunities for coordinated redevelopment. Requests further consideration through precinct master planning.	The submission argues that properties north of Joseph Street, or at least those at its western end, should be considered for mid-high rise residential development. This is due to their proximity to Kingswood train station, relationship to Steamroller Park, access to the Victoria Street movement corridor, limited interface with established low-density residential neighbourhoods, surrounding land uses including Penrith Cemetery and industrial, and potential for lot consolidation. Mid-high rise residential development within the Kingswood North precinct is proposed for the area bounded by Park Avenue, Richmond Road, Joseph Street and Walter Street. This designation considers several factors including: • the location is within an approximately 400m walking distance to Kingswood train station • the existing zones - particularly the R4 High Density Residential zone applying to properties fronting Park Avenue • lot sizes, street patterns and existing land uses. In contrast, properties on the northern side of Joseph Street are proposed for low-mid rise residential development with potential building heights of 2-6 storeys. While it's not mid-high rise residential development, this designation would provide potential opportunities for increased housing density, compared to current height controls limiting development to an 8.5m maximum building height (about 2 storeys) in proximity to the train station. The extent of the proposed low-mid and mid-high rise residential development in the precinct will be further investigated in future master planning.