

PENRITH



# Western Sydney Airport **MAXIMISING BENEFITS** **MINIMISING IMPACTS**

**PENRITH**  
CITY COUNCIL



We are committed to  
**MAXIMISING THE BENEFITS**  
and **MINIMISING THE**  
**IMPACTS** of the airport

## And we're speaking up for **PENRITH**

We will harness the opportunities the airport and infrastructure brings, and **CONTINUE TO ADVOCATE** for better roads, transport, employment and infrastructure to ensure Penrith benefits from Australia's most exciting major development in decades.

We have identified several priority issues and the action we want to see to ensure Penrith maximises the benefits and minimises the impacts of the airport. These are:

### **A SEAT AT THE TABLE**

The ability to influence the planning of the airport and surrounding areas on behalf of our communities.

### **CONNECTIONS - ROADS AND TRAINS**

Vital transport connections and supporting infrastructure - both rail and road - must be in place before the opening of the airport. It is imperative that the corridor for the extension of the South West Rail line to the Western Line is reserved prior to the final approval being given to the airport.



### **LOOKING AFTER OUR HEALTH & ENVIRONMENT**

Environmental and social impacts must be addressed in the EIS and managed in any approvals to ensure the health and wellbeing of our community is maintained.

### **HEAR US ON NOISE**

The noise impacts on our community must be minimised. The Sydney Airport Curfew Act 1995 should be amended to become the Sydney Airports Curfew Act and apply to both Sydney and the future airport.

### **SHOW US THE JOBS & BUILD OUR ECONOMY**

The airport should be the catalyst to create the number and type of jobs our community wants and drive economic development in Western Sydney.

### **KNOWLEDGE + SKILLS = OPPORTUNITIES**

Centres for learning, education and research should be established in Western Sydney to equip our community with the skills they need to aim high and succeed in jobs of the future.

### **AN AIRPORT OF THE 21ST CENTURY**

We see Western Sydney Airport as an iconic site that delivers world's best practice in access, employment and technology.

# PENRITH has a front row seat as the WEST TRANSFORMS

Penrith is the New West. It's a place, an attitude and an opportunity... we're stepping up and answering the call to grow and change. We see having the southern hemisphere's newest airport on our doorstep as a major opportunity for Western Sydney. The challenge, however, lies in ensuring the airport is embedded in Western Sydney, connected and accessible as well as a catalyst for jobs, new industries and a shift in Sydney's traditional eastward focus.

Over the last year, economic activity in NSW has grown faster than in any other state and Western Sydney is playing a key role as the home of innovation, new development and private sector-led transformation. Today there is real momentum in Western Sydney. It is the place where whole areas are being transformed.

Here we investigate how the airport will help us transform our City and fulfil our role as the beating heart of the New West. We strongly believe we have a role to play and the success of the future airport is dependent on its integration and connection to Western Sydney.

Penrith, and indeed Western Sydney, will only reach its full potential with State, Federal and Local government working together. We have a strong track record in applying a regional focus and working with our strategic partners and government and intend to formalise and further consolidate these relationships to capitalise on Western Sydney's biggest opportunity in decades.

We also pride ourselves on our beautiful natural environment and enjoy the lifestyle our City offers. Our community has given us a mandate to ensure our quality of life is maintained and improved now, and into the future, while major growth and change occurs.

Penrith continues to grow – both in terms of our population and the people our city serves and we've developed strategic partnerships with adjoining councils, Government, private industry, the National Growth Areas Alliance, WSROC and the Committee for Sydney.

These relationships are essential elements in ensuring Penrith's growth is well managed and to ensure existing infrastructure gaps are addressed and new growth is delivered in a smart and sustainable way.

We've developed this action plan to maximise the benefits and minimise the impacts on our community, our lifestyle and our environment.

These are exciting times for Penrith. How smartly we grow and evolve and embrace the airport opportunity is essential to the economic viability of our City, the Western Sydney region and NSW.



A handwritten signature in black ink that reads "Ross Fowler". The signature is written in a cursive, flowing style.

**ROSS FOWLER OAM**  
**MAYOR OF PENRITH**



**PENRITH IS JUST 20  
MINUTES FROM THE  
AIRPORT SITE**

# PENRITH

## the centre of growth

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PENRITH IS AT THE HEART OF AN ECONOMIC AND GROWTH CORRIDOR AND HOME TO THE MAJORITY OF DEVELOPABLE LAND AROUND THE AIRPORT SITE.

A CONNECTED AND SUCCESSFUL AIRPORT IS ESSENTIAL TO PENRITH'S FUTURE.

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Western Sydney's population is set to rise to 2.9 million in 2031.

As the Growth City and a thriving Regional City Centre, Penrith's regional economic catchment will expand to 1 million people.

**INVESTMENT IN PENRITH** will deliver jobs closer to home and reduce Western Sydney's significant daily commute for work.

Inner city living will become a reality for an expected 10,000 new residents in the Penrith city centre alone.

New industries and employment centres to service the airport as well as the growing population will change the face of Western Sydney.

We're also at the heart of an economic corridor which follows the Outer Sydney Orbital arc.

To maximise the opportunities for economic growth and employment from a dedicated outer Western Sydney economy the proposed South West Rail Link extension must connect to the Western line.

Council strongly supports the proposed Corridor as part of a broader plan for Western Sydney that will connect the Growth Centres and the Broader Western Sydney Employment Area (BWSEA) to Western Sydney's regional cities and other major centres. The provision of north-south cross regional connections is essential to the continued development of both the region, and Penrith as a Regional City and to improve access to jobs, education and services.

Springwood

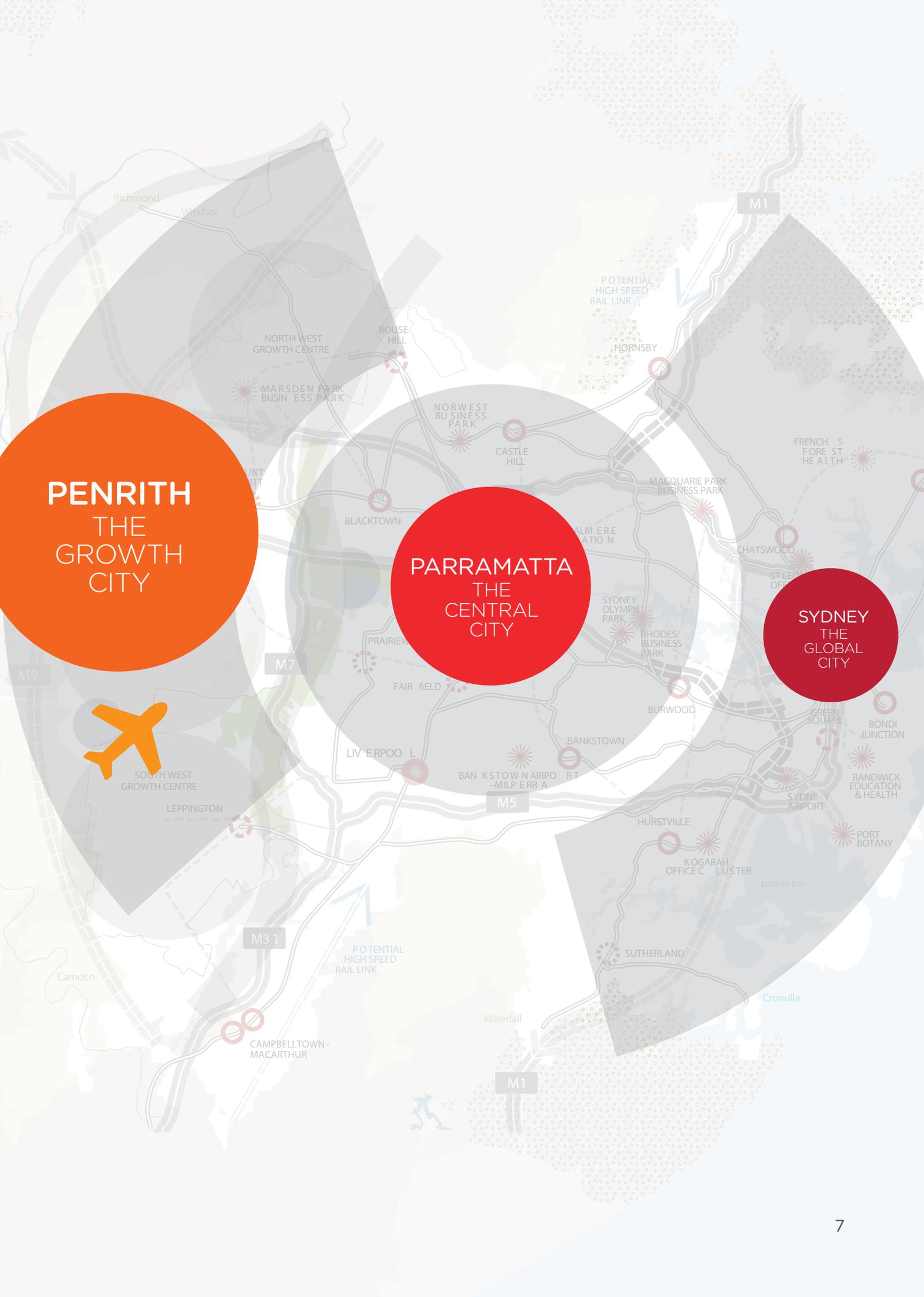
Waragamba

Picton

**PENRITH**  
THE  
GROWTH  
CITY

**PARRAMATTA**  
THE  
CENTRAL  
CITY

**SYDNEY**  
THE  
GLOBAL  
CITY





IF WE ARE TO ACHIEVE  
WORLD CLASS AVIATION,  
AND POSITIVE URBAN AND  
EMPLOYMENT OUTCOMES  
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TASK OF COORDINATED  
AND INTEGRATED CROSS  
GOVERNMENT PLANNING  
IS ESSENTIAL.

# A seat at **THE TABLE**

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THE ABILITY  
TO INFLUENCE  
THE PLANNING  
OF THE  
AIRPORT AND  
SURROUNDING  
AREAS ON  
BEHALF OF OUR  
COMMUNITIES.

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## **WHAT WE'RE ASKING FOR:**

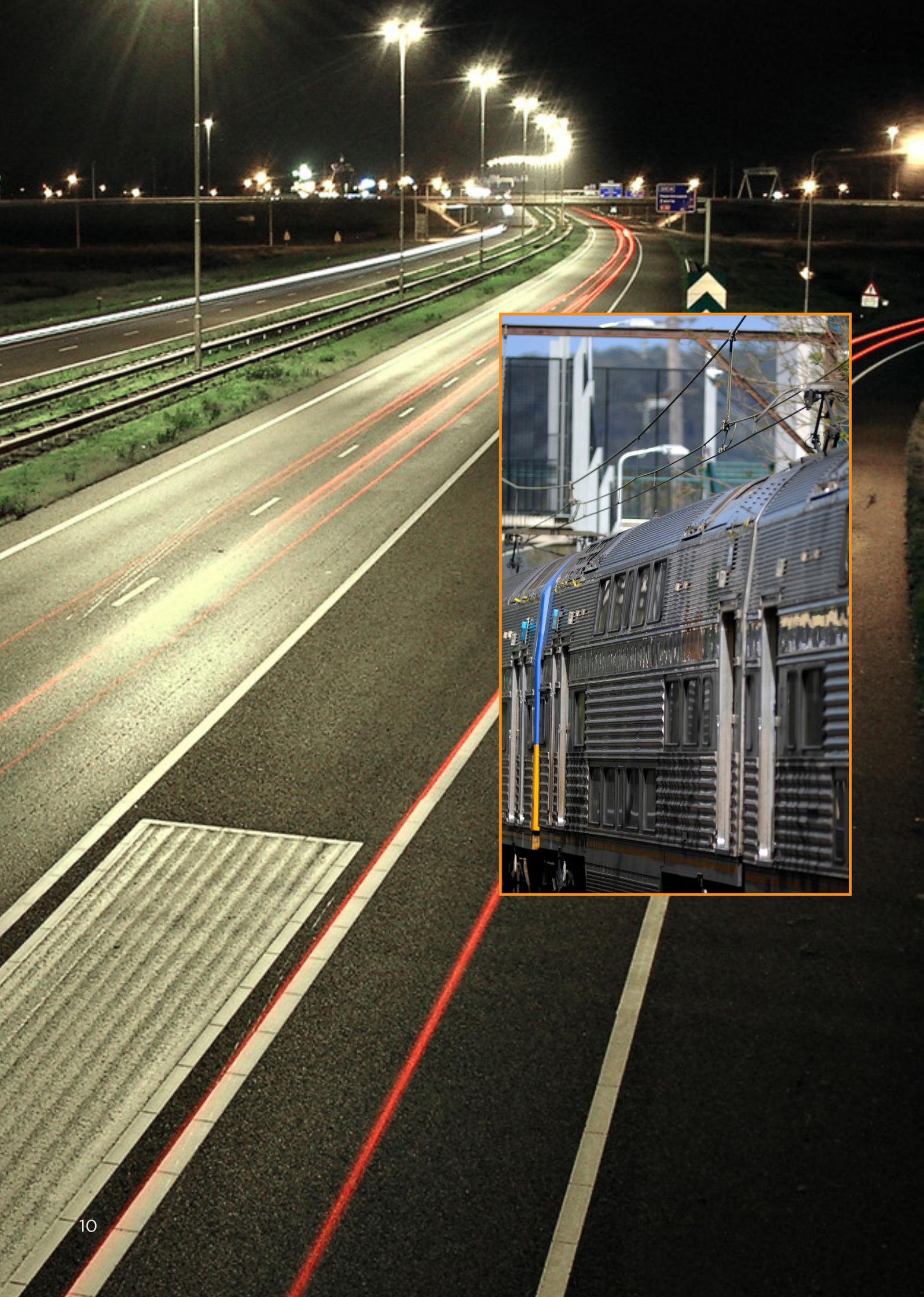
- Mechanisms that allow Council, on behalf of its community, to have a significant bearing on the future airport and to work with Federal and State governments on key decisions.
- Establishment of a joint government planning arrangement/task force to develop a detailed Land Use and Economic Strategy for the Western Sydney Airport and associated economic corridor. This group should involve relevant Federal and State Departments and local councils and develop strategies for land both within and outside the airport site.
- We want Penrith and Liverpool councils to have a place on the Western Sydney Airport Project Coordination Committee which has been established to bring together State and Federal Government departments.

## **THE STORY**

If we are to achieve world class aviation, and positive urban and employment outcomes for the Western Sydney region, a significant task of coordinated and integrated cross government planning is essential.

This task will need to consider the full range of land uses required to support, or flow from, the aviation activities including research and development, advanced manufacturing, logistics and distribution, accommodation and conferencing, tourism and commerce etc. It will need to identify the typologies and densities of employment sought now and into the future and it will need to coordinate the spatial arrangement of land uses and support infrastructure required to deliver these outcomes.

This work will require substantial effort, resources and coordination across all levels of government and we stand ready to contribute.



# Connections

## ROADS AND TRAINS

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VITAL TRANSPORT CONNECTIONS AND SUPPORTING INFRASTRUCTURE - BOTH ROAD AND RAIL - MUST BE IN PLACE BEFORE THE OPENING OF THE AIRPORT. IT IS IMPERATIVE THAT THE CORRIDOR FOR THE EXTENSION OF THE SOUTH WEST RAIL LINE TO THE WESTERN LINE BE RESERVED PRIOR TO THE FINAL APPROVAL BEING GIVEN TO THE PROJECT.

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### WHAT WE'RE ASKING FOR:

- A passenger rail connection to the Western line from day one of the airport opening.
- Public transport infrastructure and services to connect Penrith, the airport and the South West Growth Centre. Provision of trains and buses between Penrith, the airport and Liverpool and Campbelltown-Macarthur.
- Funding for improved capacity on our City's road network, particularly north-south travel including Mulgoa Road.
- Smart planning to accommodate increased freight and logistics on our road network without negative impacts to communities.
- Improved bus interchanges at Penrith and St Marys.

### THE STORY

The announcement that a new airport will be built on Penrith's doorstep and the commitment to deliver new significant infrastructure investment will catalyse the enormous potential that exists. Rail and road connections, accompanied by the planning of the adjacent lands with smart-job creating precincts, offers the chance for a big step change in Sydney's economic future. Roads help and the \$3.6b investment is welcomed, but it is rail that will really re-shape Western Sydney.

Beyond the proposed major arterial upgrades we have identified key roads that will be impacted by airport traffic that are already congested and should be prioritised for upgrades:

- Mamre Road
- Luddenham Road
- Erskine Park Road
- M4 intersections at Mulgoa Road

# Looking after **OUR HEALTH & ENVIRONMENT**

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ENVIRONMENTAL  
AND SOCIAL  
IMPACTS MUST  
BE ADDRESSED  
IN THE EIS AND  
MANAGED IN  
ANY APPROVALS  
TO ENSURE THE  
HEALTH AND  
WELLBEING OF  
OUR COMMUNITY  
IS MAINTAINED.  
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## **WHAT WE'RE ASKING FOR:**

- the Environmental Impact Statement (EIS) on the proposed airport to be exhibited for a minimum 90 days for the community to respond.
- the community and key stakeholders to be actively engaged in the environmental assessment process.
- any adverse impacts on our community, including its health and environment to be avoided, wherever possible, or appropriately mitigated.
- offset arrangements to protect and enhance biodiversity, where (threatened) ecological communities and species are removed or displaced
- assurances on environmental protection measures during construction, and in the longer term, operation of the airport.

## **THE STORY**

Our community values our City's unique natural environment. Our landscape is framed by creeks and the picturesque Nepean River along with large areas of protected ecological communities. The protection of our natural assests, along with the health and wellbeing of our people, is a significant matter.

Air quality in Western Sydney is challenging because of the landform which creates a basin. The air quality impacts of growth, including an airport, need to be carefully managed.

The construction of the proposed airport is likely to require most of the 1,700ha site to be cleared of vegetation, including the potential removal of up to 161ha of threatened ecological communities listed under Commonwealth legislation and about 440ha listed under the NSW legislation.

Council is participating in a joint review of the Environmental Impact Statement (EIS) with other Western Sydney councils, including councils which have different views to us on the proposed airport, to obtain an independent, expert analysis of the impacts and benefits of the proposed airport. This information will guide our position on the future airport site and the views on mitigation and offsets needed and help our community and other organisations outline their responses.



Nepean River Starts Here



Year 6  
2008

Year 6  
2008



# Hear us ON NOISE

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THE NOISE IMPACTS ON OUR COMMUNITY MUST BE MINIMISED. THE SYDNEY AIRPORT CURFEW ACT 1995 SHOULD BE AMENDED TO BECOME THE SYDNEY AIRPORTS CURFEW ACT AND APPLY TO BOTH SYDNEY AND THE FUTURE AIRPORT.

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## WHAT WE'RE ASKING FOR:

- To ensure the impacts of noise are fully evaluated in the EIS and independently tested.
- We want specific design and operational practices to be applied to the proposed airport to minimise noise impacts on our community to acceptable levels.

## THE STORY

It is in Western Sydney's interests for the airport to reach its maximum growth potential as soon as possible - provided the impacts are managed. A fully operational airport offers the greatest potential for the region.

Council acknowledges that the operation of the proposed airport will likely result in some areas of our City being newly exposed to aircraft noise.

The EIS is required to assess noise impacts from the proposed airport, including potential flight paths, height and frequency of flights, types of aircraft, noise exposure patterns and noise during construction.

The Federal Government has indicated that to maximise the potential of the site and its commercial viability, the proposed airport will operate on a 24 hour basis. Council is engaging with the Federal Government to ensure the EIS addresses the noise impacts from the operation of a proposed airport, including the economic, social and environmental consequences of a 24 hour airport.

Council is also co-funding an independent review of the EIS with other Western Sydney councils, including councils which have different views to us on the proposed airport, to obtain an independent, expert analysis of noise impacts on our community.

Council will be seeking specific design and operational practices to be applied to minimise noise impacts, including during night time operations, to ensure that our community is not unreasonably affected. In particular, Council is calling for the Sydney Airport Curfew Act 1995 to be amended to become the Sydney Airports Curfew Act and apply to both Sydney and the future Western Sydney Airport.

# Create new jobs & BUILD OUR ECONOMY

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THE AIRPORT SHOULD BE THE CATALYST TO CREATE THE NUMBER AND TYPE OF JOBS OUR COMMUNITY WANTS AND DRIVE ECONOMIC DEVELOPMENT IN WESTERN SYDNEY.

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## WHAT WE'RE ASKING FOR:

- Development of an airport-driven economic strategy for Western Sydney to realise a major percentage of the jobs created being sited in the region.
- A commitment that the majority of jobs created will go to Western Sydney residents. We want to see Western Sydney's traditional industrial landscape evolve with diversity in jobs and opportunities.
- The ability for Penrith to work proactively with Liverpool City Council and the relevant State and Federal Government Departments on the advance planning for the Airport and unlocking the economic potential of the Broader Western Sydney Employment Area and the South West Growth Centre.

## THE STORY

The percentage of local jobs per resident has been steadily declining as our population grows, resulting in a huge number of people (currently more than 65,000) commuting long distances each day. This impacts on their lifestyle and ability to play an active role in their communities.

The new jobs of the future will require new skills – opportunities in science, technology, etc. We need to work in close partnership with the Government, industry and our universities and other educational insitutions to equip our young people to play a real role in this evolution.

As one of the first communities in Australia connected to the National Broadband Network, Penrith is uniquely placed to benefit from digital opportunities.

We want jobs closer to home that help our community to aim high, raise families and lift their standard of living.

Western Sydney is already the third largest economy in the country – adding around \$95 billion a year to the nation's GDP. The airport offers an unprecedented opportunity to further increase the productivity, resulting in huge benefits for the region and nationally through greater access to import and export markets.

Western Sydney's economy is heavily reliant on manufacturing and other 20th century industries. We need to move across to 21st Century jobs. An airport offers that potential.

WE WANT THE AIRPORT TO STIMULATE  
ECONOMIC DEVELOPMENT IN WESTERN  
SYDNEY, CREATING OPPORTUNITIES  
FOR EXISTING BUSINESSES TO EXPAND  
AND DIVERSIFY AND ESTABLISHING  
NEW VENTURES.





# Knowledge + skills = OPPORTUNITY

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CENTRES FOR  
LEARNING,  
EDUCATION  
AND RESEARCH  
SHOULD BE  
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## WHAT WE'RE ASKING FOR:

- To work with the City's key educational institutions to ensure our residents have the skills and opportunities to work in jobs of the future.
- Incentives and funding support for training organisations to provide the skills needed during airport construction and operation.
- Funding for a Skills Exchange similar to the award winning partnership between TAFE Western Sydney Institute and Barangaroo.
- Support for the planning and delivery of bold transformative centres of enterprise like the Western Sydney University Innovation Corridor and the Sydney Science Park.

## THE STORY

The successful development of the airport and the surrounding economic corridor can bring with it an enormous range of conventional and new types of jobs. But this is only part of the story.

Over the past decade, we have seen a decline in high school students studying science and maths (subjects that are critical for many future jobs) through to the HSC. Western Sydney University has identified an opportunity to develop a Science Centre on its Penrith campus to address poor performance by Australian students, particularly in science.

We believe the airport can be a catalyst to lift educational attainment and create opportunities for Western Sydney's youth.

If our young people are to get maximum benefit from the new employment opportunities flowing from the airport, it is important that we engage with State and Federal governments and our learning institutions to offer the courses, programs and encouragement to equip them for local jobs of the future.

It will also be important to help our educational institutions to facilitate the transition of many in our existing workforce into new jobs.

We are already seeing significant initiatives being taken by Western Sydney University, Sydney University, Western Sydney Institute of TAFE, the Sydney Science Park and others to assist with this transition. It will be important for these to be supported by both levels of government.

# An airport OF THE 21<sup>ST</sup> CENTURY

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WE SEE  
WESTERN  
SYDNEY  
AIRPORT AS  
AN ICONIC SITE  
THAT DELIVERS  
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IN ACCESS,  
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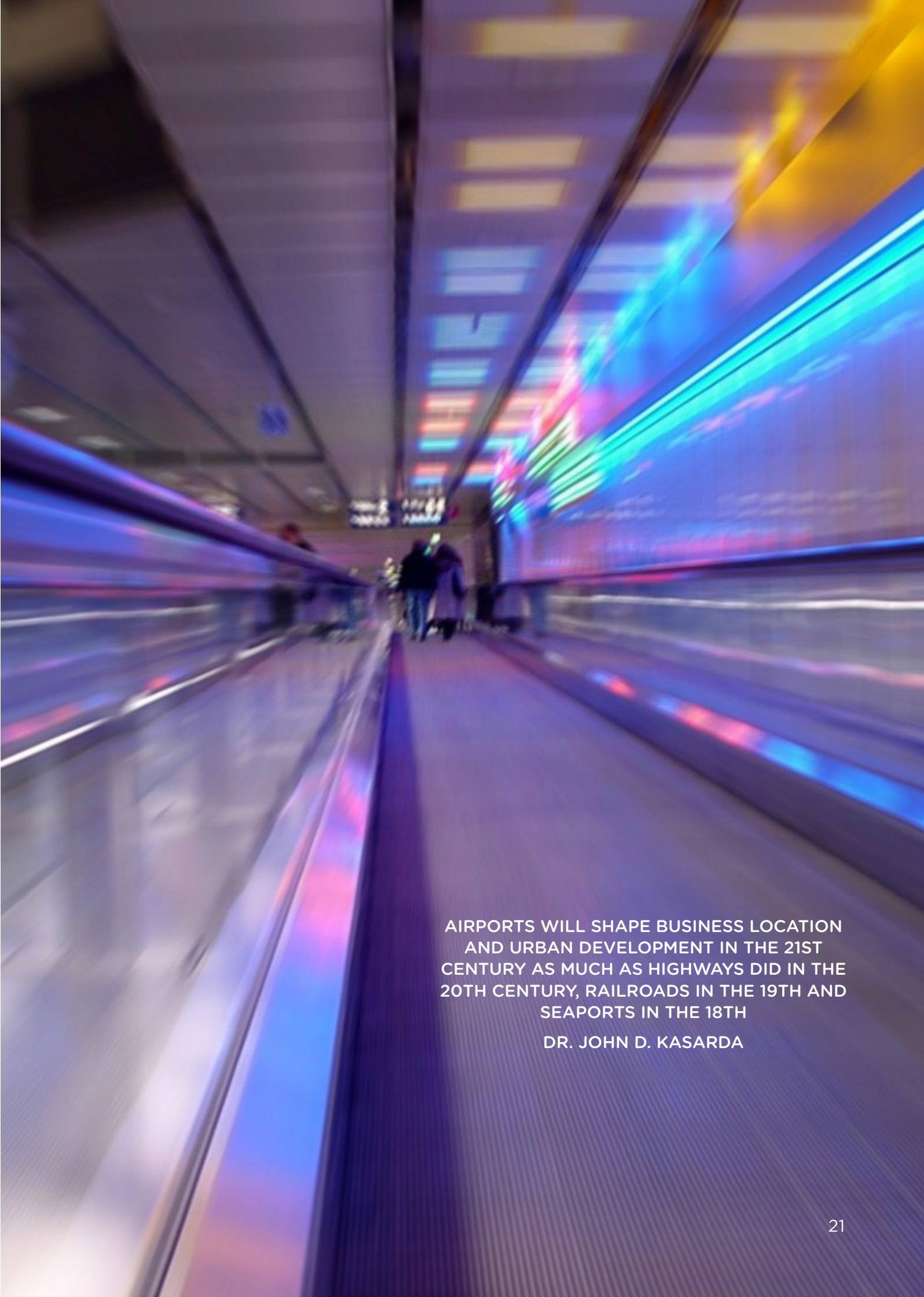
## WHAT WE'RE ASKING FOR:

- We want the proposed airport to be a sustainable development that delivers optimum outcomes for the communities, environment and economy of Penrith and Western Sydney.
- We expect the proposed airport to adopt world's best practice in airport design, construction and operation and embrace new technology and integrated processes to provide a positive experience for passengers and other airport users.
- We want the proposed airport to create a sense of place that respects our community and heritage.
- We want the proposed airport to be a destination that brings people to Western Sydney and not a point of transit to other places.
- We will work with the Federal and State Governments, other local councils and key stakeholders to develop a long term vision of what the Western Sydney Airport will be in 2050.

## THE STORY:

The proposed Airport will be a 'greenfield' airport development. It has the potential to be a real aerotropolis, the hub where workers, suppliers, executives, and goods are in touch with the global market. The new airport site presents a rare and unique opportunity to create a sense of place and community and a destination in its own right.

An airport for the 21st century would deliver the best in sustainable development, passenger-centric design, seamless travel, technology and integrated transport modes.



AIRPORTS WILL SHAPE BUSINESS LOCATION  
AND URBAN DEVELOPMENT IN THE 21ST  
CENTURY AS MUCH AS HIGHWAYS DID IN THE  
20TH CENTURY, RAILROADS IN THE 19TH AND  
SEAPORTS IN THE 18TH  
DR. JOHN D. KASARDA



## Be informed & **STAY UP TO DATE**

### WHAT WILL HAPPEN NEXT:

- COUNCIL WILL CONTINUE TO LOBBY GOVERNMENTS AND AGENCIES ON ALL OF THE PRIORITY AREAS OUTLINED IN THIS DOCUMENT.
- WE'LL KEEP YOU UP TO DATE VIA OUR WEBSITE AND COUNCIL NEWSPAGE.

The Federal Government is expected to release the Environmental Impact Statement (see page 12) in late October 2015. Council has joined with a number of other Councils to fund an independent review of the EIS by experts in a range of fields including noise, social impacts and biodiversity. This information will inform Council's submission.

We encourage members of the community to make their own submissions regarding any concerns they may have.

We're also talking with Government agencies and representatives about better outcomes for Penrith - such as rail, road and employment, and this will continue.

If you want more information about Western Sydney Airport go to the Federal Government's dedicated site:

[www.westernsydneyairport.gov.au](http://www.westernsydneyairport.gov.au)

For information on Council's airport-related activities see our website [penrithcity.nsw.gov.au](http://penrithcity.nsw.gov.au) under Building & Development or search 'airport'.

To keep up to date, register for updates by emailing [airport@penrith.city](mailto:airport@penrith.city)



THE TIME IS NOW  
TO

ADDRESS  
CONSEQUENCES OF  
PAST GROWTH

ENHANCE OUR  
PRODUCTIVITY

CREATE A MORE  
BALANCED SYDNEY



**PENRITH**  
CITY COUNCIL

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