

Positively

PENRITH

# Advocacy Priorities

Updated July 2024



## Infrastructure Projects

Penrith City is a metropolitan centre playing a vital role in the future productivity of the Western Parkland City and Greater Sydney. Our region is benefitting from the significant amount of State Government investment in infrastructure such as the Western Sydney Aerotropolis and Sydney Metro Western Sydney Airport.

To ensure we continue to build on this investment, we know there is more that needs to be done. Being proactive now will see us deliver a world-class city, while missing this opportunity could see us in 'catch-up' mode for decades to come. Our advocacy focus is on securing the critical support we need to further transform our City.

## **We're calling on the State and Federal Government to deliver highly visible and incredibly successful outcomes for NSW.**

Penrith is fulfilling an essential role in the Western Parkland City to deliver balanced growth and improved amenity and is a strategic area for jobs, services and housing. It will be the closest centre to the Western Sydney Airport and the surrounding aerotropolis. Penrith will need to provide even more jobs to fully realise its potential in the region as a thriving, innovative 30-minute city, home to new technologies and opportunities.

Penrith's population is projected to grow to as much as 270,500 residents over the next twenty years. Penrith will need to attract and enable businesses to grow the number of local jobs for local people to support our growing population and workforce. The significant change and projected population growth for the Penrith LGA will generate an increased demand for jobs, services, housing and recreation opportunities.

We need critical support to build all types of infrastructure to support a growing, skilled community who want more local job opportunities. Delivering this relies on connectedness, communities and culture. This means less congested, higher capacity roads and parking; effective public transport; improved civic facilities; vibrant and linked communities and vitally, a City rich in arts, culture and recreational opportunities for the expanding population and visitors. A connected city through further infrastructure delivery remains our enduring priority.

*This Advocacy Priorities document is intended to be a "living" document and will be periodically revised. The Infrastructure Projects were updated in July 2024 and represent that one point in time. The estimated project costs outlined in this document are subject to detailed work being undertaken to determine an accurate cost, such as quantity surveying work. Council's priorities may change as we respond to our community's needs and aspirations.*







# Strategic Context

Council is creating the future of Penrith through focused advocacy and planning – a place with good jobs and good connections, supporting the people who live in one of Australia’s fastest growing regions.

Council’s **Advocacy Strategy**, highlights the priority projects and infrastructure Penrith needs to fully capitalise on our unique assets and strategic position within the Western Parkland City. These priority projects are significant, region-shaping projects that require collaboration with multiple levels of government to coordinate and deliver.

This document, the Advocacy Priorities List, includes the specific infrastructure projects that we need delivered to ensure that we have the right infrastructure to support our growing and evolving community. These priorities were informed by the community during extensive consultation for Council’s 15-year **Community Plan**.

These advocacy documents focus on top-tier, city-shaping priorities, but are no way an exhaustive list of all Council’s advocacy projects. Council continues to advocate on many other issues. The Advocacy Priorities will be regularly revised, particularly as further strategic evidence is developed.

## All advocacy activities are guided by the following principles:

- Community-based
- Evidence-based
- Strategically aligned
- Solution-oriented
- Proactive, not reactive



## Community

## Strategic Plan

Our Community Strategic Plan also guides how we advocate for the community. A new Community Strategic Plan, Penrith 2036+, was adopted in June 2022. It is a 'big picture' plan based around the five outcomes our community has told us will improve Penrith as a place to live, work and visit. Our Community Strategic Plan not only sets out where we want to be, but also where we are now and how we'll know we're on the right track.

**The outcomes of the Community Strategic Plan are:**

**We protect and enhance an ecologically sustainable environment**



**We are welcoming, healthy, happy, creative and connected**



**We plan and shape our growing city**



**We manage and improve our built environment**



**We have an open and collaborative leadership**



## Penrith Local Strategic

## Planning Statement

Penrith City Council's Local Strategic Planning Statement (LSPS) Planning for a Brighter Future, sets out the 20-year vision for land use in Penrith Local Government Area (LGA). The LSPS was finalised in March 2020 and recognises the special characteristics which contribute to Penrith's local identity and how growth and change will be managed in the future. The LSPS sets out a vision for Penrith's future:

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



**Connected**



**Healthy**



**Innovative**



**Balanced**

## Places of Penrith

## Strategic Framework

With the changing landscape in our City comes an opportunity to further develop the strategic vision for Penrith and to create and renew great places across our city. Council is developing Places of Penrith, which delivers a suite of city-shaping strategies in line with the Planning Priorities outlined in the Penrith LSPS.

Places of Penrith is a strategic framework that will establish the vision and direction for the city, provide direction on areas of change, and create better places for our community to connect, play, learn, work and live. This framework recognises and responds to the challenges and opportunities facing Penrith, and the need to balance growth with protecting the environment and preserving our cultural heritage. In the coming years, strategies will continue to evolve, effectively rebuilding the strategic planning framework for Penrith. These city-shaping strategies will reflect the community's aspirations outlined in the LSPS. The current strategies that we are working on that underpin Places of Penrith are:

- The Employment Lands Strategy (finalised in October 2021)
- The Green Grid Strategy (finalised in October 2021)
- The Local Housing Strategy (finalised in August 2022)
- The Rural Lands Strategy (finalised in September 2022)
- The Corridors and Centres Strategy (in development)
- St Marys Town Centre Structure Plan (finalised in November 2022)
- St Marys Town Centre Master Plan (in development)

## Supporting

## Strategies

A number of other Council strategies and plans inform our infrastructure projects and the development of advocacy priorities.

In particular, the Penrith Sport and Recreation Strategy forms a road map for the future provision of sport, play, recreation and open space facilities across our City. The strategy has been developed in consultation with communities with a view to ensure that the delivery of sport and recreation spaces meet the needs of the current population and future growth.

Meanwhile, the Penrith Accessible Trails Hierarchy Strategy (PATHS) recognises the critical role of a comprehensive, integrated shared pathway network across the City to promote recreation, connectivity, accessibility and sustainable modes of transport.









# What We Need

As a great place to live, work and play, our City has an important role in Sydney's future as the Penrith LGA continues to evolve. We need to ensure that we have the right infrastructure to support this evolving community.

## Infrastructure That Is Connected

- It's critical that Penrith has the essential infrastructure, services and amenities in place to meet current and future community needs. Central to these needs is transport. As a metropolitan centre, improved connectivity via our transport infrastructure and services is a necessity. Government decision making is critical to achieving successful outcomes. Given the proximity to the airport and national and international freight opportunities, new infrastructure and services are needed to deliver a better-connected region.

## Infrastructure For a Cool and Green City

- Open space is one of Penrith's greatest assets. Our creeks and river waterways, parks and reserves are integral to the character and life of our city. Penrith's green layer of urban trees, recreational open spaces, hydrological corridors and ecological lands offers the opportunity to create a network of diverse places. Analysis of canopy cover across Penrith indicates there are low levels of cover across much of the urban areas, this is particularly notable in urban areas with higher density/more populated areas.
- The Penrith Green Grid Strategy creates opportunities for a walkable City connecting Penrith's town centre and neighbourhoods, the Nepean foreshore, waterways, recreational and open space networks through the provision of green infrastructure that will contribute to city cooling, liveability and ecology.

## Infrastructure For Resilience

- The challenge of the COVID-19 pandemic has coincided with ubiquitous digitalisation of information, communication and economic activity to accelerate some pre-existing social trends of urban living, like remote working and to significantly disrupt others, such as commuting patterns.
- The universal challenge of extreme weather events, as experienced in Penrith with urban heat, bushfire and flood, have brought into sharp relief the need for cities to strengthen their resilience to its impacts. How we respond to these global challenges at a local level will determine the future liveability, productivity and sustainability of Penrith as a city and the wellbeing of our communities.
- As a growing city, we are faced with a complex set of challenges that are amplified when faced with extreme weather events. The flood risk to the Hawkesbury-Nepean Valley is serious and ongoing. Infrastructure investment to support improved connections which allow residents to move safely in and out of Penrith has never been more important.
- Extreme heat is one of the most critical risks facing communities within the Penrith LGA. It is impacting community health and safety and increasing costs for households, businesses and governments. Extreme heat decreases productivity and places strain on health systems and energy infrastructure.
- The Penrith area is particularly challenged when it comes to green cover and urban heat. It has low levels of green cover and canopy and is home to communities who are particularly vulnerable to the impacts of heat on their health and liveability.
- A resilient community is one that is diverse and well connected to each other and relevant services – a range of household types, people of different ages, cultural backgrounds and abilities, and a diversity of opportunities for those people to be educated, employed, and live healthy lives. Social disadvantage is caused when there is a lack of opportunities for communities to do those things.



- Opportunities for Penrith's growing population of residents are increasing, but there are significant communities who are disadvantaged because of imbalances in job diversity and disbursement, increasing unaffordability of housing, lack of investment in community infrastructure and the prevalence of extreme urban heat. There are significant communities in parts of the city that rank in the lowest decile of Australia's disadvantaged areas (SEIFA Index rankings ranging 511-725). To support these communities to overcome the challenges of social disadvantage requires working with them to provide access to more diverse types of employment close to home, local opportunities to move along the spectrum of housing, and appropriate facilities and infrastructure for people to be healthy and well connected.
- The COVID-19 pandemic has had significant socio-economic impacts on residents and businesses across Penrith. As one of 12 former 'Local Government Areas of concern', the Penrith community experienced increasing mental health concerns, prolonged periods of social isolation, alongside household income and food insecurity pressures with vulnerable communities seeing the greatest impacts.
- The local business community also experienced a range of challenges impacting business viability, including reduced patronage, increased overheads and difficulties supporting staff mental health. These impacts will require a long term and strategic approach to recovery from all levels of government to ensure communities and the local economy can bounce back and build greater resilience. A coordinated approach to delivering social infrastructure, responsive services and economic support in the coming years will help the City recover and thrive.

## Infrastructure To Support

### Jobs Growth and Innovation

- Penrith currently provides around 84,000 jobs. Council's EDS 2023 estimates that Penrith will now need around 38,000 new jobs by 2031 to provide at least one job for every resident worker. It will need to provide even more jobs for Penrith to fully realise its potential as part of a metropolitan cluster and achieve a vision of a thriving, innovative 30-minute city, home to new technologies and opportunities.

## Infrastructure For a

### Healthy Community

- The pandemic saw an increase in walking and cycling, much of which has been for exercise and recreational purposes. This has highlighted the importance of access to quality public, open and blue-green space to support physical and mental health and wellbeing. Urban blue-green space and nearby nature have important benefits for emotional well-being and mental health.
- The provision of good recreation facilities plays a significant role in assisting the development of a connected and resilient community. Recreation facilities are vital for the health and wellbeing of the community. They allow for physical activity, relaxation, socialising and importantly, the development of volunteer-run clubs and groups which nurture participation and combat isolation. At the heart of the Western Parkland City, Penrith's open spaces provide opportunities for active and passive recreation, improving health and wellbeing.



# 2024 – 25 FEDERAL + STATE BUDGET ANNOUNCED INFRASTRUCTURE PROJECTS

## Areas and Zones

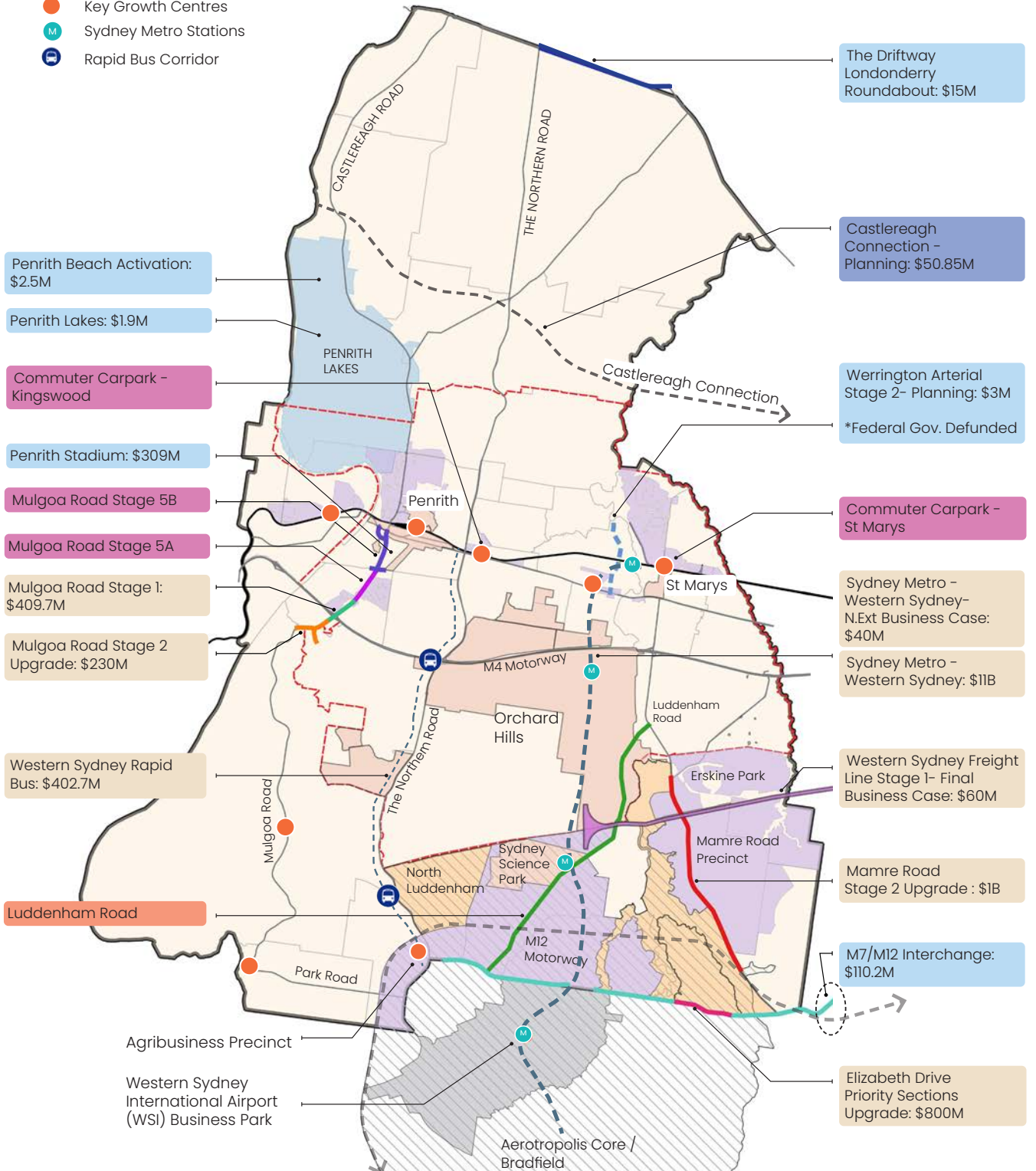
- Greater Penrith to Eastern Creek Investigation Area
- Key Growth Areas
- Established Industrial Areas
- Emerging Industrial Area
- Western Sydney International Airport Precinct
- Aerotropolis Core
- Key Growth Centres
- M Sydney Metro Stations
- R Rapid Bus Corridor

## Infrastructure Projects

- Castlereagh Connection
- WS Freight Line Corridor
- Sydney Metro- Western Sydney Airport
- Mamre Road Upgrade
- Elizabeth Drive
- M12/M7 Interchange
- Luddenham Road
- The Driftway Londonderry

## Funding Status

- Joint funded (NSW & Federal Government)
- Federal Government
- NSW Government
- Defunded–Fed Government Infrastructure Independent Strategic Review Decision Nov 23
- Not yet funded





# Projects to Address These Opportunities and Challenges



Connected



Castlereagh

Connection

As a growing city, we are faced with a complex set of challenges that are amplified when faced with extreme weather events. Our communities rely on a regional network of arterial roads as their means of evacuation. There is an immediate need for a contemporary, all encompassing, evacuation solution for Penrith as part of the Hawkesbury-Nepean Valley that addresses the current flood and safety risks to communities living in the catchment and to facilitate responsible development.

A corridor for the Castlereagh Connection has been preserved since 1951, around 22kms running between the M7 Motorway and the Nepean River. It is almost 90% in government ownership and could be constructed in stages as funding allows. The FEM2 Flood Evacuation Model Technical Report demonstrates that the benefits of introducing the Castlereagh Connection are significant, with the potential of reducing people at risk by 71%.

In 2021 and 2022 our region experienced extreme flood events which forced thousands of residents of the Hawkesbury-Nepean Valley to evacuate their homes. These events highlighted the urgent need for additional evacuation routes to safeguard communities during extreme weather events. The Castlereagh Connection would address this need by providing an additional east-west evacuation route away from flood prone areas. It would intersect with four of the current evacuation routes and divert up to 24,000 vehicles onto the M7. This would reduce congestion at several convergence points on The Northern Road. It would also support safer, swifter evacuation and reduce the need for early evacuation due to capacity constraints.

## SOME RECENT SUCCESS:

\$50 million has been confirmed for undertaking a business case for the Castlereagh Connection in the Federal Budget.

\$1M has been committed from NSW State Government for planning.

## THE ASK:

Council is advocating to expedite a Strategic Business Case and for funding for the delivery of the Castlereagh Connection. Council expects the upcoming business case to provide a detailed analysis around needs, benefits, constraints and staging of this important project for the region. Our initial studies indicate the transport link would provide the following benefits:

- Greater flood evacuation capacity
- Improving community resilience
- Enabling access to jobs and economic development
- Unlocking regional access for freight and logistics, agribusiness and manufacturing





## Werrington Arterial

### Stage 2

Werrington Arterial Stage 2 is needed to alleviate the 22,000 vehicles per day (many of which are heavy vehicles) that travel from the M4 at St Marys through to the North West Growth Area. This missing link in our primary transport network is needed to alleviate the congestion now and support future projects underway, such as the Sydney Metro and St Marys station upgrade, the future Outer Sydney Orbital, and the approved freight intermodal (St Marys).

The Werrington Arterial Stage 2 is a 2.2km stretch between Dunheved Road and Gipps Street Werrington; the road goes over the rail corridor and connects the M4 motorway to the North West Growth Area. The corridor is partly owned by Transport for NSW, and was purchased many years ago for the sole purpose of delivering an arterial road north of the Great Western Highway.

## SOME RECENT SUCCESS:

The NSW Government has committed \$3 million for planning, which is expected to inform an investment decision on a Strategic Business Case.

## THE ASK:

\$300M for a 4 lane road from Dunheved Road to the Great Western Highway including bridge connections.



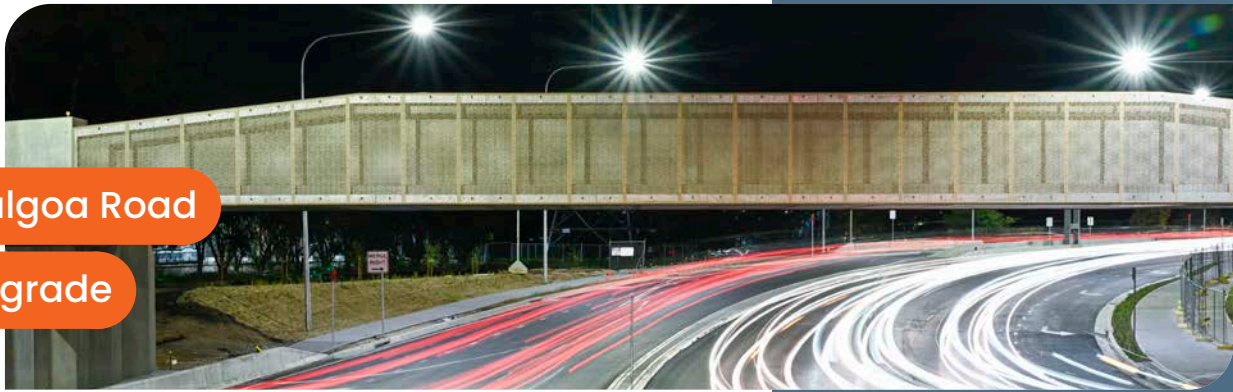
## Southern Link

### Road

The new 7.5km road corridor from Mamre Road, Kemps Creek to Wallgrove Road, Horsley Park. This new east-west connection runs parallel to Lenore Dr, on the southern side of the WaterNSW pipeline. It is proposed as 4 lanes divided road with provision to include 6 lanes in the future. The proposal includes multiple bridges over Reedy Creek, Ropes Creek and Walworth Road, Horsley Park.

## THE ASK:

TfNSW confirm budget and timeframe for the construction of the Southern Link Road from Mamre Road through to Wallgrove Road. \$900M approx. cost.



## Mulgoa Road Upgrade

We need a program that will see Mulgoa-Castlereagh Road widened to six lanes between Glenmore Parkway and Andrews Road. This will support better cross regional movement and support Penrith's City Centre as well as bus connectivity. The 6.5km stretch of Mulgoa-Castlereagh Road between Andrews Road and Glenmore Parkway is one of Penrith's busiest arterials with 15 sets of traffic lights, three roundabouts, six additional intersections and 24 bus stops.

Work is already completed on the Mulgoa Road/Jane Street major intersection upgrade and the widening of stage 1 (Jeanette Street Regentville to Blaikie Road Jamisontown) started construction in 2023. The State Government has also recently announced funding to extend this work to Glenmore Parkway though there is currently no certainty on future stages.

To ensure the community benefits from this significant investment, planning and funding for future stages must be committed to. These upgrades should be considered part of a cross regional connectivity program that supports rapid bus networks and in place by the time Western Sydney Airport opens in 2026.

Mulgoa Road upgrade of approximately 3km of Mulgoa Road being upgrade and widening across separate stages:

- Stage 2 – Glenmore Parkway to Jeanette Street, Glenmore Park (approx. 850 metres) – funding committed (\$230M)
- Stage 5A – Blaikie Road to Jamison Road, Penrith (approx.1.2 kilometres) – funding withdrawn
- Stage 5B – Jamison Road to Union Road, Penrith (approx. one kilometre) – funding withdrawn
- Stages 3, 4 & 6 – Museum Drive to Andrews Road, Cranebrook (approx. 2kms)

### SOME RECENT SUCCESS:

- The NSW and Federal Government have jointly committed \$230M for Mulgoa Road Stage 2 upgrade

### THE ASK:

- The NSW and Federal Government have jointly committed \$230M for Mulgoa Road Stage 2 upgrade
- We ask that Federal Government reinstate previously committed funding for additional stages (5A and 5B) (\$117.5M withdrawn)
- TfNSW to confirm a budget and timeframe for the delivery of the full-length upgrade
- Complete the six lane Mulgoa Road upgrade (full length from Glenmore Parkway through to Andrews Road)
- We ask for funding for the delivery of all stages of the project





## Upgrade of Jamison Road at Intersection with Woodriff Street and York Road

Jamison Road is a four-lane divided road and provides direct connection to two State roads, namely Mulgoa Road and Parker Street (The Northern Road). Jamison Road serves as a major bus route connecting Penrith City Centre. It also provides a shared user path on the Southern side of Jamison Road.

The Jamison Road / Woodriff Street / York Road intersection has a two-lane roundabout and provide a gateway entry to the Penrith City Centre and access to the Shaping Penrith City future land use growth.

The proposed upgrade provides improved road transport capacity ahead of future traffic demand, as planned residential and employment development comes in Western Sydney growth areas and the Western Sydney Employment Area. The proposal would provide an improved road environment for people using Jamison Road and provide connectivity to important roads such as the Northern Road and M4 motorway. Upgrade will allow for safe use of Jamison Road whilst supporting future growth in Western Sydney.

### THE ASK:

The project is 'shovel ready' with detailed designs prepared ready for land acquisition and tender processes to commence. Funding of \$16.4M will allow this project to be implemented.



## Upgrade and Reclassification

## of Luddenham Road

Luddenham Road is presently a local road, but taking the burden of construction traffic required to deliver region-shaping projects including the Aerotropolis, Sydney Metro – WSA, Mamre Road Industrial Precinct and Sydney Science Park, at a significant cost to ratepayers. Luddenham Road is a critical corridor identified by the State (DPE and TfNSW) and will be expected to service significant development in this area over the next 10-20 years.

The 9 kilometre road between Mamre Road and Elizabeth Drive is presently in poor condition and in need of urgent upgrading, particularly its key intersections. The Western Sydney Aerotropolis Precinct Plan (WSAPP) has identified the need for Luddenham Road to be widened to 4 lanes (60m wide corridor), thereby providing connections between the Northern Gateway, the Western Sydney Airport and Aerotropolis Core Precinct.

Luddenham Road is currently bearing the brunt and the cumulative impact of heavy vehicle and construction traffic for the Sydney Metro, M12 and WSIA. An ongoing concern to Council is that Luddenham Road continues to be used for heavy vehicle freight movement despite the roadway not being a designated heavy vehicle route. The current asset condition adds to road congestion, reduces road safety, decreased travel reliability, and impedes the movement of both people and freight.

Reclassification of Luddenham Road as a State Road would reflect its critical function in realising the Aerotropolis Precinct, both during construction and in the longer term. The State Government are set to receive funding through the Aerotropolis State Infrastructure Contribution (SIC) which can partly fund the Luddenham Road upgrade and widening, however delivery of the upgrade cannot wait for the accumulation of contributions. The upgrade was also recently listed as a State infrastructure item for investigation by TfNSW in the Orchard Hills Discussion Paper.

### THE ASK:

- For the NSW Government to reclassify Luddenham Road as a State Road and undertake the design and construction of an upgrade and widening (estimated \$300 -400M) as a matter of urgency.
- For the NSW Government to provide funding support for urgent works required in the interim to service the frequent and ongoing heavy vehicle movements on the road.





Balanced



## Revitalise St Marys - Establish a Civic Heart with a Centralised Park, Library & Community Hub

St Marys is a thriving place of local industry and diverse communities, grounded in its rich history and evolving into a resilient hub of connectivity in Western Sydney. It embodies the opportunity for growth and change, leveraging upon its natural assets and significant city shaping Sydney Metro connections to the Greater Sydney region, new Airport and the Aerotropolis. These infrastructure investments are the catalyst and present transformative opportunities for the centre and its surrounding communities.

The St Marys Town Centre is undergoing an exciting transformation and requires further investment in providing high levels of amenity and walkability, and offering accessible high quality public domain and facilities where communities can gather close to shops, schools, public transport and destinations such as the South Creek.

For this reason, the role of Queen Street, and particularly establishing the area around Coachmans Park as a Civic Heart for community, becomes increasingly important and key to making significant improvements to local liveability and community wellbeing. With Central Park well underway, our Community Library and Hub remains a priority project to complete the Civic Heart.

Integrating placemaking opportunities within the town centre will be critical to enhance St Marys' connectedness, attractiveness and vibrancy as a place for all. With so much happening, the community want improvements that benefit everyone and can start sooner rather than later.

### SOME RECENT SUCCESS:

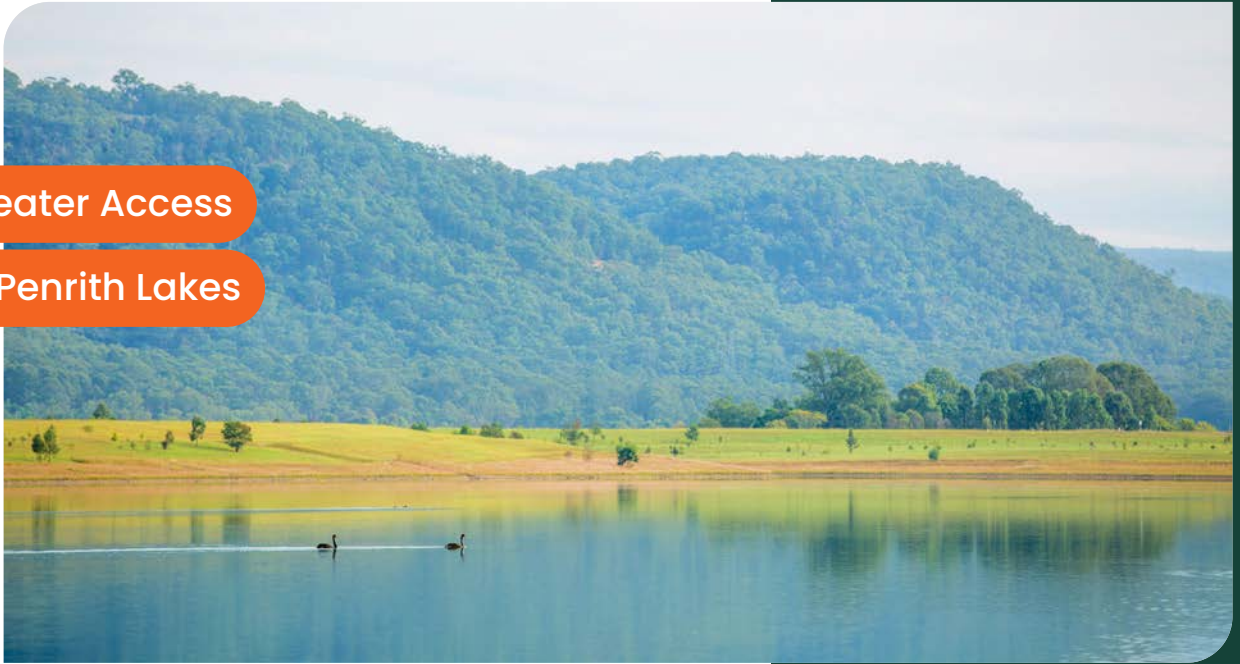
Penrith City Council has received \$21 million through the NSW Government's Western Sydney Infrastructure Grants Program to deliver St Marys Central Park. The park will be featuring a large central lawn, outdoor performance stage and public artwork.

### THE ASK:

Funding to deliver the Library and Community Hub. The studies undertaken as part of the High Level Business Case confirm the need for a 4,200 m<sup>2</sup> community hub. Completing the Civic Heart of St Marys, the combined library and hub facility would cater for the needs of a growing community now and into the future. Estimated cost TBC.

Greater Access

to Penrith Lakes



Comparable in size to Lake Burley Griffin with more than five times the footprint of Centennial Park, the former quarry site presents an enormous tourism, recreation, economic and social opportunity to provide a unique regional aquatic playground and provide relief on hot days. Penrith Lakes is a 20km<sup>2</sup> site extending 11km along the Nepean River. Penrith Lakes is already home to world class Olympic facilities and further investment and access to new open spaces will capitalise on these venues and attract other recreational users.

Council is advocating for the release of more areas within Penrith Lakes allowing the communities of Penrith and the Western Parkland City to enjoy this water-based parkland, and support Council's efforts to build the visitor economy in Penrith.

In conjunction with improving access to Penrith Lakes, Council is advocating for dedicated pedestrian and cycle connections that link the Penrith City Centre to the Lakes and Nepean River. Both the Government Architect's Sydney Green Grid West District and Council's Green Grid Strategy support the establishment of safe, convenient connections that provide the community with improved access from the City Centre to two of our greatest natural assets.

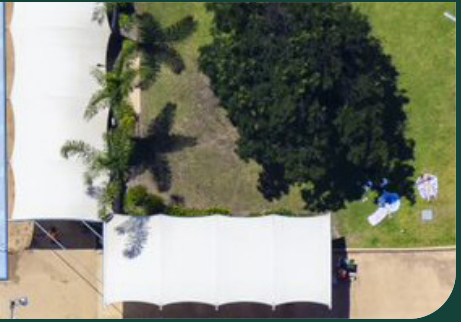
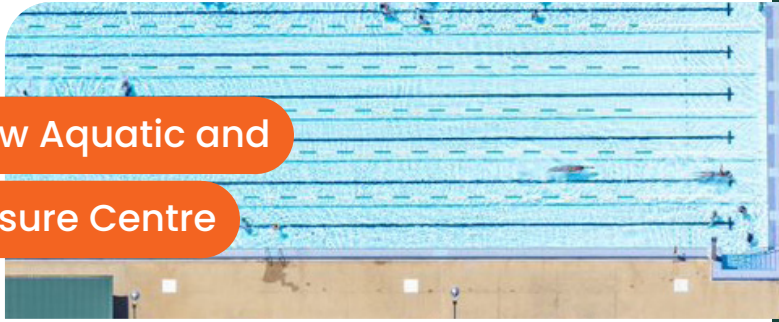
## SOME RECENT SUCCESS:

- The NSW Government has allocated \$2.5 million to reopen Penrith Beach, ensuring it can return for 2024-25 summer swim season with improved amenities and visitor experience.
- The NSW Government has allocated \$1.9 million for water management and heritage works at Penrith Lakes.

## THE ASK:

- That the NSW Government undertake a comprehensive vision and master planning process for Penrith Lakes and that Council have a seat at the table to advocate for greater access from the surrounding City. A long term activation plan is needed for Penrith Beach to continue operations beyond the 2024/25 summer period
- Funding to plan and deliver dedicated active transport paths connecting Penrith City Centre to the Lakes and the Nepean River (at the Yandhai Nepean Crossing).





**New Aquatic and  
Leisure Centre**

The provision of quality recreation facilities plays a significant role in supporting a healthy and resilient community. It is critical that Penrith has the essential infrastructure, services and amenities in place to meet current and future community needs. Council has identified a range of projects that will enhance liveability and healthy lifestyles. A new aquatic and leisure centre is one of these projects needed in our LGA for the health and wellbeing of the existing and future community.

**THE ASK:**

Funding to develop a needs analysis, masterplan, business case and delivery of an aquatic and leisure centre in the LGA (estimated \$200M-300M) that provides a range of services including hydrotherapy.



**New 80 Place Childcare Service Catering  
for Long Day Care and Preschool**

Providing high quality childcare is essential to ensuring that children aged 0-6 years are provided with the appropriate learning blocks to transition into Primary School. Penrith City Council currently manages 18 Long Day Care and 5 Preschool sites across the local government area with an 'Exceeds the Standard' average rating. Building an 80-place childcare centre in one of the new release areas like North Orchard Hills or Mulgoa Rise will ensure that the community has access to high quality childcare services.

**THE ASK:**

Funding to develop a needs analysis, masterplan, business case and delivery of an 80-place childcare service in the LGA that provides long day care and preschool services.

## Pedestrian

## Path Paving



The pandemic saw an increase in walking and cycling, much of which has been for exercise and recreational purposes. This has highlighted the importance of quality pedestrian paths. Council has an outstanding list of requests to undertake pedestrian path paving construction. Funding is needed for 1.5m-wide pedestrian path paving requests of a distance totalling 91km. The 8kms of paths categorised as 'High Priority' are estimated to cost \$1.5M and could be completed in around 2 years – representing a potential 'quick win' for our community.

### THE ASK:

\$17.1M to fund the pedestrian path paving project.







Healthy



At the heart of the Western Parkland City, Penrith’s open spaces provide opportunities for active and passive recreation, improving health and wellbeing.

Council has identified a number of active transport, recreation and open space projects that will enhance liveability and healthy lifestyles. Many of these are supported by Council’s Sport and Recreation Strategy or Green Grid Strategy. Timeframes shown in the table below are estimates of construction timeframes if funding were available. Shorter timeframes represent potential ‘quick wins’ for our community.

CITY WIDE PROJECTS		
<b>Mulgoa Road Upgrade</b>	<p><b>Stage 2</b> The NSW and Federal Government has committed \$230M for Mulgoa Road Stage 2. Stage 2 works will occur between Glenmore Parkway to Jeanette Street and Blaikie Road to Union Road to support current and future traffic demands and expected growth in the area.</p> <p><b>Stage 5A and 5B</b> Reinstating the Federal Government commitment to upgrade Mulgoa Road stages 5B and 5B.</p> <p>Widening of Mulgoa Road to six lanes between Glenmore Parkway and Andrews Road.</p> <p>Refer Page 11 for more detail.</p>	<p>\$230M jointly committed from the NSW and Federal Government</p> <p>\$117.5M (withdrawn)</p> <p>\$400-500M</p>
<b>Mamre Road Stage 2 Upgrade</b>	<p>The Mamre Road Stage 2 upgrade involves upgrading Mamre Road to a six-lane dual carriageway from Kerrs Road to Erskine Park Road through the Mamre Road Precinct in the Western Sydney Employment Area.</p> <p>Works include:</p> <ul style="list-style-type: none"> <li>• road widening to six lanes dual carriageway (three in each direction)</li> <li>• upgrades to two existing intersections at James Erskine Drive and Bakers Lane</li> <li>• upgrades to two future intersections at Abbots Road and Aspect Industrial Estate</li> <li>• a shared user path on eastern side of the carriageway, and</li> <li>• a footpath on the western side of the carriageway.</li> </ul> <p>Council is advocating to fund and deliver the remaining 1.7km of road to Elizabeth Drive as part of the Mamre Road Stage 2 upgrade.</p>	<p>\$1B jointly committed from the NSW and Federal Government</p>
<b>New Aquatic and Leisure Centre</b>	<p>Needs analysis, master planning, business case and delivery of a new aquatic and leisure centre.</p> <p>Refer Page 15 for more detail.</p>	<p>\$200M-300M</p>
<b>New Childcare Service</b>	<p>Needs analysis, master planning, business case and delivery of a new 80 place childcare service catering to Long Day Care and Preschool.</p> <p>Refer Page 16 for more detail.</p>	<p>TBC</p>

CITY WIDE PROJECTS		
<b>Pedestrian Path Paving</b>	Delivery of 91 kilometres of pedestrian path paving construction. Refer Page 16 for more detail.	\$17.1M
<b>Western Sydney Rapid Bus</b>	Western Sydney City Deal commitment connecting Penrith, Liverpool and Campbelltown to the new Aerotropolis.  Need funding to increase service frequency that is required for a rapid route, i.e. turn-up-and-go service, has not yet been identified.  The Federal Government has committed funding for new bus services (incl. zero emission buses) from Penrith to Bradfield via Airport.	\$402.7M jointly committed from the NSW and Federal Government
<b>Bus Service and Infrastructure</b>	The NSW Government committed funding for more services, new routes and more Zero Emission Buses (ZEBs) in Western Sydney which will create opportunities for local manufacturers. Key suburbs include Penrith and St Marys.  The NSW Government committed funding to undertake the NSW Medium Term Bus Plan. The Bus Industry Taskforce made recommendations for improvements to the bus network to better connect our growth areas including Jordan Springs, Glenmore Park and other centres that connect passengers with schools, shops and employment hubs	\$24.7M committed from the NSW Government  \$23.8M committed from the NSW Government

PENRITH AND SURROUNDS (LINDSAY AND PENRITH ELECTORATES)		
<b>Upgrade of Jamison Road at intersection with Woodriff Street and York Road</b>	Detailed designs have been completed for the proposed upgrade of the existing two-lane roundabout which provides a gateway entrance to Penrith City Centre. Refer Page 12 for more detail.	\$16.4M
<b>Greater Access to Penrith Lakes</b>	A 20 square kilometre site with enormous potential for tourism, recreation, economic and social opportunity. Master planning of the site is required, together with consideration of access from the surrounding City. A long-term activation plan is needed for Penrith Beach to continue operations beyond the 2024/25 summer period.  Refer Page 15 for more detail.	\$2.5M committed from the NSW Government
<b>High Street Stage 3 Streetscape Upgrades</b>	Upgrading and transforming the remaining section of High Street in the Penrith City Centre will complement streetscape upgrades delivered in 2018/19. This is an important continuation of a city-shaping project that will renew more of the city centre and have major benefits for residents, workers, visitors and local businesses.  The project will help inject new life into High Street, improving and increasing outdoor dining spaces, making shops easier to access and making Penrith's City Centre more sustainable into the future. The works would include: <ul style="list-style-type: none"> <li>• Installing significant stormwater culverts to reduce instances of flash flooding</li> <li>• Constructing new granite paving on the footpath</li> <li>• Installing new street furniture</li> <li>• Upgrading the street lighting</li> <li>• Replacing the trees with new, medium sized street trees to provide shade</li> </ul> By replacing some of the aging infrastructure, we can create a city centre that people want to spend time in, and can access with ease at any time of the day or night.	\$5.3M for improvements to High Street in Penrith City Centre



**PENRITH AND SURROUNDS (LINDSAY AND PENRITH ELECTORATES)**

<p><b>Tench Reserve Parks 4 People (P4P) Outstanding Works</b></p>	<p>Deliver scope items identified but unable to be delivered within current P4P budget:</p> <ol style="list-style-type: none"> <li>1. Wharf Precinct – \$2,720,000               <ol style="list-style-type: none"> <li>a. Raised pedestrian crossing at Tench Avenue – \$190,000</li> <li>b. Access and Amenity improvements including tree planting in Car Park – \$2,450,000</li> <li>c. Wayfinding throughout river precinct – \$80,000</li> </ol> </li> <li>2. Jamison Entry Precinct – \$8,700,000               <ol style="list-style-type: none"> <li>a. Jamison Lookout – cantilevered overlooking river – \$6,300,000</li> <li>b. Traffic Improvements including additional parking on Jamison Road and Bus set down facilities in turning circle – \$1,600,000</li> <li>c. Entrance improvements &amp; integration of Indigenous cultural values via Yarning Circle, Cultural Gardens and Cultural Planting Ribbon – \$800,000</li> </ol> </li> <li>3. Nepean Avenue Entry Precinct – \$3,580,000               <ol style="list-style-type: none"> <li>a. Missing shared path between Nepean Avenue and Tench Avenue &amp; car parking and feature entry embellishment – \$3,380,000</li> <li>b. Public Art potential small gathering space centered on an existing tree – \$200,000</li> </ol> </li> </ol>	<p>\$15M</p>
<p><b>East West Active Transport along the Rail Corridor</b></p>	<p>Formalise an existing pathway along the rail corridor, connecting Penrith, Kingswood, Werrington, St Marys and Blacktown. A dedicated green and well-shaded cycleway along the railway line will deliver easy access to employment opportunities, services, health and education precinct, transport infrastructure and key recreational activities, and will encourage a shift towards active travel along Penrith’s East-West Corridor, delivering more sustainable, resilient and liveable urban areas.</p>	<p>TBC</p>
<p><b>Green Grid Strategy Priority Project 10.5 – Factory Road Shared Path Linking to Tench Reserve</b></p>	<p>Provide a high amenity and safe walking and cycling connection for the residents of Glenmore Park to easily access the existing open space along the river without getting in their cars.</p>	<p>\$4.460M Successful funding from TfNSW Get Active Program</p>
<p><b>Kingswood Commuter Car Park</b></p>	<p>Reinstate Federal Government funding for commuter car park at Kingswood Train station.</p> <p>The Federal Government had committed \$32 million to the Kingswood Commuter Car Park upgrade through the Urban Congestion Fund, with Penrith City Council contributing the land, valued at approximately \$2.3 million.</p>	<p>\$32M (withdrawn)</p>
<p><b>Amenities for Jamison Park Synthetic Fields</b></p>	<p>Council in partnership with the NSW and Federal Government, has invested \$4 million in the city’s first multi-use double synthetic sports facility. This new facility has doubled the capacity of the fields, providing an extensive range of new opportunities for hosting local, district and regional programs. The new amenity building to support this facility will include 4 gender equitable change rooms, universal design officials changeroom, canteen, storage, first aid, club room, administration, and accessible toilet facilities.</p> <p>3-4 years</p>	<p>\$6.4M</p>
<p><b>Jamison Park Infrastructure Development</b></p>	<p>Extend and floodlight Jamison Park Skate Park (subject to lighting design, need for sub-station). 2 years</p> <p>Seating/picnic shelters, landscaping and shade provision across the whole facility. 2 years</p> <p>Footpath and ancillary lighting (subject to lighting design, need for sub-station). 3-4 years</p>	<p>\$1M \$400,000 \$2M (TBC)</p>

**PENRITH AND SURROUNDS (LINDSAY AND PENRITH ELECTORATES)**

<b>Robinson Park Pump/Cycle Track</b>	Construction of a pump and cycle track at Robinson Park. 2 years	\$500,000
<b>Upgrade Andrews Road Reserve Sporting Precinct</b>	<p>Andrews Road Reserve is a 12-hectare multi-purpose district sports precinct that is widely regarded as the City's premier rugby union and baseball venue.</p> <p>The project will upgrade and provide new onsite amenities including a grandstand, floodlighting, baseball training infrastructure, improving sport surfaces, including site accessibility upgrades, to meet representative requirements for both sports. This project will expand the venue's capacity, resulting in a year-round facility that can accommodate a variety of user groups. 4 years</p>	\$14.4M
<b>Upgrade Local Play and Open Space</b>	<p>Deliver significant upgrades to 6 local play spaces with new play equipment, shade, seating and pathways.</p> <p>Play spaces to be enhanced include: 10-18 months</p> <ul style="list-style-type: none"> <li>• Bel-Air Reserve, Penrith</li> <li>• Gilmour Street, Colyton</li> <li>• Jim Anderson Reserve, Werrington Downs</li> <li>• Edward (Ted) Little Reserve, Colyton</li> <li>• Adelaide St Reserve, St Marys</li> <li>• Ridge Park, Colyton</li> </ul>	<p>\$7.56M</p> <p>Successful funding from the NSW Government Western Sydney Infrastructure Grants Program (WSIGP), contributes to some of the playspaces</p>
<b>Upgrade Grey Gums Oval Amenity Building and Floodlights</b>	<p>Grey Gums Oval, Cranebrook is a district level sports facility comprising of 2 AFL Ovals, grass athletics track, floodlighting and amenities.</p> <p>Provision of upgraded floodlighting to the junior field and athletics throwing area, redevelopment of the existing change rooms to be inclusive, with the provision of new and upgraded accessible toilet facilities. The project will increase the functionality and capacity of the venue and increase male and female participation, through increased training, competition and events. 2-3 years</p>	\$1.9M
<b>Upgrade Andromeda Oval</b>	<p>Provide extended storage to the existing amenities facility, improved playing fields surface, upgrade to the existing multisport surfaces for netball and basketball, enhanced landscaping and an extension to the existing car park.</p> <p>2-3 years</p>	<p>\$2.15M</p> <p>Successful funding from both the NSW Government Western Sydney Infrastructure Grants Program (\$1.7M) and Federal Government (\$450,000) Investing in Our Communities Program</p>
<b>Upgrade Sherringham Reserve</b>	Provide upgrades to floodlighting, field surface and amenities at Sherringham Reserve to increase sporting opportunities. 3-4 years	\$2.5M
<b>Extend Cranebrook Oval Amenities</b>	Provide inclusive changerooms and amenities improvements.	\$1.1M



## PENRITH AND SURROUNDS (LINDSAY AND PENRITH ELECTORATES)

<b>Upgrade play space, storage, carpark and lower amenities building at Parker Street Reserve</b>	<p>An upgrade to an existing amenity building including new toilets, accessible toilets, and increased storage.</p> <p>Upgrade car parking to increase functionality of the sports precinct.</p> <p>Accessible pathway connections to amenity buildings, car parks and throughout the precinct.</p> <p>Upgrade playspace to include a variety of equipment, seating, pathways, shelter and shade to benefit the community.</p> <p>2-3 years</p>	<p>\$2.45M</p> <p>Successful funding from NSW Government Western Sydney Infrastructure Grants Program (WSIGP)</p>
<b>Local Play and Open Space</b>	<p>Deliver significant upgrades to 7 local play spaces with new play equipment, shade, seating and pathways.</p> <p>Playspaces to be enhanced include: 10 months-2.5 years</p> <ul style="list-style-type: none"> <li>• Andromeda (Kurwan Reserve &amp; Goldmark), Cranebrook</li> <li>• Henry Brigden Park, Penrith</li> <li>• Eileen Cammack, South Penrith</li> <li>• Willoring Crescent &amp; Harris Reserve, Jamisontown</li> <li>• Amaroo Street, Kingswood</li> <li>• Edna Dunn, South Penrith</li> <li>• Ladbury Ave, Penrith</li> </ul>	<p>\$7.56M</p> <p>Successful funding from the NSW Government Western Sydney Infrastructure Grants Program (WSIGP)</p>
<b>Weir Reserve Rowing and Paddlesports Precinct Upgrade</b>	<p>Increase site capacity for community and representative rowing and paddlesport (canoeing, kayaks, dragon boats, outriggers and the like) programs with new contemporary and inclusive facilities. New boatsheds, improvements to existing boatsheds, exterior storage racks, enhanced vehicular and pedestrian access to the pontoon, and car parking and access and circulation improvements. The site supports national and international visitation.</p> <p>Subject to final masterplan for Weir Reserve and could be a staged project.</p> <p>4 years</p>	<p>\$34M</p>

## RURAL NORTH (LINDSAY AND LONDONDERRY ELECTORATES)

<b>Castlereagh Connection</b>	<p>A preserved corridor of 22kms connecting the Nepean River near Castlereagh to the M7 Motorway at Blacktown.</p> <p>Council is advocating to expedite a Strategic Business Case and for funding for the delivery of the Castlereagh Connection.</p> <p>Refer Page 9 for more detail.</p>	<p>\$51M</p> <p>Successful funding from the NSW and Federal Government for planning</p>
<b>Floodlight Installation at Smith Park</b>	<p>Installation of new floodlights. 2 years</p>	<p>\$350,000</p>
<b>Upgrade Londonderry Park to District Status</b>	<p>Major upgrade to district park status with improved accessibility, upgrade and enhancement of existing play equipment, seating, amenities, shade, outdoor health and fitness equipment. 2-3 years</p> <p>Multi-sport court. 2-3 years</p> <p>Skate and scooter elements. 2-3 years</p> <p>Extend amenity building to include changing rooms, showers and storage. 2-3 years</p>	<p>\$850,000</p> <p>\$300,000</p> <p>\$650,000</p> <p>\$2.55M</p>

### CLAREMONT MEADOWS (LINDSAY AND LONDONDERRY ELECTORATES)

<b>Multi Indoor Sports Stadium</b>	Council is seeking to prioritise the immediate investment in 10 additional courts (including show court), 6 squash courts/multi-purpose activity rooms, outdoor wheeled sport rink, activity rooms, administration space, car parking. A site at Putland Street, Claremont Meadows has been identified and concept designs, QS cost estimate, catchment analysis, business model and socio-economic cost benefit analysis have been prepared. 4 years +	\$106,730,000 Successful funding from the NSW Government Western Sydney Infrastructure Grants Program (WSIGP)
<b>Upgrade Myrtle Road Reserve Amenities</b>	Amenities building will be upgraded including inclusive change rooms and showers, accessible toilets, officials change room and showers, canteen and improved storage. 2-3 years	\$2.85M

### COLYTON (LINDSAY AND LONDONDERRY ELECTORATES)

<b>Ridge Park, Colyton</b>	The new amenity building will include 4 inclusive change rooms, officials changeroom, canteen, storage, first aid, club room, administration, and accessible toilet facilities. The new amenities will meet contemporary sport facility guidelines to facilitate increased sports participation. 2-3 years	\$4.3M
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### WERRINGTON (LINDSAY AND LONDONDERRY ELECTORATES)

<b>Werrington Arterial Stage 2</b>	The 2.2km "missing link" between Dunheved Road and Gipps Street at Werrington. Part of the wider network connecting the M4 Motorway to the North-West Growth Area.  \$3M committed from NSW Government for a planning for the Werrington Arterial Stage 2.  Refer Page 10 for more detail.	\$3M. Successful funding from the NSW Government for planning  \$300M for construction
<b>Upgrade The Kingsway North Sports Precinct Amenities</b>	The central amenities building requires upgrade to meet national and state sporting facility guidelines, support current users, increase sporting opportunities, provide an inclusive experience and break down barriers to participation. The existing facilities will be updated with changing facilities, accessible toilet facilities, officials changerooms, new storage and first aid areas.  Council has identified \$850,000 towards the project in 22/23.  NSW Multi-sport grant has been awarded \$1.425M. 2 years	\$2.375M \$1.425M Successful funding from the NSW Office of Sport Multisport fund and  \$950,000 Successful funding from the NSW Government Essential Community Sport Asset Program, of which  \$500,000 towards amenities flood resilience and  \$450,000 towards car park drainage and sports surface improvements



### WERRINGTON (LINDSAY AND LONDONDERRY ELECTORATES)

<b>Upgrade the Kingsway South Amenities</b>	Upgrade the amenity building with inclusive change rooms, officials changeroom, canteen, storage, first aid, club room, administration, and accessible toilet facilities. The upgraded amenities will meet contemporary sport facility guidelines to facilitate increased sports participation. Upgrade the irrigation system. 2-3 years	\$3M
<b>Upgrade Werrington Lakes Playspace</b>	Upgrades to the Werrington Lakes precinct with improvements to playspace equipment and infrastructure for older children, amenities, walking trails and signage, accessibility to complement existing recreational infrastructure. Upgrades to the playspace will complement the existing recreation and sport infrastructure and complete the development of the precinct as a recreation destination. 2-3 years	\$2M
<b>Upgrade Parkes Avenue Sports Precinct (including Rance Oval)</b>	Following recent precinct redevelopment this project will fulfil the sporting precinct's requirements by providing enhanced storage and new floodlighting to Rance Oval, which is currently unlit, upgrade tennis and multi-court floodlighting, two additional changerooms and upgrading the outdoor basketball court as a multi-sport court space. The facility upgrades will provide greater access to sports and recreation activities for Penrith. 2-3 years	\$4M

### CAMBRIDGE PARK (LINDSAY AND PENRITH ELECTORATES)

<b>New Amenities for Harold Corr Oval Synthetic Athletics Track</b>	A new universally designed amenity building is required to compliment the stage 1 upgrades and anticipated additional community use. The new amenities building will provide upgraded canteen, unisex change rooms, accessible toilets, first-aid and medical room, and multi-purpose room. Further enhancements to the precinct include stage 2 car parking, undercover awning with spectator seating, landscaping and tree planting. 2-3 years	\$6.15M
<b>Upgrade Allsopp and Patterson Oval</b>	Provide an upgrade to the existing amenities and floodlighting, new storage and field surface upgrades to address drainage. 2-3 years	\$3.5M

### EMU PLAINS (LINDSAY AND PENRITH ELECTORATES)

<b>Green Grid Strategy Priority Project 6.9 - Tree planting in Emu Plains Car park</b>	Green Grid project 6.9 – Emu Plains Car park Provide planting for shade and amenity in the Billington Place car park incl. Drainage improvements.	\$800,000
<b>Upgrade Emu Park including Dukes Oval Amenities and Play Space</b>	The upgrade and extension of the amenities will provide inclusive changerooms, a new canteen, storage, and improve access at the site to meet existing user demand and improve the capacity of the facility. 2-3 years  Upgrade Dukes Oval to support a district level play space including the provision of facilities and equipment for older children and youth. 2-3 years  Outdoor health and fitness gym. 2 years	\$3.95M
<b>Recreation Upgrades Clissold Reserve</b>	Upgrades to the existing basketball courts into multisport court, informal active facilities for young people (e.g. parkour, skateable/scooter elements) and build an outdoor fitness gym. Accessible pathways, shade seating and tree planting will also be delivered. 2-3 years	\$1M

### EMU PLAINS (LINDSAY AND PENRITH ELECTORATES)

<b>Emu Plains Rail Overpass</b>	TfNSW to upgrade and widen the rail overpass at Russell Street, Emu Plains. The upgraded (and widened) rail overpass is needed to accommodate existing traffic volumes, in particular heavy vehicle movements, and provide for safe and adequate pedestrian and cycleway movements along Russell Street.	\$5M for TfNSW to undertake detailed investigations, design and business case development
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### LEONAY (LINDSAY AND PENRITH ELECTORATES)

<b>Leonay Oval Amenities (Lower)</b>	Renew and upgrade the amenity building (lower) at Leonay Oval for use by athletics and rugby league. 2-3 years	\$3.95M
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### ERSKINE PARK & ORCHARD HILLS (LINDSAY, MCMAHON AND BADGERYS CREEK ELECTORATES)

<b>New Amenities for Peppertree Oval</b>	The new amenity building including 4 inclusive change rooms, officials changeroom, canteen, storage, first aid, club room, administration, and accessible toilet facilities. The new amenities will meet contemporary sport facility guidelines to facilitate increased sports participation. 2-3 years	\$4.3M
<b>Local Play and Open Space</b>	<p>Deliver significant upgrades to 4 local playspaces with new play equipment, shade, seating and pathways.</p> <p>Playspaces to be enhanced include: 1-2 years</p> <ul style="list-style-type: none"> <li>• Ridgeview Crescent, Erskine Park</li> <li>• Glengarry Drive, Glenmore Park</li> <li>• Explorers Way, St. Clair</li> <li>• Dorothy Radford Reserve, St Clair</li> </ul> <p>Council is advocating and seeking funding of an estimated \$500,000 towards Mount Vernon Play, Mount Vernon and Mulgoa Park, Mulgoa to provide additional equipment.</p>	<p>\$7.56M</p> <p>Successful funding from the NSW Government Western Sydney Infrastructure Grants Program Playspace Network</p> <p>\$500,000 required for additional park equipment</p>
<b>Chameleon Reserve Masterplan Upgrades</b>	Deliver upgrades and improvement as part of the Chameleon Reserve Masterplan. The Masterplan at Chameleon Reserve outlines improved connectivity to enhance pedestrian and cyclist experience, all ages playspace and exercise equipment, biodiversity, riparian corridor and native vegetation regeneration, a dog off leash play area in addition to improved netball and casual informal active sporting infrastructure. 3-4 years	\$12M
<b>Upgrade Samuel Marsden Baseball Amenities</b>	Upgrade to amenities building will be constructed including inclusive change rooms and showers, accessible toilets, officials change room and showers, canteen, improved storage and car parking. 2-3 years	\$3.5M

## ST MARYS (LINDSAY AND LONDONDERRY ELECTORATES)

<b>Revitalise St Marys – Civic Heart and Community Hub</b>	<p>Delivery of a multipurpose community hub and library. Refer Page 14 for more detail.</p>	<p>\$21M – Successful funding from the NSW Government Western Sydney Infrastructure Grants Program (WSIGP) for civic park</p> <p>Need additional funding for Community Hub – TBC</p>
<b>St Marys CBD Carpark Lighting Audit and Upgrade</b>	<p>The St Marys CBD has undergone significant streetscape upgrades in recent years, including the delivery of new pavement, street furniture and the installation of new pedestrian lighting along the length of the street to improve accessibility and safety for all users of this busy local centre.</p> <p>The numerous at-grade open space public car parks parallel to Queen St provide convenient parking locations for those visiting or working in the St Marys but current lighting standards require review and improvement.</p> <p>The delivery of a detailed lighting audit and associated lighting design and infrastructure in these key carparks will support a safer, more vibrant local centre. The St Marys Night Time Economy Audit Study conducted in 2019, identified enhanced pedestrian lighting, including car park lighting, as an opportunity to improve actual and perceived safety and enhance night time activity in the city centre over time. Engagement with the community, businesses and the St Marys Town Centre Corporation have also repeatedly identified night time pedestrian safety as critical to supporting safe and enhanced night time use of the St Marys CBD.</p>	<p>\$40,000 for a detailed lighting study and design audit along</p> <p>with \$900,000 funding to deliver critical lighting infrastructure in the at – grade carparks located on East and West Lane in St Marys CBD</p>
<b>St Marys Commuter Car Park</b>	<p>Reinstate Federal Government funding for commuter car park.</p> <p>The Federal Government committed \$33.75 million to the St Marys Commuter Car Park Project. The land owned by Council is valued at approximately \$3.9 million, which was Council's contribution to the project.</p>	<p>\$33.8M (withdrawn)</p>
<b>Cook Park Sports Precinct Redevelopment</b>	<p>Key projects within the precinct development include:</p> <ul style="list-style-type: none"> <li>• Provide new changerooms, accessible amenities, storage, and upgrades to the existing grandstand facilities at George Churchward Pavilion to better accommodate current football users and fulfil inclusive state sporting facility guidelines.</li> <li>• Improve the quality and capacity of 3 football fields (turf and synthetic), provide additional car parking spaces, walking circuit with pedestrian lighting, additional tree planting and landscaping.</li> <li>• Refurbishment of existing football grandstand and new amenities building, playing surface upgrades including new synthetic surface, new public toilets, sports infrastructure upgrades, lighting, playspace upgrades, car park upgrades, landscaping, seating and tree planting.</li> </ul> <p>3-4 years</p>	<p>\$27.62M</p> <p>Successful funding from both the NSW Government Western Sydney Infrastructure Grants Program (\$19.12M) and Federal Government Priority Community Infrastructure Program (\$8.5M)</p>



## ST MARYS (LINDSAY AND LONDONDERRY ELECTORATES)

<p><b>Active Transport Link Connecting North St Marys to the Town Centre</b></p>	<p>Provision of an unpaid cross-rail connection either in the form of a bridge with ramps/bicycle escalators or an underpass to connect North St Marys to the St Marys Town Centre and the new Metro station. The cross-rail link should be located on the alignment of Queen Street and Forrester Road and designed and delivered so that users are not required to dismount.</p> <p>It should be designed for people from all walks of life and level of fitness – old, young, adult, children. The overbridge should be designed so that pedestrians and micro mobility users are separated from Train/Metro commuter users. It should achieve high-quality design and place-making outcomes and be designed to terminate the vistas on Queen Street.</p>	<p>\$8M to formalise fund and deliver a seamless north-south cross-rail connection for small light-weight vehicles (micro mobility) such as bicycles, e-bikes, electric scooters, electric skateboards and mobility scooters.</p> <p>\$1M for a pedestrian/ bike path and green grid link through the employment land at North St Marys, linking Debrincat Ave, Glossop Street and Harris Street</p>
<p><b>Green Grid Strategy Priority Project 7.14 – The Kingsway streetscape improvements, active transport path with bridge access link over South Creek</b></p>	<p>Provide an improved connection and safer link for pedestrians and bike riders accessing The Kingsway Fields from St Marys station/town centre in the east or from Werrington in the west. It includes a shared path and planting to car spaces from Charles Hackett Drive to Werrington Road and a new pedestrian and cycle bridge crossing of South Creek.</p>	<p>\$6.3M</p>
<p><b>The ‘Dirty’ Arts Incubator</b></p>	<p>A welcoming and accessible creative arts centre would offer supervised workshop studio spaces and courses in a range of visual arts and crafts, including ceramics, textiles (dyeing, screen printing, leather work), woodwork, metal work, painting. The Centre would support skilled artisans to develop and deliver their projects, as well as running a range of courses for interested beginners to develop their creative skills, explore different artforms, and be inspired by watching professional artists and others create work. The centre is “dirty” because the art and craft forms available may be messy, dirty, loud, large in scale, or require access to loading bays, and are therefore suitable to be located in light or general industrial areas close to train stations, such as Emu Plains or North St Marys.</p>	<p>\$12.5M funding for a dirty arts incubator space in either North St Marys or Emu Plains, close to the train station</p> <p>– factory units could turn into workshop spaces for creatives along with some start-up operational and programming funds</p>
<p><b>Glossop Street Green Boulevard</b></p>	<p>Provision of a ‘green boulevard’ on Glossop Street, including active transport link, pedestrian and bicycle bridge and tree planting. This project aims to transform Glossop Street into a green boulevard and active transport link, thus offering a shaded and pleasant path to the local residents and workers of North St Marys. The project seeks to preserve the existing median strip planting, widen the bridge across the rail corridor (or provide a separated bridge for small light-weight vehicles), provide a separated cycleway away from heavy traffic, and plant trees to improve the amenity of this road and encourage active travel use in the area.</p>	<p>\$3M for provision of a green boulevard on Glossop Street, including active transport link, pedestrian and bicycle bridge and tree planting</p>

## ST MARYS (LINDSAY AND LONDONDERRY ELECTORATES)

<b>Green Grid Strategy Priority Project 7.25 – Debrincat Avenue streetscape improvements and active transport link</b>	Provision of an active transport link (shaded shared path) along Debrincat Avenue from Glossop Street to the Ropes Creek corridor.	\$2.8M
<b>Upgrade Boronia Reserve Sports Precinct</b>	New amenities will be constructed to include player and officials change rooms, canteen and storage, additional floodlighting, playing surface upgrades and new sports training infrastructure to meet the needs of sports users and the immediate suburbs of North St. Marys, St. Marys and connections to Blacktown LGA. 2-3 years	\$7,560,000
<b>Upgrade Potter Fields Amenities</b>	Amenities building will be upgraded including inclusive change rooms and showers, accessible toilets, additional public toilet, officials change room and showers, canteen and improved storage. 2-3 years	\$3M
<b>Robin Wiles Park Stage 2</b>	Provide fitness equipment, basketball, play space, walk/cycle loops, shade and further enhancements to support District level status. 2-3 years	\$500,000
<b>Provide Skate &amp; Mixed Recreation Play Space in Bennett Park</b>	<p>Detailed site investigations have resulted in a scope reduction at Bennett Park to mitigate site contamination risks by limiting construction to the existing footprint.</p> <ul style="list-style-type: none"> <li>Provide learn to ride upgrades, addition of a pump track and new playground equipment with ancillary infrastructure and landscaping.</li> </ul>	<p>\$2.1M</p> <p>Successfully funded from both the NSW Government Western Sydney Infrastructure Grants Program (WSIGP) Playspace Network \$1.5M and Federal Government \$600,000</p>
<b>Poplar Park Upgrade</b>	<p>General park embellishment including, play and informal active facilities with associated ancillary landscaping and infrastructure (e.g. seats, picnic shelters etc.). 2-3 years</p> <p>The Poplar Park playspace upgrade is part of project funding under the NSW Government Western Sydney Infrastructure Grants Program, an estimated \$200,000 is allocated to the playspace component.</p>	\$800,000

### ST MARYS (LINDSAY AND LONDONDERRY ELECTORATES)

<p><b>Upgrade Monfarville Reserve</b></p>	<ul style="list-style-type: none"> <li>• Provide new playspace with recreation facilities. Local primary school students will be nominated to become ‘parkitects’ and design a new contemporary playspace. 2-3 years</li> <li>• New modern amenities building including changerooms, accessible toilets, canteen, storage and officials changeroom.</li> <li>• New accessible toilets to service cricket ovals, new playspace and improved precinct pathway connections and landscaping.</li> <li>• New two lane cricket practice facility and upgrades to players areas.</li> <li>• Power upgrades to the site to accommodate future two new floodlights.</li> </ul> <p>NSW Government Multi-sport grant awarded in Nov 2022. - \$2.134M</p> <p>NSW Government Community Building Partnership (2022) contributed \$50,000 to Council for new playspaces.</p> <p>2-3 years</p>	<p>\$1.9M</p>
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### KINGSWOOD (LINDSAY AND PENRITH ELECTORATES)

<p><b>Upgrade Chapman Gardens Sports Precinct</b></p>	<p>New and upgraded LED floodlighting to the main baseball diamond and adjacent cricket/rugby league fields. To increase programs and participation new diamond fencing and baseball training infra-structure, inclusive of lighting is required. 2-3 years</p>	<p>\$2.5M</p>
<p><b>Chapman Gardens Pedestrian Lighting (Kingswood Pedestrian Lighting Strategy)</b></p>	<p>As part of The Quarter, Kingswood is a strategic centre experiencing growth and change. In the heart of Kingswood is Chapman Gardens, a key green space with footpaths providing a key thoroughfare link-ing Kingswood Station to Western Sydney University, Kingswood TAFE, playgrounds and local sporting fields. In 2018, a Kingswood Pe-destrian Lighting Study was undertaken, identifying the need for lighting enhancement along the pedestrian footpaths in Chapman Gardens as the existing lighting levels were non-compliant.</p> <p>This project has been reiterated as a priority need through ongoing engagement with the local community, students and particularly local women who have reported feeling unsafe walking through Chapman Gardens in the evening. The installation of new lighting will enhance the safety and amenity of this key pedestrian route and help to deliver upon the vision shared by the local community through the Think Bold Kingswood Place Plan.</p>	<p>\$20,000 for detailed lighting design and \$500,000 for the delivery of lighting infrastructure</p>



### ST CLAIR (MCMAHON AND BADGERYS CREEK ELECTORATES)

<b>Redevelop Cook Parade Tennis Courts into a Multisport Court Hub</b>	A wider choice of sports and events may be programmed by improving the court surface, type, and ancillary infrastructure, including floodlights and facilities. The court upgrade will consider the growing demand for flexible multi-use games areas to meet the changing community need for the provision of unstructured active recreation spaces catering for basketball, futsal and upgraded tennis court facilities. 2-3 years	\$3.25M
<b>Upgrade to St Clair Sports Corridor</b>	The existing storage, toilet amenities and training infrastructure across each of the parks (Peter Kearns Oval, Cook and Banks Reserve, and Saunders Oval) require upgrades to improve functionality and support enhanced accessibility for community use. 2-3 years	\$4.25M
<b>Mark Leece Oval Informal Active Facilities</b>	Develop additional informal active facilities e.g. skate enhancement and youth recreation infrastructure. 2-3 years Outdoor health and fitness gym. 2-3 years Car park improvements. 2-3 years	\$2.5M

### OXLEY PARK (LINDSAY AND LONDONDERRY ELECTORATES)

<b>Upgrade Ridge Park Amenities Building</b>	The new amenity building will include 4 inclusive change rooms, officials changeroom, canteen, storage, first aid, club room, administration, and accessible toilet facilities. The new amenities will meet contemporary sport facility guidelines to facilitate increased sports participation. 2-3 years	\$3.575M
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## MULGOA, LUDDENHAM AND RURAL SOUTH (LINDSAY, HUME AND BADGERYS CREEK ELECTORATES)

<b>Upgrade and Reclassification of Luddenham Road</b>	Presently a local rural road in need of reclassification to a State Arterial Road. The upgrade and widening are critical to deliver region-shaping projects including the Aerotropolis, Sydney Metro – WSA, Mamre Road Industrial Precinct and Sydney Science Park. Refer Page 13 for more detail.	\$300-400M
<b>Southern Link Road</b>	A new 7.5km road corridor from Mamre Road, Kemps Creek to Wallgrove Road, Horsley Park. Refer Page 10 for more detail.	\$900M
<b>Elizabeth Drive – Priority Sections Upgrade</b>	<p>The Federal and NSW Governments are funding upgrades to Elizabeth Drive, which runs between the M7 Motorway at Cecil Hills and The Northern Road at Luddenham. The road is approximately 14 kilometres long and runs parallel to the proposed M12 Motorway. This project would provide additional capacity in a growth area surrounding Western Sydney International Airport.</p> <p>The Elizabeth Drive upgrade would provide two lanes in each direction, a median island, landscaping and paths to improve safety and congestion for neighbouring communities.</p> <p>The project has been divided into two parts:</p> <ul style="list-style-type: none"> <li>• Elizabeth Drive West upgrade - covering 3.6 km from The Northern Road to near where the M12 will cross Elizabeth Drive at Badgerys Creek, and</li> <li>• Elizabeth Drive East upgrade - approximately 7.8 km from the intersection of the future M12 and Elizabeth Drive at Badgerys Creek to 600 metres east of Duff Road at Cecil Park.</li> </ul>	\$800M jointly committed from the NSW and Federal Governments
<b>Upgrade Gow Park Amenities</b>	Amenities building will be upgraded including inclusive change rooms and showers, accessible toilets, officials change room and showers, canteen and improved storage. 2-3 years	\$2.85M
<b>Outdoor Health and Fitness Gym and Informal Active Recreation Spaces at Mulgoa and Sales Park</b>	Provide outdoor health and fitness gym and informal active recreation spaces at Mulgoa and Sales Park. 2 years	\$1M
<b>Sales Park Floodlight and Sportsground Surface Improvements</b>	Install new floodlights at Sales Park, undertake sportsground surface improvements, and amenities improvements. 2-3 years	\$1.5M









## PENRITH CITY COUNCIL

Civic Centre  
601 High Street  
Penrith NSW

**Phone:** 02 4732 7777

**Email:** [council@penrith.city](mailto:council@penrith.city)