

Positively

PENRITH

Advocacy Strategy 2025

Harnessing support and resources to shape Penrith
as a City of Opportunity and Connection





Acknowledgment of Country

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

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

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A message from the Mayor



Our City's greatest transformation is underway and the growth in and around Penrith is establishing Western Sydney as an economic and social powerhouse in NSW.

Penrith City Council is calling for Federal and State investment and policy change to support sustainable growth and achieve the best outcomes for its community.

Our advocacy priorities encompass critical city-shaping projects, particularly relating to housing, roads and transport connections, flooding, liveability, and place-based initiatives in St Marys and Orchard Hills.

Informed by the needs of our community, Council is focusing on new opportunities that will enable us to futureproof this City.

Given the scale of change and expectations for Western Sydney to meet housing demands and drive economic and jobs growth, it is imperative for Federal and State Government to deliver the infrastructure and policy that is beyond Council's control or capacity.

Among the list of named priorities are:

- Castlereagh Connection, an earmarked flood evacuation route;
- Full-length north south rail;
- A Western Sydney rapid bus service; and
- Community infrastructure to support housing growth.

Penrith's population is estimated to exceed 270,000 by 2041, and the region is only 15 kilometres from the Western Sydney International (Nancy-Bird Walton) Airport, due to open in 2026. The Sydney Metro - Western Sydney Airport line will connect St Marys to the rest of the world.

To harness local opportunities in line with these once-in-a-generation transformative projects, Council has been engaging residents to identify their immediate and longterm needs.

Nearly 80 per cent of residents who completed the 2024 customer satisfaction survey highlighted the importance of Council advocating on its behalf.

Council has delivered many exciting, tangible outcomes for the benefit of the community; we continue to listen to our residents and strive to have vital infrastructure and other game-changing projects come to fruition.

This Advocacy Strategy frames our community-endorsed vision for the region and guides us as we ask our State Government and Federal Government counterparts, along with policy makers and strategic partners, to support us in delivering the best for Penrith.

A handwritten signature in black ink, appearing to read 'Todd Carney', written in a cursive style.

Councillor Todd Carney
Mayor of Penrith



Executive Summary

IT'S A CRITICAL TIME IN PENRITH'S HISTORY.

Western Sydney is fast becoming the economic driver of the country. Sitting at the heart of the region, Penrith's future is tied to and shaped by unprecedented infrastructure investment and supercharged planning and progress underway.

Major projects, including the Sydney Metro: Western Sydney Airport and the Western Sydney International (Nancy-Bird Walton) Airport, expected to open in 2026 and 2027. They are unlocking Penrith and Western Sydney at pace, bringing transformation and growth, and new social and economic opportunities not seen before.

Penrith welcomes the opportunities, but growth can also create challenges and pressures on local resources, if not managed appropriately. Our community has told us sustainable growth supported by infrastructure is critically important to them.

Council has a deep understanding of Penrith and is committed to thoughtfully managing the opportunities for our City at this time, achieving well managed growth and balancing outcomes for our community, environment and economy. We are proactive in planning for our town centres and neighbourhoods and working for the timely provision of infrastructure – quality roads, public transport, and community facilities – to ensure residents have what they need to live well, and to enable businesses to prosper.

Given the scale of change, and the expectations for Western Sydney in meeting housing demands, and developing as the future powerhouse for Australia's economy, the support of other levels of government is absolutely necessary for Penrith to realise its full potential without compromise to our City's liveability.

For those matters that impact the future of Penrith but lay outside of Council's control or capacity, we will continue to call on other parts of government and stakeholders for investment or policy change to bring about the best outcomes for our community.



Our Advocacy Approach

This Strategy guides us in influencing others to create change.

We are proactive in our approach and responsive to opportunities where Council's agenda can be progressed. We seek to achieve the best from investment and collaboration commitments with other levels of government and focus this where we know it will have the greatest impact for our community.

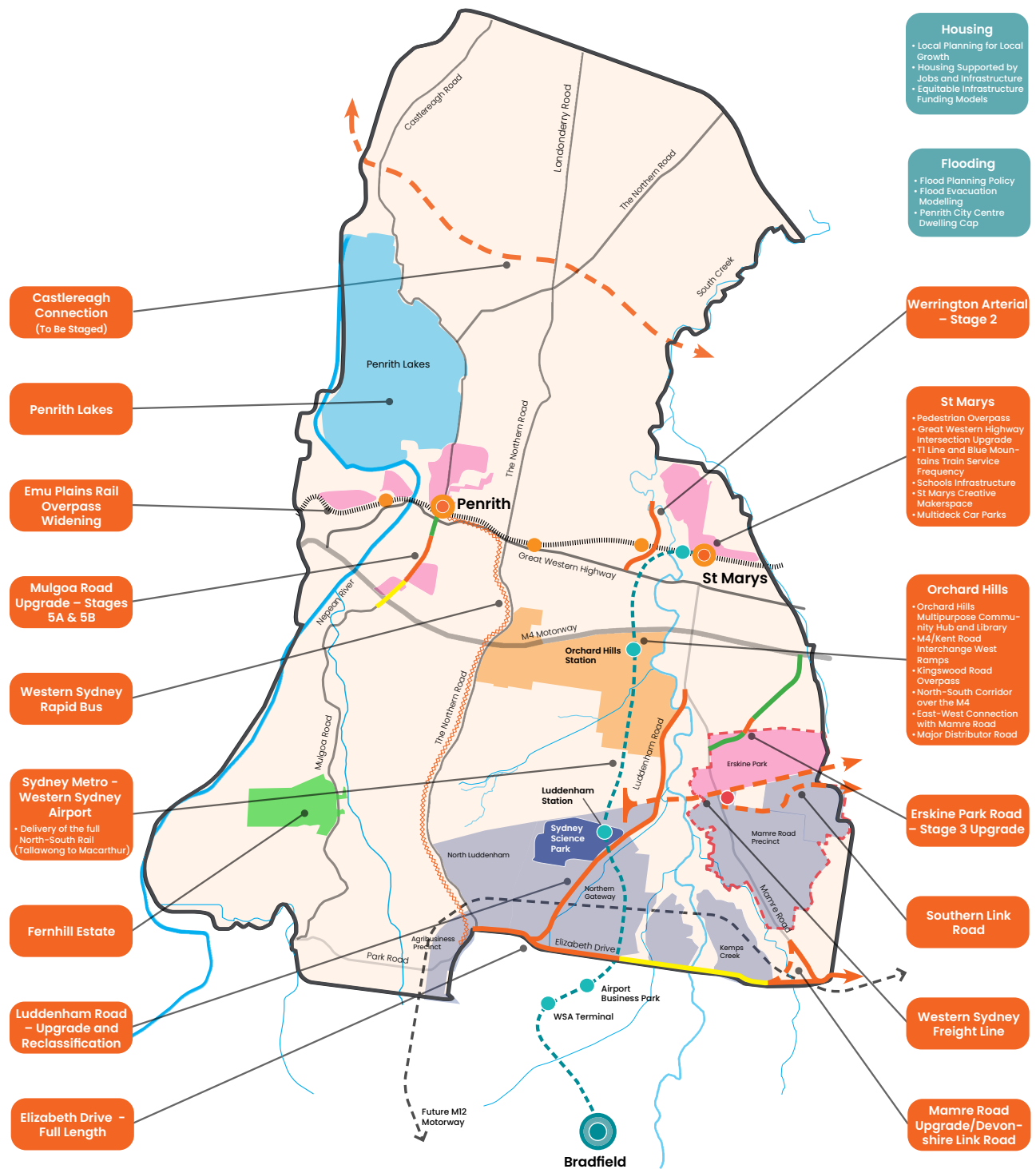
Based on our community's aspirations, and considering strategic challenges and opportunities for our City and the region, **this Strategy guides and prioritises advocacy efforts in the key areas of roads, transport, flooding, housing, St Marys, Orchard Hills, and liveability.**

We aim to manage growth well by securing support for these priorities, to realise Penrith's full potential as a City of opportunity and connection — a great place to live now and into the future.







THIS ADVOCACY STRATEGY GUIDES PENRITH CITY COUNCIL IN PROACTIVE AND FOCUSED ADVOCACY EFFORTS, TO HARNESS THE SUPPORT AND RESOURCES REQUIRED TO MANAGE GROWTH WELL AND REALISE PENRITH'S FULL POTENTIAL.



Advocacy Priorities 2025



Legend

-  Established Employment Areas
-  Emerging Employment Areas
- Major Roads
-  Train Station
- T1 Railway Line
-  Metro Station
- Sydney Metro – Western Sydney Airport Line
- Rivers and Creeks
- Western Sydney Employment Area
-  Western Sydney Intermodal Terminal
-  NSW Government Draft Orchard Hills Rezoning Proposal Boundary
- Penrith Local Government Area Boundary

Our Advocacy Priorities

ROADS	
Castlereagh Connection	The Castlereagh Connection is a 22km corridor that can be delivered in stages – a lifesaving piece of regional infrastructure that when delivered will speed up evacuation times, enhance Penrith's safety, and unlock the Penrith City Centre.
Werrington Arterial – Stage 2	The completion of this missing 2.2km link will improve road safety, reduce congestion, and provide vital pedestrian and cyclist infrastructure, while supporting freight movement across the Northwest Growth Area.
Mulgoa Road Upgrade – Stages 5A & 5B	Upgrading Mulgoa Road is essential to close gaps in Penrith's busiest arterial corridor, supporting regional north-south connectivity and future economic and residential growth.
Mamre Road Upgrade/ Devonshire Link Road	A fully upgraded connection between the M4 and Elizabeth Drive is needed to enhance regional connectivity, improve safety, and support the access to Western Sydney International (Nancy-Bird Walton) Airport precinct.
Luddenham Road – Upgrade and Reclassification	The upgrade and reclassification of Luddenham Road will address its deterioration, reduce congestion, improve safety, and support future economic and residential growth.
Erskine Park Road – Stage 3 Upgrade	Upgrading the final section of Erskine Park Road to a four-lane dual carriageway is critical to increasing capacity, reducing congestion, and improving safety in the Western Sydney Employment Area.
Emu Plains Rail Overpass Widening	Widening the Emu Plains Rail Overpass is crucial to improving pedestrian and cyclist safety and ensuring better accessibility for all users.
Elizabeth Drive – Full Length	Upgrading Elizabeth Drive will support growth near the Western Sydney International (Nancy-Bird Walton) Airport by improving safety, reducing congestion, and enhancing connectivity with dedicated lanes and shared pathways.
Southern Link Road	Delivering the Southern Link Road will enhance regional connectivity and ensure seamless integration between key residential and employment areas.
TRANSPORT	
Sydney Metro – Western Sydney Airport	Extending the Sydney Metro to Tallawong in the north and Macarthur in the south is essential for reducing car reliance, and connecting Western Sydney residents to key employment hubs, other services and facilities.
Western Sydney Rapid Bus	A dedicated Rapid Bus route is critical for connecting Western Sydney's growing population to employment, health, and education hubs, and strengthening links to the Western Sydney International (Nancy-Bird Walton) Airport.
Western Sydney Freight Line	The Western Sydney Freight Line is needed to enable separated freight movement from emerging employment areas and reduce local road traffic congestion.
FLOODING	
	Clear and certain flood planning policy, updated flood evacuation modelling assumptions and removal of the Penrith City Centre dwelling cap are essential so Council can continue responsible flood plain management that prioritise community safety, balanced with good outcomes for our environment, housing and jobs growth and continues economic prosperity of the Penrith City Centre.
HOUSING	
	Delivering housing that is supported by local jobs and infrastructure, and equitable funding models, are essential to meet community needs and ensure sustainable growth.
ST MARYS	
	The St Marys Town Centre Master Plan prioritises a community-driven vision for growth with improved public transport, recreational infrastructure, and efficient amenities, ensuring a well-balanced and vibrant future, including: Pedestrian Overpass, Great Western Highway Intersection Upgrade, T1 Line and Blue Mountains Train Service Frequency, Schools Infrastructure, St Marys Creative Makerspace, and Multideck Car Parks.
ORCHARD HILLS	
	Advocating to the NSW Government for quality greenfield development and appropriate supporting infrastructure.
LIVEABILITY	
Penrith Lakes	A comprehensive vision and master plan is needed to unlock the tourism, recreation, and economic potential of Penrith Lakes along with ongoing public access to Penrith Beach.
Fernhill Estate	A finalised Conservation Management Plan and a Landscape Master Plan is required to balance heritage conservation with increased public uses, along with funding to deliver and facilitate activation and public access.

Introduction

Penrith is undergoing its greatest transformation — one defined by unprecedented opportunities that will shape the City's trajectory for decades to come.

Penrith is at the forefront of City-shaping investments, including the Western Sydney International (Nancy-Bird Walton) Airport and the Sydney Metro – Western Sydney Airport Line. These projects, set to commence operations in 2026–2027, will bring excitement and significant change to our already fast-growing and dynamic City.

The scale of growth and transformation underway in Western Sydney presents immense opportunities to shape Penrith as a City of regional significance, and a vibrant and inclusive community with great liveability.

Over the next two decades, Penrith's population is expected to significantly increase by 51,000 people, from 220,000 residents in 2021 to 271,000 by 2041¹.

Penrith's employment lands are growing too and will continue to play a critical role in supporting Greater Sydney's economic development and delivering the jobs close to home that are needed to support more housing. This confirms Penrith's position playing a vital role in the Western Sydney region's development.

This change also brings challenges, as residents express increasing concern about housing affordability, traffic congestion, rising living costs, and the timely delivery of infrastructure and services to support a growing population. One in 4 residents rate the need to manage population growth and development as the key challenge to face Penrith in the next 10 years².

Council is responsible for managing the progress of Penrith as a thriving and prosperous City and knows what is needed to achieve well managed growth. We have many shared challenges, and Council will advocate on behalf of our community to address those challenges that require greater support and investment from all levels of government.

“76% OF RESIDENTS, CLOSE TO 8 OUT OF 10, RATE THE IMPORTANCE OF COUNCIL ADVOCATING FOR COMMUNITY NEEDS TO ALL LEVELS OF GOVERNMENT AS HIGH OR VERY HIGH.”

This Advocacy Strategy 2025 guides Council in navigating this critical point in time for our City to ensure growth is well managed. The policy support and infrastructure investment priorities that we advocate for reflect our community's aspirations and needs, and support a local economy where new and existing businesses can flourish. By fostering partnerships and demonstrating clear alignment with Federal and State priorities, we can harness the benefits of growth and create a City that balances progress with sustainability, ambition with equity, and growth with community wellbeing.

¹ New South Wales Department of Planning and Environment, n.d., Population projections: Explore the data, <https://www.planning.nsw.gov.au/data-and-insights/population-projections/explore-the-data>, accessed January 22, 2025.

² Customer Satisfaction Survey 2024.

Purpose and objectives of this strategy

In this Strategy, advocacy is defined as the process of influencing others to create change.

PURPOSE

The purpose of this Advocacy Strategy is to secure investment commitments and policy support so Penrith can achieve well managed growth and realise its full potential as a City of opportunity and connection.

Given the scale of change, and the expectations for Western Sydney in meeting housing demands, and developing as the future powerhouse for Australia's economy, the support of other levels of government is absolutely necessary for Penrith to realise its full potential without compromise to our City's liveability.

Having clear advocacy priorities, and a strategic and collaborative approach, is paramount to success. Guided by this Advocacy Strategy, Council will proactively share the needs and interests of Penrith with decision-makers to harness resources and boost support for priorities that will have the greatest impact for our community.

OBJECTIVES

The objectives of this Strategy are to:

- Enable transparent and evidence-based identification of advocacy priorities.
- Increase funding for the delivery of local infrastructure, programs and services.
- Influence Federal and State policy and legislation in matters impacting Penrith residents and businesses.
- Provide enhanced awareness and understanding for our stakeholders and community on advocacy matters and Council's work to harness the resources of many to meet local needs.



How we prioritise and advocate

GUIDING PRINCIPLES

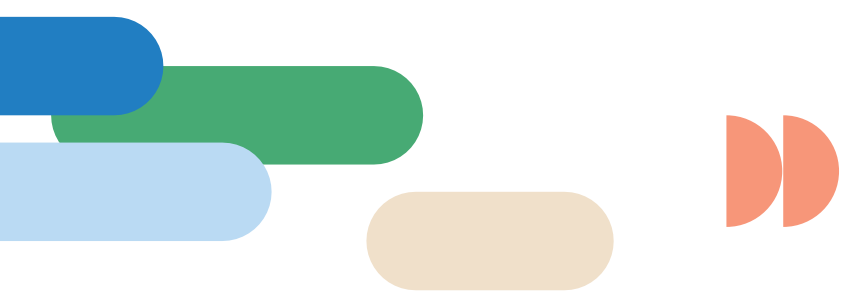
Council is guided by the following principles to determine advocacy priorities and solution-oriented advocacy activities:

- **Community focused** – Our advocacy priorities reflect and represent the needs, aspirations and expectations of our community.
- **Evidence based** – Our advocacy priorities are underpinned by research and data. Our decision-making process is robust and balanced.
- **Strategically aligned** – Our advocacy priorities are aligned and designed to progress strategic objectives, plans and policies adopted by Council. Priority projects are significant in that they are region-shaping and require the collaboration, partnership and resources of multiple levels of government to deliver.
- **Proactive and planned** – We work proactively on planned advocacy approaches to ensure clarity and consistency of messaging and asks. We endeavor to harness funding for projects that are a priority, and in the case of infrastructure, that Council has planned and budgeted to operate and maintain.

HOW WE ADVOCATE

Council uses a range of methods to advocate for our community's needs:

- Making representations to Federal and State Government Ministers, local Members of Parliament and government agencies.
- Promoting advocacy priorities through election periods and budget processes.
- Delivering targeted campaigns.
- Elevating advocacy priorities and amplifying the concerns of our community through the media and other communication channels.
- Making submissions to inquiries and other forums to influence policy and legislation.
- Participating in joint advocacy with strategically aligned partners.



Advocacy priorities

Responding to the key issues that are important for our community and will enable Council to manage growth well, our advocacy efforts focus on achieving positive change in the following areas:

Roads

Transport

Flooding

Housing

St Marys

Orchard Hills

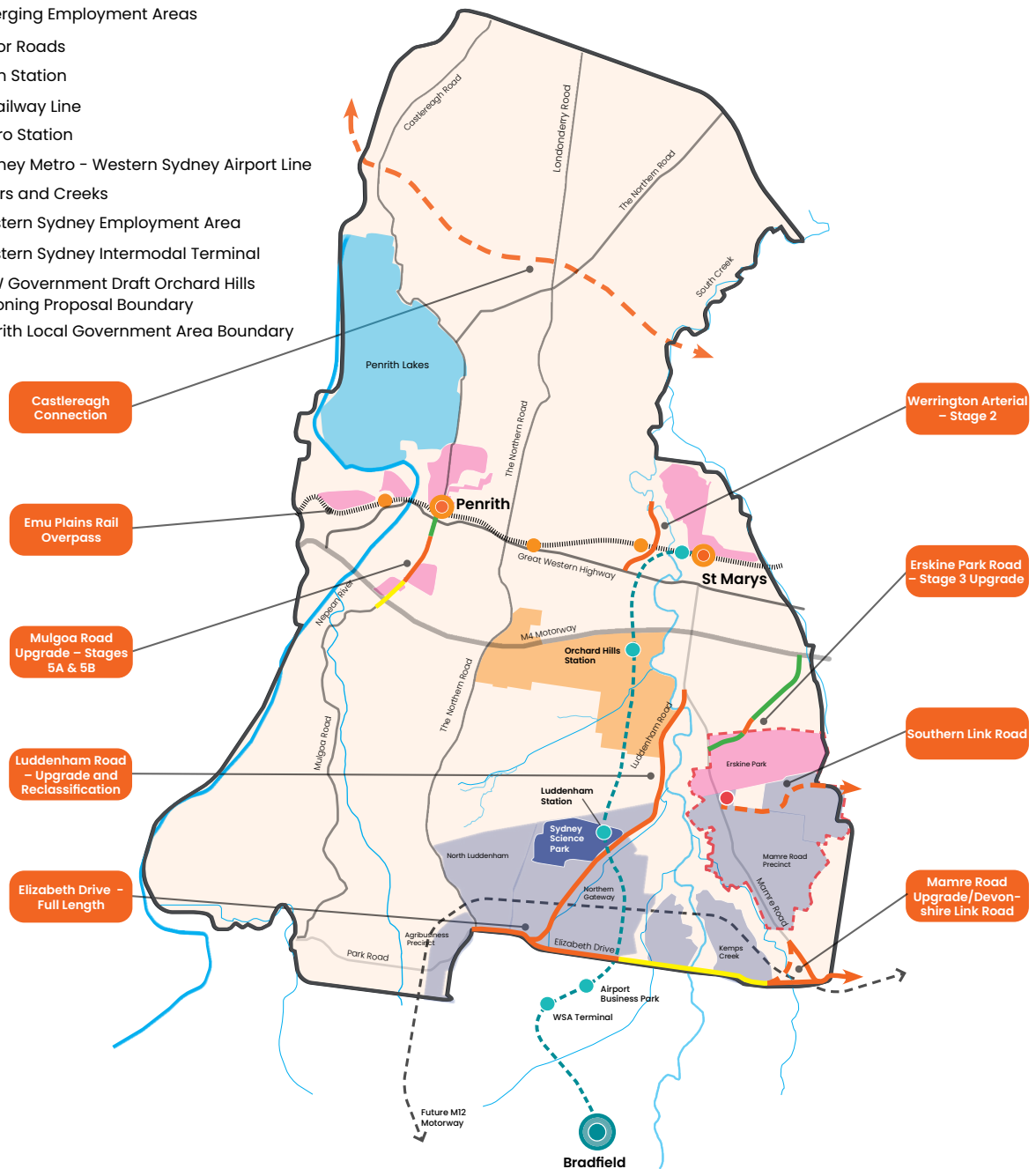
Liveability

Roads Priorities

Connections that deliver social and economic outcomes for community

Legend

- Established Employment Areas
- Emerging Employment Areas
- Major Roads
- Train Station
- ||||| T1 Railway Line
- Metro Station
- Sydney Metro - Western Sydney Airport Line
- Rivers and Creeks
- - - Western Sydney Employment Area
- Western Sydney Intermodal Terminal
- NSW Government Draft Orchard Hills Rezoning Proposal Boundary
- Penrith Local Government Area Boundary



With Penrith's population growing and development across Western Sydney accelerating, residents tell us that pressures on our existing road network is a major concern and daily inconvenience for them. Key corridors are reaching capacity, bottlenecks are increasing, and the ability to move people and freight efficiently is being compromised. There are also gaps in movement corridors between the new strategic growth areas that are establishing within and adjacent to Penrith, that will provide housing, jobs and industry. This compromises opportunities for people and business. Advocacy efforts to achieve robust and fit-for-purpose road connections is a priority for Council. The provision of these major roads and supporting infrastructure is

a Federal and State Government responsibility. We will continue to call for connections that move people and freight where they need to go, underpinning sustainable progress and prosperity across Penrith and the region.

- **25%** of residents rank congestion and parking as top concerns.
- Western Sydney handles **80%** of Port Botany's imported freight. Freight volume estimated to double, rising from **18.5M** tonnes (2014) to **41M** (2041).

Castlereagh Connection



Legend

- — — — — Castlereagh Connection
- — — — — Major Roads
- Train Station
- — — — — Penrith Local Government Area Boundary
- ||||| T1 Railway Line
- — — — — Sydney Metro – Western Sydney Airport
- — — — — Rivers and Creeks

PENRITH'S FLOOD EVACUATION SOLUTION

THE ISSUE

As the City's population expands and the frequency of extreme weather events increases, the need for a robust and reliable evacuation route becomes ever more critical. Delivering the Castlereagh Connection provides an additional east-west evacuation route away from flood prone areas.

Castlereagh Connection is:

- **Long understood as a sound regional flood evacuation approach** – 22km corridor envisioned for over 70 years and preserved since 1951.
- **An achievable solution** – 90% of the corridor is in NSW government ownership, can be delivered in stages.
- **Effective and impactful** – NSW Government modelling shows Castlereagh Connection would reduce the number of people at risk during significant flood events by an astounding 71%. Preservation of the Castlereagh Corridor is on Infrastructure Australia's Infrastructure Priority List (Jan 24), which is a credible pipeline of unfunded nationally significant proposals.

This vital infrastructure remains largely undeveloped leaving Penrith and the region vulnerable to flood events. In addition to improving community safety, providing a solution to flood evacuation for the region through the delivery of Castlereagh Connection is also a major enabler to unlock the Penrith City Centre and facilitate its continued growth as a metropolitan centre and significant contributor to the regional economy.

FUNDING STATUS

- The Federal Government has committed \$50 million that part funds a strategic business case and is contingent on the State Government making the same investment commitment.
- To date, the NSW Government has committed \$1 million for planning.
- There is no funding commitment for delivery.

THE ASK:

Council calls on the NSW Government to:

- R1 Increase safety for the region and unlock the Penrith City Centre by committing to deliver Castlereagh Connection as a solution to regional flood evacuation.

Werrington Arterial Stage 2



Legend

— Werrington Arterial Stage 2	● Metro Station
 Established Employment Areas	— Sydney Metro - Western Sydney Airport Line
 Major Roads	— Rivers and Creeks
● Train Station	 Penrith Local Government Area Boundary
 T1 Railway Line	

GATEWAY TO JOBS AND INDUSTRY IN THE NORTH

THE ISSUE

This 2.2km connection, between the Great Western Highway and Dunheved Road, is essential to link the M4, the Great Western Highway, and the rapidly expanding North West Growth Area. It is needed to alleviate pressures from the 22,000 vehicles per day that travel from the M4 at St Marys through to the North West Growth Area.

Neighbouring local roads have already been upgraded to State arterial roads, through the Werrington Arterial Stage 1 project. The gap in the network undermines the effectiveness of the region's transport system, delaying travel times, increasing congestion, and putting road users at risk.

Council's preferred route alignment for Werrington Arterial Stage 2 is to deliver a direct road link to Gipps Street from Werrington Road. Without immediate action, Penrith faces continued congestion, heightened safety risks, and stifled growth.

FUNDING STATUS

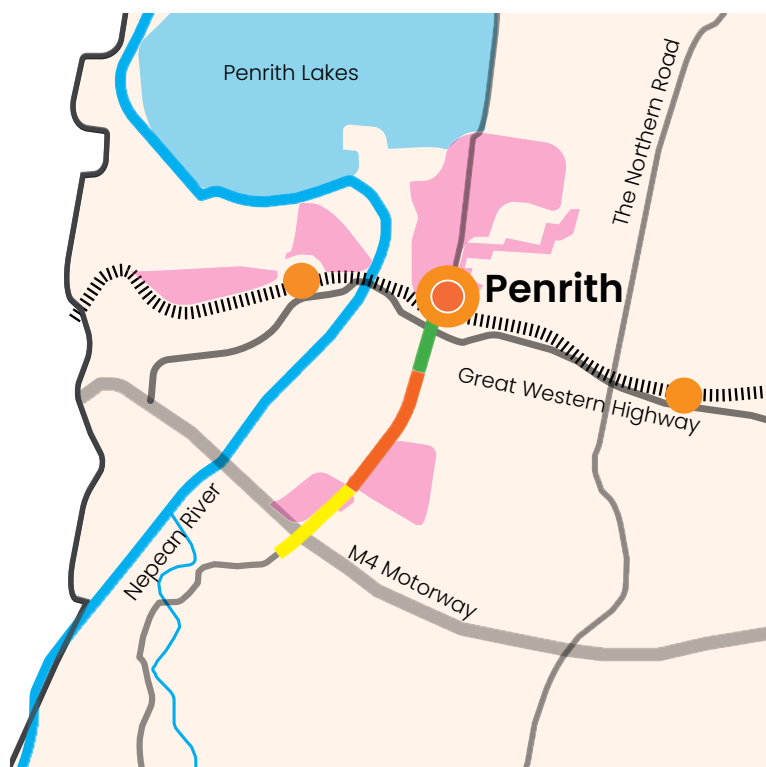
- The NSW Government has committed \$3 million to a Strategic Business Case.
- There is no funding committed for delivery.

THE ASK:

Council calls on the NSW Government to:

- R2 Complete the Strategic Business Case urgently.
- R3 Commit funding for the construction of the Werrington Arterial Stage 2, covering the 2.2km connection from Dunheved Road to the Great Western Highway.
- R4 Ensure the project includes essential infrastructure including a rail overpass, active transport links for pedestrians and cyclists, and bus priority measures to future-proof the corridor.

Mulgoa Road Upgrade Stages 5A and 5B



Legend

- Established Employment Areas
- Major Roads
- Train Station
- ||||| T1 Railway Line
- Rivers and Creeks
- Penrith Local Government Area Boundary

Mulgoa Road Stages

- Stage 5A and 5B - Defunded
- Stage 1 and 2 - Funded and Works Ongoing
- Stage 0 - Funded and Completed

STRENGTHENING PENRITH'S NORTH SOUTH CONNECTION TO THE AIRPORT

THE ISSUE

Mulgoa Road is one of Penrith's busiest arterial routes, serving as a crucial north-south conduit for both local and regional traffic.

The urgency for completing the full upgrade of Mulgoa Road is underscored by the imminent opening of the Western Sydney International (Nancy-Bird Walton) Airport in 2026. Without a fully upgraded Mulgoa Road, the Penrith community faces increased congestion, compromised safety, and missed economic opportunities.

FUNDING STATUS

- \$232.5 million was initially committed from both Federal and NSW Government for Stages 2, 5A, and 5B, which was later withdrawn.
- Funding was recommitted for Stage 2 for \$115 million from NSW Government.
- There is no funding commitment to deliver Stage 5A and B (\$117.5 million).

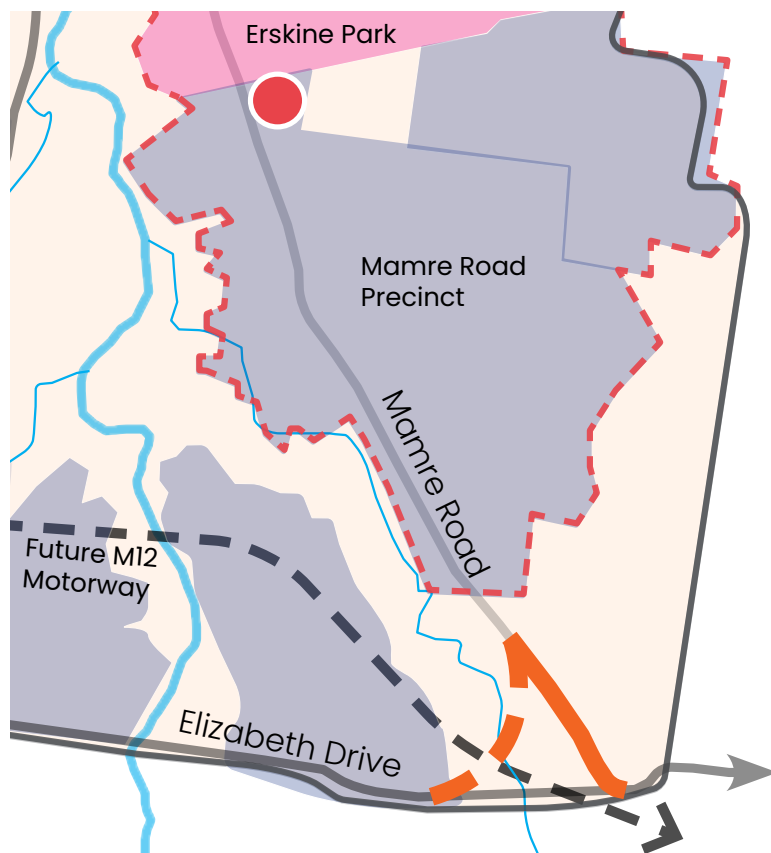
THE ASK:

Council calls on the NSW Government to:

- R5 Commit funding for completion of Stages 5A – Blaikie Road to Jamison Road, Penrith (about 1.2km) and Stage 5B – Jamison Road to Union Road, Penrith (about 1km) of the Mulgoa Road upgrade that sees this critical infrastructure in place by opening of the Western Sydney Airport (Nancy-Bird Walton) Airport.

Mamre Road Upgrade/

Devonshire Link Road



Legend

	Mamre Road Upgrade		Western Sydney Employment Area
	Devonshire Link Road		Western Sydney Intermodal Terminal
	Emerging Employment Areas		Penrith Local Government Area Boundary
	Major Roads		Established Employment Areas
	Rivers and Creeks		

NORTH-SOUTH CONNECTION TO THE AIRPORT, AND HIGH GROWTH HOUSING AND INDUSTRIAL PRECINCTS

THE ISSUE

Mamre Road is a critical movement corridor for Penrith, connecting the region from the M4 Motorway in the north to Kerrs Road and beyond. While significant upgrades are underway, there is a key gap between Kerrs Road and Elizabeth Drive. This missing connection prevents seamless north-south movement, vital for supporting the region's economic growth and its role as a gateway to Western Sydney International (Nancy-Bird Walton) Airport.

Delivering on this missing link would connect road users up to Elizabeth Drive, which is set to connect with the future M12 Motorway and will be a major access route to the airport. The absence of a fully upgraded Mamre Road, or an alternative route north to south such as the Devonshire Link Road, hinders freight efficiency, exacerbates congestion, and poses safety risks. Given the area includes the Mamre Road Precinct which houses the Western Sydney Employment Area (WSEA) and the future freight intermodal terminal (IMT), this further amplifies the urgency of completing this vital link.

FUNDING STATUS

- There is no funding commitment to deliver Mamre Road upgrade from Kerrs Road to Elizabeth Drive or the construction of the Devonshire Link Road.
- Funding for Stage 1 and Stage 2 Mamre road upgrade has been committed (\$1.3 Billion) by NSW government.

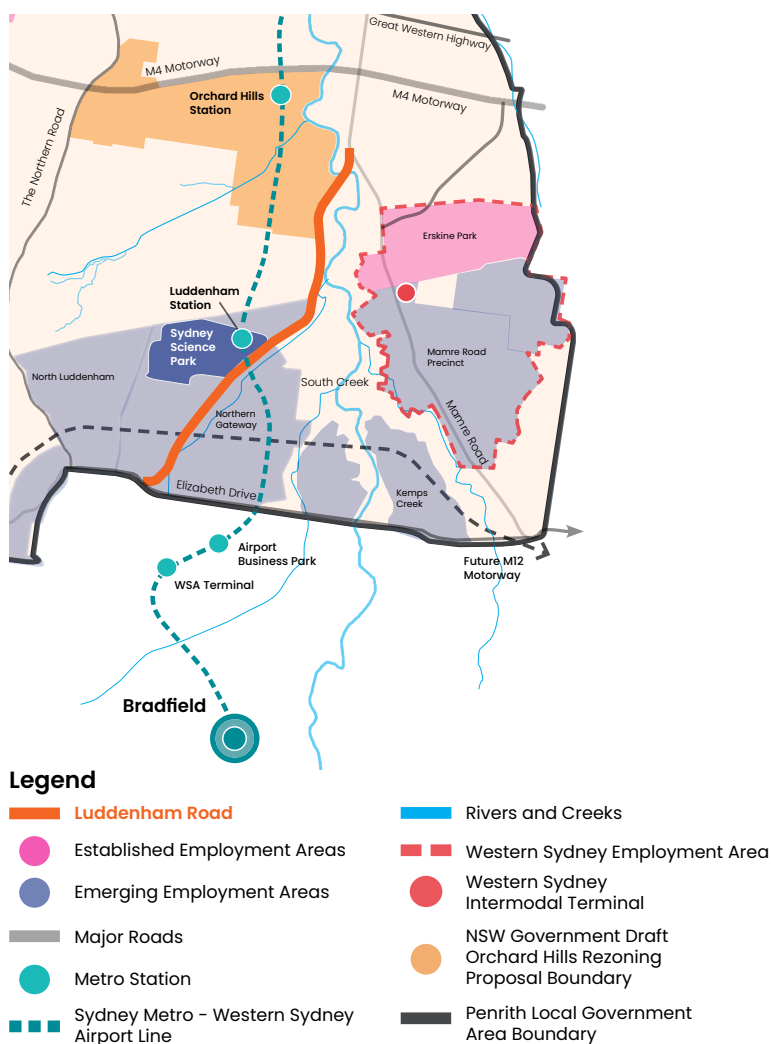
THE ASK:

Council calls on the NSW Government to:

- R6 Confirm the preferred route and commit funding for the missing north-south link—whether through an upgrade of Mamre Road from Kerrs Road to Elizabeth Drive or the construction of the Devonshire Link Road as a 1.3km extension.

Luddenham Road

Upgrade and Reclassification



IMPROVING SAFETY AND FUTURE-PROOFING A STRATEGIC MOVEMENT CORRIDOR

THE ISSUE

The function of Luddenham Road has evolved from a local rural route to a critical transport corridor for Penrith, accommodating substantial heavy vehicle and construction traffic associated with major regional projects.

The cumulative impact of this traffic has significantly deteriorated the road's condition, leading to frequent congestion, safety hazards, and unreliable travel times. These issues disrupt the movement of people and freight and impose a heavy financial burden on Council, to carry out costly reactive repairs and emergency maintenance.

Luddenham Road's importance will extend far beyond the construction phase of the transformational projects occurring to the south of Penrith LGA. It will be a key connection to the Northern Gateway Precinct and Agribusiness Precinct of the Western Sydney International (Nancy-Bird Walton) Airport, while supporting access to the new Luddenham Metro Station. The road will also provide essential links to emerging growth areas, such as Orchard Hills, St Marys and areas east of The Northern Road.

Given its strategic role in regional growth and connectivity, upgrading and reclassifying Luddenham Road to a State Road is essential.

FUNDING STATUS

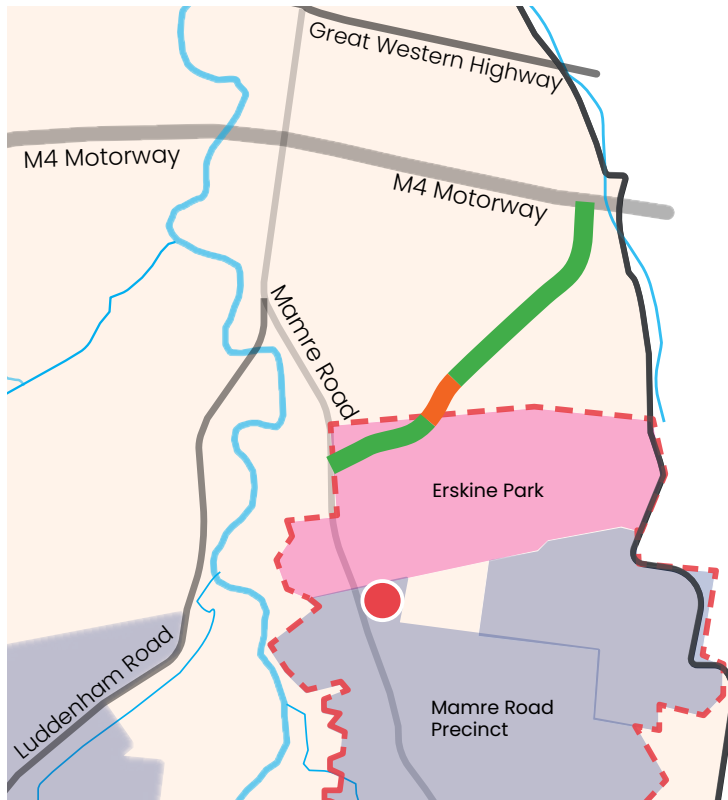
- There is no funding committed.
- An estimated investment of \$300–400 million is necessary to bring this corridor up to standard and support its evolving role.

THE ASK:

Council calls on the NSW Government to:

- R7 Implement immediate road safety improvements as an interim measure while delivering the ultimate design to ensure a safer, more connected, and future-ready transport network.
- R8 Reclassify Luddenham Road as a State Road, recognising its critical role in the regional transport network and its transition to a freight corridor.
- R9 Fund the upgrade of Luddenham Road to a 60-metre-wide corridor, incorporating four lanes with the potential for a third in each direction, dedicated bus lanes, active transport infrastructure, and landscaping.

Erskine Park Road Stage 3



Legend

■ Erskine Park Road Stage 3 – Not Funded	■ Rivers and Creeks
■ Erskine Park Road Stage 1 and 2 – Funded and Completed	■ Western Sydney Employment Area
● Established Employment Areas	● Western Sydney Intermodal Terminal
● Emerging Employment Areas	■ Penrith Local Government Area Boundary
■ Major Roads	

IMPROVING SAFETY AND CONNECTING TO JOBS

THE ISSUE

Erskine Park Road is a vital arterial route under the control and management of Transport for NSW. While sections of the road between Bennett Road and Explorers Way have been upgraded to a four-lane dual carriageway, a final section between Lenore Drive and Bennett Road remains a single lane in each direction.

The current one-lane configuration is not fit for current or future needs, creating congestion, hampering road safety, and limiting the capacity and effectiveness of the entire corridor.

With the ongoing growth of the Western Sydney Employment Area (WSEA) and the development of the Mamre Road Precinct, traffic volumes on Erskine Park Road are increasing dramatically. Heavy vehicles from industrial and freight operations, combined with growing local and commuter traffic, exacerbates the challenges particularly during peak times. Residents exiting side streets face daily road safety concerns, further highlighting the need for an urgent upgrade.

FUNDING STATUS

- There is no funding committed.

THE ASK:

Council calls on the NSW Government to:

- R10 Commit funding of \$150 million to upgrade the remaining section of Erskine Park Road between Lenore Drive and Bennett Road to a four-lane dual carriageway.

Emu Plains

Rail Overpass Widening



IMPROVING SAFETY AND SUPPORTING ACTIVE TRANSPORT

THE ISSUE

The Emu Plains Rail Overpass at Russell Street, constructed in the 1940s to service the Western Railway, was originally designed solely for vehicular traffic, including freight vehicles accessing the Emu Plains industrial area. At that time, no provision was made for pedestrians or cyclists, resulting in a lack of footpaths or bike paths. Today, this infrastructure poses significant safety risks as pedestrians and cyclists are forced to share the narrow roadway with vehicles, creating hazardous conditions.

The community has raised ongoing concerns about the design, safety and accessibility of the overpass. Alternative pathways, such as the Lapstone Creek drainage channel, are not viable due to flood hazards.

To address these issues, the widening of the Emu Plains Rail Overpass is needed to facilitate separated pedestrian and bike paths. This upgrade would provide a safe and accessible route for all users, encouraging active transport while addressing long-standing safety concerns. This solution requires significant funding and coordination with Sydney Trains and the NSW Government, and is a necessary investment to ensure the safety and connectivity of the growing Penrith community.

FUNDING STATUS

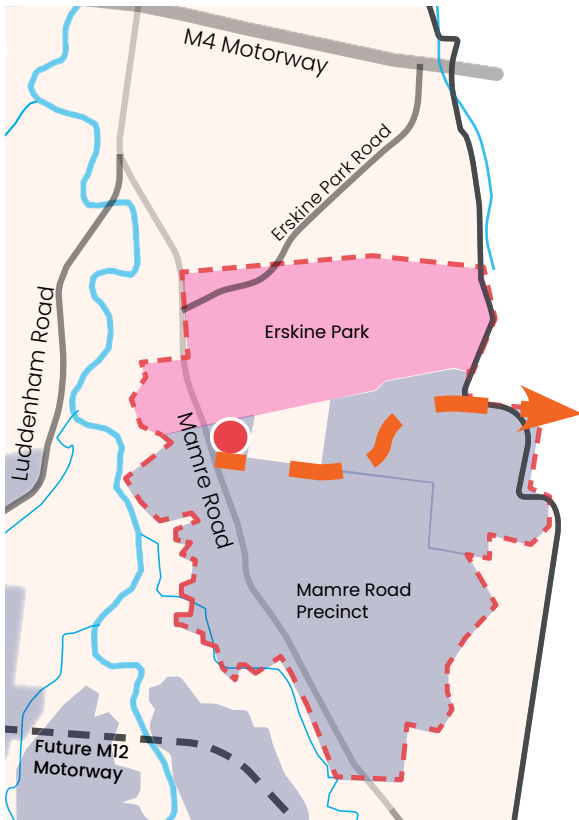
- There is no funding committed.

THE ASK:

Council calls on the NSW Government to:

- R11 Allocate \$5 million for detailed investigations, design, and business case development for the upgrade and widening of the Emu Plains Rail Overpass at Russell Street.

Southern Link Road Upgrade



Legend

Southern Link Road	Rivers and Creeks
Established Employment Areas	Western Sydney Employment Area
Emerging Employment Areas	Western Sydney Intermodal Terminal
Major Roads	Penrith Local Government Area Boundary

UPGRADED EAST-WEST CONNECTION SUPPORTING REGIONAL DEVELOPMENT

THE ISSUE

The Southern Link Road (SLR) is a proposed east-west transport corridor in Western Sydney, connecting Mamre Road at Kemps Creek to Wallgrove Road at Horsley Park. This vital corridor is divided into three key stages:

- Stage 1A (Mamre Road to Compass Drive).
- Stage 1B (Compass Drive to Old Wallgrove Road).
- Stage 2 (Old Wallgrove Road to Wallgrove Road).

The existing local roads that will form the future SLR are currently dominated by heavy vehicle traffic, resulting in increased travel times, frequent delays and higher operational costs. Current road infrastructure is inadequate for handling high traffic volumes and poses road safety risks for users, including freight operators, schools within the corridor and residents.

Within the surrounding corridor, planning by the NSW Government for the Western Sydney Freight Line and Western Sydney Intermodal Terminal is underway, further highlighting the strategic need and importance of increasing fit for purpose road access and connectivity via the SLR upgrade. Despite its strategic importance, the SLR remains incomplete.

FUNDING STATUS

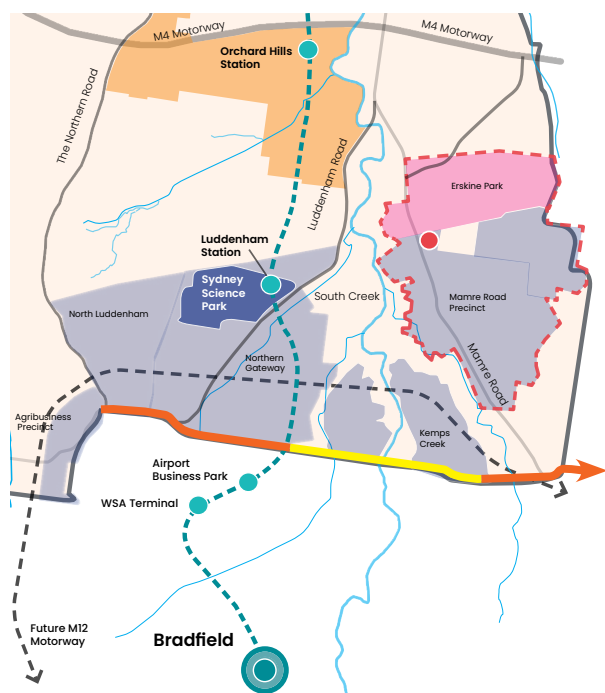
- Funding has been committed for final business cases for Stages 1A and 1B, and corridor preservation for Stage 2, to be completed by 2025.
- No funding is committed for delivery of Southern Link Road.

THE ASK:

Council calls on the NSW Government to:

- R12 Commit funding to upgrade the Southern Link Road to meet current and future demands.

Elizabeth Drive Full Length Upgrade



Legend

— Elizabeth Drive Full Length Upgrade - Not Funded	--- Sydney Metro - Western Sydney Airport Line
— Elizabeth Drive - Funded and Not Completed	— Rivers and Creeks
● Established Employment Areas	--- Western Sydney Employment Area
● Emerging Employment Areas	● Western Sydney Intermodal Terminal
— Major Roads	● NSW Government Draft Orchard Hills Rezoning Proposal Boundary
● Metro Station	
— Penrith Local Government Area Boundary	

UPGRADED EAST-WEST CONNECTION SUPPORTING REGIONAL DEVELOPMENT

THE ISSUE

Elizabeth Drive is one of Western Sydney's key east-west corridors, connecting the M7 Motorway at Cecil Hills to The Northern Road at Luddenham. This State Road is currently two-lanes and inadequate for the rapid development and increased traffic volumes tied to the Western Sydney International (Nancy-Bird Walton) Airport and surrounding growth areas.

An \$800 million upgrade is planned, that will deliver the section between the future M12 Motorway at Badgerys Creek and Devonshire Road at Kemp's Creek. This project will expand the existing two-lane road into a four-lane divided carriageway, enhancing safety and accommodating increased traffic associated with the Western Sydney International (Nancy-Bird Walton) Airport.

Interim safety improvements are also planned for key areas, including the intersection of Elizabeth Drive and Western Road, and the stretch between Clifton Avenue and Devonshire Road. These enhancements are scheduled to commence in early 2025.

To fully realise the benefits of this corridor, completing the upgrade along the entire length of Elizabeth Drive is essential for improved connectivity, reduced congestion, and enhanced safety for all road users in the region.

FUNDING STATUS

- \$800 million jointly funded by Federal and NSW Government to deliver the Elizabeth Drive upgrade between Devonshire Road and Badgerys Creek Road/M12.
- No funding committed for Elizabeth Drive upgrade between Devonshire Road and the M7, and between the M12 and The Northern Road.

THE ASK:

Council calls on the NSW Government to:

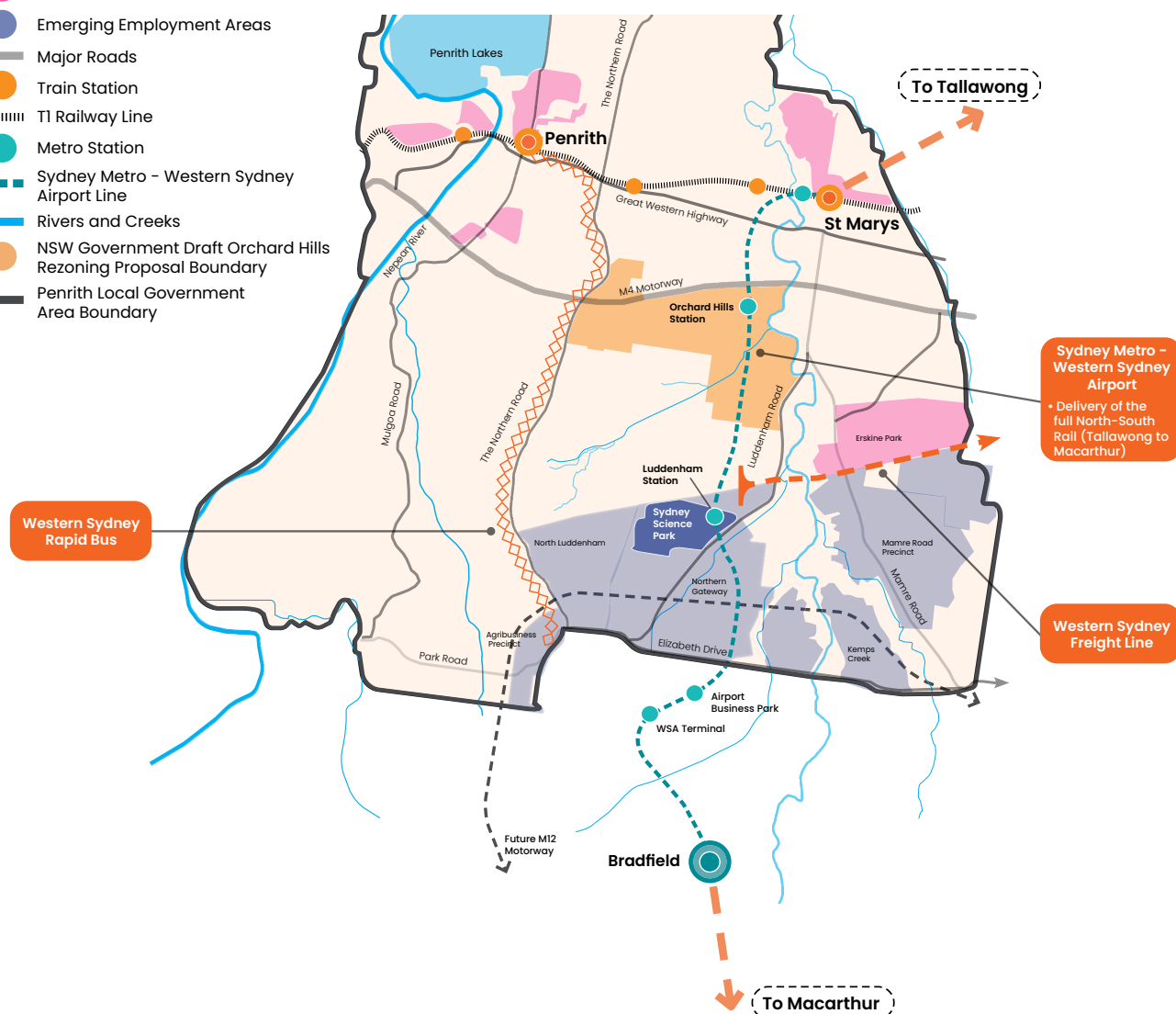
- R13 Commit funding to upgrade the full length of Elizabeth Drive to increase traffic and freight volumes.
- R14 Incorporate modern design standards, including dedicated lanes for freight and active transport.

Transport Priorities

Transport Advocacy Priorities Map

Legend

- Established Employment Areas
- Emerging Employment Areas
- Major Roads
- Train Station
- T1 Railway Line
- Metro Station
- Sydney Metro - Western Sydney Airport Line
- Rivers and Creeks
- NSW Government Draft Orchard Hills Rezoning Proposal Boundary
- Penrith Local Government Area Boundary



CONNECTING PEOPLE TO OPPORTUNITIES

Public and freight transportation in our region is key to good liveability outcomes for our community and futureproofing the City.

Only 3.1% of Penrith's workers currently travel to work using public transport. Increasingly, businesses and community members face the effects of traffic congestion, pollution, and parking issues due to limited transport options.

We support an agenda of housing growth and want to enable our community members to shift from private vehicle reliance to public transport modes. This can only

occur with increased public transport options that offer connections to employment, jobs and services, and provide ease of use and reasonable journey times.

With freight volumes estimated to double in Western Sydney by 2041, provision of infrastructure that allows the efficient and separated movement of goods across the region is essential to support economic growth and ease road congestion.

Sydney Metro –

Western Sydney Airport

DELIVERY OF THE FULL LENGTH NORTH–SOUTH RAIL CITY DEAL COMMITMENT

THE ISSUE

The Sydney Metro – Western Sydney Airport line from Tallawong in the north to Macarthur in the south has not been fully delivered. This is fundamental to supporting not only the housing growth agenda and regional economic development, but to enable mode shift from private car reliance to public and active transport modes.

The extensions north and south are crucial in linking Western Sydney residents to their region and beyond, opening greater opportunities for employment and education, and encouraging industry to further develop in the region. Equally the extensions will connect Greater Sydney residents to the opportunities offered across Western Sydney, contributing to the region's growing economic success.

The value of the full extent of the Sydney Metro – Western Sydney Airport line from Tallawong to Macarthur is well understood at all levels of government. Connecting Western Sydney in and of itself enables Greater Sydney to grow sustainably and move away from the historical focus of east-west connection to the Sydney City CBD.

INCREASED ACCESS

THE ISSUE

Sydney Metro trains are currently not planned to run 24 hours a day, 7 days a week. They will stop nightly between 12:15am to 04:15am Sunday to Thursday, and 01:15am to 04:15am Friday and Saturday. The Sydney Metro – Western Sydney Airport connects residents to the future 24 hour operating Western Sydney International (Nancy-Bird Walton) Airport and new employment centres in the south of the LGA. Without a 24-hour operating Metro service, public transport access for residents to these employment centres and activity hubs is severely impacted.

THE ASK:

Council calls on the NSW Government to:

- T1 Complete the business cases underway and commit to delivering the full extent of the Sydney Metro – Western Sydney Airport line from Tallawong in the north to Macarthur in the south, with a firm timeframe for completion.

THE ASK:

Council calls on the NSW Government to:

- T2 Commit to 24-hour, 7 days a week operation of the Sydney Metro – Western Sydney Airport line from the day of opening.

Western Sydney Rapid Bus

CONNECTING PEOPLE TO JOBS AND SERVICES

THE ISSUE

A Rapid Bus Service to the new Western Sydney International (Nancy-Bird Walton) Airport was identified as a core project under the Western Sydney City Deal, however progress towards delivery has stalled. The dedicated Rapid Bus route and associated infrastructure are critical to connecting the established and quickly growing Penrith City Centre to the Western Sydney International (Nancy-Bird Walton) Airport.

Delivery of a Rapid Bus service to the airport will facilitate connection for a significant residential population to future key employment, health and education precincts within the Western Parkland City. It will also encourage mode shift through an efficient public transport option, reduce congestion between Penrith and future employment lands within the Western Parkland City, and secure Penrith City Centre's strategic role within the region.

THE ASK:

Council calls on the NSW Government to commit the necessary funds to deliver the Western Sydney Rapid Bus Infrastructure and Program as outlined in the Western Sydney City Deal commitment. This includes:

- T3 Finalising the strategic business case and identifying the preferred bus route and infrastructure options between Western Sydney International (Nancy-Bird Walton) Airport and the Penrith City Centre.
- T4 Increasing funding to improve service frequency and ensure a turn-up-and-go service, which is essential for a successful rapid bus network.

Western Sydney Freight Line

CONNECTING WESTERN SYDNEY FREIGHT TO PORT BOTANY

THE ISSUE

The proposed Western Sydney Freight Line is critical for supporting movement of goods across Western Sydney. Currently, almost 80% of import containers from Port Botany are destined for Western Sydney. Due to the region's limited rail infrastructure, most freight is transported by road, leading to increased traffic congestion and safety risks on the local road network.

The development of a dedicated freight rail corridor is essential for shifting long-haul freight transport from road to rail, thereby reducing congestion, improving road safety, and supporting the region's growing employment and logistics sectors.

The Freight Line will be delivered in two stages:

- **Stage 1:** Connecting the Western Sydney Intermodal Terminal to the Southern Sydney Freight Line at Villawood.
- **Stage 2:** Extending the line from the Western Sydney Intermodal Terminal to the Main West Line near St Marys.

FUNDING STATUS

- \$60 million jointly funded by the Federal and NSW Governments for the Western Sydney Freight Line Stage 1 Final Business Case.

THE ASK:

Council calls on the NSW Government to:

- T5 Complete the final business case and necessary steps to gazette the Western Sydney Freight Line.
- T6 Commit and provide funding for the delivery of the Western Sydney Freight Line.
- T7 Facilitate strategic planning to ensure Western Sydney Freight Line and Mamre Road Industrial Precinct are brought together to maximise opportunities for rail movement.

Flooding Priorities

SUPPORT FOR A THRIVING AND RESILIENT RIVER CITY

Penrith lies in the Hawkesbury-Nepean Catchment and its landscape is characterised by rivers and creeks, the most significant being the Nepean River and Wianamatta South Creek. While these waterways are highly valued natural and cultural assets, management of floodplains is complex and increasingly challenging in the context of climate change.

In overseeing a river City, Council is committed to balancing the safety and connectivity of residents as a priority, along with good outcomes for our environment, housing and jobs growth, and continued economic prosperity.

Council is responsible for managing flood risk across the City under policy and guidelines set by the NSW Government. Penrith is at the heart of the Western Sydney region, that is fast becoming the economic driver of the country. But an uncertain State policy environment around flood management, and lack of commitment to essential infrastructure, is currently limiting Council's ability to deliver on the aspirations for the City.



THE ISSUES

1. FLOOD PLANNING POLICY

Uncertain State flood planning policy is impacting essential housing and jobs growth and investment attraction in Penrith.

2. FLOOD EVACUATION MODELLING

Overly conservative and dated Flood Evacuation Modelling assumptions are being used to inform planning decisions, resulting in unreasonable and unnecessary limitations on development.

3. PENRITH CITY CENTRE DWELLING CAP

Penrith City Centre development is limited by a dwelling cap that has been in place since 2019.

4. CASTLEREAGH CONNECTION (refer to page 15)

Castlereagh Connection is needed as an additional regional evacuation route which would assist in unlocking Penrith City.

THE ASK

Council calls on NSW Government to:

F1 Urgently finalise the flood planning levels and flood planning policy for the Penrith LGA and Penrith City Centre, in collaboration with Council.

Council calls on NSW Government to:

F2 Review and update the Flood Evacuation Modelling assumptions using a balanced risk management and merit-based approach.

Council calls on NSW Government to:

F3 Remove the Penrith City Centre residential dwelling cap (enabled by updated flood policy) to allow more housing and jobs growth in an existing centre supported by infrastructure.

Council calls on Australian and NSW Governments to:

R1 Commit to and provide funding for delivery of Castlereagh Connection as a solution to regional flood evacuation.



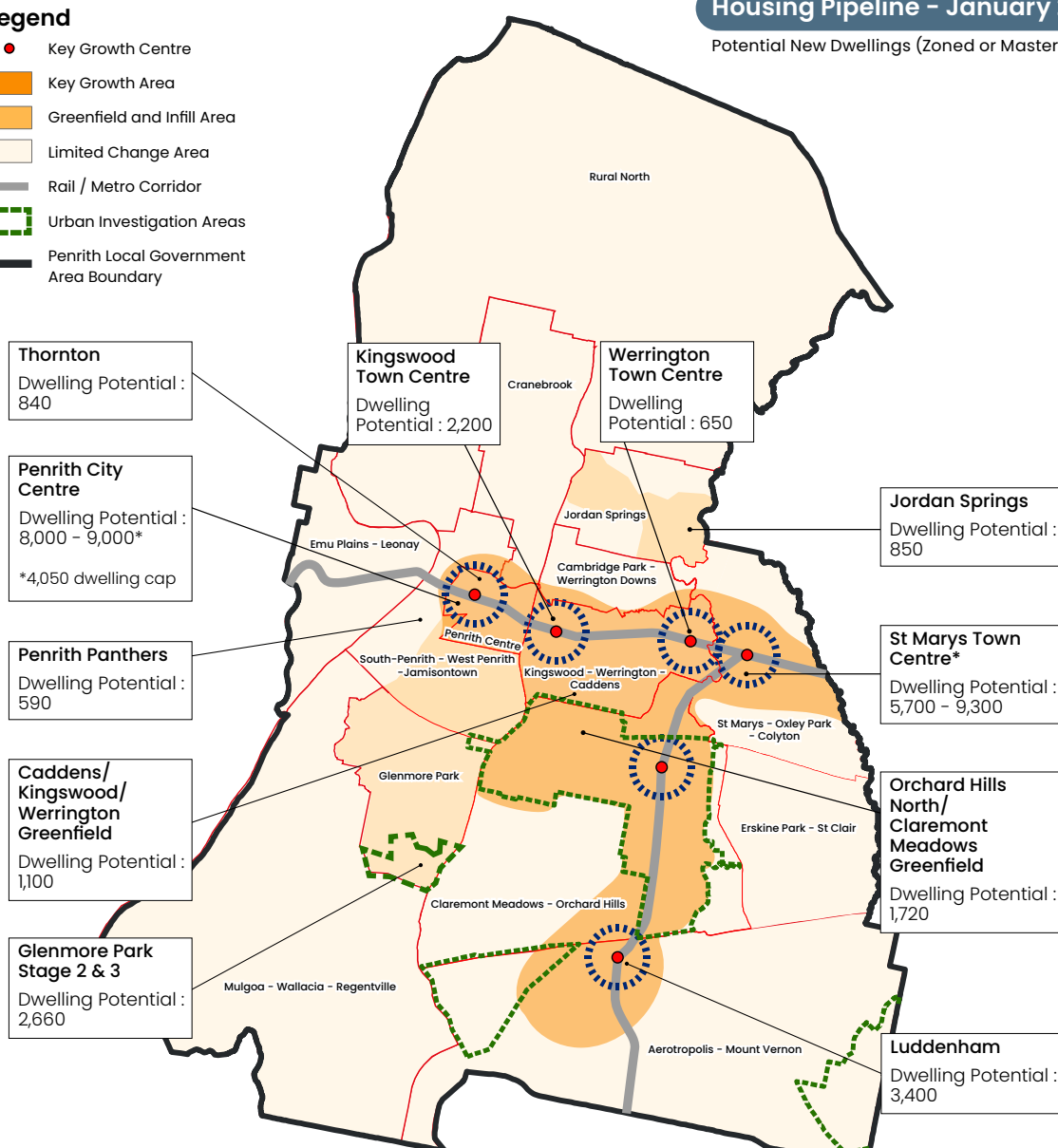
Housing Priorities

Legend

- Key Growth Centre
- Key Growth Area
- Greenfield and Infill Area
- Limited Change Area
- Rail / Metro Corridor
- Urban Investigation Areas
- Penrith Local Government Area Boundary

Housing Pipeline - January 2025

Potential New Dwellings (Zoned or Masterplanned)



Disclaimer:

The dwelling potential figures shown here are an estimate based on remaining zoned, undeveloped land as at January 2025. The figures do not represent an endorsed development vision or intention by Council, nor should these be treated as a guarantee of development potential or relied upon in development proposals. The number of dwellings delivered in each precinct may be less or more than shown, subject to strategic planning of these precincts and the merit assessment of development proposals.

* As per St Marys Town Centre Masterplan

HOUSING IN THE RIGHT PLACE, AT THE RIGHT TIME

Council is committed to delivering housing to meet the needs of Penrith's growing community and support Sydney's expansion. Increased housing supply provides greater choice and addresses affordability challenges.

Housing growth must go hand in hand with access to jobs and essential infrastructure to ensure the quality of life our residents deserve. Availability of utilities like drinking water and wastewater are fundamental to the availability of land for new housing.

We want to deliver more housing in the right places supported by jobs and infrastructure. We advocate to the NSW Government for their commitment to collaborative planning and investment in State delivered infrastructure and utilities as these are essential to unlocking the unrealised housing capacity in Penrith LGA.

THE ISSUES

1. LOCAL PLANNING FOR LOCAL GROWTH

THE ASK

Council calls on NSW Government to:

- H1 Continue to support Council to plan for growth in centres using its Centres Planning Model, which offers a nuanced approach to local conditions and offers a means for delivering on our housing targets, together with delivering additional jobs and supporting infrastructure to support our growing population.
- H2 Exempt Penrith LGA from the application of both the Transport Oriented Development Program and Low to Mid Rise Housing SEPP given there is sufficient pipeline of housing currently zoned.

2. HOUSING SUPPORTED BY JOBS AND INFRASTRUCTURE

Council calls on NSW Government to:

- H3 Collaborate with Council in the preparation of future housing targets, which should be informed by Council's Local Strategic Planning Statement and Local Housing Strategy, together with coordinated planning for jobs and infrastructure.
- H4 Give clarity and commit to ongoing sharing and updating of data regarding drinking water and wastewater service capacity over the next 10 years. This assists Council to manage its planning and delivery resources, and to maximise efficiencies and on-ground outcomes that come from a collaborative understanding of housing growth opportunities:
- Spatially – where will additional drinking water and wastewater be provided?
 - Temporally – when will the additional drinking water and wastewater capacity be provided?
 - The assumptions used by Sydney Water to determine housing forecasts.

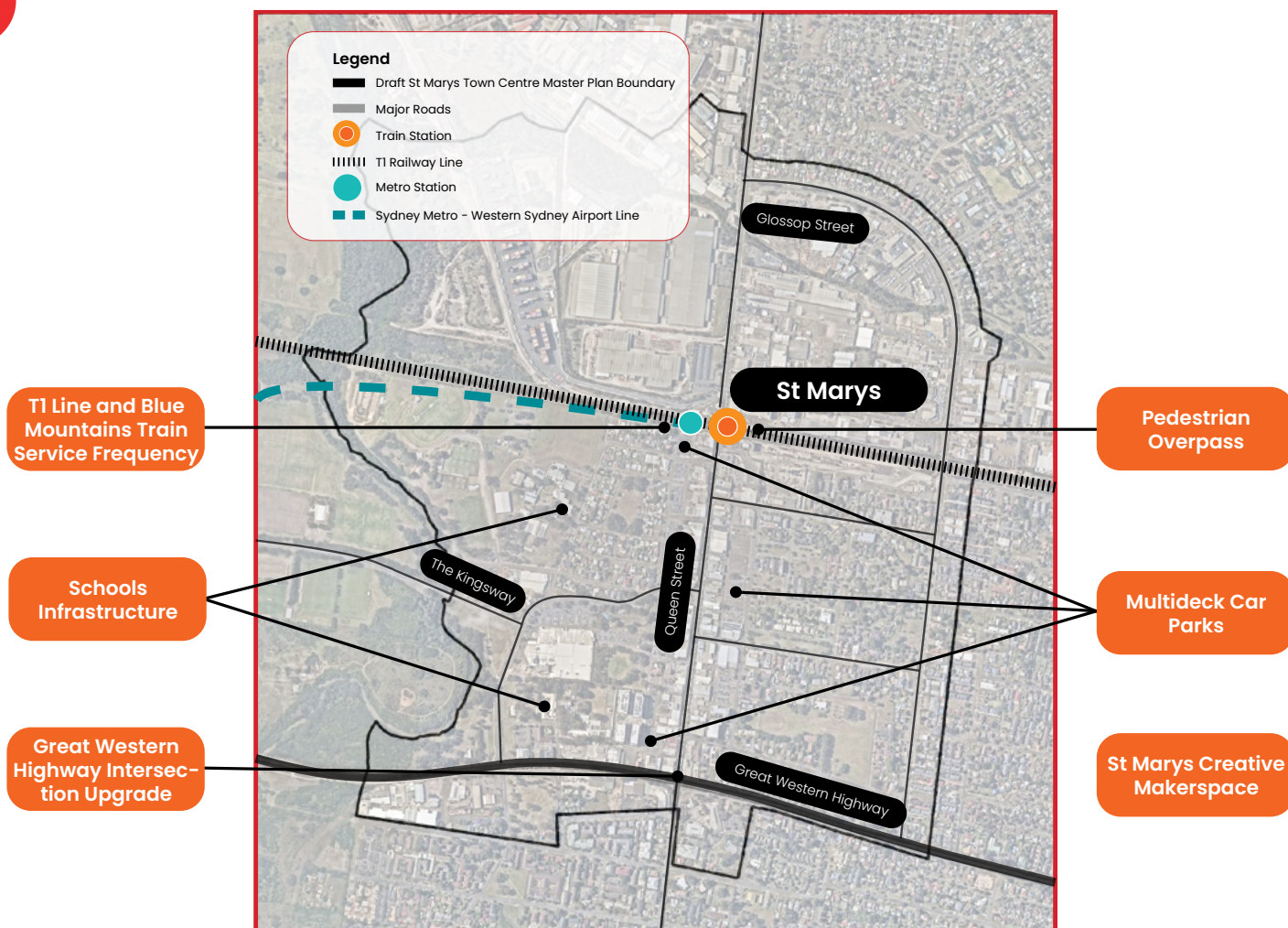
3. EQUITABLE INFRASTRUCTURE FUNDING MODELS

Council calls on NSW Government to:

- H5 Deliver equitable infrastructure funding by prioritising the use of funds collected through the Housing and Productivity Contributions (HPC) charge to state infrastructure to meet the unique needs of Western Sydney occurring at this time in growth areas like Penrith LGA.

St Marys Priorities

St Marys Advocacy Priorities Map



BALANCED GROWTH SUPPORTED BY INFRASTRUCTURE AND SERVICES

St Marys Town Centre is Penrith City's second largest centre. With the arrival of the Sydney Metro - Western Sydney Airport line in 2026 connecting St Marys to the new Western Sydney International (Nancy-Bird Walton) Airport set to commence operations in 2026-2027, the Town Centre is set to grow as a strategic centre attracting many more people to visit from outside the region. Council has prepared the St Marys Town Centre Master Plan, dedicated to shaping the future of the Town Centre in a way that harnesses the ideas of the people that live, work, and visit St Marys and responds to local needs and opportunities.

With many more people projected to call St Marys home, partnerships, collaboration and the resources of many are required to deliver the vision for St Marys and realise opportunities that will benefit the local and wider community. NSW Government delivered community and recreational infrastructure, along with more efficiently run transport options are key to achieving the well-balanced growth envisaged for St Marys through the Town Centre Master Plan.

BY 2041, IN THE ST MARYS TOWN CENTRE:

- **25,400** people will call St Marys home — six times the number of residents that currently live in St Marys.
- There will be **11,200** dwellings — **9,300 more dwellings than today**.
- There will be **12,700** anticipated jobs — **8,300 more jobs than today**.

THE ISSUES

1. PEDESTRIAN OVERPASS TO CONNECT ST MARYS NORTH – SOUTH

THE ASK

Council calls on NSW Government to:

SM1 Commit funding for design and construction of an unrestricted active travel overpass connecting North St Marys and the St Marys Town Centre, to support efficient pedestrian and cycling connections across the metro line.

2. GREAT WESTERN HIGHWAY INTERSECTION UPGRADE

Council calls on NSW Government to:

SM2 Commit to a reassessment of the options to upgrade the intersection at Great Western Highway, Queen Street and Mamre Road, to support the safe movement of the growing population living within the town centre and accommodate the increased traffic volumes generated locally and through regional movement.

3. T1 LINE AND BLUE MOUNTAINS TRAIN SERVICE FREQUENCY

Council calls on NSW Government to:

SM3 Commit to increasing the frequency of T1 services, particularly during peak hours, to cater to the growing number of commuters who rely on this line for their daily transportation needs and to encourage mode shift from private car usage.

SM4 Commit to adding a stop at St Marys to the Blue Mountains Line commuter service to increase public transport availability for the growing St Marys community and access to the new Sydney Metro Western Sydney Airport service from 2026.

4. SCHOOLS INFRASTRUCTURE

Council calls on NSW Government to:

SM5 Continue to work with Council to plan for adequate school infrastructure to meet the future population of St Marys.

SM6 Collaborate with Council to achieve active transport connections identified in the Master Plan, including desired shared paths utilising St Marys Senior High School along Kalang Avenue and the rail corridor.

SM7 Collaborate with Council to improve the walking infrastructure between St Marys Public School and Ripples to support local walking trips.

5. ST MARYS CREATIVE MAKERSPACE

Council calls on NSW Government to:

SM8 Commit funding for a creative makerspace near St Marys to support artmaking, grow local creative industries, attract visitors, and provide an inclusive space for professionals and beginners.

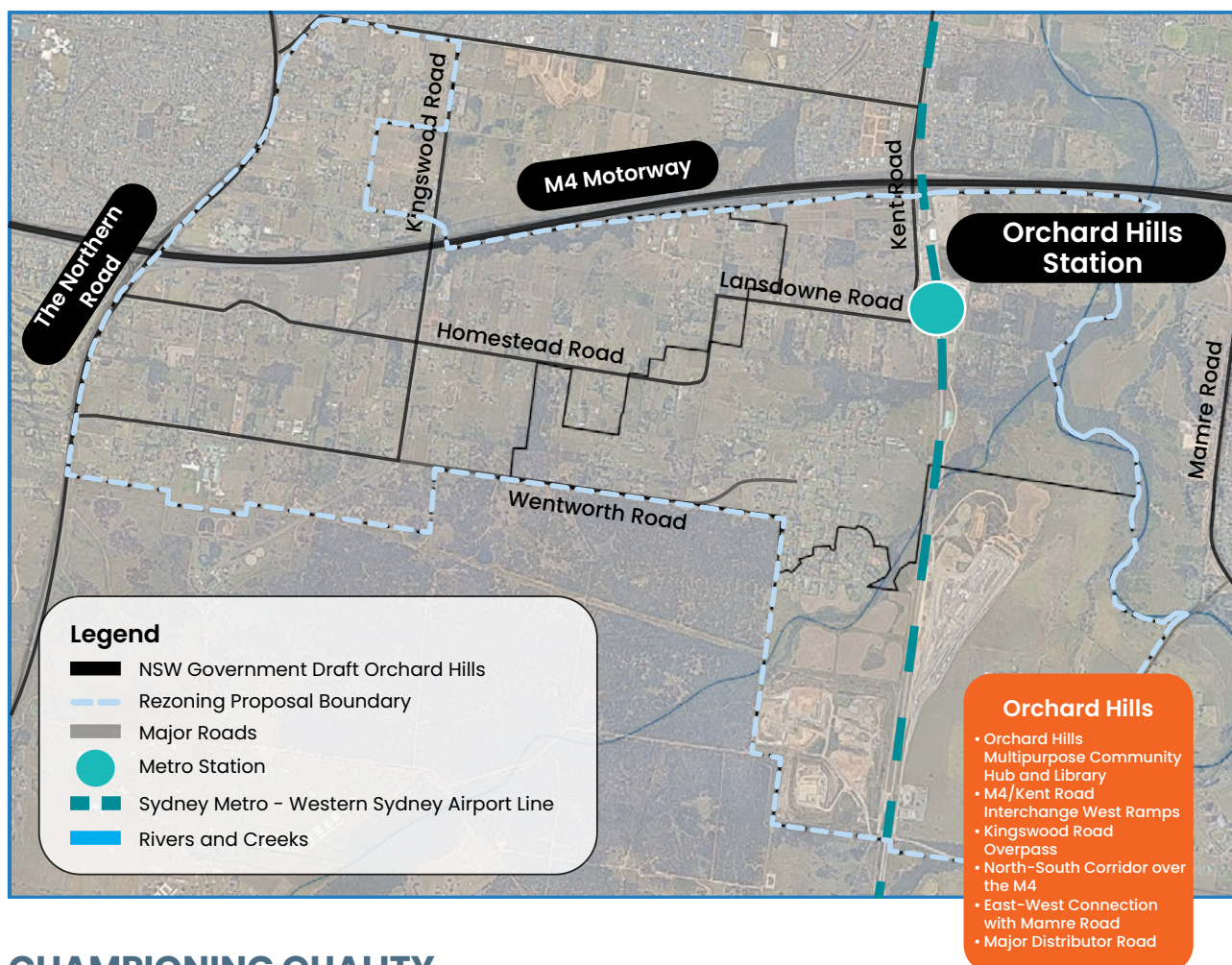
6. MULTIDECK CAR PARKS

Council calls on NSW Government to:

SM9 Commit funding to deliver three multideck car parks within the St Marys Town Centre to foster economic growth of this strategic centre.

Orchard Hills Priorities

Orchard Hills Advocacy Priorities Map



CHAMPIONING QUALITY GREENFIELD DEVELOPMENT

Significant urban development is proposed by the NSW Government that will transform Orchard Hills from a rural locality into a key node along this north-south transport corridor.

The draft rezoning proposal for Orchard Hills (Stage 1) developed by the NSW Government in October 2024 is centred around the new Sydney Metro – Western Sydney international Airport (WSA) station which will connect to the Western Sydney International (Nancy-Bird Walton) Airport.

With such an increase in people projected to call Orchard Hills home, partnerships and collaboration and investment from all levels of government, developers and others is required to realise a new community with quality urban amenity.

Council does not have the resources itself to deliver all the new infrastructure that will be required for good liveability and wellbeing outcomes. We will continue to advocate to the NSW Government for quality planning outcomes that reflect our place values, and the provision of new community, roads and transport infrastructure to support the growth envisaged. We will also raise the need to consider how Wianamatta Creek Corridor and the Outer Sydney Orbital could be integrated with urban development.

The following priorities are provided at a point in time with the information that Council has at hand from NSW Government regarding planning for Orchard Hills. When new information is made available Council will review its position and priorities.

THE ISSUES

1. NEW MULTIPURPOSE COMMUNITY HUB AND LIBRARY

THE ASK

Council calls on NSW Government to:

- OH1 Confirm the provision, documented in the final Orchard Hills Stage 1 Rezoning Proposal, for a multipurpose library and community hub of a minimum 4,200 square metres within the proposed Orchard Hills mixed use town centre, consisting of:
 - Multipurpose community hub of at least 2,400 square metres including a multipurpose community centre and creative/cultural spaces.
 - Library of at least 1,800 square metres.
- OH2 Commit funding to support Council in preparing a detailed business case (for design, construction and operation) and delivery of Orchard Hills Community Hub and Library.

2. M4/KENT ROAD INTERCHANGE WEST RAMPS

Council calls on NSW Government to:

- OH3 Commit to delivering west ramps at the M4/Kent Road interchange to meet the increase in demand resulting from the rezoning proposal.

3. KINGSWOOD ROAD OVERPASS

Council calls on NSW Government to:

- OH4 Commit to undertake detailed investigations, design and business case development to widen the Kingswood Road overpass to enable increased north-south connectivity across the M4, reduce traffic from local roads, and improve pedestrian and cyclist safety through providing wider pedestrian paths.

4. NORTH-SOUTH CORRIDOR OVER THE M4

Council calls on NSW Government to:

- OH5 Commit to undertake further detailed investigations, design and business case development to provide a North-South corridor over the M4 to provide an additional link between the northern and southern areas in this precinct.

5. EAST-WEST CONNECTION WITH MAMRE ROAD

Council calls on NSW Government to:

- OH6 Identify the east-west road between St Clair and Sydney Metro – Orchard Hills Station as a State Road.
- OH7 Commit to undertake detailed investigations and traffic modelling to determine when the need for the road is triggered.
- OH8 Allocate a State agency to commit to the funding and delivery of the east-west road connection to link St Clair at Mamre Road to the Sydney Metro – Orchard Hills Station.

6. MAJOR DISTRIBUTOR ROAD

Council calls on NSW Government to:

- OH9 Identify the major distributor road as a State Road, becoming the principal movement corridor to replace local roads.
- OH10 Commit to undertake detailed investigations, design and costing of the major distributor road.
- OH11 Commit to funding and delivering the major distributor road.

Liveability Priorities

INFRASTRUCTURE TO IMPROVE LIFESTYLE AND WELLBEING

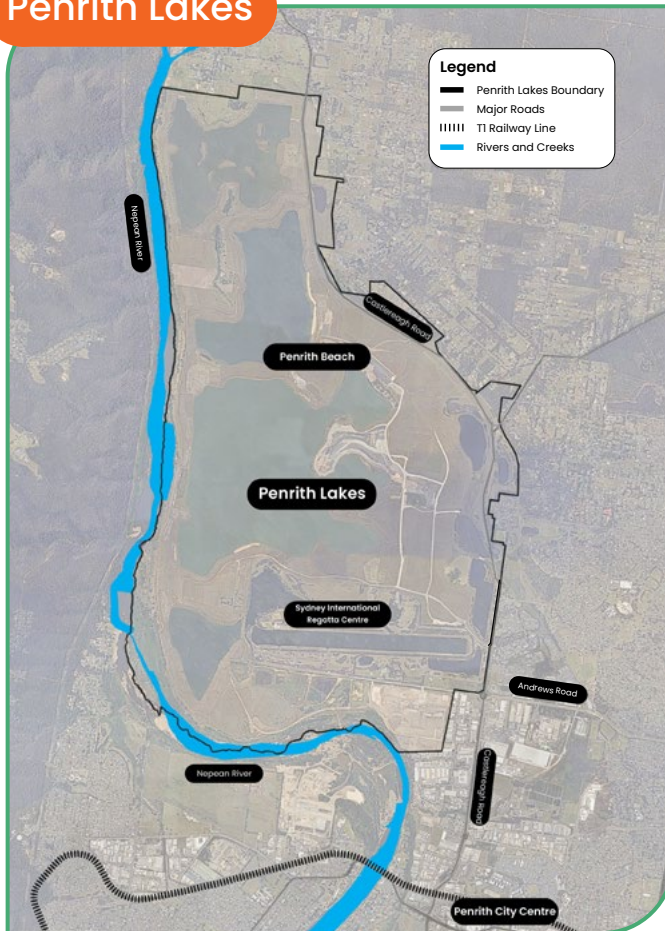
Infrastructure that enhances wellbeing, such as green open space, connections to the natural environment, and recreation and cultural facilities, fosters healthier more cohesive communities. Moreover, liveability attracts businesses and new residents, driving economic growth.

Council's advocacy for liveability outcomes aims to ensure that Penrith's growth is balanced, sustainable, and focused on the long-term wellbeing of its residents. In this way we are addressing the immediate needs of our community, and also laying the foundation for long-term prosperity and wellbeing.





Penrith Lakes



MAXIMISING THE VALUE OF THIS NATURAL ASSET

THE ISSUE

Penrith Lakes is an underutilised natural asset that should be freely and easily accessible for recreational and cultural activities that support the health and wellbeing of residents and visitors of Penrith and Greater Sydney.

Planned and managed by the NSW Government, Penrith Lakes is a 20km² site extending 11km along the Nepean River. Comparable in size to Lake Burley Griffin with more than five times the footprint of Centennial Park, Penrith Lakes presents an enormous tourism, recreation, economic and social opportunity to provide a unique regional aquatic playground. It is also vital for providing relief from the extreme heat which remains one of the most critical risks facing communities within the Penrith LGA.

Penrith Beach, part of Penrith Lakes, was a popular destination during its first summer season in 2023 – 24, attracting more than 200,000 visitors who appreciated its accessibility and the opportunity to cool off without long and costly commutes to Sydney's east.

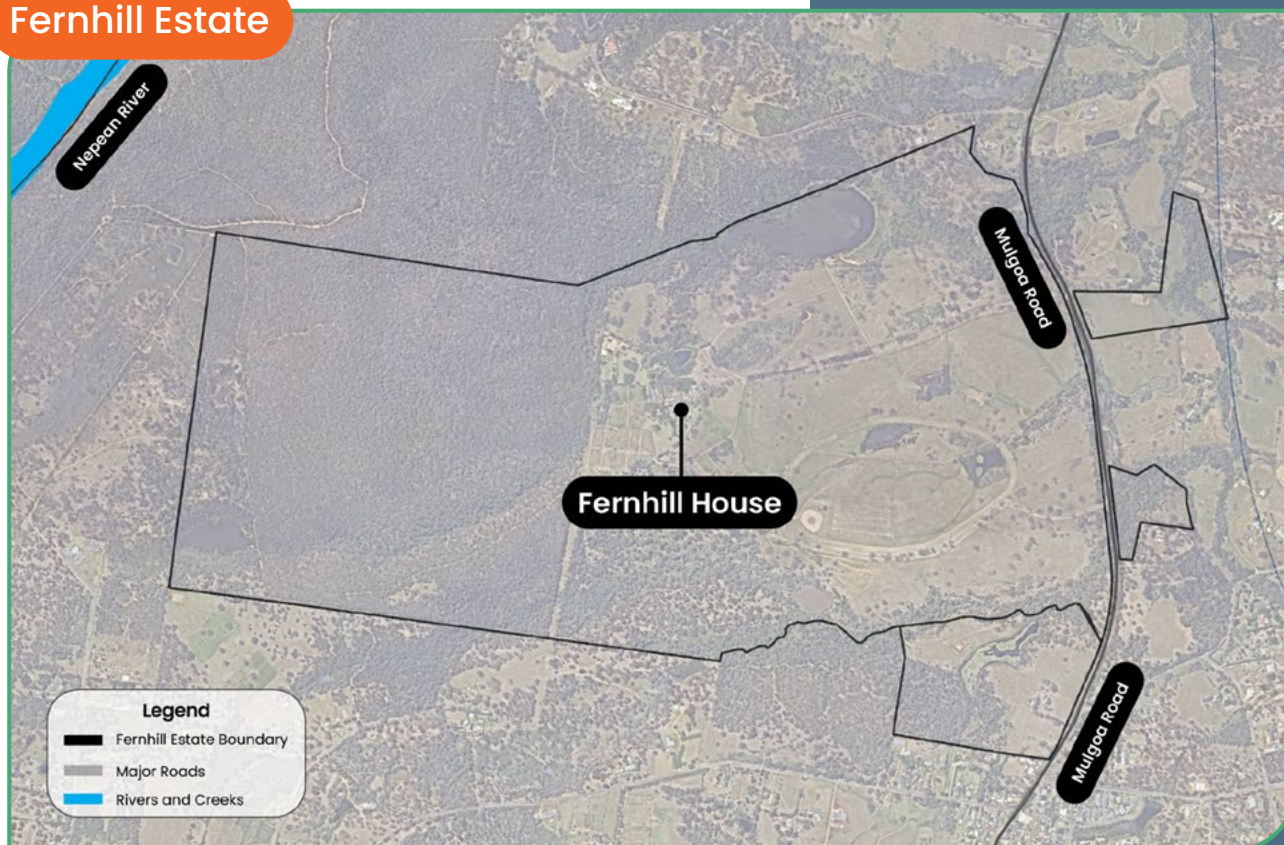
While the NSW government committed funds for re-opening Penrith Beach during the 2024 –25 summer season, there is no ongoing commitment to fund the continued use of Penrith Beach in future years, to ensure access to free natural swimming spots for those living in the west to escape the heat. The permanent use of Penrith Beach recognises the importance of equitable access to recreational facilities, ensuring that everyone can have access to excellent swimming spots regardless of their postcode or income status.

THE ASK:

Council calls on the NSW Government to:

- L1 Commit funding to undertake a comprehensive vision and master planning process for Penrith Lakes, with Council having a seat at the table to advocate for greater access for the community and tourism, recreation, economic and social opportunities.
- L2 Commit funding for the permanent use of Penrith Beach for swimming and recreational uses.

Fernhill Estate



UNLOCK BENEFITS FOR THE COMMUNITY

THE ISSUE

Fernhill Estate, an expansive and historic property situated in the scenic Mulgoa Valley, is renowned for its significant landscapes and heritage. Spanning over 400 acres, the estate encompasses diverse features including natural bushland and water bodies providing a haven for wildlife, and the grand Fernhill House and gardens, all of which provide a serene environment for visitors.

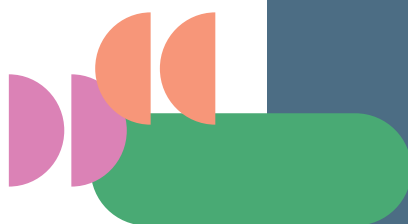
The NSW Government Greater Sydney Parklands is responsible for the planning and management of Fernhill Estate. While the intention to activate Fernhill Estate for the benefit of the community is understood, today it remains as a relatively untapped and underutilised community asset. Council seeks to collaborate to the Greater Sydney Parklands to unlock the Estate for the benefit of the community.

The finalisation of the draft Conservation Management Plan and a more detailed Landscape Master Plan for Fernhill Estate is required to realise a multifunctional space that balances conservation with public enjoyment. Detailed planning should support use of Fernhill Estate by the public as a venue for community gatherings, educational and cultural programs, and recreational activities, designed in a way to celebrate and preserve its unique character and legacy.

THE ASK:

Council calls on the NSW Government to:

- L3 Commit funding to finalise the Conservation Management Plan and develop a more comprehensive Landscape Master Plan for Fernhill Estate that seeks to increase public uses of the site, with Council having a seat at the table to advocate for greater community access.
- L4 Commit to investigate long term funding sources for ongoing management, improvement and activation of Fernhill Estate.



PENRITH CITY COUNCIL

Civic Centre
601 High Street
Penrith NSW

Phone: 02 4732 7777

Email: council@penrith.city