



# BUILDING A BETTER PENRITH

NSW ELECTION 2015

build • invest • grow • connect

**PENRITH**  
CITY COUNCIL

## OUR VISION

A sustainable and prosperous  
Regional City with a harmony of  
urban and rural qualities.





# CONTENTS

INTRODUCTION: .....	4
KEY PROJECTS.....	6-7
REGIONAL PRIORITIES.....	8
PENRITH ELECTORATE .....	18
MULGOA ELECTORATE .....	20
LONDONDERRY ELECTORATE.....	22
OUR ELECTORATES .....	27
ADDITIONAL PROJECTS .....	28-29

# A WIN FOR PENRITH IS A WIN FOR NSW

Penrith is one of Sydney's most dynamic, visionary Cities. We know that by realising our potential as a Regional City, we'll create a better Penrith, which means a better NSW.

Sydney is the global city, Parramatta the central city and Penrith is the growth city, the heart of the New West. It is already a vital hub for regional business, health, education, employment and logistics and the gateway to Sydney from western NSW - and we have the potential to be so much more.

Our people are hardworking, determined and talented. Yet every day 54,000 residents travel hours to their jobs outside Penrith for work. Reversing commuters on Sydney's major roads is of benefit to global Sydney, as well as the workers, their families and communities.

The announcement that Sydney's second airport will be built on Penrith's doorstep is both an opportunity and a challenge for our City which is already grappling with a large commuting population, residential growth and overburdened infrastructure. Resultant job creation and the commitments to improve infrastructure have been welcomed.

The number of people living in Western Sydney is expected to rise from 2 million in 2011 to 2.9 million in 2031. The NSW Government expects this population surge to fuel demand for over 300,000 new jobs across the Greater Western Sydney Region. This document outlines actions which will strengthen our City, result in new jobs and enable people to get to their existing jobs more easily.

We have young families, we love the lifestyle Penrith offers, we want to be more active within our communities. We love the river and the Lakes and want to do more with these amazing spaces.

We're educated and willing to learn more. We have a leading university and teaching hospital. We have innovative businesses at the forefront of emerging technology.

We want to be active and have access to cultural and sporting opportunities where we live.

**“We have  
innovative  
businesses at  
the forefront  
of emerging  
technology.”**



Penrith isn't waiting for things to happen, we want to make it happen.

This document has been developed for all endorsed candidates in the 2015 State election. If you would like any more information on any of the projects detailed in this document, I'm keen to speak to you.

We want Penrith to work the way we know it can and look forward to hearing from you about how you can help us realise our full potential.

A handwritten signature in black ink that reads "Ross Fowler". The signature is fluid and cursive, with the first name "Ross" and last name "Fowler" clearly distinguishable.

Councillor Ross Fowler OAM  
Mayor







# KEY PROJECTS



**EXPRESS TRAINS**  
LOWER MOUNTAINS - PENRITH - PARRAMATTA



**RECREATION**  
MULTIPLE PROJECTS INCLUDING  
REGIONAL ATHLETICS AND TENNIS



**PENRITH  
LAKES**  
PRINCIPAL DESTINATION FOR  
RECREATION & LIVING



**CULTURE & EVENTS**  
IMPROVED ACCESS TO CULTURAL OPPORTUNITIES



**OUR  
RIVER**  
CREATE A CITY  
FOCAL POINT



## COMMUTER PARKING

UPGRADE PENRITH STATION CARPARKING

## STADIUM

DELIVER A WESTERN SYDNEY STADIUM TO ALLOW SPORT AND EVENTS TO BE HELD WHERE PEOPLE LIVE



## CONNECTIONS

WIDEN MULGOA ROAD TO SIX LANES



IMPROVE  
M4 ACCESS  
AND EXIT  
POINTS



## UNLOCK JOBS

DELIVER ROADS AND  
INFRASTRUCTURE IN THE  
BROADER WESTERN SYDNEY  
EMPLOYMENT AREA



# GETTING THE BEST FROM OUR REGIONAL CITY

## RECOMMENDATION

Create a Regional Cities fund for Penrith and Liverpool of \$100m each.

## THE ISSUE

The municipal areas in the outer Western Sydney growth corridor have done most of the “heavy lifting” on population, especially with respect to providing affordable housing for young families, newly formed households and new migrants. This growth has occurred without appropriate infrastructure or funding from higher tiers of government which has created a deficit of physical and social infrastructure in these outer metropolitan growth areas (OMGAs).

The consequence of this is that people on the outskirts of Sydney are becoming more remote from opportunities, creating more divided cities and a considerable future financial impost on governments and society. Infrastructure provision or the lack thereof, is at the heart of the issue.

There is a compelling case for targeted and significant intervention in the OMGAs such as Penrith by all levels of government. Restart NSW and Rebuilding NSW offers a real chance to address these challenges. Investment in the necessary infrastructure in these areas would generate jobs, increase tax revenues and permanently boost GDP.

## THE SOLUTION

Allocate a portion of the Rebuilding NSW or Restart NSW budgets to the Outer Western Sydney regional cities.

This would:

- assist in addressing the consequences of past growth,
- reduce future costs to government,
- enhance the productivity of these areas, and,
- create a more balanced Sydney.

**A Regional Cities Fund for Penrith and Liverpool of \$100m each could be directed at:**

- seed funding for regional city developments
- regional City economic development and job creation activities
- regional City Inward Investment Program to attract other capital to Regional City projects, and
- deck carparking for the purpose of releasing key, large development sites currently occupied by at-grade parking





# DELIVER REGIONAL PARKLANDS AT PENRITH LAKES

## RECOMMENDATION

Give the community earlier access to more of Penrith Lakes and bring forward urban development on the site.

## THE ISSUE

The Penrith Lakes Scheme is a 2000 hectare site extending 11kms along the Nepean River at the foothills of the World Heritage listed Blue Mountains. Currently a quarry operates on the site, supplying sand and crushed aggregate to Sydney's construction industry. It's also home to the world class Sydney International Regatta Centre and the Penrith Whitewater Stadium, purpose built for the Sydney Olympics.

The State Government's plan for the site is to create regional water-based parklands. The Lakes will cover approximately 780ha and are comparable in size to Lake Burley Griffin. The plan also allows for urban development.

Council has welcomed the recent release of the draft Vision Plan for Penrith Lakes parklands and urban development.

The Scheme's location and attributes provide almost unlimited opportunities for unique water-based recreation and associated facilities, along with a unique setting for urban development. However flood risk and water quality issues present a significant management challenge.

## THE SOLUTION

Council is seeking a commitment from the State Government to rezone the Penrith Lakes Scheme in 2015 for water based recreation lakes, parkland and future urban areas.

There is a compelling case for early public access to the lakes and parkland dedicated for recreational purposes.

Funding is sought for the infrastructure required to support the public recreation and urban development opportunities of the site. Council is also pursuing meaningful involvement in planning for the future of the scheme and calling on the State Government to:

1. improve resourcing of the NSW Office of Penrith Lakes
2. progress the Plan of Management for the lakes and parkland
3. identify funding for essential flood evacuation road and bridge works to enable the urban components of the Penrith Lakes Scheme to be realised.
4. endorse the Water Management Plan.



## PATHS, PLAY AND PLANNING TO CELEBRATE OUR RIVER

### RECOMMENDATION

Create a destination space near the Green Bridge landing point, which will become a focal point for residents and visitors using the Great River Walk and river surrounds, increasing access to Penrith's greatest natural asset.

### THE ISSUE

220 years after Watkin Tench discovered the Nepean River, like so many urban centres the City had turned its back on the river as the CBD density increased. The Our River Masterplan recognises the strong community pride and respect for this part of our landscape as Penrith's point of difference and recommends a suite of activities to build on the existing community use while celebrating the River and capitalising on its potential as a regional gathering space.

Council hopes to start delivering on the Our River Masterplan through a combination of Paths, Play and Planning. Immediate priorities are an accessible playground in Regatta Park and improved safety and amenity for the wide range of users who already visit the river as well as new visitors drawn by the Green Bridge, Great River Walk and enhanced river loop.

The Our River Masterplan outlines a program of works which can be staged depending on funding allocations.

### THE SOLUTION

Create a regional focal point for the Nepean River at Penrith through significant upgrades to the Regatta Park precinct while paving the way for key outcomes identified in the Our River Masterplan.

Stage 1: Allocate \$187,500 under the Metropolitan Greenspace Program for planning works for the accessible playground, water's edge amphitheatre and investigation into commercial opportunities which may be able to fund further works.

Stage 2: \$500,000 for an Accessible Playground at Regatta Park.





# MULTI-USER DEPOT SITE AT THORNTON

## RECOMMENDATION

Make the Thornton Multi User Depot site available to deliver new employment opportunities, such as a private hospital.

## THE ISSUE

The North Penrith Urban Area, known as Thornton, is one of Penrith's newest housing and commercial estates. Strategically located alongside Penrith Station, the estate was a former Department of Defence (DoD) site, purchased by UrbanGrowth NSW who masterplanned the estate for housing and employment uses.

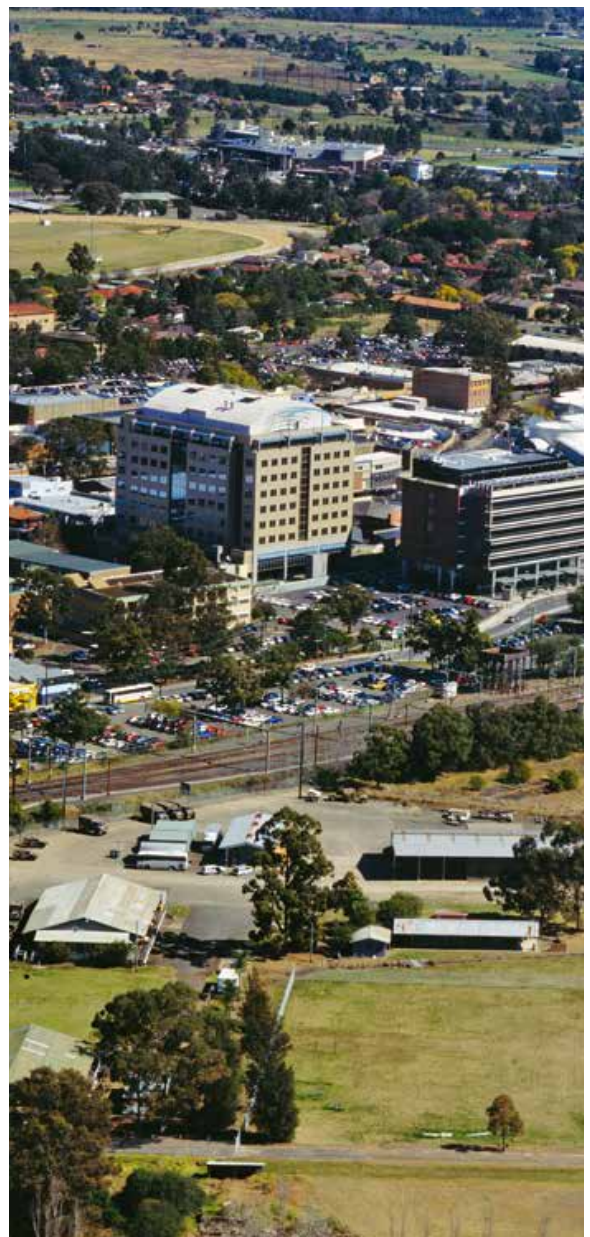
A 3.66ha part of the site has been retained by the DoD for its ongoing use. In the early planning of this estate, the DoD advised of its intentions to retain the site for a Multi-User Depot.

The site is an essential 'missing piece' in the Thornton masterplan. Its availability would allow the completion of critical transport and access elements of the estate, as well as opportunities for the provision of institutional or similar employment generating development (e.g. medical or educational purposes).

Thornton has provided a unique opportunity to strengthen the role of Penrith as a Regional City. Three levels of government, together with UrbanGrowth NSW, have collaborated over a number of years to achieve a contemporary masterplanned estate comprising a high quality urban environment with a variety of housing forms and a range of employment opportunities.

## THE SOLUTION

Council is asking the NSW State Government to collaborate with the Federal government to release the site for urban development. We also seek a commitment to work with Council to deliver opportunities for the provision of significant employment-generating development on the site such as a private hospital or health facility.



# MULGOA ROAD AMPLIFICATION

## RECOMMENDATION

Widen Mulgoa Road to six lanes between Penrith's City centre and the M4 Motorway.

## THE ISSUE

Mulgoa Road is one of Penrith's two main access points to the M4 Motorway. Together with The Northern Road it connects Penrith City Centre and the LGA with other parts of Greater Sydney. It carries significant commuter traffic during morning and afternoon peak times.

There are a number of key developments served by Mulgoa Road that will increase population and employment in the immediate vicinity, including Panthers Penrith Entertainment Precinct, Penrith Station Precinct, Riverlink Precinct and Nepean River, Sportingbet Stadium, Penrith Lakes and the Bulky Goods Precinct, as well as new urban estates at Glenmore Park and Thornton. Mulgoa Road is under increasing pressure to service these developments.

Previous improvements have been made to reduce congestion on Mulgoa Road, including the extension of turning bays between Mulgoa Road and the M4 Motorway, and the expansion of Mulgoa Road to six lanes at the Jamison Road intersection. The NSW Government is currently considering Mulgoa Road upgrade options including expansion to six lanes at the City Centre. It is timely to consider the widening of the remaining sections of Mulgoa Road to the M4 Motorway.

A strategic approach to the whole of Mulgoa Road is required to:

- reduce congestion and delays during peak times
- alleviate queuing from the M4 which during peak times sees motorists extending into the breakdown lane
- improve the integration of the arterial road with the existing road network
- contribute to safe and effective pedestrian and cycling infrastructure
- strengthen integration with current and forecast developments
- strengthen economic growth of Penrith as a regional centre through supporting improved north-south freight movements and road user connections, and
- improve access to public transport, including buses, at the Penrith Station rail and bus interchange.

## THE SOLUTION

We are asking the State Government to make a commitment to the design and construction of Mulgoa Road to six lanes from the Penrith City Centre to the M4 Motorway to meet the demands of future growth of Penrith.





# A PREMIER VENUE FOR MAJOR SPORTS & EVENTS

## RECOMMENDATION

Endorse Penrith as the preferred City for a new Outer Western Sydney Stadium.

## THE ISSUE

Sporting and recreational facilities contribute to stronger, more vibrant communities and provide important economic benefits. In 2012 the State Government announced its Stadia Strategy, indicating its desire for a large 'tier 2' Western Sydney stadium. It acknowledges spectators now expect more from match day experience, especially in major international and national competitions.

The Strategy provides a framework for investment and aims to achieve an optimal mix of venues to meet community needs and to ensure a vibrant sports and events environment. The Strategy is a long term vision for stadia in NSW which consolidates and directs investment into a limited number of world-class stadia. Infrastructure NSW also recommends that the NSW Government commence long-term planning for building an outer Western Sydney stadium.

An expanded stadium at Penrith will drive growth in the visitor economy, realise the economic and social benefits of strong cultural and sporting sectors, and support local participation as well as bringing major sport and entertainment events closer to where people live.

## THE SOLUTION

Penrith Stadium's prime location has enormous potential for an expanded stadium that aligns with the State Government's new stadia strategy to deliver business, retail and entertainment. It could also go beyond this, including residential apartments. This would improve Penrith's economic performance and the services offered to its regional population.

The proposed location within 800m of Penrith Station with direct access to the M4 Motorway and the Western rail line is a major accessibility advantage.

Council is asking the State Government to endorse Penrith as the preferred City for an Outer Western Sydney Stadium.



# EXPRESS TRAIN SERVICES

## RECOMMENDATION

Introduce new Western Express train services to increase travel efficiencies between major employment destinations and encourage a shift to rail travel by more commuters.

## THE ISSUE

The shifting geography of jobs in recent years has prioritised the need for ambitious mode shifts in transport options for Western Sydney. Employment, and particularly employment in high skilled, high paying jobs, is increasingly concentrating in the regional cities which are emerging as the most productive parts of the State's economy. An express train service to better connect these centres would be a catalyst for major economic growth.

The significant economic and population growth forecast for Penrith Regional City reinforces the need for a fast and efficient public transport service connecting the Western Sydney Growth Corridor of Penrith, Parramatta and the Blue Mountains.

The main western rail line from Sydney CBD to the Blue Mountains is already under pressure and this strain will continue. Figures in the 2011 Census indicate the overall modal split for Penrith is 9.7% rail.

Around 54,000 workers who live in the Penrith LGA travel outside this area each day while 24,000 workers travel to Penrith LGA. The data shows the current service level of Western Rail line services at peak periods doesn't meet demand. Future population and employment growth will generate additional demands which must be catered for.

The NSW State Plan 2021 has identified a target of 25% of journeys to work to the Penrith City Centre are by public transport during peak hours by 2016. The service initiatives within the Plan have been prioritised for delivery in response to strong population growth, and a need to provide equitable access to jobs, education, hospitals and other services.

The NSW Long Term Transport Master Plan will guide the NSW Government's transport funding priorities over the next 20 years. It supports Greater Sydney as a network of centres with strong connectivity between growth centres and economic centres such as Penrith. Actions within the Plan include faster, more frequent rail services with increased train capacity on the Western Line.

Council supports the State Government's mode shift target of 25% to public transport, however this target can't be met unless the existing rail network is improved.

Penrith Progression and Council's many other activities are delivering a more liveable and economically productive Penrith City Centre. This also supports the call for faster and more frequent rail services to and from Penrith and Parramatta.

## THE SOLUTION

Council seeks a commitment from the State Government to deliver new, frequent express rail services with more capacity.

A new "western express" service would provide immediate transport benefits in terms of time savings and crowding relief for the large numbers of existing commuters as well as capacity relief for other services on the rail network.









REGIONAL PROJECT







# INVEST IN OUR CULTURE

## RECOMMENDATION

Direct investment and funding support to an iconic event and Regional venue in Penrith to improve cultural opportunities in Western Sydney.

## THE ISSUE

Currently only 5.5%\* of State arts funding goes to Western Sydney where 30% of the state's population lives. On a per capita basis this is a significant shortfall in funding for Western Sydney's cultural arts sector.

And even though 1 in 10 Australians live in Western Sydney, the area receives 1% of the Commonwealth's arts program funding.

Despite these inequities, the region has grown its own unique mass of cultural arts activity around its venues, events and organisations with an exceptional cultural arts offer.

Penrith is home to a passionate community of artists and organisations who create their own opportunities and two world class venues; the Penrith Regional Gallery and Lewers Bequest and the Joan Sutherland Performing Arts Centre. Both venues are predominantly funded by Penrith City Council.

While events and shows in Western Sydney are typically smaller than their Eastern Sydney counterparts they produce a significantly better return on investment on a per attendee basis, ensuring any investment has the potential to bring significant benefit to the region.

Council is already being proactive in attracting organisers to come to Penrith. We are collaborating with the Western Sydney Business Chamber and have commissioned a report outlining the tourism and economic benefits of growing culture and event opportunities in the region. Council is also working at the grass roots to influence outcomes in the City for cultural funding as part of the NSW Government's Western Sydney Tourism Strategy.

## THE SOLUTION

As a Regional City with a strong existing community and Council-driven arts program, Penrith is well placed to host a significant event or venue that will enhance cultural opportunities. Funding for an iconic event and regional facility will provide an avenue for more cultural pursuits in the City and stimulate economic growth in this sector.

\*Deloitte: Building Western Sydney's Cultural Arts Economy - a key to Sydney's success.

## FREE WI-FI IN PENRITH CITY CENTRE

### RECOMMENDATION

Create a more connected City and address digital exclusion issues for at risk community members by providing \$192,000 to fund a three year rollout of Wi-Fi in Penrith's City Centre.

### THE ISSUE

Providing free Wi-Fi in Penrith's City Centre will improve business outcomes in the City Centre and attract residents and visitors to key facilities as outlined in the Penrith Digital Economy Strategy (DES). Penrith's Memory Park already offers free Wi-Fi for a small geographic area which has proven popular and increased the amount of time visitors spend in the area. The Digital Economy Strategy group has identified an opportunity to extend this service to include the remainder of High Street to the Pop Up Park, past the new Smart Work Hub, the Mondo, Jamison Park, Tench Reserve and Regatta Park.

In the digital era, the risk of exclusion relates to a very diverse range of issues, more so than those resulting from traditional access and disability issues. Those at risk include people who are unemployed, socially isolated, people with low English proficiency, people with low disposable income, older people and people with a disability.

Council's draft Digital Social Inclusion Policy, calls for all digital or ICT service developments to consider the needs of those at risk of digital exclusion. It also supports the inclusion of the Mondo in the Penrith City Centre, and suggests an expansion of free Wi-Fi to the Cranebrook Neighbourhood Centre.

The pilot for Cranebrook Neighbourhood Centre is expected to reduce the digital exclusion for those groups who are most at risk. Providing free, accessible Wi-Fi in The Mondo will also help community members at risk.

### THE SOLUTION

Council has committed \$167,000 of the estimated \$360,360 for three years and is seeking the balance of funds to deliver the City Centre and Cranebrook projects. The two projects combined will increase business outcomes and provide social benefit to residents of Penrith City.





# PENRITH COMMUTER CARPARK

## RECOMMENDATION

Provide more parking at Penrith Station to address existing needs and free up City Centre parking spaces currently being used by commuters.

## THE ISSUE

A shortage of parking at Penrith station is causing frustration for commuters and increased pressure on the limited parking in Penrith's retail centre.

Penrith supports the State Government's mode shift target of 25% to public transport, however increasing demand for commuter parking is impacting on Penrith's ability to provide a fair and equitable access to limited parking resources.

Around 53 percent of workers who live in the Penrith area travel outside this area each day. That's over 54,000 people. One of the main factors influencing their decision to use public transport is the ability to access commuter parking at the origin of their trip and a congested road network.

In 2012 a new commuter car park catering for 1000 cars was opened on the northern side of Penrith Station. This replaced around 750 at grade spaces and quickly reached capacity, forcing commuters to park in surrounding streets and all-day parking spaces in the City Centre.

On-street parking is limited and at-grade surface area parking in the Penrith City Centre is at capacity and occupies mostly valuable business zoned land.

## THE SOLUTION

Council seeks a commitment from State Government to contribute to Penrith's parking demand strategy by providing for additional commuter carparking which reduces the impact of traffic and car parking on the street environment, through consolidated structured parking. Options could include extending the existing decked carpark by 164 new spaces (\$7.2 million), building a second decked carpark of 324 spaces (\$12 million) or a combination of both (approximately \$20 million).



## UNLOCK THE POTENTIAL IN THE BROADER WESTERN SYDNEY EMPLOYMENT AREA

### RECOMMENDATION

Expedite commitment to collector roads and utilities such as water, gas, electricity and telecommunications to remove barriers to investment in BWSEA.

### THE ISSUE

The Broader Western Sydney Employment Area (BWSEA) is vitally important in addressing Western Sydney's jobs shortfall. The State Government plans for half of all new jobs in Sydney to be created in Western Sydney by 2031, giving more residents the chance to work locally and spend more time with their families and less time on congested road networks.

In August this year NSW Planning & Environment committed to extend the BWSEA, reinforcing its integral role in bringing job opportunities and diversity to Western Sydney. The Commonwealth announcement that Sydney's second airport would be built at nearby Badgery's Creek creates even more opportunities for the site.

The BWSEA is the solution to many of the major issues facing our communities but it needs investment in infrastructure now to alleviate some of the pressures the initial developers would face in establishing business there.

The scale of the land uptake within BWSEA and distance to serviced urban areas require extensive upfront infrastructure funding and coordination by the State Government.

It is imperative that Government plays an active role in attracting and supporting investment in BWSEA through the preparation of a Growth Infrastructure Plan (GIP) followed with more detailed Precinct Planning.

#### Council's role

Council is committed to ambitious employment outcomes for our region. As a key priority in its Delivery Program for 2013-17 Council is working with State Government to achieve more local jobs and making sure we have the services and infrastructure we need.

### THE SOLUTION

The timely roll out of infrastructure is essential to support investment and the delivery of jobs in BWSEA. Intrinsic to this objective is the identification of funding mechanisms and co-ordination of service providers, particularly government agencies. A Growth Infrastructure Plan (GIP) is essential to inform the NSW Government's budget allocation processes.





# M4/NORTHERN ROAD INTERSECTION

## RECOMMENDATION

Deliver a more efficient and safer Northern Road/M4 intersection and alleviate existing congestion.

## THE ISSUE

The Northern Road is one of Penrith's two main access and exit points to the M4 Motorway. Together with Mulgoa Road it connects Penrith City Centre and the LGA with other parts of Greater Sydney. It carries significant commuter traffic during morning and afternoon peak times.

As a Regional City, access to Penrith's City Centre and associated services, including the major hospital and University, from Western NSW is largely via the M4/Mulgoa Road and M4/Northern Road routes.

The junction has reached capacity, resulting in extensive queues during peak periods and increased accident rates.

Between 2008 and 2013, 88 accidents were reported within 200 metres of the M4/Northern Road intersection, resulting in 36 people being injured, some seriously.

Improving efficiency and safety at this vital intersection will also support the economic growth of Penrith as a regional centre and benefit recent housing growth in Thornton, Glenmore Park, Caddens and Jordan Springs.

## THE SOLUTION

Upgrade M4/Northern Road intersection. Prioritise the Penrith end of the significant upgrades to The Northern Road to be delivered under the Western Sydney Infrastructure Plan.



## DUNHEVED LINK ROAD

### RECOMMENDATION

Improve the Dunheved Precinct through a grant or interest-free loan to fund a link road connecting the northern and southern precincts of Dunheved Business Park.

### THE ISSUE

Dunheved Business Park is a key industrial employment precinct for Penrith City. Located on the north side of St Marys, more than 4000 people work there in 500 diverse businesses. This is the highest employment density in Penrith City. Access to the northern section of the Business Park is restricted to one location in Forrester Road and is a major impediment to the continued development of the Business Park and the adjoining undeveloped 'employment' lands to the north.

A new link road connecting the northern and southern precincts of Dunheved Business Park and the new employment precincts proposed to the north will help create additional jobs while facilitating road network connections to Werrington Arterial and the M4 Motorway.

This would allow expansion of Dunheved Business Park by 83 hectares to 375 hectares. The former rail corridor land opened up by the link road in Dunheved Business Park will generate a further 300 jobs. The link would also relieve traffic pressure and improve road safety, in particular Forrester Road and Christie Street.

### THE SOLUTION

Council is seeking assistance from the State Government to accelerate construction of the Dunheved Link Road via a grant or an interest-free loan with repayments matched to land sales.

This will open up additional employment lands in both Dunheved Business Park and the St Marys Release Area and provide a catalyst for the growth of jobs in the City.

Council has been advocating the development of the Dunheved Link Road for a number of years and has prepared a preliminary road design and draft Planning Agreement with Lend Lease. The Planning Agreement will soon be finalised, publicly notified and signed.

Council estimates the Dunheved Link Road will cost in the order of \$8 million, based on preliminary concept designs.





# SOUTH CREEK RECREATION PRECINCT

## RECOMMENDATION

Provide \$4 million to create a regional sporting venue at the South Creek Recreation precinct including an all weather track.

## THE ISSUE

The South Creek Recreation Precinct encompasses South Creek Park (including Blair Oval) and The Kingsway Sportsgrounds. Together these facilities attract tens of thousands of people each year for sports and school competitions and recreation programs at local, regional, State and district levels.

Little Athletics NSW and Athletics NSW have identified Blair Oval as a priority site for development of a new all-weather athletics track.

Sporting groups active in the Precinct include Nepean Seniors Athletics, Nepean Valley Little Athletics, Penrith Junior Cricket Association, Nepean District Cricket Association, St Marys Leagues Rugby Football Club, Penrith Touch Association, Penrith Oztag, Nepean Oztag, Penrith BMX and numerous soccer groups. The Precinct also provides opportunities for informal recreation activities such as walking, outdoor fitness activities, and casual games. During the week many school groups use the site for inter-school carnivals.

Upgraded and new facilities will extend the range of activities currently provided and attract more regional and district level competitions to the area. Proposed facilities will include a contemporary all-weather athletics track, additional sportsgrounds, floodlighting, amenities and ancillary facilities.

## THE SOLUTION

Concept masterplans have been developed for the South Creek Recreation precinct with more detailed designs now underway. The plans for the all-weather athletics track and ancillary facilities have been developed in consultation with the athletics community.

Council is asking for funding of \$4m for the upgrade of the South Creek Recreation Precinct.

The redevelopment is costed at \$9.2m. Council's S.94 plan identifies a \$5.2m contribution towards the redevelopment. Council has made an application under the Federal Government National Stronger Regions Fund (NSRF) for this project.



## RIPPLES UPGRADES

### RECOMMENDATION

Allocate \$7.5 million to redevelop Ripples Leisure Centre at St Marys to meet current and future needs and contribute to the health and wellbeing of residents.

### THE ISSUE

Since 1995 Ripples Leisure Centre has provided a valuable indoor aquatic and recreation service for St Marys and district. Refurbishment is essential to the ongoing viability of this regional facility.

Significant research of leisure industry and demographic trends, as well as facility benchmarking and customer surveying have been completed. An overall Master Plan and Business Model for Ripples Leisure Centre have also been prepared.

The refurbishment and redevelopment is a critical upgrade of the centre, to ensure it meets current and future community needs providing an improved and healthier facility for the community.

The redevelopment is expected to increase participation in recreation activities by offering a greater range of services as well as contribute to the economic and social regeneration of the area.

Ripples Redevelopment will realise:

- Redevelopment and expansion of health and fitness areas.
- New reception and front of house areas, including upgrading amenities.
- Relocation of crèche to the Hydrotherapy Pool building.
- New food and beverage areas, and
- Car parking improvements.

Business modelling indicates that these upgrades will result in an estimated 120,000 additional visits each year and contribute significantly to the health and wellbeing of the local community.

### THE SOLUTION

State Government funding of \$7.5m for the redevelopment of Ripples Leisure Centre St Marys to meet consumer expectations and grow the business.

The redevelopment is costed at \$10.3 million. Council will provide \$2.8m via S94 funds for part of the redevelopment.





# GIPPS STREET COMMUNITY PARK

## RECOMMENDATION

Fund Stages 1 and 1A of the Gipps Street Community Park Master Plan at this strategic site.

## THE ISSUE

The proposed Gipps Street Community Park is strategically located on the Werrington Arterial between the M4 Motorway and the Great Western Highway at Claremont Meadows. The 32ha former landfill site has been recognised as an opportunity site for the development of a significant active and passive sport and recreation precinct for Penrith and the wider area. The park will eventually provide a regional connection to the South Creek Corridor.

Council has to date invested \$10.3m in the ongoing site preparation and rehabilitation works. While the cost of completing the entire masterplanned works is estimated at \$15m, a staging plan has been developed to allow an incremental approach to the project.

Rehabilitation works have advanced to the extent that Stages 1 and 1A of the masterplan can now go ahead. This will provide the initial active and passive recreation facilities for the site.

Stage 1 comprises the northern playing fields (two full size and 2 modified), including irrigation, floodlights and sports equipment, partial completion of the amenities building,

first stage of the 'universal design playground' as part of the Kids Domain, and associated car parking, roads, footpaths, lighting and landscaping (including BBQs, signage and seats), and provision of a cycleway/footpath loop.

Stage 1A completes the universal design playground as well as providing for additional associated car parking, roads, footpaths, lighting and landscaping (including BBQs, signage and seats).

## THE SOLUTION

A masterplan has been prepared and adopted by Council for the long-term development of sports, recreation, access and parking, and landscaping precincts.

Council is seeking NSW government funding of \$6.8m to realise Stages 1 & 1A of the Gipps Street Community Park Master Plan.

There is potential for part funding of this project through developer contributions under the Section 94 District Open Space Plan.

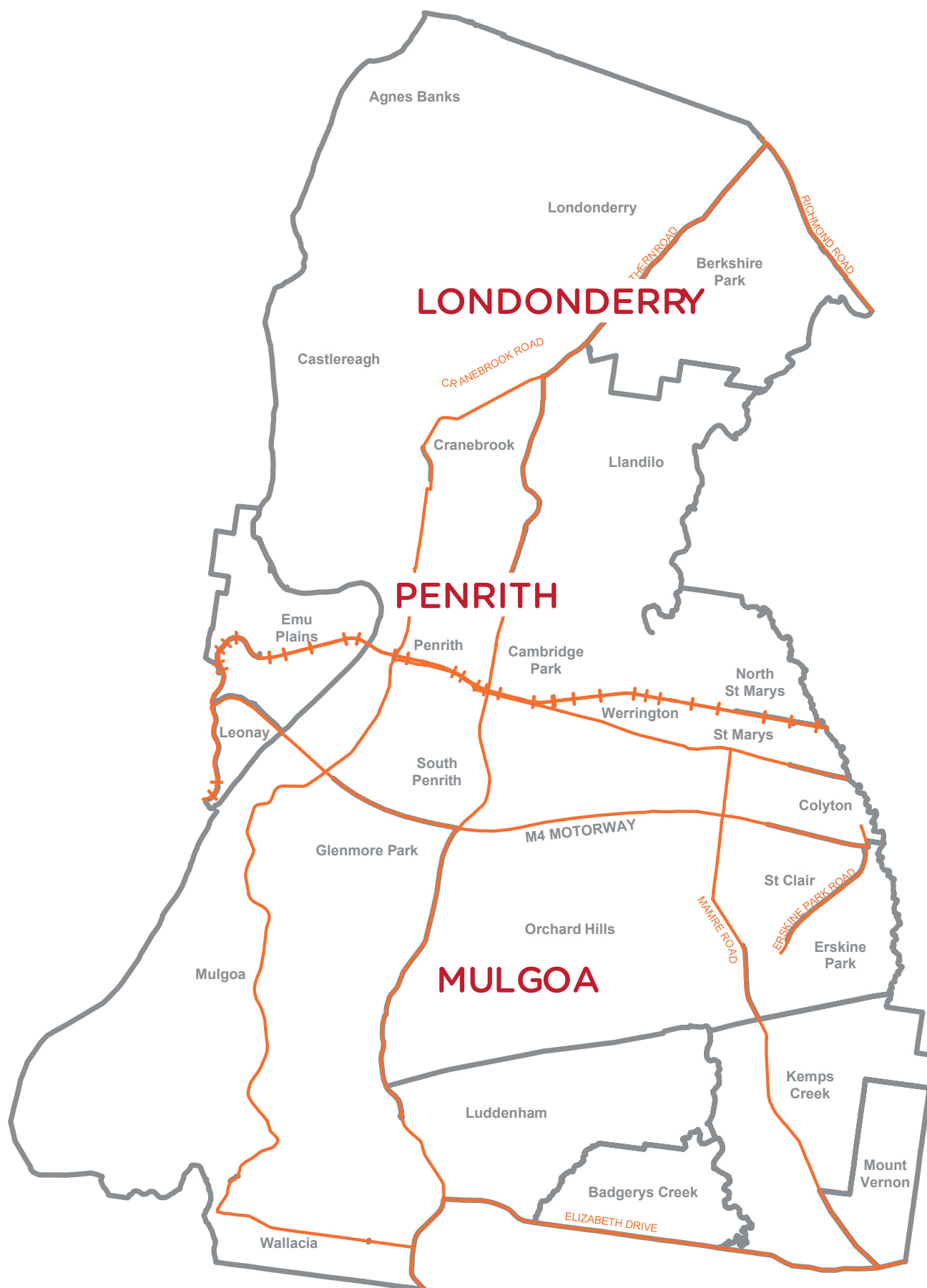








# PENRITH LGA ELECTORATES:



## ADDITIONAL PROJECTS

In addition to the 16 projects explored in detail in this document, Council has identified a range of 'second tier priority' projects including sport and recreational facilities, infrastructure investment and roadwork. We are happy to supply more information on these projects.

PENRITH ELECTORATE	WHAT ARE WE SEEKING?
Penrith Pool – Water Play Park	\$1m will fund new water play structures to encourage participation in recreational activity and improve performance of the Penrith Swimming Centre
Regional Tennis facility	State Government collaboration with Tennis NSW and Nepean District Tennis Association to fund this facility.
Rowing Centre of Development and Excellence	State Government collaboration with Rowing NSW/ Rowing Australia to fund this facility.
Boat Facilities at Tench Reserve	State Government funding under Better Boating Program
Recreational facilities: <ul style="list-style-type: none"> <li>• Identification of synthetic sports field (potential sites: Jamison Park, Parker Street under investigation)</li> <li>• Canteen upgrades at Leonay Oval, Hickeys Lane, Chapman Gardens, Andrews Road Baseball</li> <li>• Amenity Building at Leonay Oval, Greygums Oval</li> <li>• Lighting upgrade at Doug Rennie Field</li> <li>• Multi-sport court at Sherringham Reserve</li> <li>• Awning at Chapman Gardens</li> <li>• Accessible toilet and rowing pontoon extension Weir Reserve</li> </ul>	Funding for 12 potential projects with a combined value of up to \$4.3million

MULGOA ELECTORATE	WHAT ARE WE SEEKING?
Recreational facilities: <ul style="list-style-type: none"> <li>• Health &amp; Fitness Gym at St Clair Leisure Centre</li> <li>• Lighting upgrades at Gow Park, Peppertree Reserve</li> <li>• Canteen upgrade at Blue Hills Oval</li> <li>• Tennis Court upgrades at St Clair &amp; Mulgoa</li> <li>• Seating and storage at Samuel Marsden Road Riding facility</li> </ul>	Funding for six potential projects and a total value of up to \$1.2m.



LONDONDERRY ELECTORATE	WHAT ARE WE SEEKING?
Basketball Stadium expansion	Funding - depending on options, up to \$6.8m.
Stony Creek Road Causeway	Secure funding of \$10m to improve safety and reliability of causeway at Stony Creek Road in partnership with Blacktown and Hawkesbury Councils.
Recreational facilities: <ul style="list-style-type: none"> <li>• Lighting upgrades at Allsopp &amp; Paterson Oval, Harold Corr Oval, Myrtle Road Fields, Potter fields</li> <li>• Reconstruction of playing fields at Ridge Park</li> <li>• Canteen upgrades at The Kingsway fields</li> <li>• Synthetic sports field (potential sites: South Creek Park, Cook Park, Harold Corr Oval under investigation)</li> <li>• Upgrades to tennis courts at Werrington and Londonderry to provide multi-use games areas</li> <li>• Sub-surface irrigation system – Londonderry Oval</li> </ul>	Funding for 11 potential projects with a combined value of up to \$3.58m.









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FOR MORE INFORMATION

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**PENRITH**  
CITY COUNCIL