PENRITH CITY COUNCIL

ST MARYS TOWN CENTRE DEVELOPMENT CONTRIBUTIONS PLAN 2025

(Under Section 7.12 of the Environmental Planning and Assessment Act, 1979 amended)

Adopted by Council on 4 May 2026
Effective from 4 May 2026

PENRITH CITY COUNCIL

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1. PLAN SUMMARY

1.1 ST MARYS TOWN CENTRE

In 2021, Council commenced 'St Marys 2041', a strategic planning pathway for St Marys Town Centre. This pathway seeks to position St Marys as a strategic centre in Western Sydney, leveraging opportunities created by the Western Sydney International (Nancy Bird-Walton) Airport (WSA) and its direct link to St Marys via a station on the Sydney Metro WSA line.

The St Marys Town Centre Structure Plan and Background Evidence Report was the first stage of St Marys 2041 and was endorsed by Council in November 2022. The St Marys Town Centre Master Plan - being Stage 2 of St Marys 2041 - builds upon the Structure Plan to provide a planning, urban design and implementation framework to ensure that St Marys Town Centre realises its potential as a thriving destination in the Western Parkland City.

The planning framework for St Marys Town Centre is expected to facilitate the delivery of an estimated additional 9,307 dwellings and 8,360 jobs over the next 20(+) years. The existing and forecast growth is outlined in Table 1 and is based on the estimated development yields proposed under the Master Plan and implemented through the proposed amendments to the planning framework for the St Marys Town Centre.

Table 1 Anticipated development yield, 2041

	Baseline (Existing)	Master Plan (2041)	Change (in #)
Dwellings	1,913	11,220	9,307
Residents	3,753	25,470	21,717
Jobs	4,400	12,760	8,360
Non-residential GFA	104,019m²	184,306m²	80,287m²

1.2 WHY HAS THIS PLAN BEEN PREPARED?

To achieve the planned vision for the St Marys Town Centre, the forecast resident and worker growth needs to be supported by new and augmented infrastructure. This plan has been prepared to enable developers of land in the St Marys Town Centre to make a monetary contribution (called a 'section 7.12 contribution' or 's7.12 levy') to help meet the cost of providing this local infrastructure.

A contributions plan must be in place before a development application on land to which this plan applies can be determined (refer to section 66(1)(c) of the EP&A Regulation), except where the consent authority has entered into a planning agreement with the applicant. Additionally, a consent authority may impose a condition under section 7.11 or 7.12 of the EP&A Act only if it is of a kind allowed by, and is determined in accordance with, a contributions plan.

The contributions in this plan are based on the costs of land and works needed to provide local infrastructure. Local infrastructure requirements have identified the need to provide new and upgraded infrastructure as follows:

- Traffic and active transport works, and streetscape improvements,
- Local open space and recreation,
- Water management, and
- Community facilities.

This plan does not levy contributions for the provision of State Government infrastructure.

The objectives and purposes of the plan include:

- Identifying the infrastructure needs for the St Marys Town Centre generated by development within the St Marys Town Centre;
- Ensuring the existing community is not unreasonably burdened by the provision of local infrastructure required (either partly or fully) as a result of development within the St Marys Town Centre;
- Providing the framework for the efficient and equitable determination, collection and management of development contributions toward the provision of local infrastructure generated by development within the St Marys Town Centre.

1.3 CONTRIBUTION BASED ON DEVELOPMENT AND INFRASTRUCTURE COSTS

The s7.12 levy amount that is required from a development is determined by applying a fixed percentage rate to the cost of that development.

The percentage rate reflects the ratio of total local infrastructure costs to total development costs, as shown in the equation below.

S7.12 levy = $\frac{Total\ Infrastructure}{Total\ Development\ Costs} \times 100\%$

Summaries of the costs of expected development and local infrastructure costs are shown in Table 2 and
Table 3.

Detailed investigation of expected development in St Marys Town Centre, the anticipated local infrastructure needs generated by the development, and the estimated costs of both development and infrastructure in the area, are contained in the *St Marys Town Centre Section 7.12 Contributions Plan Background Report (April 2025)* (the 'Background Report') at Appendix C.

Table 2 Expected development costs – St Marys Town Centre

Land Zoning*	Estimated Cost ($M)
Productivity Support (E3)	$176.79
Mixed Use (MU1)	$3,543.24
Low Density Residential (R2)	$98.09
Medium Density Residential (R3)	$192.04
High Density Residential (R4)	$1,885.61
Total	**$5,895.46**

*Land zoning identified in the St Marys Town Centre Master Plan

Table 3 Local infrastructure costs – St Marys Town Centre

Infrastructure Category	Estimated cost ($M)
Works	
Traffic and Active Transport (Roads)	$80.56
Traffic and Active Transport (Intersections)	$27.96
Streetscape Improvements	$3.46

Stormwater Management	$23.77
Local Open Space	$29.35
Community Facility (Works)*	$27.50
Land Acquisition	
Traffic and Active Transport	$12.65
Local Open Space	$30.69
Total	**$235.94**

*refer to section 3.5 of the Background Report

Note: The assumptions used in the calculation of all costs in Tables 2 and 3 are contained in section 5, 6 and 7 of the Background Report.

Based on the above, the levy is as follows:

$$\frac{\$235.94\, million}{\$5{,}895.46\, million} \times 100\% \;=\; 4\%$$

Detailed schedules of local infrastructure included in this plan and maps showing the location of the infrastructure items are included in Appendices A and B of this plan.

Notwithstanding the above, there are significant landholdings owned by Homes NSW and other community and affordable housing providers within the St Marys Town Centre that will benefit from the uplift enabled through the St Marys planning framework. Affordable housing is not levied development under Section 3.1 of this Plan.

Any difference between the cost of infrastructure identified in the works schedule and the plan's forecast contribution income will need to be met through alternative funding sources. Council may also pool contributions collected under this Plan to fully fund infrastructure items where appropriate.

1.4 CONTRIBUTION LEVY

This plan authorises a s7.12 levy as shown in Table 4. The rate is authorised for *St Marys Town Centre Development Contribution Plan 2025* under Section 209 (1) of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation).

Table 4 Section 7.12 levy rates

	Contribution rate
Development with a proposed cost of:	
a) up to and including $200,000, if the development is for the purposes of— (i) commercial premises, industry, residential accommodation or tourist and visitor accommodation (each a ***relevant purpose***), or (ii) mixed use development including one or more relevant purposes	Nil
b) more than $200,000, if the development is for the purposes of— (i) a relevant purpose, or (ii) mixed use development including one or more relevant purposes	4%

2.PLAN SCOPE

2.1 NAME OF THIS PLAN

This plan is called the *St Marys Town Centre Development Contributions Plan 2025*.

The plan provides information about calculating the local infrastructure contributions payable, how to impose, pay and settle contributions, and other administrative matters.

The plan is accompanied by and should be read in conjunction with the *St Marys Town Centre Section 7.12 Contributions Plan Background Report, April 2025* at Appendix C.

2.2 COMMENCEMENT OF THIS PLAN

This plan commences on the date on which public notice was given under section 214(2) of the EP&A Regulation or the date specified in that notice if it is a different date.

2.3 PURPOSE OF THIS PLAN

The purpose of this plan is to authorise consent authorities and registered certifiers to impose a condition of development consent on development for a section 7.12 fixed levy to be made towards the provision, extension or augmentation of local infrastructure set out in this plan.

Other purposes of this plan are as follows:

- To ensure that developments in the St Marys Town Centre make a reasonable contribution towards the cost of shared local infrastructure needed to support their developments;
- To ensure that the broader community in the Penrith LGA is not unreasonably burdened by the provision of local infrastructure that is required because of development in the St Marys Town Centre.

2.4 AUTHORITY TO IMPOSE A FIXED DEVELOPMENT CONSENT (S7.12) LEVY

This plan authorises the consent authority or a registered certifier, when determining an application for development or an application for a Complying Development Certificate (CDC) on land to which this plan applies, and subject to other provisions of this plan, to impose a condition requiring a fixed development consent levy to be paid under section 7.12 of the EP&A Act for the provision of local infrastructure.

The total levy amount that is imposed on any individual development is calculated by multiplying the applicable levy rate in **Table 4** by the proposed cost of the development.

The types of development subject to a s7.12 levy are identified in section 2.6 of this plan.

Accredited certifiers should also refer to section 3.8 of this plan as to their obligations in assessing and determining CDCs.

2.5 LAND TO WHICH THIS PLAN APPLIES

This plan applies to land in the St Marys Town Centre as shown outlined in red in **Figure 1.**

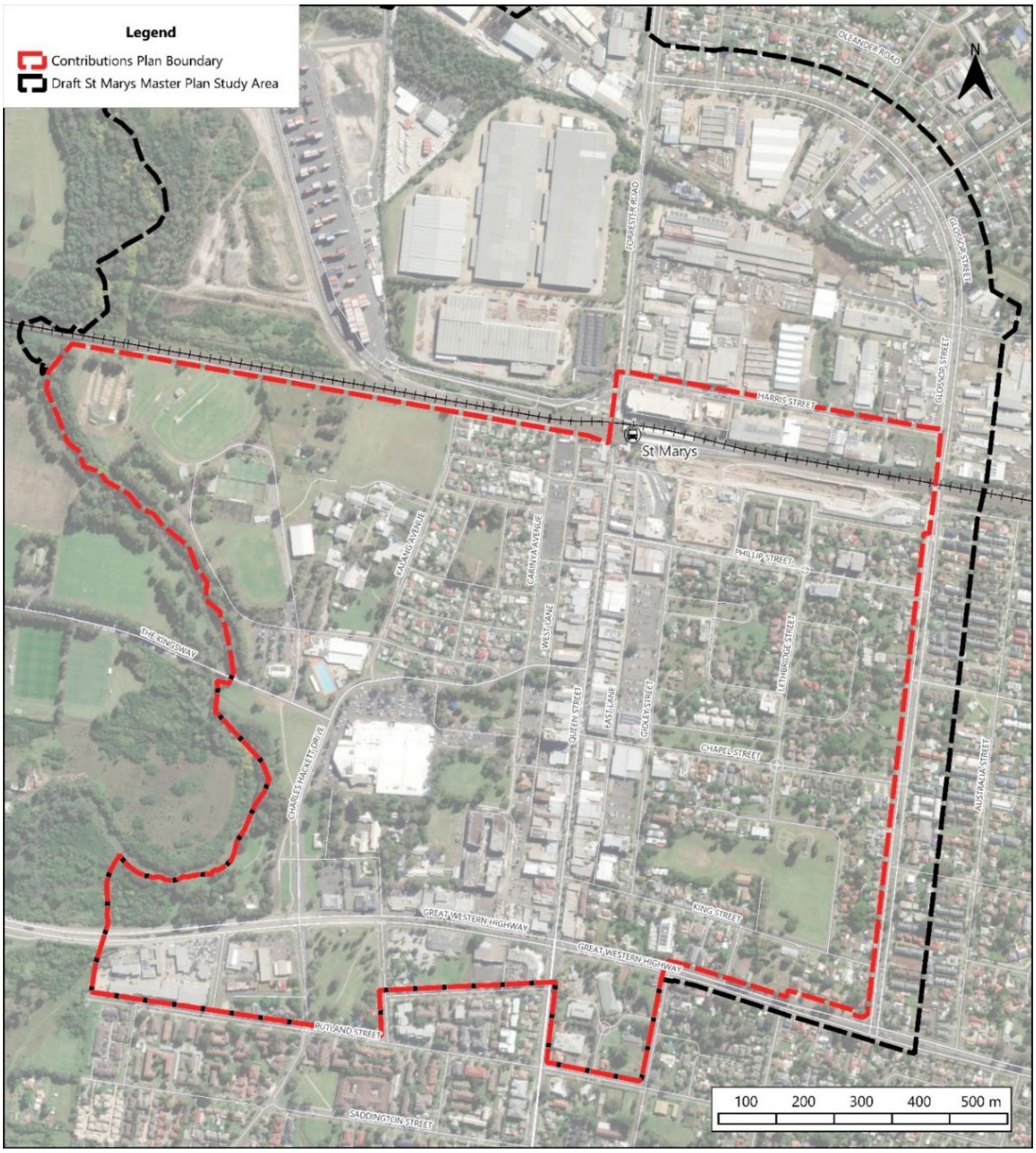


Figure 1 Contributions Plan Area

This plan repeals and replaces the St Marys Town Centre s.94 Development Contributions Plan (1993).

The following contributions plans adopted by the Council and in force at the time that this contributions plan commenced do not apply to development on land to which this plan applies:

- Cultural Facilities Development Contributions Plan (2003)
- Penrith City Local Open Space Development Contributions Plan (2007)
- Penrith City District Open Space Facilities Contributions Plan (2007)
- Penrith City section 7.12 Citywide Development Contributions Plan for Non-Residential Development (2021)

2.6 DEVELOPMENT TO WHICH THIS PLAN APPLIES

Subject to section 2.7, this plan applies to development that has a proposed cost of development of more than $200,000 in accordance with section 1.4 of this plan.

2.7 WHAT DEVELOPMENT IS EXEMPTED

This plan DOES NOT apply to the following types of developments:

a. Development for the purposes of any form of seniors housing defined in State Environmental Planning Policy (Housing for Senior or People with a Disability) 2004 that is provided by a social housing provider.

b. Work involving repair and replacement of structures impacted by natural forces and unpreventable events such as fire, flooding, earthquakes, lightning, etc.

c. Development exempted from contributions under section 7.17 of the EP&A Act by way of a direction made by the Minister.

2.8 SAVINGS AND TRANSITIONAL ARRANGEMENTS

This plan applies to a development application or application for a CDC that was determined on, or after the date this plan took effect.

3.CALCULATING AND IMPOSING THE LEVY

3.1 PROPOSED COST OF DEVELOPMENT REQUIRED

Section 7.12 levies are calculated by the consent authority or registered certifier as a percentage of the cost of development.

Section 208 of the EP&A Regulation sets out how the proposed cost of carrying out development is determined.

An extract from the EP&A Regulation that was in force at the date this plan was adopted is shown below:

1. The proposed cost of carrying out development must be determined by the consent authority by adding up all the costs and expenses that have been or will be incurred by the applicant in carrying out the development.

2. The costs of carrying out development include the costs of, and costs incidental to, the following—

    a. if the development involves the erection of a building or the carrying out of engineering or construction work—

        i. erecting the building or carrying out the work, and

        ii. demolition, excavation and site preparation, decontamination or remediation,

    b. if the development involves a change of use of land—doing anything necessary to enable the use of the land to be changed,

    c. if the development involves the subdivision of land—preparing, executing and registering—

        i. the plan of subdivision, and

        ii. the related covenants, easements or other rights.

3. In determining the proposed cost, a consent authority may consider an estimate of the proposed cost that is prepared by a person, or a person of a class, approved by the consent authority to provide the estimate.

4. The following costs and expenses must not be included in an estimate or determination of the proposed cost—

a. the cost of the land on which the development will be carried out,

b. the costs of repairs to a building or works on the land that will be kept in connection with the development,

c. the costs associated with marketing or financing the development, including interest on loans,

d. the costs associated with legal work carried out, or to be carried out, in connection with the development,

e. project management costs associated with the development,

f. the cost of building insurance for the development,

g. the costs of fittings and furnishings, including refitting or refurbishing, associated with the development, except if the development involves an enlargement, expansion or intensification of a current use of land,

h. the costs of commercial stock inventory,

i. the taxes, levies or charges, excluding GST, paid or payable in connection with the development by or under a law,

j. the costs of enabling access by people with disability to the development,

k. the costs of energy and water efficiency measures associated with the development,

l. the costs of development that is provided as affordable housing,

m. the costs of development that is the adaptive reuse of a heritage item.

3.2 COST SUMMARY REPORT REQUIRED

For developments subject to this plan, the development application or CDC for the development is to be accompanied by a Cost Summary Report prepared at the applicant's cost, setting out an estimate of the proposed cost of carrying out the development.

The consent authority or registered certifier will validate all Cost Summary Reports before they are accepted using a standard costing guide or generally accepted costing method. If the proposed cost is considered inaccurate, Council may, at its discretion and at the applicant's cost, engage a person referred to in section 3.3 of this plan to review the Cost Summary Report submitted by an applicant.

In all cases, the determination of the proposed cost of development by the consent authority is final.

3.3 WHO MAY PROVIDE A COST SUMMARY REPORT?

The estimate of the proposed cost of carrying out development that is submitted to the consent authority must have been prepared by the following persons:

a. where the proposed cost of carrying out the development is less than $750,000 – any Building Industry Professional; or

b. where the proposed cost of carrying out the development is $750,000 or more – a quantity surveyor who is a registered member of the Australian Institute of Quantity Surveyors.

3.4 COMPLYING DEVELOPMENT CERTIFICATES ISSUED BY REGISTERED CERTIFIERS

If an application for a CDC is determined by a registered certifier for development that is subject to a s7.12 levy under this plan:

a) The registered certifier must, if a CDC is issued, impose a condition requiring a s7.12 levy. The amount of the levy that the registered certifier must impose is the amount determined in accordance with section 3 of this plan.

b) The terms of the condition should be as follows:

A levy is to be paid to Penrith City Council in the amount of $ [insert amount] for the purposes of the local infrastructure identified in the St Marys Town Centre Development Contributions Plan 2025.

Indexation

The levy is based on a proposed cost of carrying out the development of $ [insert amount]. This cost (and consequently the levy) must be indexed between the date of this certificate and the date of payment using the following formula:

$$\textit{Indexed development cost (\$)} = \frac{\textit{\$Co X Current PPI}}{\textit{Base PPI}}$$

Where:

$Co is the original development cost estimate assessed at the time of the issue of the complying development certificate.

Current PPI is the Producer Price Index (Building Construction NSW) ABS Catalogue No. 6427.30 as published by the Australian Bureau of Statistics at the quarter immediately prior to the date of payment.

Base PPI is the Producer Price Index (Building construction NSW) ABS Catalogue No. 6427.30 as published by the Australian Bureau of Statistics at the quarter ending immediately prior to the date of imposition of the condition requiring payment of a contribution.

Time for payment

***The levy must be paid prior to any work authorised by this complying development certificate commences**, as required by clause 156 of the EP&A Regulation. Deferred payments of levies will not be accepted.*

Post development cost review

Prior to the issue of any Occupation Certificate, a post completion review of construction costs, prepared by a Professional Quantity Surveyor or Chartered Professional Accountant is to be provided to Council specifying the actual cost of works. Where the actual cost of works exceeds that for which 7.12 contributions were calculated pre-development, the shortfall in development contributions is to be paid prior to the issue of the Occupation Certificate.

Council will not consider the reimbursement of contributions where costs have reduced.

Planning agreement

This condition does not need to be complied with to the extent specified, if a planning agreement is entered into between the developer and the Council.

3.5 TIMING OF PAYMENT

A levy amount required to be paid by a condition imposed on the development consent including a CDC in accordance with this plan must be paid at the time indicated below.

Council's policy for timing of s7.12 levies is:

(a) For works included in a Development Application, including works to be carried out to enable the subdivision of land, the levy must be paid prior to the release of the Construction Certificate for the works, or part of the works.

(b) For works authorised by a CDC, before any work commences.

For concept development applications that also include details of the first stage of development, the levy will be imposed in respect to the first stage of development, and the timing of payment of the levy amount will be as above.

At the time of payment, it will be necessary for levy amounts to be updated in accordance with section 3.7 of this plan.

Adjustment of payment following completion of the development

Prior to the issue of any Occupation Certificate, a post completion review of construction costs, prepared by a Professional Quantity Surveyor or Chartered Professional Accountant is to be provided to Council specifying the actual cost of works. Where the actual cost of works exceeds that for which 7.12 contributions were calculated pre-development, the shortfall in development contributions is to be paid prior to the issue of the Occupation Certificate.

Council will not consider the reimbursement of contributions where costs have reduced.

3.6 DEFERRAL OF PAYMENT

Council will consider a request to defer contributions when the developer makes a formal written application. If approved, deferred payments will incur interest and an administration fee for the deferral period[1].

Deferred or periodic payments may be permitted in the following circumstances:

- compliance with the provisions of Section 3.5 is unreasonable or unnecessary in the circumstances of the case; or
- where the applicant intends to make a contribution by way of a planning agreement and Council and the applicant have a legally binding agreement; or
- there are circumstances justifying the deferred or periodic payment of the contribution.

Council will consider whether deferred or periodic payment of the contribution will prejudice the timing or the manner of the provision of public facilities included in the works program.

If Council grants such a request, it is conditional upon the applicant providing a suitable bond such as a bank guarantee and deed of agreement consistent with Council's accounting practices.

A period for deferral of a levy will be agreed between the applicant and Council prior to preparation of the bank guarantee. The period may be extended in circumstances acceptable to Council.

Interest and an administrative fee will be charged on deferred contributions. The amount of the bank guarantee will be calculated in the following manner:

$$G = C \times (1 + r)^{P}$$

[1] The administration fee is for the purposes of covering Council's costs in providing deferred payments. In the event of a developer defaulting on payment, the administration fee and interest will also cover some of the adjustment by PPI that would have been made at the time of payment.

Where:

G is the amount of the Bank Guarantee;

C is the contribution owing at the time the guarantee is lodged with Council;

r is the interest rate applicable on the last day of the quarter of the 90-day bank bill swap rate plus 1% rate; and

P is in years and reflects the number of years that the bank guarantee is expected to be held.

The guarantee will be terminated when the liability is met by the payment of cash or transfer of land or works (under a planning agreement) or Council advises that the guarantee is no longer required.

The deed of agreement is to be prepared by Council's solicitors at full cost to the applicant.

If contributions are not paid by the agreed date the Bank Guarantee may be called up by Council.

3.7 ADJUSTMENT OF LEVY AMOUNTS TO ADDRESS THE EFFECTS OF INFLATION

Levies imposed under this plan are based on the proposed cost of carrying out the development set out in the development consent.

This cost (and consequently the levy amount) must be indexed between the date of DA determination or the issue of the CDC, whichever is applicable, and the date of payment in accordance with the following formula:

$$\textbf{Indexed development cost (\$)} = \frac{\textbf{\$Co X Current PPI}}{\textbf{Base PPI}}$$

Where:

\$Co	is the original development cost estimate assessed at the time of the issue of the development consent
Current PPI	is the Producer Price Index (Building Construction NSW) ABS Catalogue No. 6427.30 as published by the Australian Bureau

	of Statistics at the quarter immediately prior to the date of payment
Base PPI	is the Producer Price Index (Building Construction NSW) ABS Catalogue No. 6427.30 as published by the Australian Bureau of Statistics at the quarter ending immediately prior to the date of imposition of the condition requiring payment of a contribution.

3.8 OBLIGATIONS OF REGISTERED CERTIFIERS – CONSTRUCTION CERTIFICATES

It is the responsibility of a registered certifier issuing a construction certificate for building work or subdivision work to ensure that each condition requiring the payment of a s7.12 levy before work is carried out has been complied with in accordance with the CDC or development consent.

The only exceptions to the requirement are where a planning agreement or deferred payment arrangement has been agreed by the Council. In such cases the Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

3.9 ALTERNATIVES TO PAYING THE LEVY

If a developer wishes to deliver infrastructure that is included in this plan on the Council's behalf, then the developer may offer to enter into a planning agreement under section 7.4 of the EP&A Act to undertake works in kind, make monetary contributions, dedicate land, or provide some other material public benefit.

The process for negotiating and entering into a planning agreement will be in accordance with Council's Developer Infrastructure Agreements Policy available on Council's website.

4. ADMINISTRATION OF THE PLAN

4.1 POOLING OF SECTION 7.12 LEVIES

This plan authorises monetary contributions paid in accordance with development consent conditions authorised by this plan and any other contributions plan approved by the Council to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this plan are described in section 4.2 of this plan.

4.2 INFRASTRUCTURE STAGING AND PRIORITIES

The local infrastructure included in this plan will be provided as and when development surrounding the infrastructure occurs.

The infrastructure schedules at Appendix A of this plan include indicative staging and timing for each infrastructure item which may change to reflect the timing and uptake of new development in the St Marys Town Centre.

4.3 ACCOUNTABILITY AND ACCESS TO INFORMATION

In accordance with the EP&A Act and EP&A Regulation a contributions register will be maintained by Council and published on the NSW Planning Portal and Council's website.

The register will be maintained at regular intervals and will include the following:

- Particulars sufficient to identify each development consent for which contributions have been sought;
- Nature and extent of the contribution required by the relevant condition of consent;
- Name of the contributions plan under which the condition of consent was imposed; and
- Date the contribution was received, for what purpose and the amount.

Separate accounting records will be maintained for each contribution type in this plan and published every year in the relevant council's financial accounts. They will contain details concerning contributions received and expended, including interest for each service or amenity to be provided. The records are held at Council's administration office and may be inspected upon request.

4.4 REVIEW OF PLAN

The contributions plan will be reviewed after five (5) years following the date of adoption. Council may review the plan prior to that time if required by changes to planning instruments, legislation or development conditions.

Minor adjustments including typographical corrections may be made to this plan without the need for public exhibition and adoption by Council.

5. GLOSSARY OF TERMS AND ABBREVIATIONS

Except where indicated in this section, the definitions of terms used in this plan are the definitions included in the EP&A Act, EP&A Regulation and the Penrith LEP.

For further clarity, words and phrases in this plan have the following meanings:

ABS means the Australian Bureau of Statistics.

Bond means a documentary performance bond which must be denominated in Australian dollars and be an unconditional undertaking issued by an Australian Prudential Regulation Authority (APRA) regulated authorised deposit taking institution or an insurer authorised by APRA to conduct new or renewal insurance business in Australia that has at all times an investment grade security rating from an industry recognised rating agency.

Building Industry Professional means any of the following:

- a practising builder who is licensed to undertake the proposed building works, or
- a practising registered quantity surveyor (member, affiliate or fellow), or
- a practising registered architect, or
- a practising qualified building estimator with relevant qualifications (eg. Degree in construction management), or
- a practising qualified and accredited building designer, or
- a project manager who has proven experience in costing development works at least to a similar scale and type as proposed, or
- a practising tradesperson who is licensed with the Department of Fair Trading or WorkCover and has the relevant qualifications and proven experience in costing development works at least to a similar scale and type as proposed, or
- a practising registered landscape architect who has proven experience in costing development works at least to a similar scale and type as proposed, or

- a practising structural, civil, electrical, mechanical or building services engineer who is registered with the National Engineering Registration Board and who has proven experience in costing development works at least to a similar scale and type as proposed.

CDC means complying development certificate.

Complying development certificate means a certificate referred to in section 4.27 of the EP&A Act.

Consent authority has the same meaning as in section 4.5 of the EP&A Act but also includes a registered certifier responsible for issuing a complying development certificate.

Cost summary report means a report prepared by a suitably qualified person described in this plan that sets out the proposed cost of carrying out of development as defined in clause 208 of the EP&A Regulation.

Council means Penrith City Council.

DA means development application.

Development has the same meaning as in section 1.5 of the EP&A Act.

Development application has the same meaning as in section 1.4 of the EP&A Act. Note that a development application does not include a complying development certificate.

Development consent has the same meaning as in section 1.4 of the EP&A Act. Note that a development consent includes a complying development certificate.

EP&A Act means the NSW *Environmental Planning and Assessment Act 1979*.

EP&A Regulation means the NSW *Environmental Planning and Assessment Regulation 2021*.

GFA means gross floor area.

LGA means local government area.

Local infrastructure means public amenities and public services that are traditionally the responsibility of local government, including roads, open space and recreation, and community facilities, but excluding water supply or sewerage services.

Minister means the Minister responsible for administering the NSW *Environmental Planning and Assessment Act 1979*.

Planning agreement means a voluntary agreement referred to in section 7.4 of the EP&A Act.

PPI means the Producer Price Index (building construction NSW) ABS Catalogue No. 6427.30 as published by the Australian Bureau of Statistics.

Proposed cost of development means the cost of development proposed in a development application or a complying development application under the provisions of clause 208 of the EP&A Regulation.

Works in kind means the construction or provision of the whole or part of a public facility that is identified in a works schedule in a contributions plan.

6. REFERENCES

St Marys Town Centre Section 7.12 Plan Background Report (idc, 2025)

Cultural and Heritage Values – Post Settlement Heritage (City Plan Heritage, 2022)

Economic Feasibility and Market Analysis (Hill PDA Consulting 2024)

Environmental Sustainability Study (Flux, 2024)

First Nations Heritage Study (Artefact, 2024)

Integrated Water Management Plan (Civille, 2024)

Parking Study (Bitzios, 2024)

Preliminary Site Investigation, Contamination (Douglas Partners, 2023)

Social and Affordable Rental Housing Discussion Paper (Penrith City Council, 2023)

St Marys Community Hub Needs Analysis and High Level Business Case (Cred Consulting, 2024)

Transport Assessment (Bitzios, 2024)

Urban Ecology Action Plan (eco logical Australia, 2023)

Urban Design Assessment and Modelling (Penrith City Council, 2024)

APPENDIX A: INFRASTRUCTURE SCHEDULES

Table 5 –Traffic and Active Transport Works Schedule

Project Number	Project Name/Description of Works	Estimated Cost	Staging/Timing
1	Queen Street (between Nariel Street & Station Street)	$1,094,850	Long
2	Queen Street (between Phillip Street and Nariel Street)	$3,239,279	Long
3	Queen Street (between King Street and Phillip Street)	$5,808,375	Long
4	Queen Street (between Great Western Highway and King Street)	$859,166	Long
5	Charles Hackett Drive (East)	$1,963,008	Medium-Long
6	Crana Street (between Carinya Avenue and Queen Street)	$625,812	Short-Medium
7	Kungala Street (between Creek Road and Kalang Avenue)	$4,020,412	Medium-Long
8	Kungala Street (between Kalang Avenue and Charles Hackett Drive)	$6,788,336	Medium-Long
9	Chapel Street West (between Queen Street and Gidley Street)	$707,123	Medium-Long
10	Chapel Street East (between Gidley Street and Lethbridge Street)	$3,105,381	Short-Medium
11	Chapel Street East (between Lethbridge Street and Glossop Street)	$3,172,385	Short-Medium
12	Carinya Avenue South (between Carson Lane and Charles Hackett Drive)	$14,793,271	Medium-Long
13	Carinya Avenue North (between Charles Hackett Drive and Nariel Street)	$13,111,894	Medium
14	Nariel Street East (between Carinya Avenue and Queen Street)	$2,431,631	Medium-Long
15	Station Street (between Queen Street and Gidley Street through-site link)	By Metro	Short
16	Station Street (between Gidley Street through-site link and Blair Avenue)	By Metro	Short
17	Station Street (between Blair Avenue and Lethbridge Street)	$1,098,253	Medium-Long
18	Phillip Street (between Queen Street and Glossop Street)	$1,044,356	Short-Medium
19	Lethbridge Street North (between Phillip Street and Station Street)	$1,048,973	Short-Medium
20	Gidley Street (between King Street and Phillip Street)	$944,649	Short
21	King Street (between Queen Street and Gidley Street)	$830,810	Medium

22	King Street (between Gidley Street and Glossop Street)	$2,806,088	Medium
23	Merinda Street (between Kalang Avenue and Carinya Avenue)	$192,602	Short-Medium
24	Taroona Avenue (between Kungala Street and Waratah Street)	$113,575	Short-Medium
25	New Local Road (between Phillip Street and Station Street)	$154,860	Short-Medium
26	Harris Street (between Forrester Road and Glossop Street)	$2,337,161	Short-Medium
27	West Lane Extension (from future carpark to Carinya Avenue)	$1,356,148	Medium-Long
28	West Lane Extension (linking Carinya Avenue to West Lane)	$216,364	Short-Medium
29	West Lane Link A (from Carinya Avenue to West Lane, south of Charles Hackett Drive)	$929,548	Short-Medium
30	Ross Place (from Gidley Street to Ross Place Park)	$684,700	Medium
31	Benalong Street (between Kalang Avenue and Carinya Avenue)	$3,218,189	Long
32	West Lane Link B (from Carinya Avenue to West Lane, North of Charles Hackett Drive)	$929,548	Long
33	West Lane Link C (from Carinya Avenue to West Lane, North of Charles Hackett Drive)	$929,548	Long
	TOTAL	$80,556,292	

Table 6 – Intersection Works Schedule

Project Number	Project Name/Description of Works	Estimated Cost	Staging/Timing
1	**Queen Street:** New Give-Way Rearrangement and Wombat Crossing	$180,000	Long
2	**Queen Street:** New Give-Way Rearrangement and Wombat Crossing	$180,000	Long
3	**Queen Street:** Intersection Closure Through Kerb Extension	$295,000	Long
4	**Queen Street:** Addition of Bicycle Lantern to Existing Signals	$123,000	Long
5	**Queen Street:** Kerb Realignment Through Intersection	$410,000	Long
6	**Queen Street:** Kerb Realignment and Wombat Crossing with Bike Crossing	$197,000	Long
7	**Queen Street:** Add Wombat Crossing to the Existing Road	$139,000	Long
8	**Queen Street:** Change to Left Turn Only from King to Queen and Add Give Way to Northern Leg of Queen St	$106,000	Long
9	**Carinya Avenue:** New Upgraded Intersection	$5,733,000	Long
10	**Charles Hackett Drive:** Intersection Closure Through Kerb Extension	$115,000	Medium-Long
11	**Crana Street:** Add Wombat Crossings (x2) to the Southern and Northern Legs on West Land	$393,000	Short-Medium
12	**Kungala Street:** Addition Of Wombat Crossing to the Existing Road	$82,000	Medium-Long
13	**Kungala Street:** Add Wombat Crossings (x2) to the Taroona Ave Leg and The Western Kungala Leg	$344,000	Medium-Long
14	**Charles Hackett Drive:** Priority Control Change to Left in Only	$49,000	Medium-Long
15	**Chapel Street:** Add Wombat Crossings (x2) to the North and South Legs of The Intersection	$393,000	Short-Medium
16	**Chapel Street:** Add Wombat Crossings (x4) to All Four Legs of The Existing Roundabout.	$491,000	Short-Medium
17	**Chapel Street:** Existing Roundabout to Have New Wombat Crossings (x4) Added with Pedestrian Links	$491,000	Short-Medium

Project Number	Project Name/Description of Works	Estimated Cost	Staging/Timing
18	**Glossop Street:** Add Bicycle Lantern to the Existing Signals	$123,000	Short-Medium
19	**Carinya Avenue:** Add a New Wombat Crossing to the Existing Road	$139,000	Medium
20	**Carinya Avenue:** Add a New Wombat Crossing to the Existing Road	$139,000	Medium
21	**Nariel Street:** Add Wombat Crossings (x2) to the Existing Intersection	$25,000	Medium-Long
22	**Carinya Avenue:** Add Wombat Crossing to the Existing Intersection	$82,000	Medium-Long
23	**Carinya Avenue:** Intersection Closure Through Kerb Extension	$115,000	Medium-Long
24	**Nariel Street:** Wombat Crossing on Northern and Southern Legs	$278,000	Medium-Long
25	**Station Street:** Intersection Closure Through Kerb Extension	$57,000	Medium-Long
26	**Station Street:** Construction of New Intersection on New Roads	$8,190,000	Long
27	**Station Street:** Add Wombat Crossing to the Existing Road	$221,000	Medium
28	**Phillip Street:** Add Wombat Crossings (x2) On Northern and Southern Legs	$278,000	Short-Medium
29	**Phillip Street:** Existing Pedestrian Crossing To Be Moved Westward	$41,000	Short-Medium
30	**Phillip Street:** Roundabout Upgrade and Addition of Wombat Crossings (x4)	$2,048,000	Short-Medium
31	**Glossop Street:** Add Bicycle Lantern to the Existing Signals	$123,000	Short
32	**Gidley Street:** Add Wombat Crossing to the Existing Intersection	$139,000	Short
33	**Gidley Street:** Add Wombat Crossing to the Existing Road	$82,000	Short
34	**Gidley Street:** Add Wombat Crossing to the Existing Road	$82,000	Short
35	**Gidley Street:** Priority Control Change Via Signage and Line marking and Add Wombat Crossing (Existing Kerbs, etc. to remain as existing)	$41,000	Short
36	**King Street:** Add Wombat Crossing & Bicycle Crossing to the Existing Road	$25,000	Short
37	**Glossop Street:** Addition of Wombat Crossing & Bicycle Crossing to the Existing Road	$123,000	Short-Medium

Project Number	Project Name/Description of Works	Estimated Cost	Staging/Timing
38	**Kalang Avenue:** Add Wombat Crossing to the Existing Intersection	$139,000	Short-Medium
39	**Merinda Street:** Add Wombat Crossing to the Existing Intersection	$139,000	Short-Medium
40	**Merinda Street:** Add Wombat Crossing to the Existing Intersection	$139,000	Short-Medium
41	**Waratah Street:** Add Wombat Crossing to the Existing Intersection	$139,000	Short-Medium
42	**Harris Street:** Add Wombat Crossing to the Existing Intersection	$139,000	Short-Medium
43	**Harris Street:** Addition of Wombat Crossing to the Existing Road	$139,000	Short-Medium
44	**Glossop Street:** Add Wombat Crossing to the Existing Intersection	$139,000	Short-Medium
45	**Charles Hackett Drive:** New Signalised intersection	$4,914,000	Medium
	TOTAL	**$27,959,000**	

Table 7 - Streetscape Improvements Works Schedule

Project Number	Project Name/ Description of Works	Estimated Cost	Staging/Timing
S1	Camira Street	$177,000	Short-Medium
S2	Kalang Avenue	$485,000	Short-Medium
S3	Carinya Street	$76,000	Short-Medium
S4	Nariel Street	$180,000	Short-Medium
S5	Araluen Avenue	$150,000	Short-Medium
S6	Acacia Avenue	$149,000	Short-Medium
S7	Waratah Street	$226,000	Short-Medium
S8	Gabriels Lane	$241,000	Short-Medium
S9	Chesham Street	$182,000	Short-Medium
S10	Blair Avenue	$347,000	Short-Medium
S11	Lethbridge Street	$436,000	Short-Medium
S12	Champness Crescent	$357,000	Short-Medium
S13	Brock Avenue	$123,000	Short-Medium
S14	Stapleton Parade	$329,000	Short-Medium
	TOTAL	$3,458,000	

Table 8 – Local Open Space Works Schedule

Project Number	Area (m²)	Project Name/Description of Works	Estimated Cost	Staging/Timing
1	15,500	**Bennett Park (West):** Embellishment – new seating, picnic tables, playground, paths and landscaping **Bennett Park (East): WEST INVEST FUNDED**	$6,797,700	Medium
2	4,924	**Astley Park:** Embellishment – new seating, shared path and tree planting	$1,715,300	Long
3	1,645	**Ross Place Park:** Embellishment – new landscape and tree planting	$572,900	Medium-Long
4	6,155	**Ross Place Park:** New Local Park – new landscape, active play equipment and tree planting	$2,765,600*	Medium-Long
5	4,033	**Gateway Park:** New Landscape – new sophisticated hardscape and soft landscape treatments	$3,587,400	Medium-Long
6	530	**Southern Plaza:** New Landscape – new sophisticated hardscape, soft landscape and public art	$1,181,500	Short-Medium
7	1,607	**Civic Plaza:** New Civic Plaza – new paving, planter boxes, seating	$3,329,300	Short-Medium
8	8,370	**Jack Jewry Park:** Embellishment – new landscape and tree planting	$3,114,000	Short-Medium
9	8,441	**St Marys central park:** Embellishment – central lawn, performance stage **WEST INVEST FUNDED**	-	Short
10	3,066	**St Marys central park:** New Landscape - new seating, shared path & tree planting **WEST INVEST FUNDED**	-	Short
11	1,206	**Blue/Green Link:** New Landscape - new landscape and tree planting	$2,189,800	Long
12	2,047	**Blue/Green Link:** New Landscape - new landscape and tree planting	$2,223,000	Long
13	825	**Carson Lane:** New Landscape - new landscape and tree planting	$869,900	Medium-Long
14	577	**Station Link:** New Landscape - new shared path and tree planting	$709,700	Long
16	595	**Gidley Street to Station Street**: Through-site link – paving, planting & street furniture	$297,500	Medium
			$29,353,600	

Table 9 - Water Management Works Schedule

Project Number	Project Name/ Description of Works	Estimated Cost	Staging/Timing
W1	**South Creek Basin:** New wetland treatment system approximately 2,500m² in area	$3,194,895	Short-Medium
W2	**South Creek Reuse:** Stormwater reuse scheme for irrigation of sporting fields and open space at The Kingsway Playing Fields and/or South Creek Parklands	$563,550	Medium-Long
W3	**South Creek Outlet Upgrades:** Upgrade existing stormwater infrastructure including headwalls and outlets along Wianamatta South Creek corridor	$390,150	Short
W4	**South Creek Revegetation Works**: Targeted weed removal, replanting and regrading including toe and bank stabilisation and protection works	$3,263,966	Short-Medium
W5	**Bennett Park Raingarden:** Retrofit existing detention basin with new wetland treatment system approximately 3,000m² in area	$1,777,350	Medium
W6	**Kingsway Riparian + Wetlands:** New floodplain bench wetlands	$3,572,040	Short-Medium
W7	**South Creek Riparian Planting:** Reinstate riparian corridor planting	$762,960	Short
W8	**East Lane (blue/green link):** Flood mitigation works & trunk stormwater drainage upgrades	$10,243,894	Long
	TOTAL	**$23,768,805**	

Table 10 – Land Acquisition

Project Number	Project Name/Description of Works	Street Address	Value Range ($/sqm)	Land Area to be Acquired (m²)	Zoning	Estimated Costs	Staging/Timing
R13	**Carinya Avenue:** Road Widening	62-64 Carinya Avenue	$800 - $1,000*	244	MU1		Medium-Long
R25	**Phillip to Station Street:** New Local Road	33-34 Phillip Street	$750 - $950*	1,668	MU1		Medium
R31	**Gidley to Station Street:** Through-site Link	Lot 8 & 45 Phillip Street	$750 - $950*	595	MU1		Medium
		Traffic & Active Transport Subtotal				**$12,650,000**	
O4	**Ross Place:** New Local Park & Through-site Link	13-17 Lethbridge Street	$2,000 - $2,500	219	R4		Medium-Long
		17 Ross Place	$1,650 - $1,950	714	R4		
		15 Ross Place	$1,650 - $1,950	1,277	R4		
		13 Ross Place	$1,650 - $1,950	1,049	R4		
		11 Ross Place	$1,650 - $1,950	752	R4		
		9 Ross Place	$1,650 - $1,950	746	R4		
O5	**Chesham Street:** New Gateway Park	11-13 Chesham Street	$1,550 - $1,850	5,252	R4		Medium-Long
O11	**East Lane:** Flood Mitigation work & drainage upgrades	118 Queen Street	$1,650 - $1,950*	746	MU1		Long
		116A Queen Street	$1,650 - $1,950*	229	MU1		
		122 Queen Street	$1,650 - $1,950*	278	MU1		
O14	**Carinya Avenue:** Station Link	78 Carinya Avenue	$800 - $1,000*	577	MU1		Long
		Open Space Subtotal				**$30,687,500**	
		TOTAL				**$43,337,500**	

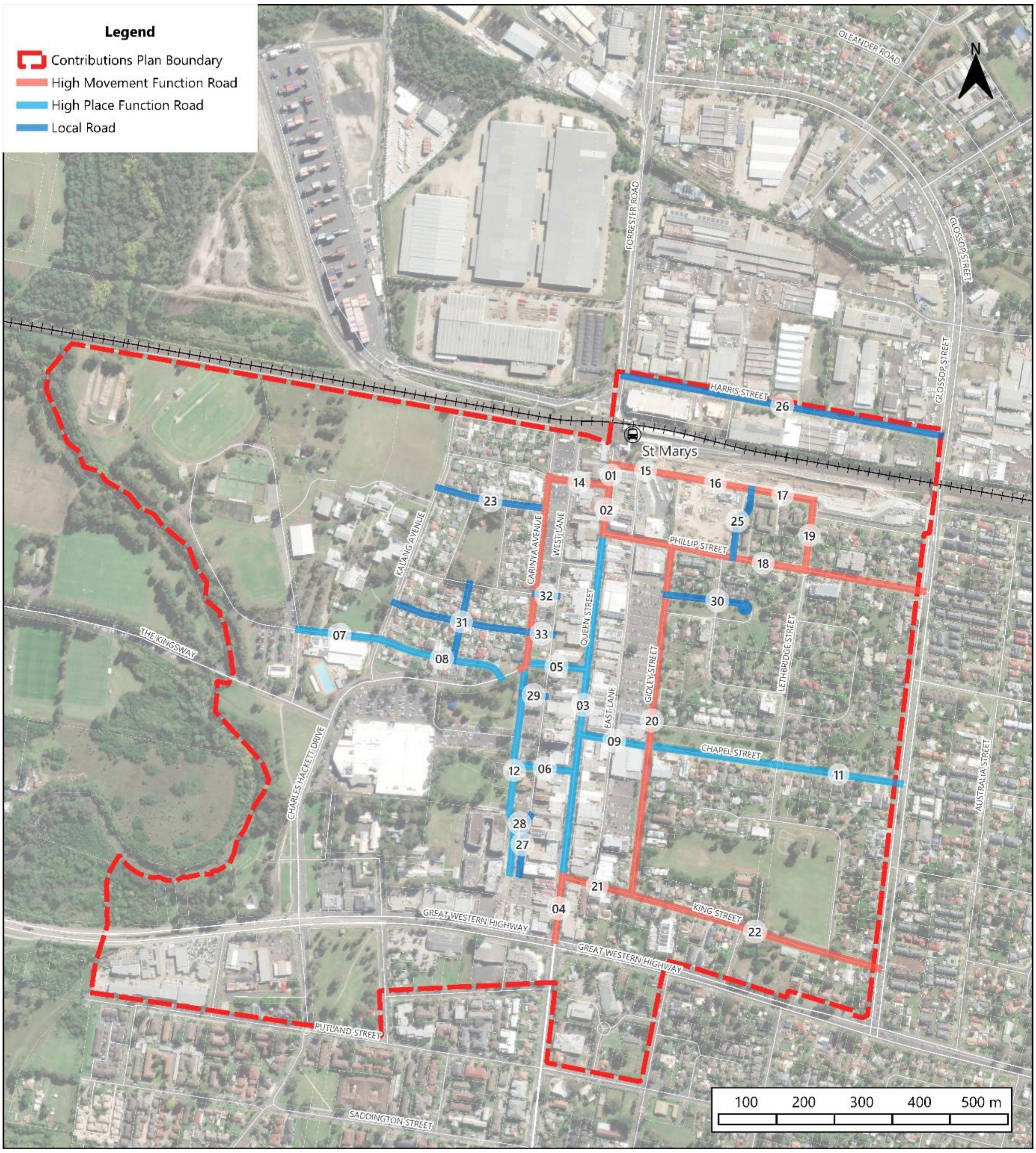
* Valuation calculated on Gross Floor Area

Table 11 – Community Infrastructure

Project Number	Project Name/ Description of Works	Estimated Costs	Staging/Timing
1	**Library & Community Hub** – multi-purpose facility (approx. 4,200m²), featuring a new library, flexible meeting and function rooms, creative spaces, community service organisation offices, and café.	$27,500,000	Medium
	TOTAL	$27,500,000	

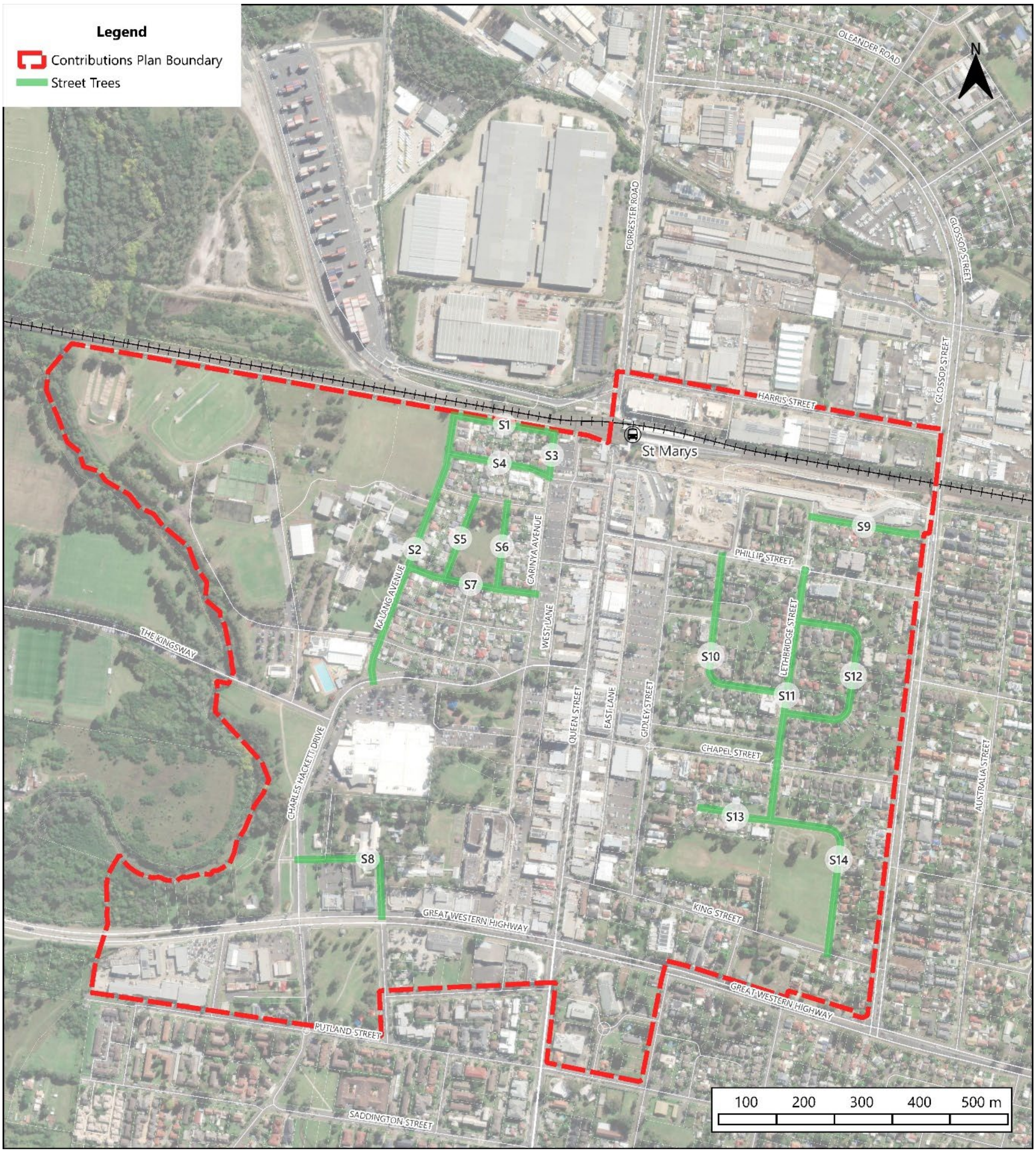
APPENDIX B: INFRASTRUCTURE LOCATION MAPS

TRAFFIC & ACTIVE TRANSPORT WORKS

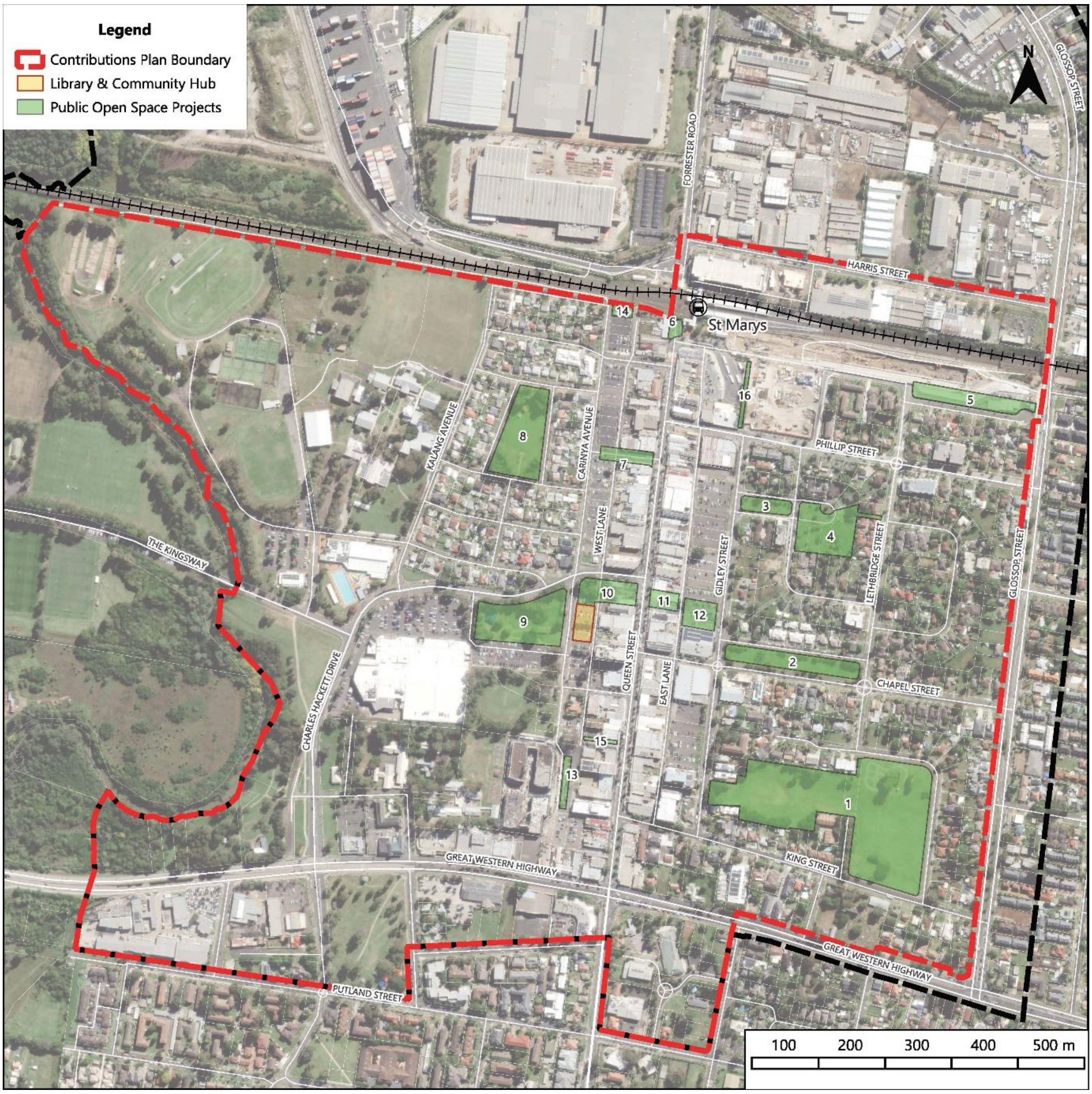


INTERSECTION TREATMENT WORKS

STREETSCAPE IMPROVEMENT WORKS



LOCAL OPEN SPACE & COMMUNITY INFRASTRUCTURE



WATER MANAGEMENT INFRASTRUCTURE

LAND ACQUISITION

APPENDIX C: ST MARYS TOWN CENTRE SECTION 7.12 CONTRIBUTIONS PLAN BACKGROUND REPORT

infrastructure & development consulting

St Marys Town Centre

Section 7.12 Contributions Plan Background Report

April 2025

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Project Number	24-103	**Date**	April 2025
Project Name	St Marys S7.12 Contributions Plan Background Report	**Status**	Final
Client	Penrith City Council	**Revision**	E
Author	C. Avis		

1 Introduction

Infrastructure is essential to the liveability of communities, planning for local infrastructure is therefore essential in guaranteeing that communities can sustainably manage population growth and change. The St Marys Town Centre is on the cusp of significant change, under the draft St Marys Town Centre Master Plan, the Town Centre is expected to see substantial growth in employment, services and housing. It is therefore critical that the local infrastructure needs for the St Marys community are adequately identified and costed to support future development.

This background report has been prepared by infrastructure & development consulting pty ltd (IDC), with Quantity Surveying advice by Mitchell Brandtman (MB) for Penrith City Council (PCC) to summarise the infrastructure basis and anticipated cost of development and infrastructure for the draft St Marys Town Centre Master Plan. This will enable and support the preparation of a Section 7.12 Contributions Plan providing a comprehensive and robust evidence base for a higher fixed-rate levy, to ensure that the planning framework for St Marys is achievable, affordable and delivers the outcomes that are required to make St Marys a vibrant and authentic strategic, transport-orientated centre.

A balanced and equitable funding approach is critical to ensuring St Marys grows sustainably, with the necessary infrastructure in place to support both existing and future residents. This report will provide the needs basis and cost analysis to demonstrate that a Section 7.12 higher fixed-rate levy is necessary to meet the cost and demand for new infrastructure generated by future development within the precinct.

1.1 Draft St Marys Town Centre Master Plan Area

The draft St Marys Town Centre Master Plan study area covers approximately 243.2 hectares and is bound by Wianamatta South Creek to the west, Glossop Street (and the properties fronting it) to the north and east and the Great Western Highway and some of the properties on the southern side of the road reserve to the south. It is shown in Figure 1 below.

Figure 1- Draft St Marys Master Plan Study Area Boundary

The study area is bisected by the Western Train Line, with the St Marys North employment area (including the Pacific National Intermodal Terminal) to the north and the primarily mixed use – residential part of the precinct to the south of the rail line.

1.2 Land to which the Contribution Plan will apply

The new contributions plan will generally align with the draft Master Plan's study area.

The contribution plan will apply to the draft Master Plan area south of the Great Western Highway as this area is an extension of the Town Centre, being predominately zoned for employment and mixed-use development. While the draft Master Plan has largely retained the existing planning controls within this precinct, there is significant capacity for re-development which is likely to occur through implementation of the draft Master Plan. The new population within this area of the precinct will rely on infrastructure in the Town Centre, and therefore development should contribute towards the contribution plan. The extent of the proposed Contributions Plan area is shown in Figure 2 below.

Figure 2 - Contributions Plan Area

Existing local infrastructure contributions plans will continue to apply to the industrial area north of Harris Street and to residential development east of Glossop Street, as the planning controls under the Master Plan in these areas are largely to remain unchanged.

There are four city-wide contributions plans and one area specific contributions plan that currently apply to St Marys. These are to be replaced by the new contributions plan as they do not deliver the infrastructure required to adequately support future development in the Town Centre.

2 Basis of Strategy

2.1 St Marys 2041

In 2021, Council commenced 'St Marys 2041', a strategic planning pathway for St Marys Town Centre. This pathway seeks to position St Marys as a strategic centre in Western Sydney, leveraging opportunities created by the Western Sydney International (Nancy Bird-Walton) Airport and its direct link to St Marys via a station on the Sydney Metro WSA line.

The St Marys Town Centre Structure Plan and Background Evidence Report was the first stage of St Marys 2041 and was endorsed by Council in November 2022. The draft St Marys Town Centre Master Plan - being Stage 2 of St Marys 2041 - builds upon the Structure Plan to provide a planning, urban design and implementation framework to ensure that St Marys Town Centre realises its potential as a thriving destination in the Western Parkland City.

The Draft St Marys Town Centre Master Plan (draft Master Plan) was exhibited in November 2024 and has formed the basis of this report, along with a series of supporting technical studies covering transport, sustainability, urban ecology, heritage and First Nations culture, water management, infrastructure and feasibility. The draft Master Plan was exhibited with an Explanation of Intended Effects (EIE) outlining the proposed changes to the planning controls.

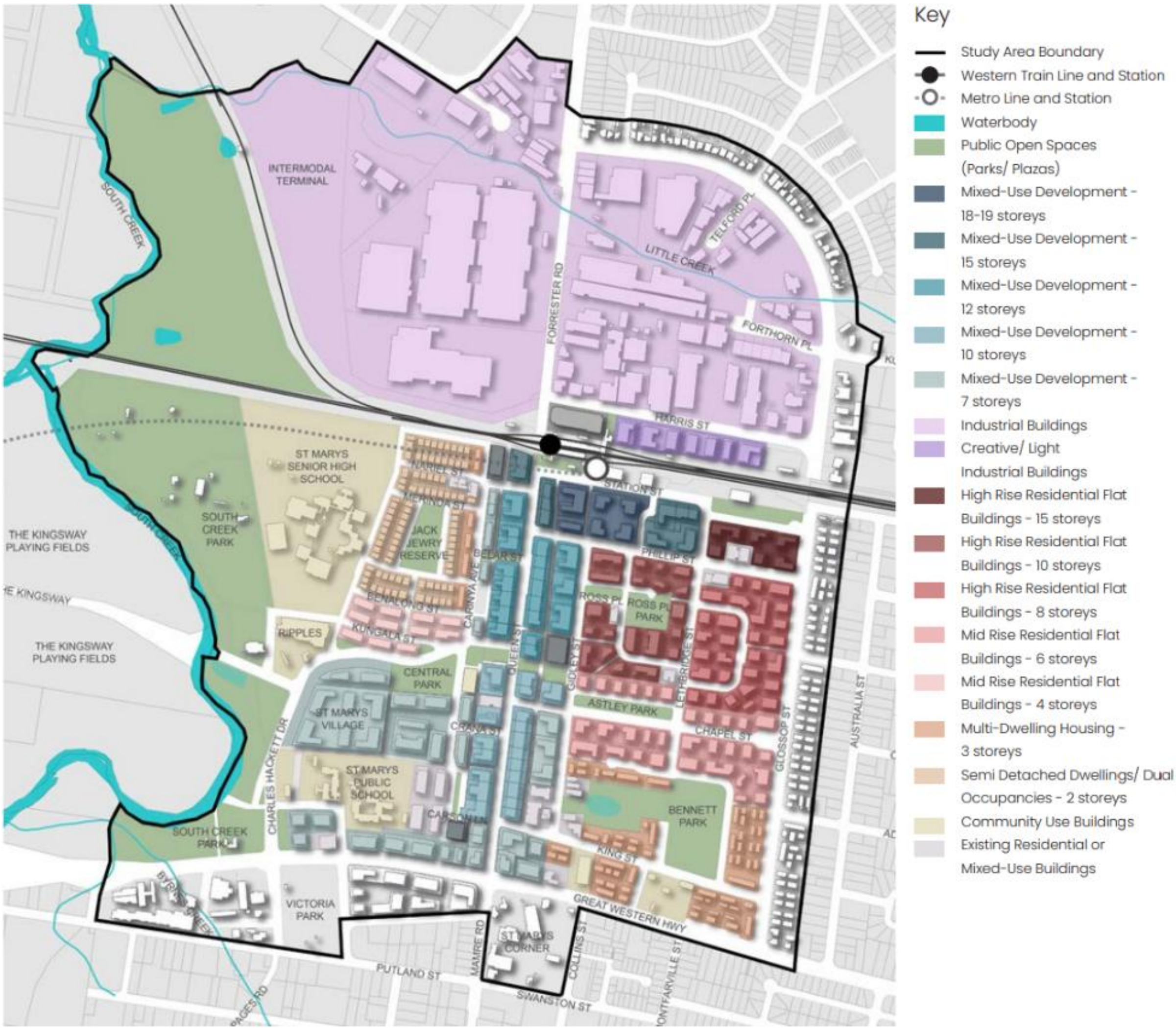
The Draft Master Plan is expected to facilitate the delivery of an estimated additional 9,307 dwellings and 8,360 jobs over the next 20(+) years. The existing and forecast growth is outlined in Table 1 and is based on the estimated development yields proposed under the draft Master Plan and proposed amendments to Penrith Local Environmental Plan. Figure 3 illustrates the land uses and intended development outcomes proposed by the planning control amendments.

Table 1 - Anticipated development yield, 2041

	Baseline (existing)	Master Plan (2041)	Change (in #)
Dwellings	1,913	11,220	9,307
Residents	3,753	25,470	21,717
Jobs	4,400	12,760	8,360
Non-residential GFA (m^2)	104,019	184,306	80,287

The forecast growth is significant, new residents, workers and visitors will generate significant infrastructure demand that corresponds to this scale of growth and to position St Marys as a strategic, transport-orientated centre.

Figure 3 – St Marys Spatial Framework



2.2 Supporting Technical Studies

The draft St Marys Town Centre Master Plan is underpinned by several existing State Government strategic and statutory planning documents, Council plans and policies, and informed by the following supporting technical studies undertaken and commissioned by Council in addition to extensive community, stakeholder and State Government engagement. All this work assisted in understanding and responding to the existing policy and planning framework influencing development within St Marys Town Centre and informs the infrastructure that is intended to be funded using contributions received under a new s7.12 contributions plan.

Economic Feasibility and Market Analysis (Hill PDA Consulting, September 2024)

Hill PDA Consulting conducted an Economic Feasibility and Market Analysis Study to assess the current and projected economic and market conditions of St Marys Town Centre. The study evaluated how these conditions affect the feasibility of development in various parts of the Town Centre.

Transport Assessment (Bitzios, October 2024)

Bitzios Consulting conducted a Multi-Modal Transport Assessment to guide the movement network plans and concept designs for key streets and intersection upgrades in St Marys Town Centre. Utilizing a traffic and transport model, the assessment evaluated future growth and infrastructure needs over the next 20 years, emphasizing the coexistence and support of various transport modes for future growth and development.

Parking Study (Bitzios, May 2024)

Bitzios Consulting conducted a Parking Study to create a sustainable and balanced car parking strategy for the Town Centre, addressing the future needs of visitors, workers, and residents. The study projected future parking demand and concluded that the current public parking supply is adequate to meet this forecasted demand.

Environmental Sustainability Study (Flux, October 2024)

Flux Consultants conducted the Environmental Sustainability Study, offering guidance on transforming St Marys Town Centre into a more sustainable, energy-efficient, and resilient area. The study projects that by 2041, the Town Centre will have a significantly lower carbon footprint compared to today, despite increased building development.

Urban Ecology Action Plan (Eco Logical Australia, September 2023)

Eco Logical Australia developed an Urban Ecology Action Plan for St Marys Town Centre, recommending measures to protect and enhance its ecological values. The plan aims to make the Town Centre a cooler, greener place for residents, workers, and visitors.

First Nations Heritage Study (Artefact, January 2024)

Artefact Heritage Services conducted the St Marys First Nations Heritage Study, engaging with local First Nations people and community organizations to gain a deeper understanding of their culture and heritage. The study focused on discussing the best ways to plan for and connect with Country in the St Marys Town Centre.

Cultural And Heritage Values - Post Settlement Heritage & Duration Cottage Precinct (City Plan Heritage, July 2022)

The St Marys Town Centre Structure Plan (Background Evidence Report) provides information on the history of St Marys since European colonization in the early 1800s and details the heritage items listed in Penrith LEP 2010. The report by City Plan Heritage recommends limited intensification that maintains the integrity of the Duration Cottage Precinct through the historic subdivision pattern.

St Marys Community Hub Needs Analysis & High-Level Business Case (Cred Consulting, October 2024)

Cred Consulting (lead consultant), Blix Architecture, and Atlas Economics prepared a Needs Analysis, Feasibility Study and High-Level Business Case (HLBC) for the St Marys Community Hub. The Needs Analysis confirmed the need for a community hub as well as best practise approaches for the planning, design and layout. The Feasibility Study has explored site options for the community hub, detailed requirements for the library and community spaces, and discussed operating model opportunities to activate the new community space.

Integrated Water Management Plan (Civille, August 2024)

Civille Consultants developed an Integrated Water Management Plan (IWMP) to guide the planning, design, and management of the Town Centre's stormwater drainage systems, floodways, waterways, and water servicing infrastructure.

Preliminary Site Investigation, Contamination (Douglas Partners, November 2023)

Douglas Partners conducted a Preliminary Site Investigation (PSI) to identify potential areas of environmental concern (PAEC) within the St Marys Town Centre. These areas may require further consideration as part of the draft Master Plan process.

Social & Affordable Rental Housing Discussion Paper (Penrith City Council, August 2023)

In 2023, Council prepared a Social and Affordable Rental Housing Background Evidence Paper to support the development of the draft St Marys Town Centre Master Plan. This paper provided an overview of the current state and characteristics of social and affordable rental housing in the Penrith LGA, with a specific focus on St Marys. It helped quantify the unmet demand for housing assistance in St Marys and provided evidence for housing-related initiatives in the draft Master Plan.

Urban Design Assessment and Modelling (Penrith City Council, 2024)

Council conducted extensive urban design analysis to define the desired future character of St Marys Town Centre and establish potential planning controls. The analysis focused on three main components: building envelopes and form, open space, and streets. This has not only informed the population and infrastructure requirements, but also the total cost of development for the preparation of the Section 7.12 Plan.

3 Infrastructure Needs

High-quality local infrastructure is essential for enhancing community well-being, improving neighbourhood liveability, and enabling the timely delivery of new housing to accommodate population growth. Conversely, inadequate infrastructure can constrain housing supply, exacerbate affordability challenges, and generate community resistance to development.

St Marys Town Centre is expected to see substantial growth in employment, services and housing. This new population will use local infrastructure and contribute to demand for its use. This section of the report identifies the local infrastructure items to achieve the desired place outcomes and development generated infrastructure to support the draft St Marys Town Centre Master Plan.

The local infrastructure works have been mapped by IDC for high-level quantity take-offs and subsequent costing by Mitchell Brandtman.

3.1 Traffic and Active Transport Upgrades

The growth and distribution of the forecast population across the Town Centre warrants changes to the role and function of streets to provide an efficient and accessible transport network and to achieve the place outcomes set through the draft Master Plan. The series of local road and intersection upgrades detailed in this report are required to provide a comprehensive and connected traffic and active transport network which:

- elevates and protects the high-place outcomes for Queen Street,
- facilitates a functional peripheral movement corridor for vehicles, and
- prioritises the movement of pedestrians and cyclists through the Town Centre.

Rebalancing transport uses throughout the precinct is fundamental to achieving the strategic outcomes for the Town Centre and supporting growth. Accordingly, the traffic and active transport upgrades provide a place-sensitive, movement network for St Marys that prioritises sustainable transport options and encourages modal shift, with less reliance on private car usage and overall better amenity outcomes for residents and workers.

The traffic and active transport upgrades have been categorised based on their primary role supporting either a place or movement function in line with the NSW Movement and Place Framework. Figure 3 illustrates the primary role of the key streets intended to be funded by the contributions plan. Further details, including cross sections, for the key streets identified in Figure 3 are detailed in the draft Master Plan.

For the purpose of this report, the traffic and transport upgrades have been broadly categorised as follows:

- High movement function road – prioritises space within the network for vehicular movements, including buses.
- High place function road – prioritises pedestrians and cyclist movement and destination activities with slow vehicular speeds.
- Local road – prioritises residential living activities with lower speeds and volumes of pedestrian and movement.

Increases in population in the St Marys Town Centre will generate additional travel demand to, from and within the centre placing greater pressure on traffic and transport infrastructure and services with locally generated traffic expected to grow by over 200% (Bitzios, 2024). There is a strong need to influence and change mode preferences through the delivery of local infrastructure which encourages walking, cycling and access to public transport.

Works to improve the comfort, convenience and amenity of the Town Centre are also required to support the increase in population and mode shift. The costings provided also include network upgrades to address the recommendations of the Environmental Sustainability Study (FLUX, 2024), and Integrated Water Management Plan (Civille, 2024) through the provision of passively irrigated street trees which will improve pedestrian amenity, contribute to achieving the water quality targets and urban greening throughout the Town Centre.

The works covered in the following schedule include new foot/shared paths, increased verge widths and road widening, new roads, new physically separated cycleway, passively irrigated street trees, service relocation and other public domain improvements.

The traffic and active transport upgrades are mapped in Figure 4 with corresponding budget estimates and works descriptions in Table 2. This infrastructure is critical and fundamental to delivering the strategic outcomes for the Town Centre as a direct result of new development and is to be fully funded by development contributions.

Figure 4 – Proposed Traffic and Transport Upgrades

The following table summarises the elemental cost estimate works undertaken by Mitchell Brandtman, using the road lengths taken from GIS mapping and the proposed cross section works in the Master Plan.

Table 2 – Proposed Traffic and Active Transport Upgrade Summary & Cost of Works

Project Number	Road Upgrade Project Name	Road Length (m)	Total Estimated Cost	Master Plan Reference
1	Queen St (between Nariel & Station)	38	$1,094,850	pg. 101
2	Queen St (between Phillip and Nariel)	83	$3,239,279	pg. 102
3	Queen St (between King and Phillip)	597	$5,808,375	pg. 103

4	Queen St (between GWH and King)	111	$859,166	pg. 104
5	Charles Hackett Drive East	106	$1,963,008	pg. 105
6	Crana St (between Carinya and Queen)	105	$625,812	pg. 106
7	Kungala St (between Creek and Kalang)	142	$4,020,412	pg. 107
8	Kungala St (between Kalang and Charles Hackett)	224	$6,788,336	pg. 107
9	Chapel St West (between Queen and Gidley)	123	$707,123	pg. 108
10	Chapel St East (between Gidley and Lethbridge)	223	$3,105,381	pg. 109
11	Chapel St East (between Lethbridge and Glossop)	215	$3,172,385	pg. 109
12	Carinya Ave South (between Carson and Charles Hackett)	361	$14,793,271	pg. 110
13	Carinya Ave North (between Charles Hackett and Nariel)	339	$13,111,894	pg. 111
14	Nariel St East (between Carinya and Queen)	106	$2,431,631	pg. 112
15	Station Street (between Queen and Gidley through site link)	118	$1,098,253	pg. 113
16	Station Street (between Gidley through site link and Blair)	N/A	By Metro	pg. 114
17	Station St (between Blair and Lethbridge)	N/A	By Metro	pg. 115
18	Phillip St (between Queen and Glossop)	561	$1,044,356	pg. 116
19	Lethbridge St North (between Phillip and Station)	122	$1,048,973	pg. 117
20	Gidley St (between King and Phillip)	607	$944,649	pg. 118
21	King St (between Queen and Gidley)	124	$830,810	pg. 119
22	King St (between Gidley and Glossop)	444	$2,806,088	pg. 119
23	Merinda St (between Kalang and Carinya)	187	$192,602	pg. 120
24	Taroona Ave (between Kungala and Waratah)	136	$113,575	pg. 121
25	Blaire Ave Extension (between Phillip and Station)	129	$154,860	pg. 122
26	Harris St (between Forrester and Glossop)	557	$2,337,161	pg. 123
27	West Lane Extension (from future carpark to Carinya)	105	$1,356,148	pg. 71
28	West Lane Extension (linking Carinya to West Ln)	17	$216,364	pg. 71
29	West Lane Link A (from Carinya to West Ln, south of CHD)	40	$929,548	pg. 74
30	Ross Pl (from Gidley to Ross Pl Park)	177	$684,700	pg. 79
31	Benalong St (between Kalang and Carinya)	242	$3,218,189	pg. 77
32	West Lane Link B (from Carinya to West Ln, North of CHD)	40	$929,548	pg. 70
33	West Lane Link C (from Carinya to West Ln, North of CHD)	40	$929,548	pg. 70
		TOTAL	**$80,556,295**	

3.2 Intersection Upgrades

To facilitate the traffic and active transport upgrades detailed in the previous section, intersection treatments are required to meet both the increase in demand and the change in function for many existing roads and intersections, including improved pedestrian connectivity and safety.

Figure 5 - Proposed Intersection Treatment Works

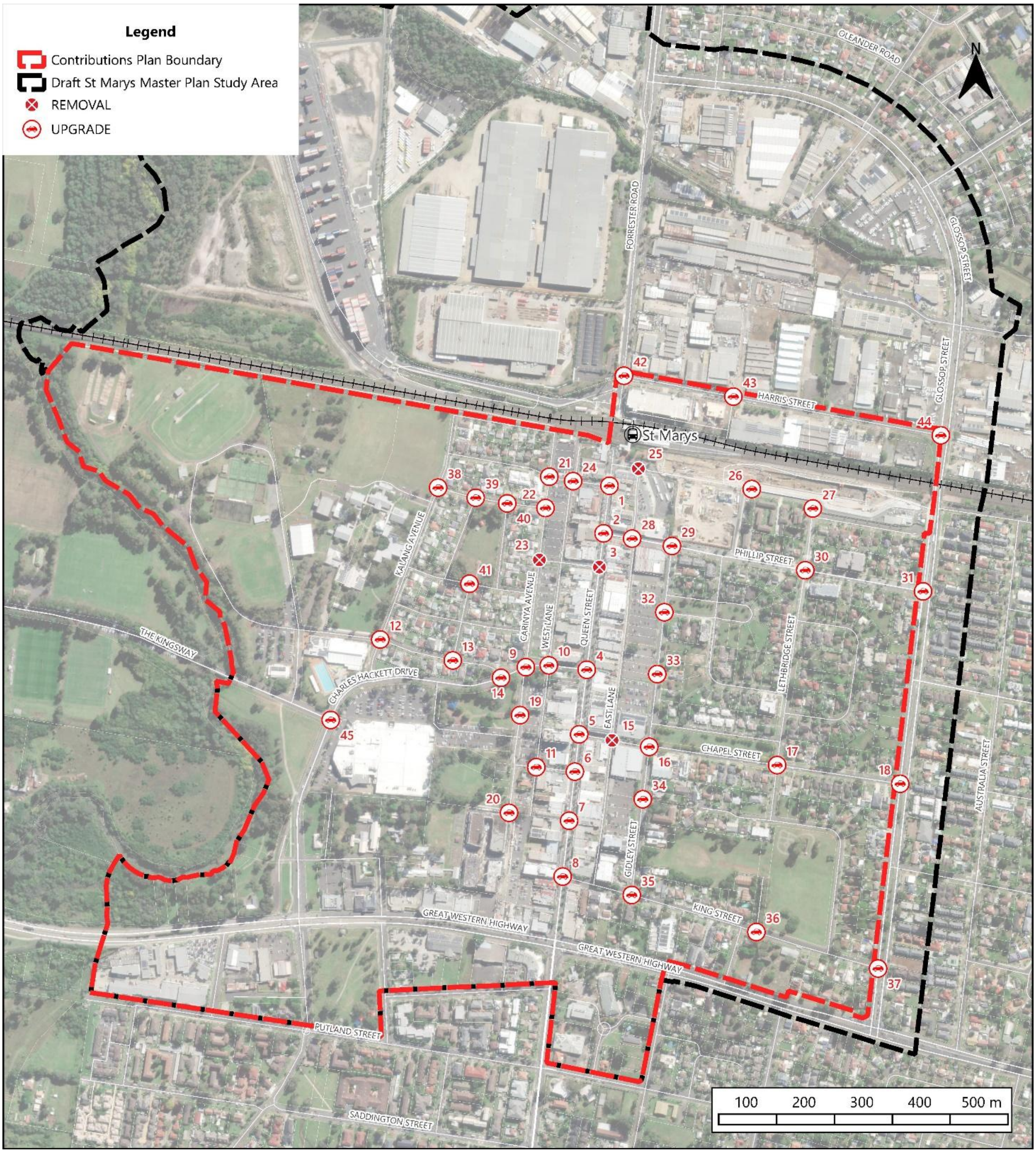


Table 3 – Proposed Intersection Treatments & Cost of Works

Id	Main Road	Road 2	Description	Total Estimated Cost
1	Queen St	Nariel St	New Give-Way Rearrangement and Wombat Crossing	$180,000
2	Queen St	Phillip St	New Give-Way Rearrangement and Wombat Crossing	$180,000
3	Queen St	Belar St	Intersection Closure Through Kerb Extension	$295,000
4	Queen St	Charles Hackett Dr	Addition of Bicycle Lantern to Existing Signals	$123,000
5	Queen St	Chapel St	Kerb Realignment Through Intersection	$410,000
6	Queen St	Crana St	Kerb Realignment and Wombat Crossing with Bike Crossing	$197,000
7	Queen St	Queen St	Add Wombat Crossing to the Existing Road	$139,000
8	Queen St	King St	Change to Left Turn Only from King to Queen and Add Give Way to Northern Leg of Queen St	$106,000
9	Carinya Ave	Charles Hackett Dr	New Signalised Intersection	$5,733,000
10	Charles Hackett Dr	West Lane	Intersection Closure Through Kerb Extension	$115,000
11	Crana St	West Lane	Add Wombat Crossings (x2) to the Southern and Northern Legs on West Land	$393,000
12	Kungala St	Kalang Ave	Addition Of Wombat Crossing to the Existing Road	$82,000
13	Kungala	Taroona Ave	Add Wombat Crossings (x2) to the Taroona Ave Leg and The Western Kungala Leg	$344,000
14	Charles Hackett Dr	Kungala St	Priority Control Change to Left in Only	$49,000
15	Chapel St	East Lane	Add Wombat Crossings (x2) to the North and South Legs of The Intersection	$393,000
16	Chapel St	Gidley St	Add Wombat Crossings (x4) to All Four Legs of The Existing Roundabout.	$491,000
17	Chapel St	Lethbridge St	Existing Roundabout to Have New Wombat Crossings (x4) Added with Pedestrian Links	$491,000
18	Glossop St	Chapel St	Add Bicycle Lantern to the Existing Signals	$123,000

Id	Main Road	Road 2	Description	Total Estimated Cost
19	Carinya Ave	-	Add a New Wombat Crossing to the Existing Road	$139,000
20	Carinya Ave	-	Add a New Wombat Crossing to the Existing Road	$139,000
21	Nariel St	Carinya Ave	Add Wombat Crossings (x2) to the Existing Intersection	$25,000
22	Carinya Ave	Merinda St	Add Wombat Crossing to the Existing Intersection	$82,000
23	Carinya Ave	Belar St	Intersection Closure Through Kerb Extension	$115,000
24	Nariel St	West Lane	Wombat Crossing on Northern and Southern Legs	$278,000
25	Station St	East Lane	Intersection Closure Through Kerb Extension	$57,000
26	Station St	Blair Ave Extension	Construction of New Intersection on New Roads	$8,190,000
27	Station St	Chesham St	Add Wombat Crossing to the Existing Road	$221,000
28	Phillip St	East Lane	Add Wombat Crossings (x2) On Northern and Southern Legs	$278,000
29	Phillip St	Gidley St	Existing Pedestrian Crossing Ot Be Moved Westward	$41,000
30	Phillip St	Lethbridge St	Roundabout Upgrade and Addition of Wombat Crossings (x4)	$2,048,000
31	Glossop St	Phillip St	Add Bicycle Lantern to the Existing Signals	$123,000
32	Gidley St	Ross Place	Add Wombat Crossing to the Existing Intersection	$139,000
33	Gidley St	-	Add Wombat Crossing to the Existing Road	$82,000
34	Gidley St	-	Add Wombat Crossing to the Existing Road	$82,000
35	Gidley St	King St	Priority Control Change Via Signage and Linemarking and Add Wombat Crossing (Existing Kerbs, etc. To Remain as Existing)	$41,000
36	King St	Warramunga	Add Wombat Crossing & Bicycle Crossing to the Existing Road	$25,000
37	Glossop St	King St	Addition of Wombat Crossing & Bicycle Crossing to the Existing Road	$123,000
38	Kalang Ave	Merinda St	Add Wombat Crossing to the Existing Intersection	$139,000

Id	Main Road	Road 2	Description	Total Estimated Cost
39	Merinda St	Araluen Ave	Add Wombat Crossing to the Existing Intersection	$139,000
40	Merinda St	Acacia Ave	Add Wombat Crossing to the Existing Intersection	$139,000
41	Waratah St	Taroona Ave	Add Wombat Crossing to the Existing Intersection	$139,000
42	Harris St	Forrester Rd	Add Wombat Crossing to the Existing Intersection	$139,000
43	Harris St	Harris St	Addition of Wombat Crossing to the Existing Road	$139,000
44	Glossop St	Harris St	Add Wombat Crossing to the Existing Intersection	$139,000
45	Charles Hackett Dr	The Kingsway	New Signalised Intersection	$4,914,000
			TOTAL	**$27,959,000**

3.3 Streetscape Improvements

In addition to the above traffic and active transport upgrades, walking and cycling trips to, from and within the study area are estimated to increase by 256% in peak period walk trips and 237% in peak period cycle trips (Bitzios, 2024) as a result of new development.

The proposed streetscape improvements will enhance connectivity to key transport corridors, public spaces and activity nodes through new and upgraded streetscape works including new footpaths and share paths, tree planting and street furniture to accommodate the expected increase in walking and cycling.

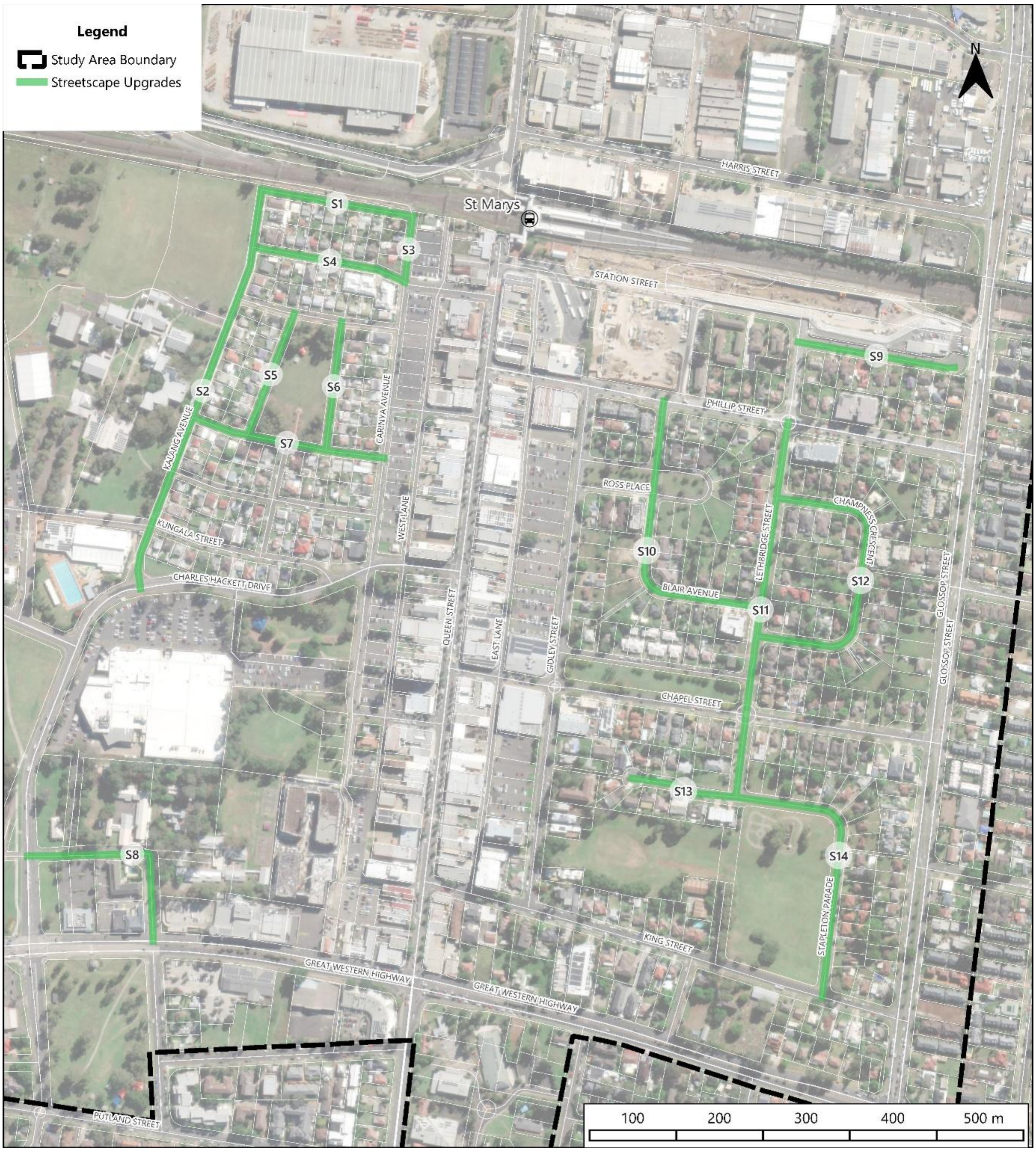
In accordance with the Integrated Water Management Plan, tree planting has been costed as passively irrigated street trees which will also require kerb works, and reinstatement.

The streetscape improvement works are described in Table 4 and mapped in Figure 6.

Table 4 - Streetscape Improvements Summary

No	Road Name	Length (m)	Cost
S1	Camira St	177	$177,000
S2	Kalang Ave	485	$485,000
S3	Carinya St	76	$76,000
S4	Nariel St	180	$180,000
S5	Araluen Ave	150	$150,000
S6	Acacia Ave	149	$149,000
S7	Waratah St	226	$226,000
S8	Gabriels Ln	241	$241,000
S9	Chesham St	182	$182,000
S10	Blair Ave	347	$347,000
S11	Lethbridge St	436	$436,000
S12	Champness Cr	357	$357,000
S13	Brock Ave	123	$123,000
S14	Stapleton Pde	329	$329,000
		TOTAL	**$3,458,000**

Figure 6 - Proposed Streetscape Improvement



3.4 Open Space Infrastructure

The Penrith Sport and Recreation Strategy provides guidelines on the type, quantity and quality of open space to ensure that growing communities have access to spaces and places that provide important social, economic and environmental benefits. To accommodate the projected population growth new and upgraded local open spaces will be required throughout the Town Centre.

The draft Master Plan recognises the constrained urban environment and optimises the quantity and quality of local open space within the town centre, providing a network of new and existing, natural and multi-functional urban spaces that provides for a variety of local open space and recreational activities to meet the future needs of the community. It aims to diversify the activities, features and amenities within open spaces to attract diverse users and encourage them to stay longer in the public domain. This will allow each open space to have a unique point of difference and a distinct identity in the network of open spaces.

Where new local parks are required to meet the forecast population, these have been provided in high density precincts where the planning controls, such as height and FSR, are being amended and significant growth is expected.

The network of local open spaces mapped in Figure 7 and described in Table 5 and Table 6 are multifunctional that also provide:

- stormwater management including water quality/detention basins and overland flow paths; and
- traffic and active transport works including walking and cycling connections.

Note: an action of the Master Plan is to undertake further planning for South Creek Parklands (including the Kingsway Playing Fields) and Ripples Aquatic Facility to ensure these facilities continue to meet the future community needs. These facilities are not included in the Contributions Plan at this time; however, these facilities may be included in future reviews of the Contributions Plan for St Marys once planning for these precincts and facilities has been finalised.

Figure 7 - Proposed Open Space Works Map

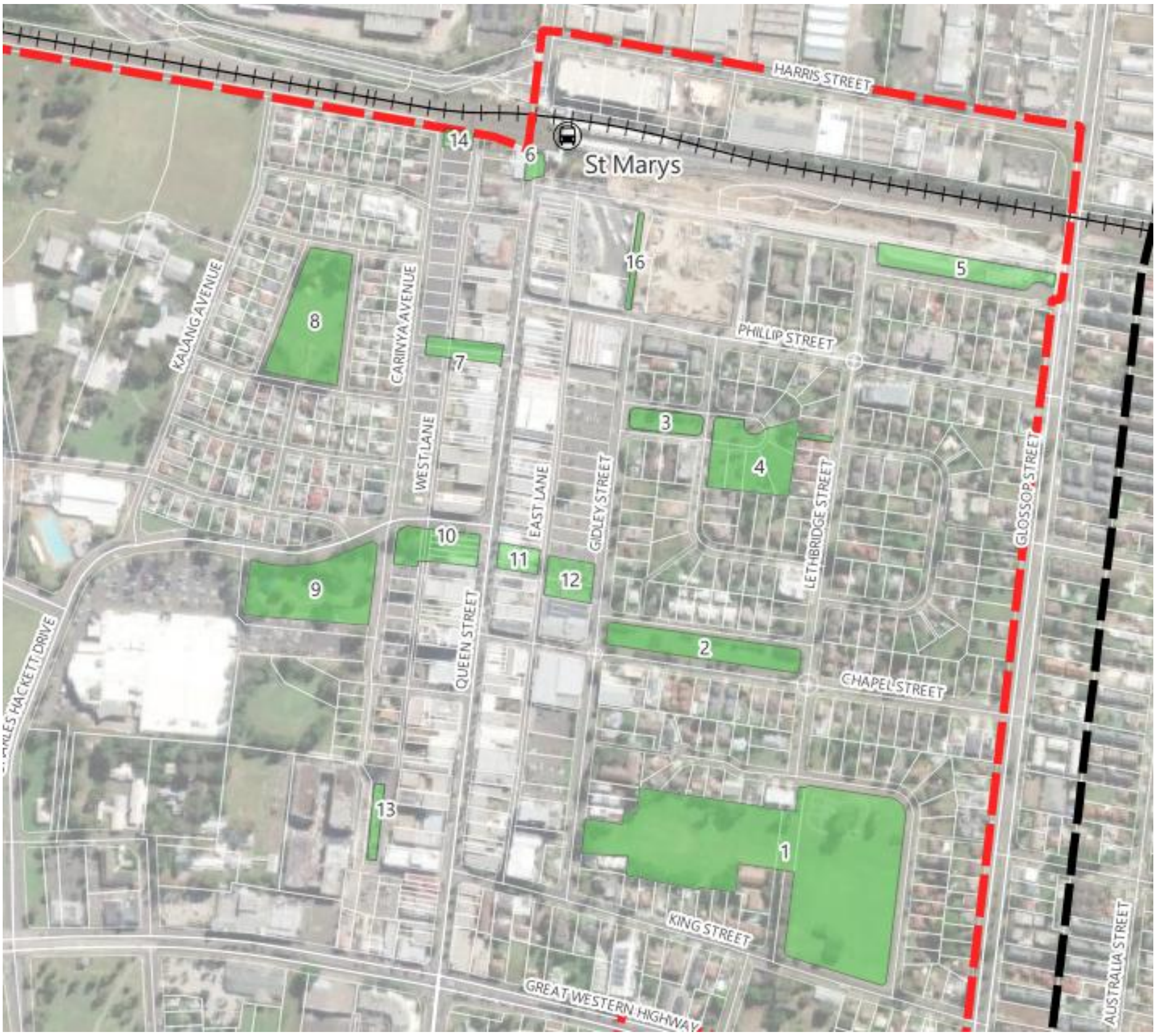


Table 5 - Open Space Works – Scope of Works & Inclusions Summary

No	Area (m^2)	Name	Type	Land Acquisition	Contamination Allowance
O1	15,500	**Bennett Park West** - Seating, Picnic Tables Playground Paths & Landscape	Existing Embellishment	No	**HIGH** - works requires considerable excavation in area of known contamination
O2	4,924	**Astley Park** - Landscaping, Seating & Shared Paths	Existing Embellishment	No	LOW – nominal allowance required for minor footing, path, trees, etc. excavation
O3	1,645	**Ross Place Park** (A)	Existing Embellishment	No	LOW – nominal allowance required for minor footing, path, trees, etc. excavation
O4	6,155	**Ross Place Park** (B)	New Embellishment	**Yes**	LOW – nominal allowance required for minor footing, path, trees, etc. excavation
O5	4,033	**Gateway Park**	Demolish Existing & Create New High-Level Landscape	**Yes**	NIL – Area already excavated and disturbed from Metro works
O6	530	**Southern Plaza**	New Civic Plaza	No	NIL – Area already excavated and disturbed from Metro works
O7	1,607	**Civic Plaza** –Seating, Public Art	New Civic Plaza	No	MED – considerable demolition and excavation required to create new plaza
O8	8,370	**Jack Jewry Park**	Existing Embellishment	No	LOW – nominal allowance required for minor footing, path, trees, etc. excavation
O9	8,441	**St Marys Central Park** (A) - Central Lawn, Performance Stage	Existing Embellishment	No	**HIGH** – considerable excavation required for works in area of high contamination potential
O10	3,066	**St Marys Central Park** (B) - Play Spaces, Water Features	Demolish Existing & Create New Landscape	**Yes**	MED – considerable demolition and excavation required to create new plaza
O11	1,206	**Blue Green Link** (A)	Demolish Existing & Create New Landscape	**Yes**	MED – considerable demolition and excavation required to create new plaza
O12	2,047	**Blue Green Link** (B)	Demolish Existing & Create New Landscape	**Yes**	MED – considerable demolition and excavation required to create new plaza
O13	825	**Green Link**	Demolish Existing & Create New Landscape	No	LOW – nominal allowance required for minor footing, path, trees, etc. excavation
O14	577	**Station to St Marys High School Link**	Demolish Existing & Create New Landscape	**Yes**	MED – considerable demolition and excavation required to create new active transport link

Table 6 - Open Space Works - Cost Summary

No	Area (m²)	Name	Works	Estimated Cost
O1	15,500	Bennet Park West	Embellishment – new seating, picnic tables, playground, paths and landscaping **Bennet Park East - WEST INVEST FUNDED**	$6,797,700
O2	4,924	Astley Park	Embellishment – new seating, shared path and tree planting	$1,715,300
O3	1,645	Ross Place Park	Embellishment – new landscape and tree planting	$572,900
O4	6,155	Ross Place Park	Embellishment – new landscape and tree planting and active play equipment	$2,765,600
O5	4,033	Gateway Park	New Landscape – new sophisticated hardscape and soft landscape treatments	$3,587,400
O6	530	Southern Plaza	New Landscape – new sophisticated hardscape, soft landscape and public art	$1,181,500
O7	1,607	Civic Plaza	New Civic Plaza – new paving, planter boxes, seating, etc.	$3,329,300
O8	8,370	Jack Jewry Park	Embellishment – new landscape and tree planting	$3,114,000
O9	8,441	St Marys central park	Embellishment – central lawn, performance stage, etc.	**WEST INVEST FUNDED**
O10	3,066	St Marys central park	New Landscape - new seating, shared path & tree planting	**WEST INVEST FUNDED**
O11	1,206	Blue Green Link	New Landscape - new landscape and tree planting	$2,189,800
O12	2,047	Blue Green Link	New Landscape - new landscape and tree planting	$2,223,000
O13	825	Green Link	New Landscape - new landscape and tree planting	$869,900
O14	577	Station to SMHS Link	New Landscape - new shared path and tree planting	$709,700
O16	595	Gidley to Station Street	Through-site link – paving, planting & street furniture	$297,500
				$29,353,600

3.5 Community Facilities

The St Marys Library and Community Hub Needs Analysis (Cred, 2024) confirms the urgent need for a centrally located, integrated facility that can support the Town Centre's expanding and evolving population. The hub will provide essential community infrastructure, including expanded library space, additional community floorspace, creative areas, and office space for community service organisations. These spaces will accommodate the increasing demand for social, educational, and cultural activities as St Marys continues to grow.

Initial benchmarking (Cred & Blix, 2023) estimated a 2041 population of 14,000, but the Master Plan's Theoretical Development Capacity suggests a higher figure of approximately 25,500. Using the same benchmarking standards, the projected need for library and community floorspace is 3,467m² —already exceeding the planned facility size of 2,750m². This does not even account for additional cultural and community service spaces, reinforcing the necessity of the Library and Community Hub as a core community asset.

The proposed Library and Community Hub will provide much needed community and social infrastructure for the future growth population of the St Marys Town Centre, strategically located to maximise accessibility whilst utilising existing Council land holdings to help reduce the overall cost of delivering the facility. The Library and Community Hub will be located on Council-owned land and therefore the costs funded by the Contributions Plan will be for capital works only estimated at $27.5 million (Cred Consulting, 2023).

The location for the Hub positively contributes to the place function of the Civic Heart, by providing a flexible, multipurpose community space that can act as a gateway to connect people with each other, and to services that can provide support and activities that provide fulfilment. Given that St Marys is home to an increasingly diverse community, our flexible community spaces also play an important role as soft entry points, welcoming new members of our community.

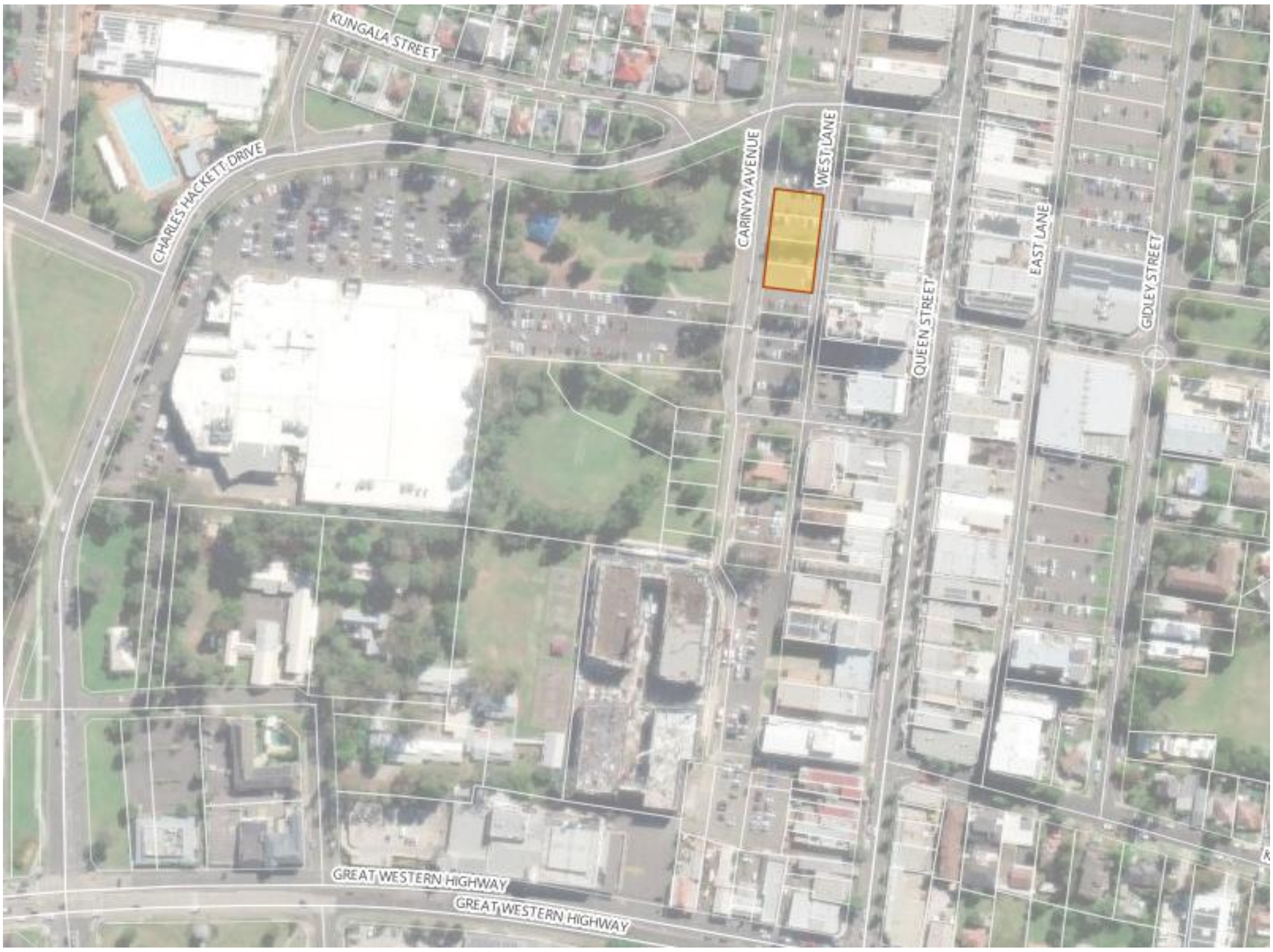
The St Marys Town Centre serves a community facing significant socio-economic disadvantage. Median weekly household income in St Marys ($1,420) is significantly lower than the WSROC regional average ($1,868), with 24% of households classified as low income (compared to 19% across the region).

The population also has higher rates of long-term health conditions (31% in St Marys vs. 27% in the region) and long-term mental health conditions (9% vs. 6%). Additionally, 5% of residents identify as Aboriginal and Torres Strait Islander, more than double the regional average.

These characteristics reinforce the need for accessible social, health, and economic support services, including mental health services, housing support, and community engagement programs. The Library and Community Hub will serve as a critical point of access for these services, ensuring that vulnerable populations receive the support they need in a welcoming, community-focused space.

Without adequate community facilities, rapid population increases can strain existing services, limit economic opportunities, and reduce overall well-being. Given the significant uplift in developable floor space enabled by the Master Plan, development in the Town Centre is entirely dependent on essential infrastructure delivery. The Library and Community Hub must be fully funded to ensure all residents especially those in social and affordable housing have equitable access to critical community services.

Figure 8 - Proposed Library and Community Hub Location.



3.6 Stormwater Management Infrastructure

St Marys is located on Wianamatta South Creek, a major catchment in Western Sydney. As part of the Western Parkland City, integrated water cycle management in the South Creek catchment has been a key priority. To accommodate the future development within the Town Centre, St Marys requires a holistic approach to water management to improve waterway health, manage stormwater and mitigate the impacts of flooding (Civille, 2024).

The Integrated Water Management Strategy prepared by Civille for the St Marys Town Centre Master Plan includes the following eight (8) key elements:

W1. Runoff treatment in a 2,500m^2 wetland located in the South Creek Parklands south of the Kingsway

W2. Reuse of treated water within a 750m^3 additional storage pond

W3. Upgrade and reconstruction of existing stormwater outlets to South Creek

W4. Runoff treatment in a new 2,000m^2 raingarden in Bennett Park

W5. A reinstated riparian corridor of 40m on average on both sides of the creek, applying the average rule to create areas for enhanced community interaction with the creek close to the Town Centre

W6. New floodplain bench wetlands located along South Creek within the Kingsway playing fields

W7. Additional riparian planting along South Creek, including understorey

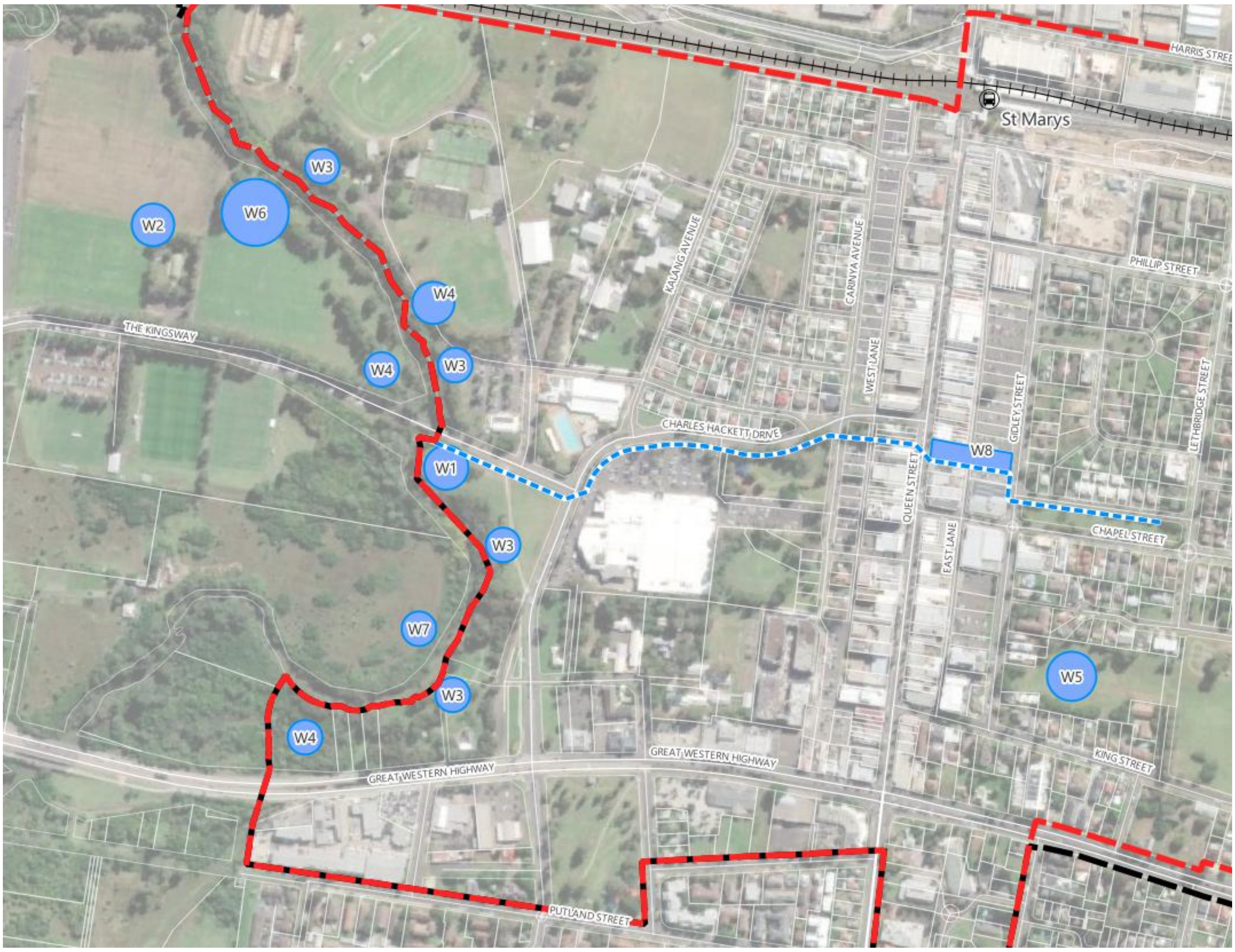
W8. New drainage culverts, overland flow works, pipes and inlet pits from Astley Park to the South Creek Wetland Basin

Note: that the passive irrigation of street trees, a key component of the strategy, has been costed as part of road works and streetscape embellishment costs.

Table 7 - Water Management Items Cost Summary

Item No	Description	Estimated Costs
W1	South Creek wetland basin	$3,194,895
W2	South Creek reuse	$563,550
W3	South Creek outlet upgrades	$390,150
W4	South Creek revegetation works	$3,263,966
W5	Bennett Park raingarden	$1,777,350
W6	Kingsway riparian + wetlands	$3,572,040
W7	Riparian planting in South Creek Parklands	$762,960
W8	East Lane (blue/green link) flood mitigation works & trunk drainage stormwater upgrades	$10,243,894
	TOTAL	**$23,768,805**

Figure 9 - Water Management Upgrades Map



4 Land Acquisition

Several infrastructure items require land acquisition by Council to facilitate their delivery. These include drainage and overland flow improvements, open spaces, active transport and blue-green grid linkages and road widening. These are shown below in Figure 10 and described in detail in Table 8.

Figure 10 - Land Acquisition Map

The acquisition of this land is required in association with infrastructure identified in this report that is apportioned 100% to the forecast growth population and development in the St Marys Town Centre, therefore the land acquisition costs are also apportioned 100% to new development

Land acquisition estimates have been provided by Independent Property Valuations Pty Ltd, December 2024. The estimated value of land is provided in Table 8. The values stated in this report are to be used for plan making purposes and will be subject to future negotiation.

Table 8 - Land Acquisition Costs

Item	Description	Street Address	Value Range ($/sqm)	Land Area to be Acquired	Zoning	
R13	Carinya Ave	62-64 Carinya Ave	$800 - $1,000*	244	MU1	
R25	Blair Ave Extension	33-34 Phillip St	$750 - $950*	1,668	MU1	
R31	Gidley St Through Link	Lot 8 & 45 Phillip St	$750 - $950*	595	MU1	
		Traffic & Active Transport Subtotal				**$12,650,000**
O4	New Ross Pl Park	13-17 Lethbridge St	$2,000 - $2,500	219	R4	
		17 Ross Pl	$1,650 - $1,950	714	R4	
		15 Ross Pl	$1,650 - $1,950	1,277	R4	
		13 Ross Pl	$1,650 - $1,950	1,049	R4	
		11 Ross Pl	$1,650 - $1,950	752	R4	
		9 Ross Pl	$1,650 - $1,950	746	R4	
O5	Gateway Park	11-13 Chesham St	$1,550 - $1,850	5,252	R4	
O11	Blue Green Link A	118 Queen St	$1,650 - $1,950*	746	MU1	
		116A Queen St	$1,650 - $1,950*	229	MU1	
		122 Queen St	$1,650 - $1,950*	278	MU1	
O14	Station to SMSHS Link	78 Carinya Ave	$800 - $1,000*	577	MU1	
		Open Space Subtotal				**$30,687,500**
		TOTAL				**$43,337,500**

* Valuation calculated on Gross Floor Area
Source – Independent Property Valuation pty ltd (2024)

5 Total Cost of Infrastructure to Support Growth

The total estimated cost of infrastructure required to support the forecast growth within the Master Plan is $235.64 million. A breakdown of this cost on a per category basis is provided in Table 9.

Table 9: Estimated cost of infrastructure

Category	Estimated cost ($M)
Traffic and Active Transport (roads)	$80.56
Traffic and Active Transport (intersections)	$27.96
Traffic and Active Transport Acquisition (Land Costs)	$12.65
Streetscape Improvements	$3.46
Stormwater Management	$23.77
Local Open Space Works	$29.35
Local Open Space Acquisition (Land Costs)	$30.69
Community Facilities (community hub works only)	$27.50
TOTAL	**$235.94**

Source – IDC, Mitchell Brandtman, GLN Planning, Penrith City Council

6 Total Cost of Development

To estimate the total cost of development, gross floor area (GFA) calculations have been taken from the built form model developed by Penrith City Council for each precinct within the Contributions Plan area. Development costs were then calculated based on the GFA breakdowns as summarised in Tables 10, 11 and 12. Assumptions on development costs have been provided by Mitchell Brandtman and are detailed in Section 7 of this report.

Table 10 - Development Built Form Calculations

Area of SMTC			GFA	
Historic Living Precinct			**Total GFA (m²)**	
Zone	**Height (m)**	**Storeys**	**Non-Residential**	**Residential**
R2	8.5	2	0	22,717
R3	10	3	0	4,682
		Sub Total	**0**	**27,399**
Commercial Core				
MU1	51.5	15	34,309	58,885
MU1	61	18	33,473	56,082
		Sub Total	**67,782**	**114,967**
Town Centre Core				
R4	16.5	4	0	20,723
MU1	25.5	7	38,407	131,123
MU1	35.5	10	14,581	91,057
MU1	41.5	12	43,492	116,887
		Sub Total	**96,480**	**359,790**
Gateway Living				
R4	50.5	15	0	46,219
		Sub Total	**0**	**46,219**
Ridgetop Living				
R4	22.5	6	0	25,737
R4	29	8	0	102,328
R4	35	10	0	97,453
		Sub Total	**0**	**225,518**
Park Living				
R3	10	3	0	32,476
R4	22.5	6	0	60,252

		Sub Total	**0**	**92,728**
	South of Great Western Highway			
MU1	16.5	4	7,496	13,982
R3	8.5	2	0	11,095
R2	8.5 (in some parts of the zone only)	2	0	1,475
E3	12 (in some parts of the zone only)	Variable (1-2)	11,429	0
		Sub Total	**18,925**	**26,552**
	South of Great Western Highway			
E3	12	3	21,280	4,492
		Total	21,280	4,492

Source – Mitchell Brandtman

Table 11 - Summary of Built Form Across SMTC

Zone	Height	Storeys	Non-Residential GFA (m^2)	Residential GFA (m^2)
E3	12	3	21,280	4,492
E3	12	2	11,429	0
MU1	16.5	4	7,496	13,982
MU1	25.5	7	38,407	131,123
MU1	35.5	10	14,581	91,057
MU1	41.5	12	43,492	116,887
MU1	51.5	15	34,309	58,885
MU1	61	18	33,473	56,082
R2	8.5	2	0	22,717
R2	8.5	2	0	1,475
R3	8.5	2	0	11,095
R3	10	3	0	4,682
R3	10	3	0	32,476
R4	16.5	4	0	20,723
R4	22.5	6	0	25,737
R4	22.5	6	0	60,252
R4	29	8	0	102,328
R4	35	10	0	97,453
R4	50.5	15	0	46,219

Table 12 – Total Cost of Development Summary

Zone	Building Height (m)	Non-Res GFA/FSR (m^2)	Non-Res GFA/QS (m^2)	Cost / m^2 GFA/QS Build	Non-Res GFA/QS Carpark (m^2)	Cost / m^2 GFA/QS Carpark	Non-Res Cost	Res GFA/FSR (m^2)	Non-Res GFA/QS (m^2)	Cost / m^2 GFA	Non-Res GFA/QS Carpark (m^2)	Cost / m^2 GFA/QS Carpark	Res Cost	TOTAL Cost
E3	12	32,709	36,961	$2,950	25,865	$1,850	$156,885,200	4,492	5,390	$2,850	2,458	$1,850	$19,908,800	$176,794,000
MU1	16.5	7,496	8,470	$3,250	3,500	$1,850	$34,002,500	13,982	17,478	$2,850	7,971	$1,850	$64,558,650	$98,561,150
MU1	25.5	38,407	43,400	$3,750	17,885	$1,850	$195,837,250	131,123	163,904	$3,250	74,750	$2,000	$682,188,000	$878,025,250
MU1	35.5	14,581	16,477	$4,250	6,790	$1,850	$82,588,750	91,057	113,821	$3,500	51,909	$2,250	$515,168,750	$597,757,500
MU1	41.5	43,492	49,146	$4,250	20,230	$1,850	$246,296,000	116,887	146,109	$3,500	66,635	$2,250	$661,310,250	$907,606,250
MU1	51.5	34,309	38,769	$4,250	15,960	$1,850	$194,294,250	58,885	73,606	$3,500	33,569	$2,250	$333,151,250	$527,445,500
MU1	61	33,473	37,824	$4,500	15,575	$1,850	$199,021,750	56,082	70,103	$3,750	31,971	$2,250	$334,821,000	$533,842,750
R2	8.5	-	-	-	-	-	-	24,192	29,030	$2,650	12,096	$1,750	$98,097,500	$98,097,500
R3	8.5	-	-	-	-	-	-	11,095	13,314	$2,650	5,548	$1,750	$44,991,100	$44,991,100
R3	10	-	-	-	-	-	-	37,158	44,590	$2,500	18,241	$1,950	$147,044,950	$147,044,950
R4	16.5	-	-	-	-	-	-	20,723	25,904	$2,850	11,814	$1,950	$96,863,700	$96,863,700
R4	22.5	-	-	-	-	-	-	85,989	107,486	$2,900	49,020	$2,000	$409,749,400	$409,749,400
R4	29	-	-	-	-	-	-	102,328	127,910	$3,400	58,335	$2,250	$566,147,750	$566,147,750
R4	35	-	-	-	-	-	-	97,453	121,816	$3,500	55,555	$2,250	$551,354,750	$551,354,750
R4	50.5	-	-	-	-	-	-	46,219	57,774	$3,500	26,348	$2,250	$261,492,000	$261,492,000
														$5,895,773,550

Source – Mitchell Brandtman

7 Assumptions

- Streetscape tree planting costs are based on trees on both sides of the road at an average spacing of 20m
- Cost per street tree, including demolition, excavation, root barriers, subsoil drainage, mulch is $10,000 per tree
- Land Valuations have been provided by Independent Property Valuations Pty Ltd, December 2024
- Water management costs have been supplied by Civille and are based on detailed cost estimates of their hydraulic modelling and investigations
- Open space works rates are based on the following per square metre costs (in advance of any design works):
  - Cosmetic embellishment of an existing open space $200/m^2
  - Create new open spaces $500/m^2
  - Create new sophisticated open space / civic space / gateway $1,000/m^2
- Demolition allowances have been based on our review of the satellite imagery and expected existing structures to be removed to facilitate the works
- Contamination allowances have been based on the expected quantum of excavation/earthworks required and the contamination potential based on the Preliminary Site Investigation by Douglas Partners
- The cost of the community facilities has been taken from the needs analysis by Cred Consulting
- Design costs have been based on 12% of construction cost
- Project management costs for works have been based on 12.5% of construction cost
- A contingency of 30% (pre-design) has been applied to all transport and open space works costs
- A contingency of 20% (post modelling, pre-design) has been applied to water management works costs
- The total cost of development is based on the following assumptions:
  - GFAs are based on council FSR rates and do not include carparking, circulation, balconies, lifts, fire stairs, risers, etc.
  - 13% has been added to E3 and MU1 zones to calculate building GFA compared to FSR GFA
  - 20% has been added to R2, R3, E3 residential zones to calculate building GFA compared to FSR GFA
  - 25% has been added to R4 and MU1 residential zones to calculate building GFA compared to FSR GFA
  - E3 and MU1 assume cold shell fit-out costs
  - Carparking assumes below ground E3 is 1 car space per 50m^2
  - Carparking assumes below ground MU1 is 1 car space per 85m^2
  - Carparking assumes below ground for residential E3, MU1 & R4 is average size of apartment at 132m^2 including circulation, risers, lifts etc, 1.4 car spaces per apartment and average size of car space at 43m^2 including storage