

PLANNING PROPOSAL

TO AMEND THE PENRITH LOCAL ENVIRONMENTAL PLAN 2010



PROPERTY: **164 STATION STREET, PENRITH (LOT 12,
DP234851)**

APPLICANT: **TOMASY PTY LTD**

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November 2015

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1. EXECUTIVE SUMMARY

Introduction:

This Planning Proposal is submitted to Penrith City Council on behalf of SHMH Pty Ltd to initiate and justify the preparation of an amendment to the Penrith Local Environmental 2010 (PLEP2010). The purpose of the submission is to amend the Floor Space Ratio and Height of Building controls which currently apply to the subject site (164 Station Street, Penrith).

The objective of these changes is to enable the effective and efficient redevelopment of the site for mixed use residential purposes in accordance with the Masterplan prepared by PTW Architects (November 2015) submitted with this application in addition to urban design and architectural statements of intent. This aligns with previous Concept Plan Approval consent and Council Consent to DA08/0652 for the redevelopment of the site for high density mixed use residential purposes.

Masterplan

A Masterplan has been prepared by PTW Architects as submitted with this application. This Masterplan represents the final result of months of urban design, architectural, landscaping and planning review of the subject site to identify a suitable allocation of buildings, public and private open space and road networks. The Masterplan has maintained the primary road alignment under the approved Concept Plan. The design layout provides an indication of building heights, built forms and function along with parking, landscaping and site access. The Masterplan prepared by PTW Architects is attached to this application. The design also includes conceptual landscaping details. This Masterplan forms the basis for the changes to the PLEP2010 sought by this proposal.



Proposed Amendments to the Penrith Local Environmental Plan 2010

- Amend the FSR Maps from 2:1 to 2.5:1.
- Amend the Height of Building Map from 20 and 24 metres to delete height controls as they apply to the site (no height control).

Planning Assessment

The Planning Proposal has been assessed against relevant State and Local planning considerations and offers considerable community and Council benefits, consistent with relevant policies and previous consents as follows:

- The Planning Proposal is generally consistent with State and Local policy.
- The Planning Proposal will allow increased densities on the site, enabling the delivery of approximately 2000 residential apartments to cater for existing and future housing demand in Penrith.
- The Planning Proposal activates the redevelopment of the site as per the existing Concept Plan Approval and previous Council approvals
- The Planning Proposal will delivery public amenity through the provision of local roads and public open space.
- The proposal will directly and indirectly provide increased job opportunity for the Penrith LGA and wider region through both the construction and operational phase of the project.
- The proposal will deliver a variety of high density housing options as earmarked for the site.
- The proposal presents a significant opportunity to revitalise a currently underutilised site through public thoroughfares, open space, appropriate density and connectivity with the surrounding context.
- The proposal will result in high density residential development which demonstrates design excellence of the highest quality architectural outcomes at a level not previously seen in Penrith.

Conclusion

In short, this Planning Proposal is justified as follows:

- Builds on the existing Concept Plan Approval for the site and provides an improved design with due regard for urban design, planning, architecture, landscaping, and the provision of public domain and connectivity through to the site providing linkages to surrounding areas of public space.
- The current FSR and HOB controls applicable to the site are outdated in accordance with what can be achieved on the site through sound urban design and architectural design and principles. Council has previously approved development on the site capable of accommodating over 2000 residential apartments.
- The economic benefits associated with a development of scale (anticipated to have a capital investment value upwards of \$1.2 billion) through construction and localised retail represents a dramatic improvement from the existing site profile and employment opportunities.
- Housing proposed on the site will provide excellent residential amenity and increase the diversity and supply of housing available in the area and wider

Sydney region, including entry level opportunities for first home buyers, and down-sizing options for older residents who wish to reside in apartment style living.

- As per the existing Concept Plan Approval, the site has been deemed fit for redevelopment from a stormwater, contamination and geotechnical perspective.
- The site will comprise open space (64%, as follows). The development proposes 13,426sqm of public open space (roads and pavements: 17%), 12,260sqm of public open space (pocket parks: 16%) and 24,096sqm of private open space (including ground floor garden terraces: 31%).
- The site is strategically located to accommodate significant high density residential living given its located adjacent local services and facilities/services in the forms of shopping centres and public open space. The site also represents the southern gateway entrance to the Penrith CBD from the M7 Motorway.
- The delivery of approximately 2000 residential dwellings will equate for %15 of the 12,500 new homes envisaged in planned new housing estates in the Penrith LGA as identified by the Penrith City Strategy.

For these reasons, it is recommended that the changes outlined within this report be incorporated in the Council driven Planning Proposal and be endorsed by Council to enable gateway determination by NSW Planning and Environment (NSWPE).

2. INTRODUCTION

This report has been prepared in support of a Planning Proposal to amend the PLEP2010 in regards to floor space ratio and height of building controls. The Planning Proposal is made in accordance with Section 55 of the Environmental Planning and Assessment Act, 1979 and the NSW Planning and Infrastructure's *A Guide to Preparing Planning Proposals*, dated October, 2012. The report should be read in conjunction with the following supporting documentation, prepared by PTW Architects:

- *Revised Masterplan, Station Street, Penrith, October 2015*
- *Urban Design Strategy and Proposed Masterplan, Station Street Penrith, October, 2015*
- *Design Report: Architectural Statement with Options Explored: Station Street, Penrith, October 2015*
- *Design Report: Architectural Statement with Revised Masterplan: Station Street, Penrith, October 2015.*

This Planning Proposal requests amendments to the FSR and HOB controls applying to the site under the PLEP2010. A summary of the proposed amendments is provided below:

PLEP2010 Map Amendments:

<i>CONTROL</i>	<i>EXISTING PLEP2010 STANDARD</i>	<i>PROPOSED STANDARD</i>
Floor Space Ratio Map	2:1	2.5:1
Height of Building	24m and 20m	NA

The following sections of this Planning Proposal include:

- Description of the subject sites context;
- Overview of key elements of the Planning Proposal;
- Analysis of key strategic planning considerations;
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provision of the proposal;
- Justification for the proposal; and
- Description of the community consultation process expected to occur regarding the proposal.

The proposal has been prepared in conjunction with the Masterplan and supporting Architectural Statements prepared by PTW Architects.

3. SITE AND SURROUNDING AREA CONTEXT

3.1 Context

The site is located at the southern end of the Penrith CBD and runs from the corner of Station Street and Jamison Road to the edge of the Centro shopping centre which fronts Station Street and Woodriff Street (see the below aerial image of the site):

3.1.1 The Site

164 Station Street, Penrith is irregularly shaped with a site area of 78,550sqm (7.855 hectares). The site is legally described as Lot 12, DP 234581 and currently accommodates several industrial distribution buildings located in the northern portion of the site with associated at grade parking. These industrial uses are active and under current leasing arrangements. Some images of the subject site are provided on the following pages:

Aerial Overlay Facing West



The site currently comprises a number of large light industrial buildings used for warehouse distribution. These buildings are old in character and surrounded by several concrete hard stand areas. No manufacturing occurs on the site. While the balance of the southern part of the site is greenfield and undeveloped, the site is surrounded by a range of development types, consisting predominantly of medium-high density residential and pockets of public open space. Retail and recreation uses are also located in the immediate vicinity.

Site Images:

Corner of Station Street and Jamison Road Facing North-East:



Existing Site Access off Station Street



The Site: Facing West towards the Blue Mountains:



Existing Industrial tenancies on site (northern portion of the site):



Existing exotic vegetation on site (northern corner):



Northern Boundary with Centro Shopping Centre:



North: Directly adjoining the sites northern boundary is the Centre Shopping Centre which is a regional shopping centre (consisting of a large Coles and a number of specialised retail stores). Further north lays the Penrith CBD (which begins at the corner of Station Street and Union Road, approximately 550 metres from the sites northern edge). Penrith Railway Station is located approximately 950 metres north of the site.

Centro Shopping Centre: Adjoining the site to the North:



East: The site has a direct eastern interface to a deep heavily vegetation landscape buffer that adjoins Woodriff Street (a 2 lane street with on street parking on both sides). The eastern side of Woodriff Street generally comprises low density residential dwellings and uses between 1-3 storeys.

Eastern Interface to Woodriff Street:



South: The site has a direct southern interface with Jamison Road, a four lane wide local road with a landscaped median strip. Jamison Park is located south of the site, adjacent the intersection of Jamison Road and Woodriff Street. High density residential land uses are dominant on the southern side of Jamison Road, ranging from 3-5 storeys. It is however important to note that this area south of Jamison Road is earmarked for future uplift (18m height control).

Southern Interface: Jamison Road/Multi Unit Residential Densities



West: The site has a western interface to Station Street, a prominent local road which runs north through the Penrith CBD. Directly west of the site is the Centrebet Stadium, Penrith Park, Howell Oval and Penrith Showground. Further west lays Penrith Leagues Club and the Nepean River.

Western Interface to Pepper Stadium:



In addition, the site and surroundings may be characterised as a predominant mix of dense residential living and public open space. The proposed design has focused on these attributes through providing pocket parks at the sites south-eastern and north-western interfaces which adjoin areas of public open space. The site is additionally characterised by the following:

- The site is predominantly flat with the exception of a slight slope towards the centre corridor.
- The site has a frontage to three prominent local streets (Station Street, Jamison Road and Woodriff Street) which are all key connector roads to the Penrith CBD from the M4 motorway
- The site is densely vegetated including existing Conifer trees in its north western corner.

Penrith currently exists as a city of regional importance, containing a large shopping precinct, one of the busiest Westfields in Australia, sporting facilities in the form of Penrith Stadium, Penrith Lakes, Penrith Showgrounds; an employment hub surrounding the CBD, large pockets of low density residential land uses and recently large-scale greenfield redevelopment areas such as North Penrith. 164 Station Street is

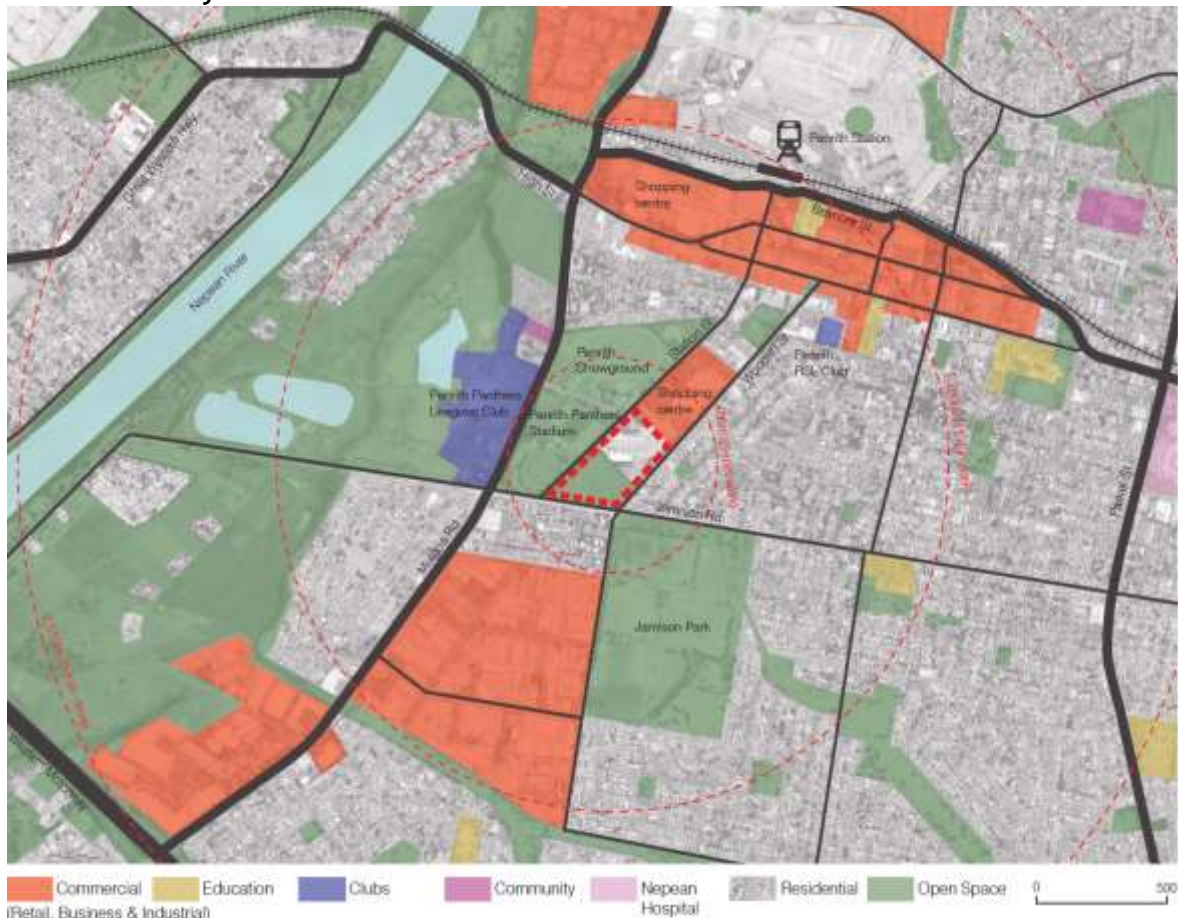
transitionally located between retail premises and to the north and varied residential forms to the south and east.

Aerial context images of the sites location in proximity to key landmarks and from a strategic perspective are provided below:

Strategic Context:



Land Use Analysis:



Transit Corridor:



As demonstrated above, the site benefits from existing transport connections in the form of local buses from both Station Street and Jamison Road along with close proximity to the Penrith Railway Station.

3.2 Flooding/Overland Flow

The site is identified as subject to overland flow as per the Penrith CBD detailed overland flood study (see images on the following pages). Discussions with Penrith Council have provided a number of spot RL levels for the site in regards to overland flow ranging from 28.2 to 28.5. The proposed masterplan has been formulated with regard to these spot RL levels and overland flow paths. Where possible, landscaping has been provided in overland flow locations and all buildings will be set above 1 in 100 year RL levels to avoid site flooding.

Penrith CBD Detailed Overland Flood Study:



1:100 Year Spot RLs.



Due consideration to those RL levels has been taken into consideration through the design submitted with this application. Further analysis will be undertaken at individual DA stages. No significant flooding impacts are envisaged.

4. PROJECT HISTORY

A detailed analysis of the sites history and existing consents applying to the site is provided below. The site was previous owned by Parkview and was purchased by SHMH Pty Ltd in December 2014.

Council Approved Masterplan

On 15 December, 2008, Penrith Council granted consent in accordance with Penrith Council's LEP on the subject land. The Masterplan approval was the first development application that was submitted by Parkview Penrith to Council. DA08/0652 approved by Council proposed the following

- Staged mixed use development and 6 lot torrens title subdivision
- 157,100sqm of GFA consisting of residential, commercial and retail development: FSR of 2:1
- A height range of 2-16 storeys
- 106,700sqm of residential GFA (approximately 1,141sqm)
- 3,000sqm of specialist retail/neighbourhood shops
- up to 20,000 sqm of commercial
- up to 20,000 sqm of serviced apartments/entertainment facilities

Council Approved Masterplan: Storey Height



It is worth noting that Council approved 157,100sqm of GFA on the site which accounts for approximately 1750 residential apartments. This is not dissimilar to what is proposed under the Masterplan submitted with this application, demonstrating the Masterplans consistency with built form previous approved by Penrith Council.

Part 3A Concept Plan Approval: Application 09-0192:

Part 3A (Now repealed) of the Environmental Planning and Assessment Act allowed projects applications to bypass Council and be assessed at a state government level (determined as major projects). The subject site was one of these application which received part 3A Concept Plan Approval, dated 3 April, 2014.

The application was approved after a 5 year process of negotiations with Council and the State Government, including the provision of a Masters Bulky Goods Store on the site which was refused due to the sites strategic and prime location to accommodate high density residential uses. As such, Concept Plan was only granted for half of the subject site (see below). Stage 6 was identified as fit to house high density residential accommodation however no specific design was formulated.

Under delegation of the Minister for Planning and Infrastructure, executed on 14 September, 2011, the Planning Assessment Commission of NSW approved the following:

A1 Development Description:

Concept Plan approval is granted for the project generally as described below:

- a) use of the site for a mixed use development in five stages with*
 - *Stage 1 to 5 residential/retail development including:*
 - *Indicative building footprint and envelopes for buildings containing approximately 570 residential apartments (approximately 60,000sqm), retail floor space (995sqm) and tavern (1,800sqm)*
 - *A road layout and pedestrian network to support the development*
 - *Basement and ground level parking.*
 - *Public plaza and communal open space areas; and*
 - *landscaping throughout the site.*
- b) Stage 6 subdivision and demolition works only with the future development of the site to be subject to a separate application for approval under relevant legislative requirements.*

The approval did not permit construction of any development which would be subject to future development applications to be submitted to either Penrith Council or via a Section75W Modification Application to the Department of Planning and Environment.

Penrith Council Correspondence:

Prior to the sale of the site by Parkview, Parkview held discussions with Penrith Council regarding the development capacity of the site in particular amending designs which increased the residential capacity of the site to 1624 apartments (see below overview). The site was sold before an application for the below was lodged:

Parkview Masterplan:

2014 Masterplan for 164 Station Street PENRITH - The Masterplan has been Acknowledged by Council			
Site Area:	78,550 m ²		
Floor Space Ratio (FSR):	2:1		
Total Gross Floor Area (GFA):	157,100 m ²		
Residential GFA:	152,400 m ²		
Retail GFA:	3,000 m ²		
Restaurants / Cafes GFA:	1,000 m ²		
Childcare Centre GFA:	700 m ²		
Commercial GFA:	0 m ²		
Other Uses GFA: (Hotel, Serviced Apartments, Function Centre, Entertainment, Medical)	0 m ²		
TOTAL Number of Apartments:	1,624		
Total - 1 Bedroom Apartments (average size 55m ²)	130 8%		
Total - 2 Bedroom Apartments (average size 75m ²)	1,462 90%		
Total - 3 Bedroom Apartments (average size 110m ²)	32 2%		
Number of Carparking Spaces	2,376		

In a letter dated 12 August, 2014, Council provided the following feedback, relevant to this proposed Masterplan:

Increase the number of apartments from 1140 to a proposed 1624

There is no objection in principle to this though the ultimate yield can only be determined when more details are available. The land is zoned High Density Residential and the proposal is consistent with the objectives of that zone.

Reduce the building setback along Station Street to 2-3 metres

This variation from the DCP will be considered on merit with regard to the quality of urban design outcome. I am advised that Architect Turner Studios is aware of the variation and is confident that a suitable design response is possible.

The LEP Limits the height of buildings to 20m (6 and a half storeys) and 24 metres (8 storeys). The Parkview proposal is similar to the approved Masterplan of 14 and 16 Storeys

The proposed variation from the LEP height control will require that a development demonstrate design excellence. Council supports the site being exempted from any requirement for a Design Competition. We would seek approval for this approach from the Director General of the Department of Planning and Environment. It would be replaced by a Design Review Panel process conducted by Council.

I anticipate that with a good design outcome, Council would support a scale of development similar to that which it has previously approved.

The DCP has a maximum floorplate and maximum depth requirements

Variations from these requirements can be considered provided the design complies with SEPP 65 and provides a good design outcome.

It is proposed to reduce the commercial floor space to around 4700sqm

No objection is raised to this. This will not require rezoning as the floor area allowed under Schedule 1 of the LEP is maximum not a minimum.

Future Amendments to the Concept Plan

It is the proponent's objectives to lodge a Section 75W to amend the existing Concept Plan Approval. It is proposed to alter the design excellence controls which apply to the site as per discussions and support from Penrith Council to more guide the orderly redevelopment of the site whilst maintaining excellent design.

As supported by Council, it is proposed to set up a Design Review Panel for the site (comprising three architects recommended from Council, the applicant and Government Architect) to review all DA's for the site. Through setting up such an Independent Design Panel, the intent/relevance of undertaken a design competition is therefore redundant and should be removed. The application will seek a new condition exempting the site from the provisions of a Design Excellence Competition accordingly. This will allow exemption from the below PLEP2010 clauses which currently significantly limit the orderly development of the site.

Clause 8.4 (3) of the PLEP2010 states the following:

3) Development consent must not be granted for any of the following development on land to which this Part applies unless an architectural design competition has been held in relation to the site.

- a) development in respect of a building that is, or will be greater than 24 metres or 6 storeys (or both) in height*
- b) development that has a capital value of more than \$1,000,000 on a key site identified on the Key Sites Map.*

As the provision currently stands, this triggers the need for an architectural design competition for every building on the site (upwards of 30 competitions). This represents an unreasonable and unnecessary standard and would significantly limit the orderly economic development of the site.

5. SITE MASTERPLAN

Since the acquisition of the site, SHMH Pty Ltd and their project team have undertaken a thorough review of the existing Masterplan/Concept Plan Approval for the site, examining new design initiatives which maximise the urban design outcomes and architectural potential available on a site of this scale. SHMH approach Three Architectural practices with a request to prepare a Masterplan for the site (PTW, Turner Studios and Hassell).

Following a review of each firm's capabilities to deliver a Masterplan for a residential project of this scale, PTW was selected as a chosen architect/urban design/landscape architects and engaged to prepare a new masterplan. Key focal points of the Masterplan were urban design initiatives, public and private open space, connectivity through the site, due regards to the existing approval, particularly the central road/access network off Station Street and FSR tests to determine the sites density capabilities in conjunction with sounds urban design.

The FSR achieved by the submitted Masterplan was 2.26:1. An excerpt of the distribution of built form identified by the final Masterplan can be seen below. The proposed FSR standard of 2.5:1 has been sought to accommodate potential future growth within Penrith over the envisaged 5-10 year construction period. The proposed FSR would be achieved through increased heights and the alternative uses such as senior's livings, affordable housing, serviced apartments or hotel operations (subject to market demand).

Site Overview:



The Masterplan was presented to Council's Economic Opportunities Working Party on 16 November, 2015 to a panel of senior Council Planning Staff, Councillors and the Major. Council was generally receptive to the proposal including the proposed bulk and scale, provision of landscaping and indicative building design/features including sustainable elements.

The Masterplan is also scheduled to go a Council meeting dated 16 December 2015 to seek a resolution on its content. Information on the outcomes of this meeting will be provided by Penrith Council at a later date.

Key Building Numerics:

Site Area	7.855 Hectares, 78,550sqm
Yield	1923 Apartments.
GFA	177,309 sqm Residential: 176,545sqm Retail: 764sqm
FSR	2.26:1
Public Open Space (Roads + Pavement)	13, 426 sqm
Public Open Space	12,260sqm landscaped public open space
Private Open Space (including GF Garden Terraces)	24,096sqm
Buildings	34 (ranging from 4 to 12 storeys).
Staging	6 stages commencing from the corner of Station Street and Jamison Road.

The target FSR of 2.5:1 sought by this application is proposed to provide a buffer to accommodate future growth on the site across the envisaged 5-10 year construction period. It would involve height increases in buildings to accommodate varied uses, potential senior's livings, affordable housing, serviced apartments or hotel operations.

Urban Vision:

PTW envisages the following on the site in terms of an urban vision:

The Urban vision for the redevelopment of the former Panasonic Industrial site is to create new residential neighbourhood at the southern edge of Penrith City Centre. In this redevelopment, including the revision to a previous masterplan, the vision respects and acknowledges the significance of the area including the city's urban vibrancy adjacent to the Blue Mountains. The built form massing provides newly accessible mid-block links and open space areas; which achieves a fine grain urbanity suitable for Penrith's city centre. A combination of apartment types will enjoy high levels of amenity through solar access, cross ventilation and views of the Blue Mountains and new open space areas, whilst also creating a vibrant and socially diverse community in the heart of Penrith.

Our vision is defined by the following key points:

- *benchmark in urban residential neighbourhood*
- *a place of community landscape spaces*
- *permeable and accessible*
- *neighbourhood pride*
- *inviting and secure*

- *neighbourhood retail uses off Station Street*
- *varied apartment types*
- *environmentally responsible (cooling the city)*

Key Masterplan Features:

- Provision for 1923 apartments
- Street edge aligned buildings
- A range in building heights from 4 -12 storeys
- mixed use retail at the Boulevard entry off Station Street
- pedestrian linkages and open space areas (see landscaping section of this report)
- retention of mature exotic trees off Station Street to be retained within the new plaza park
- Taller buildings along Jamison Street that minimise overshadowing on adjoining development
- A formal street edge treatment along Station Street
- A more varied and stepped building interface along Woodriff Road
- Basement parking with entries within the development
- Articulation of building entries and community open space areas
- Modulation in building height with a development potential of 2.5:1
- Provision of two large public parks to be dedicated to Council.
- Provision of public roads to be dedicated to Council.

Street Elevations:



Project Perspectives:

Central Boulevard entry off Station Street:



10 storey form: Corner of Station Street and Jamison Road:



Floor Plans/Height and Staging

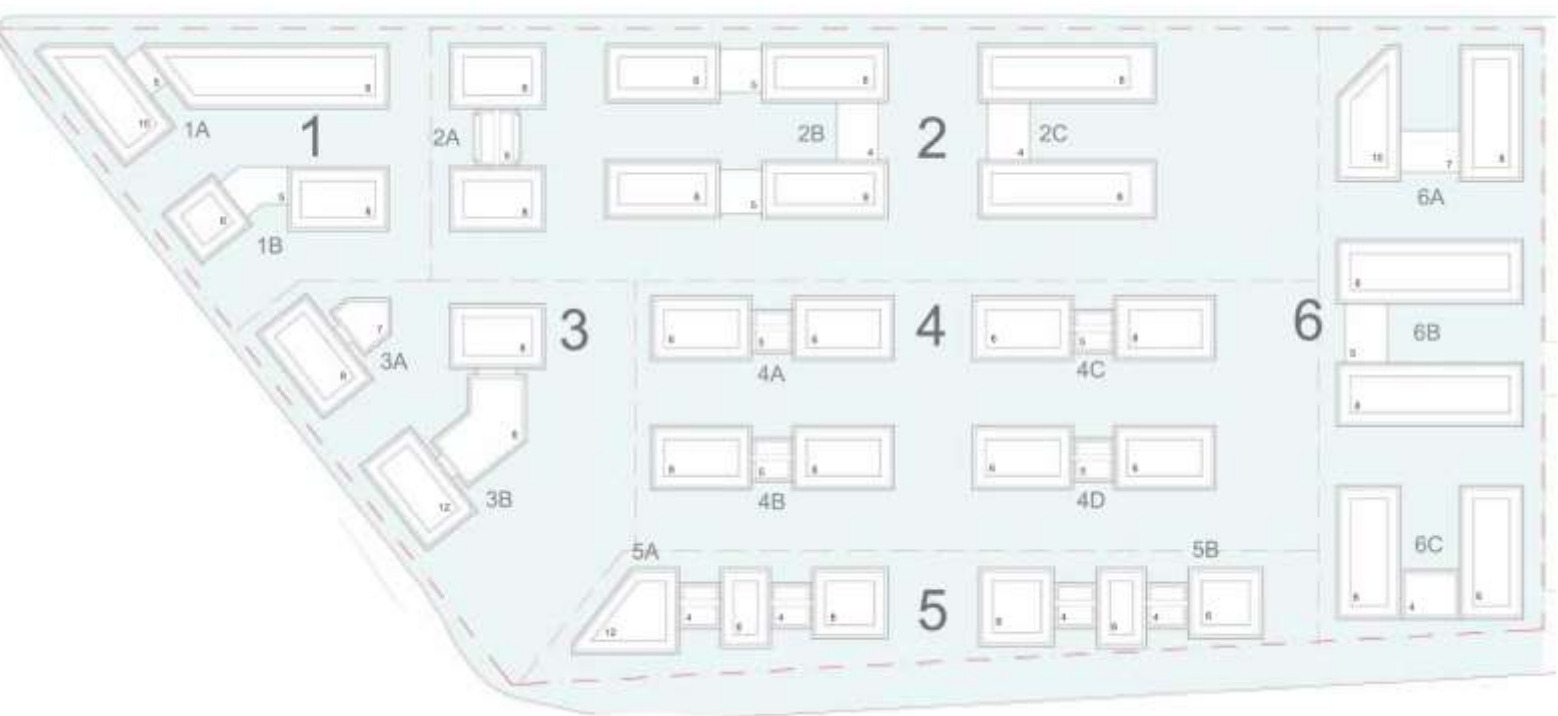
Ground Floor Plan



Roof Plan



Building Staging and Storey Heights:



The staging, roof and storey height plans seen above are excerpts from the Architectural documentation submitted with this application, demonstrating the capability of the site to accommodate an FSR of 2.5:1 and how building mass would occur to achieve such a scale.

Architectural Statement

The following Architectural Statement has been provided by PTW assesses the proposal against the 10 design principles of SEPP 65.

Statement of Design Intent

PTW have developed a masterplan proposal that considers regional and local context, sustainability, relationships to the adjoining open spaces and built form which enhances new community uses. The masterplan which defined built form envelopes has been developed in regard to SEPP 65 and the ADG requirements.

The masterplan is underpinned by the following nine principles.

Principle 1: Context and Neighbourhood Character

The site is an 7.8Ha former industrial precinct in single ownership, edged by recreational open spaces and residential uses of varying scales. It is a 15minute walk from a Penrith railway station and town centre which is on the Western Railway Line.

The revised masterplan responds to its context by increasing its permeability through the formerly gated and private property site. The built form responds to the site's edges and interface with surrounding residential areas, whilst massing of the built form increases towards the north-eastern and south-western edges to best utilise the site. Significant exotic trees to the Station Street edge is maintained and embellished within new open space areas. The site contributes to its surrounds by providing additional open space, community and local retail opportunities to benefit future residents.

Principle 2: Built Form and Scale

The site is located within an evolving urban area to the southern edge of Penrith City. The proposed urban form is consistent with state and local government policies on the location of denser, urban infill development close to transport and employment areas.

The revised masterplan proposal has responded better to the scale of the surrounding area by locating building mass to the south western edge of the site along Jamison Road, and away from lower scale existing residential areas to the east. The revised masterplan concept has generally aligned buildings in a north-south arrangement that allows greater solar access, site permeability and open space. It reflects the linear built form of the existing street grid and allows better accessibility for surrounding residents travelling into and through the site.

The revised masterplan concept provides strong built edge with buildings defining a local street network and multiple open space linkages across the site. Further, the north-south building alignment allows views through the site to these key open space areas creating further amenity for all residents and site users.

Principle 3: Density

The revised masterplan concept provides a higher level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context. The current concept allows for around 1900 units which is considered appropriate and consistent with the area's projected population mindful of its city location. Importantly, the proposal is supportable in terms of environmental impacts. The provision of a greater level of open space further support the densification of this 7.8ha former industrial site.

Principle 4: Sustainability

Existing vegetation is maintained and augmented, as well as increased deep soil zones for groundwater permeability. The provision of open space provides opportunities for storm-water management. The revised scheme provides better opportunity for natural cross ventilation of buildings and significantly increases sunlight access to units through the provision of north-south building forms.

The development will seek to recycle and reuse materials and waste throughout the construction process and use sustainable materials where possible. In addition, the principles of transit orientated development (TOD) also apply, as reflected in State Government planning policy of the '30 minute city' whereby increased housing densities are provided in closer accessibility to employment, recreation, health and education facilities.

Principle 5: Landscape

The design recognises the interaction of the landscape and buildings through providing external facing aspects to all units within the development to increase amenity for all users. The north-south open space linkages will provide landscaped ribbons through the development, providing amenity to dwelling occupants and the community through pedestrian and cycle links. The building alignment will also allow greater passive surveillance and therefore encourage greater use of these spaces.

The revised concept proposes areas of open space with deep soil areas and therefore opportunities for landscaping and significant tree planting. The proposal retains significant existing exotic tree plantings on the site, particularly trees located off Station Street.

Principle 6: Amenity

The revised masterplan proposal provides a greater level of amenity for both building occupants and ground level users.

A better connected and sequence of open spaces provide a focus community uses including local retail uses and passive recreation uses. This open spaces will be complemented by a string green links.

A stronger street legibility that is activated by built form encourages greater use. In turn, the local streets will provide a place of pride and delight for the local community to cherish. The outlook afforded by proposed occupants will be added to through the stepping down of built form towards the east and along Woodriff Street. It is intended that the building separation will allow better solar access and cross ventilation opportunity.

Principle 7: Safety

The proposed masterplan concept provides a legible local loop road layout that is activated by the built form to allow for greater passive surveillance while accommodating pedestrian and cycle routes.

The east-west public domain links, and considered as desire lines through the site are overlooked by the north-south aligned buildings, with the network of public open spaces being connected and well surveyed to encourage use and maintain safety. The proposal is consistent with Crime Prevention Through Environmental Design (CPTED) and optimises the safety of the public domain.

Principle 8: Housing Diversity and Social Interaction

The opening up of the site to the broader and surrounding community and activity provided within the site through the retail, commercial, public open space and community uses will encourage use and activation as well as social interaction.

The public open space and features such as playgrounds, community gardens, marketplace plaza and passive recreation areas will be an incredible public benefit to the local community and promote seamless social integration between new residents and the existing community.

Items such as housing diversity will meet DCP and SEPP 65 requirements to provide a development that provides opportunity for a mix of household types, sizes, mix and affordability ranges.

Principle 9: Aesthetics

The revised masterplan is derived from site analysis which specifically defines a new urban pattern, built form orientation, public domain pedestrian desire lines, and building interface. A key driver has been the articulation of a new higher density residential neighbourhood within Penrith's city centre.

The concept provides the opportunity for a range of architectural expressions as well as the palette of materials of the surrounding area.

A key component of the concept has been the arrangement of buildings across this 7.855ha site which enables the opportunity to place building mass along the southern edges of the site, whilst scaling the heights down to interface with adjoining residences along Woodriff Street.

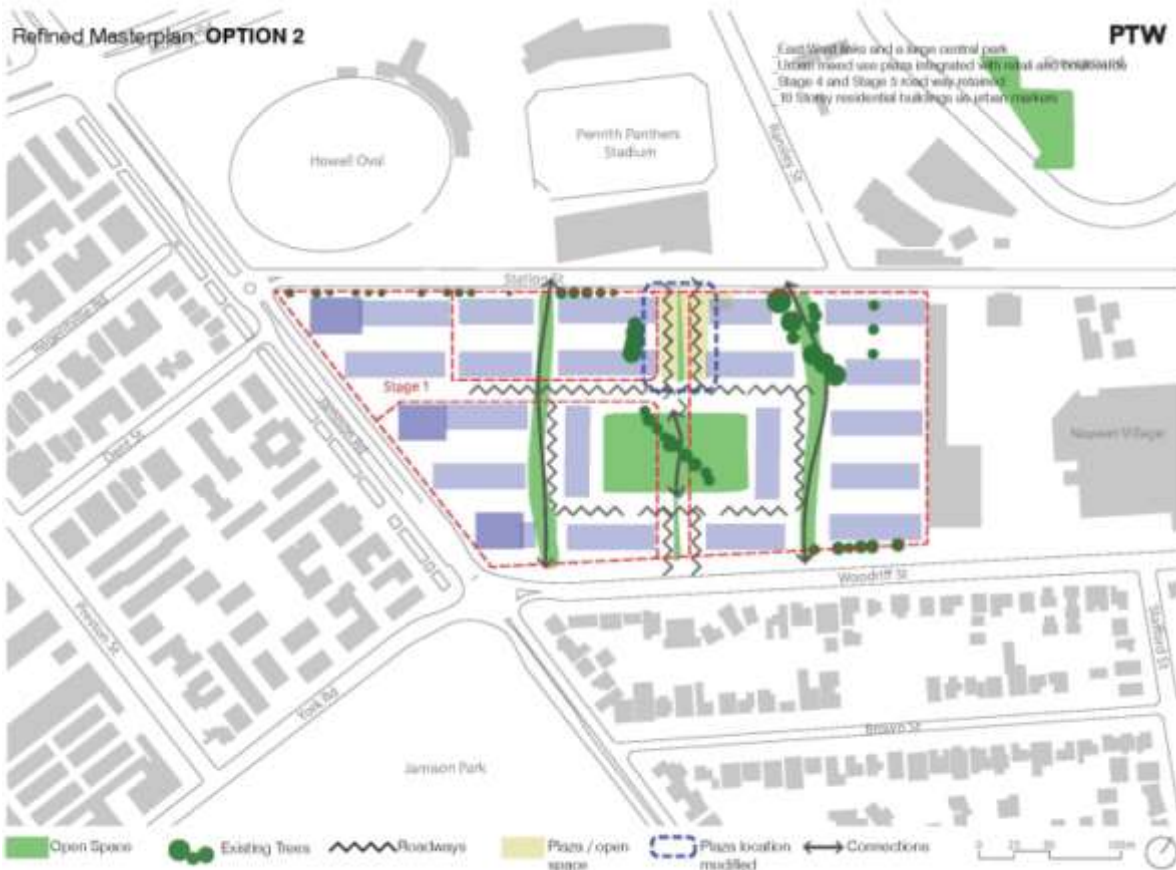
Urban Design Intent

Four design options were considered in the development of an urban response to the site after a site inspection had been undertaken with option 4 being selected as the preferred design with due respect to the provision of public landscaping, an efficient road network and appropriate bulk form (see below option images). The following urban design principles were respected in each option:

- Vehicle access is provided off Station Street and Woodriff Street
- Vehicle circulation designed for local neighbourhood traffic only
- The public domain of pedestrian friendly streets, pedestrian pathway links and open spaces defines the development pattern, with the aim to provide multiple east-west links across the site
- Locate new public open space to enable the surrounding land adjoining open spaces to extend into the development site
- Locate neighbourhood new retail uses off Station Street
- Retain of Stage 1 development zone as identified under a previous masterplan
- Orientate the built form of higher residential densities to ensuring winter sun access while maximising cross conventional opportunity. This will create a development pattern of parallel blocks



Option 1



Option 2



Option 3



Option 4

Landscaping:

The proposed Landscape Intent for the site involves the provision of large pockets of open space, a well-connected and green development site with the provision of open space thoroughfares running east west and north-south through the site. Detail of key landscaping features within the two public pocket parks is provided in the below: PTW Landscape Architects have described the landscape intent of the site as follows:

The entire development has the intent of creating a residential neighbourhood with a focus on landscape connections and a memorable and diverse experience of open space.

As part of a landscape network that is open to all, a rich landscape system offers amenity and interest for residents and passing community members. This landscape system is defined by a choreography of landscape characters that create the sense of journeys through the development. Character zones include a retail node, plaza, linear park, boulevards, streetscapes and perimeter buffers.

In the semi-private communal areas of the development, amenity is provided in the inner courtyards, and on the roof level, creating green rooms and providing recreational and entertainment facilities for the residents.

Additional amenity is provided via proposed roof level green roofs which will provide private entertainment areas and facilities for residents with views of the surrounding context. These are proposed as bridge style features between all buildings on the site (see below Masterplan excerpt).

Green Roofs:



Public Open Space Locations and Features

There are three key areas of public open space proposed under the Masterplan submitted with this application. Key features and the location of each area is detailed below and on the following pages.

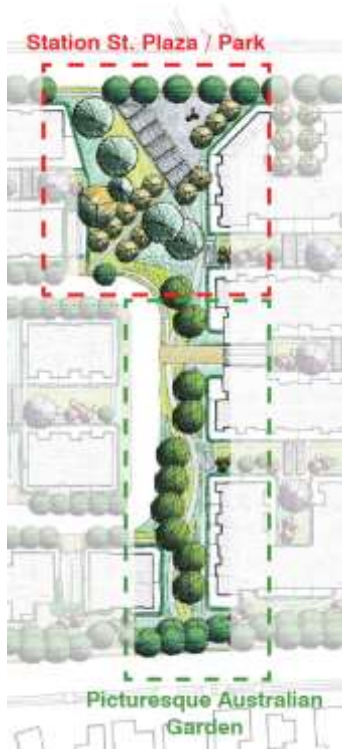
<u>Pocket Park/Public Open Space</u>	<u>Key Features</u>
North- Western Park	A civic plaza with picturesque linear park: • Plaza with feature pavement • Sculptures • Architectural shade structures • Existing feature deciduous trees • cold climate planting • driveway threshold pavement • picturesque Australian native garden • shared pedestrian and cycleway
South-eastern Park	Picturesque linear park and a recreation park: • Shared cycleway • picturesque Australian native garden • driveway threshold paving • cold climate planting • feature deciduous trees • multipurpose recreational lawn • sculptures • transition zone with feature pavement • public BBQ facilities • Architectural shade structures • Public children's playground
Central Finger (Boulevard off Station Street)	Civic entries and a central pedestrian boulevard: • Threshold pavement • civic detailed pavement • feature median planting • boulevard trees and sidewalk planters • alfresco dining pockets • feature sidewalk pots • formal Australian garden • flowering trees • central node with water feature • urban boulevard

Site Landscaping:

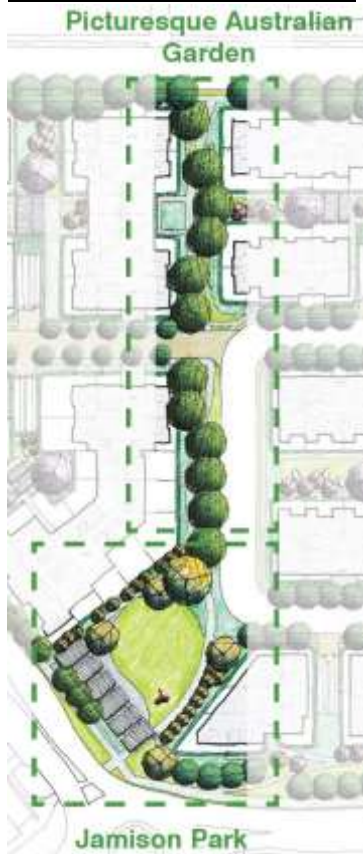


Public Pocket Parks:

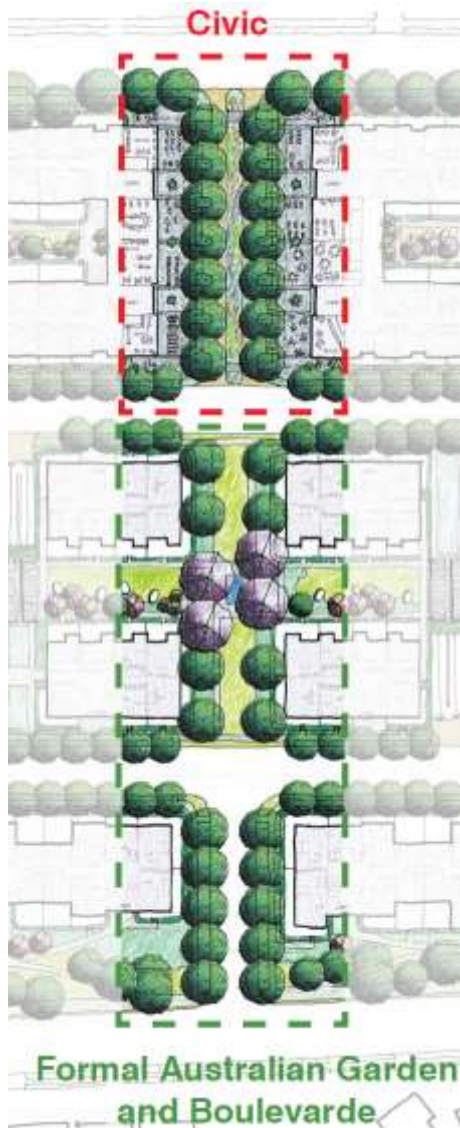
North-Western Pocket Park:



South-Eastern Pocket Park



Entry Boulevard:

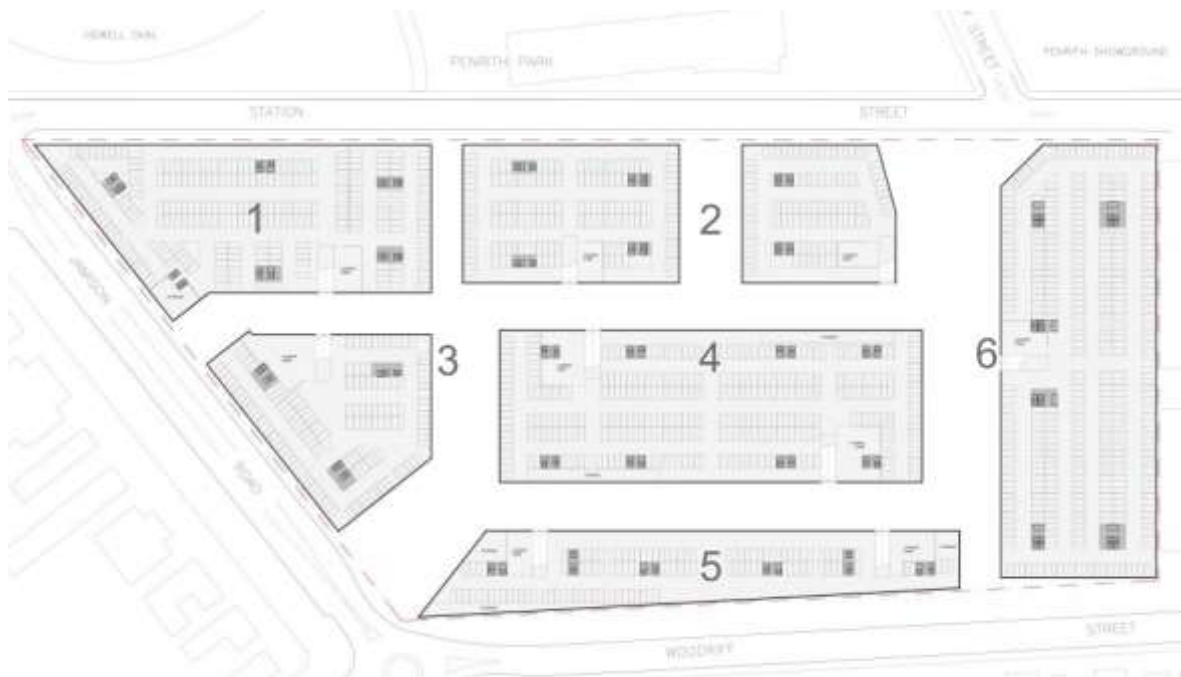


Basement Parking Arrangement:

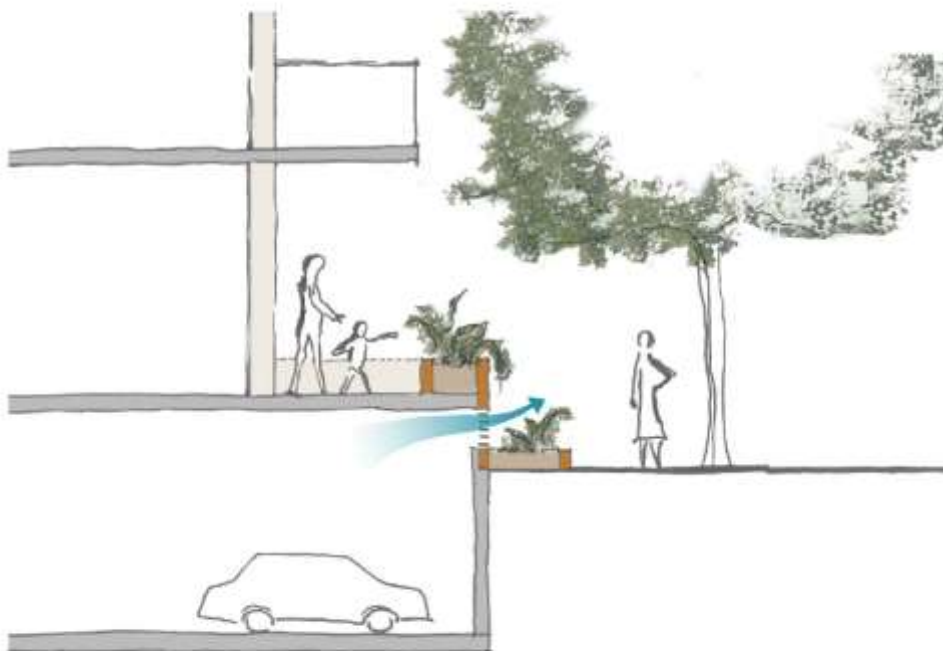
An indicative layout of basement parking layouts across the site is provided on the following page. It is proposed to provide a basement level which extends 0.9 metres above natural ground level to allow basement ventilation without representing a storey in accordance with the PLEP2010 definitions. This approach has significant environmental benefits for cross flow ventilation in and out of the basement car parks.

The indicative proposed basement layout for the site is provided below along with the basement and public domain interface (screened through landscaping). Detail on basement layouts and number of levels will be provided within individual DA's to Penrith Council.

Proposed basement arrangement/staging



Basement/Public Domain Interface

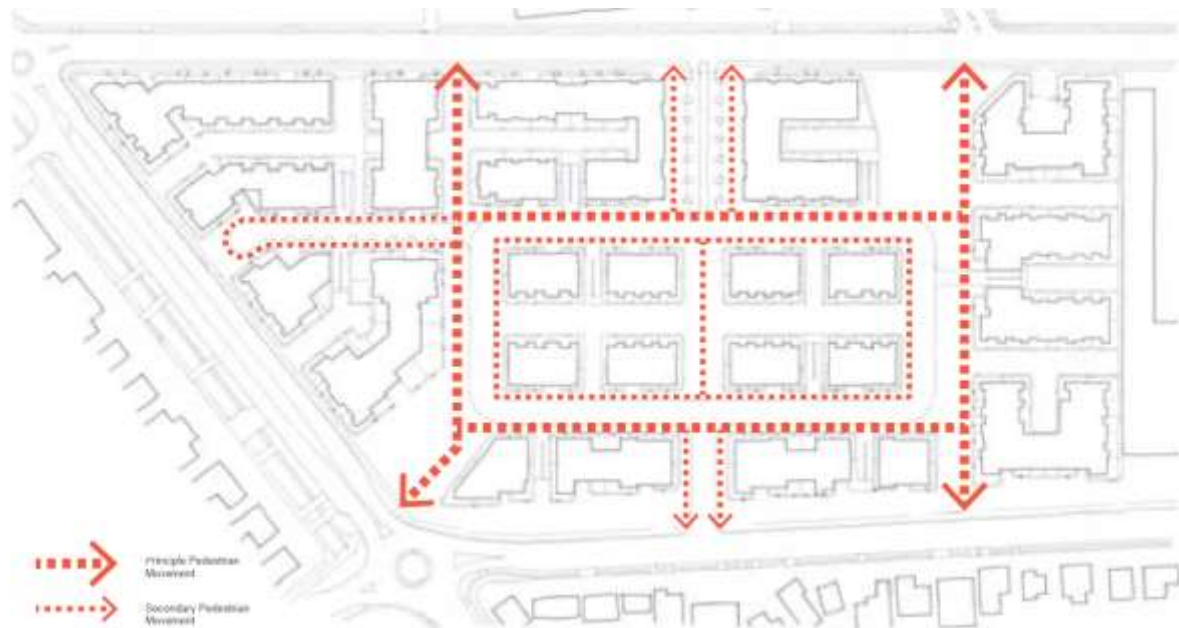


Vehicle and Pedestrian Access

Pedestrian Access:

The Masterplan has been formulated to provide a highly pedestrianised residential development which encourages active walking and the mixture/movement of local residents through the site. Principle pedestrian access is centralised around the main road corridors which loop around the sites central core. Secondary pedestrian movements are provided through all other roads on site including secondary entry points (see below Masterplan excerpt).

Pedestrian Access:



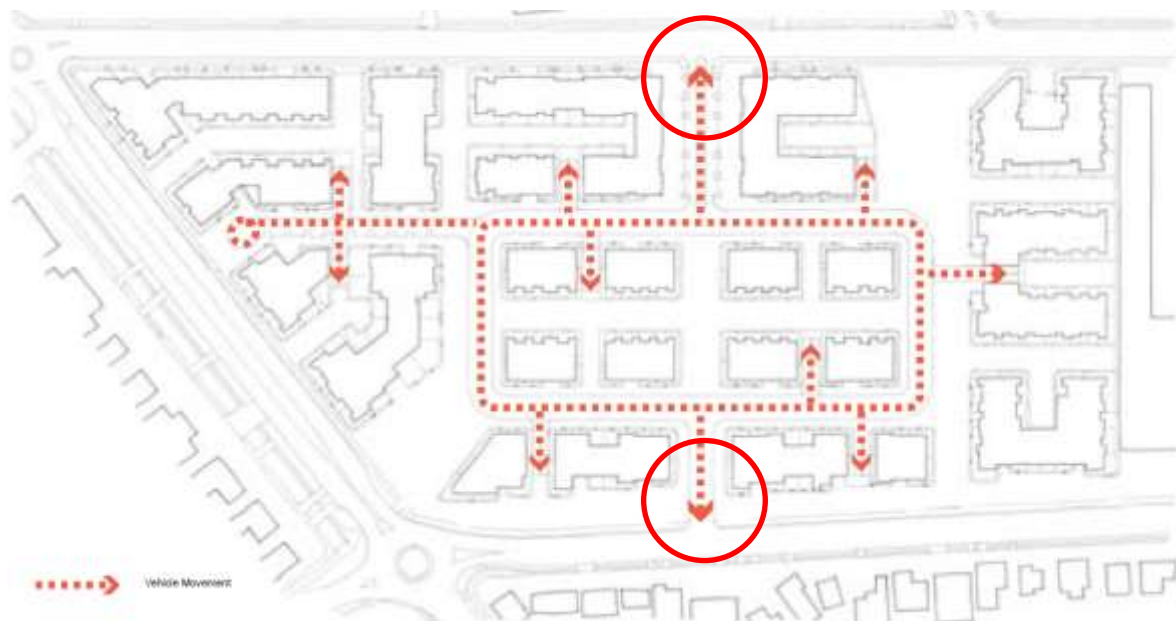
Retail Activation

Shop top housing development is proposed adjacent the sites primary entry point off Station Street. The ground level retail uses are likely to consist of cafes, restaurant and other localised services such as newsagencies and pharmacies. 764 sqm of retail ground level is proposed. Refer to the indicative ground level retail activation along the sites primary access point below.



Vehicular Access

Vehicular access is proposed similarly to the approved Concept Plan (centralised access off Station Street). A public loop roads has been proposed centrally to appropriate distribute vehicular uses which specific entry and exit points to both individual buildings and the site (onto Woodriff Street). The key vehicular access/movements through the site can be seen in a Masterplanning excerpt below:



6. STRATEGIC PLANNING CONTEXT.

The following strategic planning policies are applicable to the subject site and its context.

6.1 : A Plan for Growing Sydney: December 2014:

A Plan for Growing Sydney (The Plan) is the existing plan Sydney's future growth. The Plan indicates that Sydney's economic output will almost double to \$565 billion a year, creating 689,000 new jobs. Additionally population growth of 1.6 million people is anticipated, 900,000 of which is expected to occur in Western Sydney. Subregional planning will be set in place to facilitate and deliver 664,000 new dwellings by 2031 across Sydney. The Plan identifies Penrith as a Regional City Centre. The Plan identifies a series of actions to meet and cater for this envisaged growth as follows:

- *Accelerating urban renewal across Sydney at train stations, providing homes closer to jobs;*
- *Growing a more internationally competitive Sydney CBD;*
- *Growing Greater Parramatta as Sydney's second CBD*
- *Transforming the productivity of Western Sydney through growth and investment*
- *Enhancing capacity at Sydney's Gateways- Port Botany, Sydney Airport and Badgerys Creek*
- *Delivering the infrastructure that is needed*
- *Promoting Sydney's arts and culture tourism and entertainment industries;*
- *Protecting our natural environment; and*
- *Managing long-term growth.*

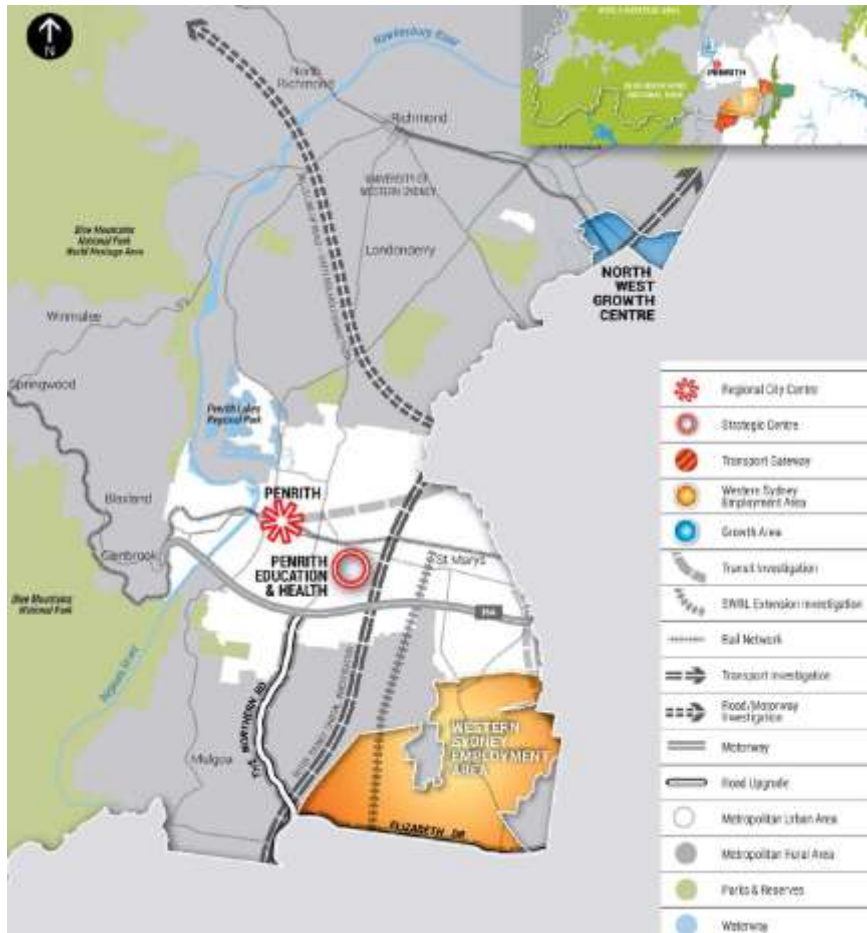
The proposal specific aligns with those long terms particularly through growth and investment into Western Sydney in a prime strategic location close to Penrith train station.

Specifically The Plan for Growing Sydney identifies the Penrith LGA within the West Subregion. An analysis of this and the sites proximity to the new western Sydney airport at Badgerys Creek is provided below.

6.1.1 West Subregion

Blue Mountains, Penrith and Hawkesbury Council form the West Subregion identified under the Plan for Growing Sydney (see below). The construction of the Badgerys Creek Airport and its flow on investment, infrastructure and jobs is identified as a key catalyst for the subregion. Penrith is also identified as a focus area for housing and jobs growth given its regional importance as a centre.

West Subregion:



Specifically relevant to the subject site and Penrith's strategic location, the Plan provides the following goals:

Accelerate housing supply, choice and affordability and build great places to live:

- *Work with councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations- particularly around established and new centres and along key public transport corridors including the Western Line and the Blue Mountains Line.*

Growth Centre Priorities: Penrith:

Work with Council to

- *Retain a commercial core in Penrith as required for long-term employment growth.*
- *Provide capacity for additional mixed use development in Penrith including offices, retail, services and housing.*
- *Improve walking and cycling connections between Penrith and the Nepean River; and*
- *Use best available information about flood risk in the Hawksbury- Nepean Valley when planning for future growth in Penrith.*

The proposal directly responds to the above goals and has involved thorough discussions with Council regarding Master planning the site, its development capability and understandings on Council's intended vision for the site and the city. The proposal will activate a large underutilised site to provide approximately 2000 apartments in Penrith and significant employment benefits from construction and the ongoing operation of the site. Council has identified the site as a suitable location for housing intensification and as such the uplift proposed by this application is appropriate, aligning with Council's strategic vision.

The Plan also provides four key directions regarding the delivery of housing across NSW as follows:

- *Direction 2.1: Accelerate Housing Supply across Sydney*
- *Direction 2.2: Accelerate urban renewal across Sydney, providing homes closer to jobs*
- *Direction 2.3: Improve housing choice to suit different needs and lifestyles*
- *Direction 2.4: Deliver timely and well planned greenfield precincts and housing.*

Details as to how the proposed Masterplan and subsequent Planning Proposal meet these key directions for housing delivery is detailed below:

2.1 Improve Housing Supply across Sydney.

In accordance with the Plan, the most suitable areas for significant urban renewal are those areas best connected to employment and transport services capable of moving large numbers of people.

The proposed site is strategically located within walking distance of Penrith Station and the array of job opportunities available within the Penrith CBD including the economic/employment corridors off Mulgoa Road and North Penrith. The proposed provision of approximately 2000 apartments across the site over a number of years will significantly contribute to improving housing supply across Sydney on a site earmarked for high density residential uses. The proposal will provide a variety of housing supply to the Penrith area including entry level apartments in an accessible location, along with larger more spacious apartments, with sound amenity and access to a number of localised services, open space (both public and private) in an excellent accessible location.

2.2: Ensure more homes closer to jobs

Direction 2.2 highlights the need for housing delivery to be supported by job opportunity, localised centres and social infrastructure (open space). A specific action under the direction is to encourage infill housing production around local centres, transport corridors and public transport access points.

The proposed site is strategically located at the southern gateway to the Penrith CBD with excellent access to buses (from Woodriff and Station Street) and train services from the Penrith train station, located approximately 950 metres north of the site. The redevelopment of the site itself will create a well-planned high density suburb with localised retail shops to service the surrounding residents. In addition, approximately 33% of the site is proposed to be dedicated as public open space, encouraging social infrastructure for the future. Additional services are provided via the adjoining shopping centre (Centro).

2.3: Improve Housing Choice

It is proposed to provide a variety of apartment types and sizes throughout the delivery of the project over the next 5-10 years. Such diversity in housing delivery will provide market diversity and increase variety for local residents of Penrith. This will cater for a variety of residents, many of whom may be downsizing from existing dwellings to larger 2 or 3 bedroom apartments in strategic locations close to the CBD and its associated services. The uplift sought on the site will also provide opportunities for the delivery seniors living, which is currently in high demand within the City of Penrith. Opportunities for the delivery of affordable housing, serviced apartments and hotels have also been investigated.

2.4: Deliver well planned Greenfield precincts

Although not identified in a priority growth area (the North West and South West Growth Centres), the site itself represents a greenfield development with the exclusion of several light industrial sheds in its northern portion.

The delivery of housing on the site has been in motion for over 5 years as driven by the previous land owner Penrith Parkview. It is now proposed to activate the redevelopment of the entire site under six stages as detailed within this report and subsequent Masterplan. The Masterplanning of the site has been meticulously reviewed with regard to sound urban design, architectural and delivery of public open space to deliver a positive urban form and urban environment. The proposed Masterplan as presented and strategically supported by Penrith Council is considered an improvement from the sites existing Masterplan, representing well planned greenfield development.

Subregional Planning:

At present, there are no NSW sub-regional planning policies available to guide the strategic development of the Penrith LGA. It is understood these are being prepared by the state government, however indicative timeframes are unknown. An overview of population, household and dwelling projects for the West Subregion has however been prepared for the period 2011-2031 and includes the following key statistics:

- 115,850 more people
- 1.5% annual average growth
- 4.1% annual growth increase in 65 of over population
- 50,950 new homes needed (1.7% annual average growth)

In addition to the overview statistics provided above, A Growing Plan for Sydney advises how the subregional plans will be used to drive housing supply, stating that the government will use the subregional planning process to:

- *Define objectives and set goals for housing supply and choice in each subregion*
- *investigate local housing needs, noting that all suburbs will need additional housing over the next 20 years;*
- *identify areas for additional housing capacity, based on housing demand and supply opportunities and the capacity of supporting infrastructure;*
- *use the Urban Feasibility Model to test the feasibility of development options for each subregion which take into account the cyclical nature of housing production; and*

- *Set five year local housing targets that maximise the opportunities to growing housing supply (i.e. putting in place enabling planning controls).*

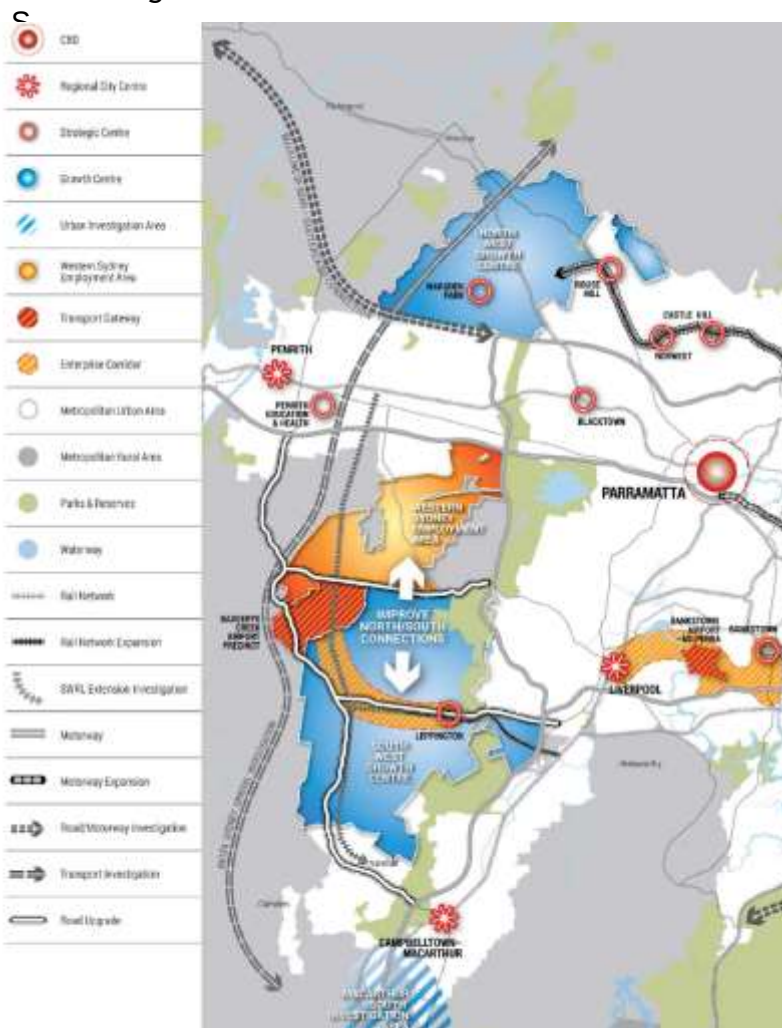
As no state government direction on the allocation of housing delivery in Penrith is available, reference has been made to several local Council policies such as the Penrith Progression which highlights the areas density capabilities and strategic housing/employment goals. These local strategies are addressed in further detail below.

Discussions with Senior Strategic Planning Officers at Penrith Council have identified that it is envisaged that District Plans for The West Subregion will require the delivery of approximately 32,000 new dwellings in Penrith. This is based on pro-rata estimation on the previous dwelling targets for the west subregion.

6.1.2 Badgerys Creek Airport

The Badgerys Creek Airport corridor has been identified as a key opportunity area for business investment to create a new hub of intense economic activity and improved new transport connections enabling regional centres such as Penrith to grow.

This will provide intensified employment opportunities to serve Western, particularly Penrith given its strategic located approximately 23 kms north of the new airport site. The airport is envisaged to create 35,000 jobs by 2035, increasing to 60,000 in the longer term. Penrith and the airports location in relation to broader Sydney and identified growth areas can be seen below:



Source: NSW Plan for Growing City.

In addition to the above, the Australian Government, in partnership with the New South Wales Government, has announced a ten-year road investment programme of over \$3 billion for Western Sydney. The following road infrastructure works will be undertaken which will improve the connectivity of 164 Station Street to the new airport site and its subsequent employment opportunities. This provides economic justification to support the increased densities sought for the site:

- *Upgrade of The Northern Road to a minimum of four lanes from Narellan to the M4 Motorway;*
- *Construction of a new four-lane motorway between the M7 Motorway and The Northern Road;*
- *Upgrade of Bringelly Road to a minimum of four lanes from Camden Valley Way to The Northern Road;*
- *Improve interchanges connecting Northern Road and new motorway with arterial roads;*
- *A \$200 million local roads package.*

6.2 Penrith Progression

The Penrith Progression is an initiative driven by Penrith City Council and the Penrith Business Alliance to transform the Penrith City Centre via a long term strategic vision. The Penrith Progression Plan of Action (PPPA) launched in February 2015 aims to deliver 10,000 jobs and 5,000 dwellings within proximity to the City Centre by 2031.

Penrith's population is expected to grow to 224,000 by 2031, requiring the delivery of 35,000 homes across the LGA. At present in Penrith, only 19% of residential accommodation comprises units/townhouses as opposed to the Sydney average of 41%. According to the Plan of Action

Different types of housing are needed to suit our changing community needs, including smaller houses and apartments for younger residents and older residents who want to down size but stay in their own neighbourhoods. Inner city living will play a vital role in meeting our housing needs.

The PPPA identifies Penrith as the “New West” in regards to the opportunity available in the area, providing the following detail:

- *The City's population and strong economic growth have helped Penrith's economy reach \$7.24 billion (gross regional product).*
- *The number of people living in Western Sydney is expected to rise from 2 million in 2011 to 2.9 million in 2031.*
- *Penrith City has a 2031 target of 40,000 new jobs to provide for sustainable future, almost doubling the current 59,000 full time equivalent jobs.*
- *There is \$3 billion of investment capital already mobilised in pipeline projects.*

The PPPA provides 5 key outcomes for growth and development in the Penrith City Centre as follows:

- **Economy:** Encouraging new investment and growth within Penrith. LGA identified as an area with limitless opportunities.

- **Green Spaces:** Encouraging open space delivery and green streets to provide shade and places to relax and connect together.
- **Social and Cultural:** Encourage development which provides social interaction and connectivity.
- **Built Form:** Provide buildings which are energy and water efficient and help improve living environments through natural air, sunlight and landscaping. Greens walls and green streets which enhance shade and cooling are encouraged.
- **Transport:** Provide new development with strong connectivity to transport arrangements.

The strategic planning and growth direction aligns with the proposed provision of increased residential densities (particularly residential flat buildings) to deliver continued growth to Penrith. Given the opportunities associated with the site in terms of amenity, connectivity, the delivery of approximately 2000 residential apartments in addition to localised retail shops, and the provision of well-connected pockets of open space, the proposal is consistent with the direction set by the Penrith Progression PPPA.

The site itself is located within the Penrith City Centre and given the demand for alternative housing, specifically apartments within Penrith, the site presents itself as one of the key strategic locations to deliver high density residential accommodation in Western Sydney. The sites prime location with excellent internal amenity, access to open space and services both within the site and the immediate context (i.e. Centro Shopping Centre, Penrith Westfield, Penrith Station), further justifying its suitability to accommodate increased densities.

It is proposed to provide a built environment which provides never before seen design excellence in Penrith including water and energy responsive forms and green spaces which improve shading and amenity for the site (see below montages for reference):

Central Boulevarde entry off Station Street:



10 storey form: Corner of Station Street and Jamison Road:



6.3 Penrith City Strategy

The Penrith City Strategy seeks to build a sustainable future for the City of Penrith. The strategy provides details on the envisaged residential growth in Penrith and the delivery of housing across the LGA. The strategy provides the following key points:

- *Analysis of future growth indicates that to achieve the range of housing types needed in urban areas, approximately 60% of new housing should be medium to high density development within 800 metres of a centre and 40% of new housing low to medium density development.*
- *Penrith city needs to accommodate 40,000 people and 25,000 more dwellings by 2031.*
- *Council has planned to accommodate the additional 25,000 dwelling with around 50% of new housing in centres and established areas, and 50% in planned new housing estates.*
- *Medium and high density residential development to be located in and adjacent to City Centres*

The proposed provision of approximately 2000 residential apartments at 164 Station Street Penrith directly aligns with the key housing goals and delivery approaches identified by Council. The site is located approximately 950 metres south of Penrith Station however is identified as within the Penrith City Centre and adjoining a large local shopping centre (Centro, Nepean Village). The delivery of apartments at this location would fall into the proposed provision of 12,500 new homes in planned new housing estates (representing a substantial 15% contribution to Council's dwelling targets for such areas).

7. LOCAL PLANNING FRAMEWORK

This section provides a summary of the existing local planning frameworks applicable to the subject site and how the proposal addresses them.

7.1 Penrith Local Environmental Plan 2010 (PLEP2010)

AIMS OF THE PLAN

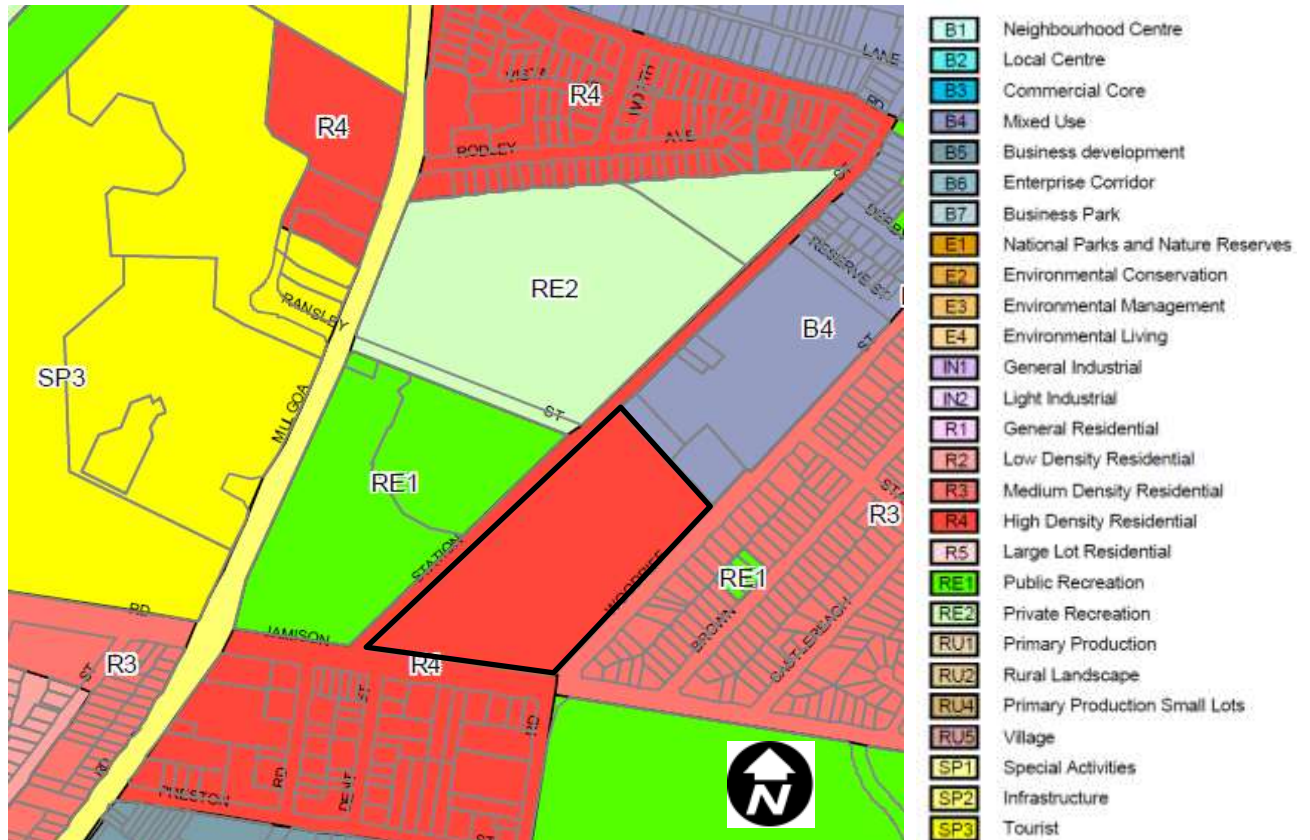
- (a) to provide the mechanism and planning framework for the management, orderly and economic development, and conservation of land in Penrith,*
- (b) to promote development that is consistent with the Council's vision for Penrith, namely, one of a sustainable and prosperous region with harmony of urban and rural qualities and with a strong commitment to healthy and safe communities and environmental protection and enhancement,*
- (c) to accommodate and support Penrith's future population growth by providing a diversity of housing types, in areas well located with regard to services, facilities and transport, that meet the current and emerging needs of Penrith's communities and safeguard residential amenity,*
- (d) to foster viable employment, transport, education, agricultural production and future investment opportunities and recreational activities that are suitable for the needs and skills of residents, the workforce and visitors, allowing Penrith to fulfil its role as a regional city in the Sydney Metropolitan Region,*
- (e) to reinforce Penrith's urban growth limits by allowing rural living opportunities where they will promote the intrinsic rural values and functions of Penrith's rural lands and the social well-being of its rural communities,*
- (f) to protect and enhance the environmental values and heritage of Penrith, including places of historical, aesthetic, architectural, natural, cultural, visual and Aboriginal significance,*
- (g) to minimise the risk to the community in areas subject to environmental hazards, particularly flooding and bushfire, by managing development in sensitive areas,*
- (h) to ensure that development incorporates the principles of sustainable development through the delivery of balanced social, economic and environmental outcomes, and that development is designed in a way that assists in reducing and adapting to the likely impacts of climate change.*

Comment:

The proposed changes the Penrith Local Environmental Plan 2010 as outlined and justified within this Planning Proposal are considered to be consistent with the aims of the PLEP, specifically providing development which will accommodate and support Penrith's future population growth in line with strategic housing estimates and the incorporation of sustainable development initiatives. Such initiative will be specifically detailed within future DA's Council however will include matters such as water sensitive urban design, provision of on-site detention, rooftop solar panels and efficient building design and materials.

ZONING:

The site is currently zoned R4 High Density Residential. As demonstrated below, the surrounding context is predominantly public/private open space, mixed use and a variety of residential scales, predominantly high density. The existing zoning controls which apply to the site are detailed in the below table. The zone objectives state that the R4 High Density Residential Zone should *provide for the housing needs of the community within a high density residential environment*. The proposal clearly addressing this aim in line with Council's envisaged housing growth figures for the Penrith City Centre.



CONTROL	R4 HIGH DENSITY RESIDENTIAL
Zone Objectives	The objectives of the zone are: - To provide for the housing needs of the community within a high density residential environment. - To provide a variety of housing types within a high density residential environment. - To enable other land uses that provide facilities or services to meet the day to day needs of residents. - To ensure that a high level of residential amenity is achieved and maintained. - To encourage the provision of affordable housing. - To ensure that development reflects the desired future character and dwelling densities of the area.

Permissible Development	<i>Boarding houses; Building identification signs; Business identification signs; Car parks; Child care centres; Community facilities; Emergency services facilities; Environmental protection works; Exhibition homes; Exhibition villages; Flood mitigation works; Home-based child care; Home businesses; Information and education facilities; Neighbourhood shops; Places of public worship; Recreation areas; Recreation facilities (indoor); Residential accommodation; Respite day care centres; Roads; Shop top housing</i> Clause 25: <i>(1) This clause applies to land at 164 Station Street, Penrith, being Part Lot 12, DP 234581, that is identified as “24” on the Additional Permitted Uses Map.</i> <i>(2) Development for the purposes of business premises, entertainment facilities, food and drink premises, function centres, hotel or motel accommodation, kiosks, markets, office premises, serviced apartments, signage and shops is permitted with development consent.</i> <i>(3) The gross floor area of development for the purpose of business premises or office premises, or a combination of those 2 uses, must not exceed 20,000m².</i> <i>(4) The gross floor area of development for the purpose of entertainment facilities, hotel accommodation, function centres, or any combination of those uses, must not exceed 20,000m².</i> <i>(5) The gross floor area of development for the purpose of food and drink premises, kiosks, markets and shops, or any combination of those uses, must not exceed 3,000m².</i>
Prohibited Development	Any other use not listed above.

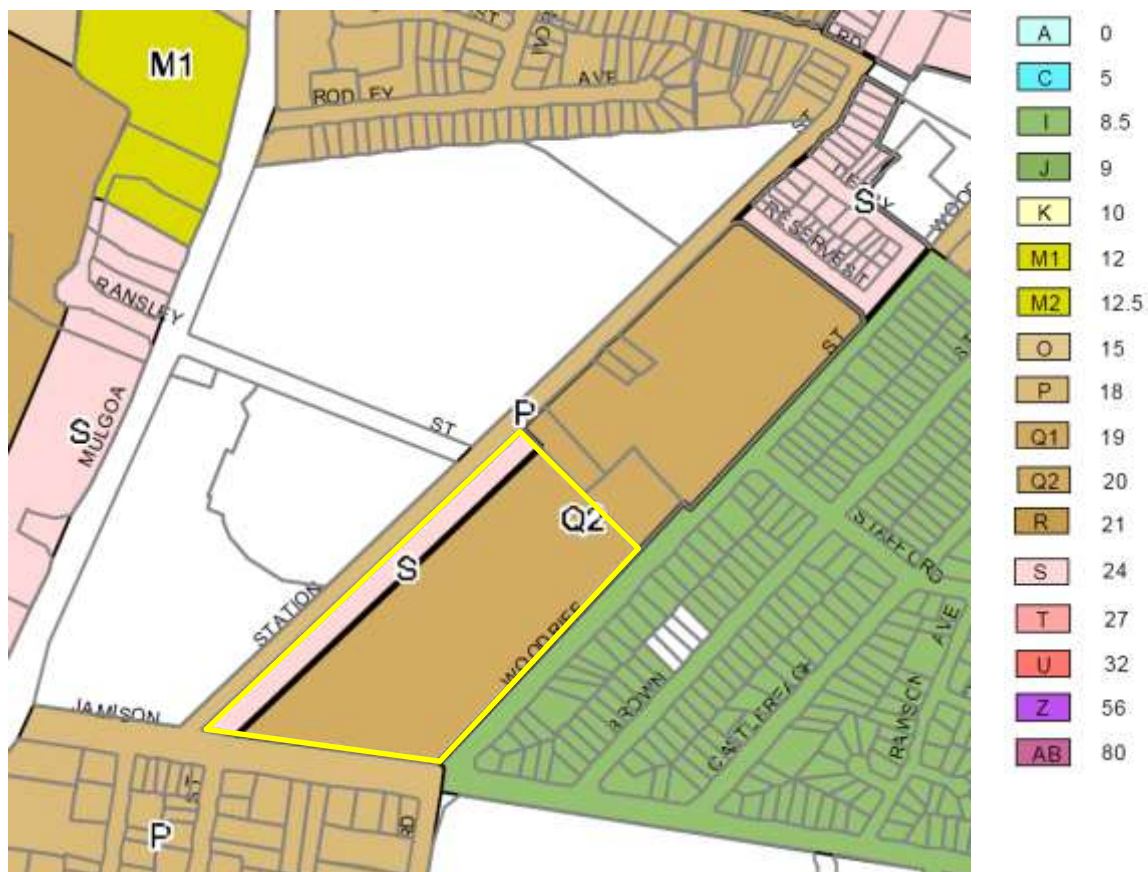
Uses such as *Residential Accommodation* and *Shop Top Housing* are currently permissible within the zone. No changes to the existing zoning and permissible uses on the site are proposed via this Planning Proposal. The uses proposed for the site under the submitted Masterplan are permissible with Council consent subject to individual DA's.

HEIGHT OF BUILDING:

The PLEP2010 provides two height limits for the site as seen below (24 metres fronting Station Street and 20 metres for the rest of the site).

Land to the east of the site which consists of low- medium density housing has a height control of 9 metres; land to the south of the site which consists of high density residential apartments has a height control of 18 metres. The Centro Nepean shopping centre which adjoins the site to the north has a height control of 20 metres.

It is proposed to remove height controls for the site and instead govern bulk and scale through design and floor space. Justification for this has been thoroughly addressed in **Section 7** of this report. Dwelling targets have been identified based on Council's strategic direction for high density residential growth within proximity to the city centre.



FLOOR SPACE RATIO:

The PLEP2010 applies an FSR control of 2:1 to the site as seen below. In accordance with the strategic housing targets for Penrith and the development capabilities in terms of yield demonstrated in the Masterplan for the site, it is proposed that an FSR of 2.5:1 be applied to the site. Further detail is provided in Section 7 of this report. A buffer FSR of 2.5:1 will allow for variable growth on the site in line with future direction over the delivery period (5-10 years).



7.2 Penrith Development Control Plan 2014

The PDCP2014 provides general development objectives and controls for residential flat building and shop top housing development within the Penrith City Centre. Part E of the PDCP2014 also provides specific precinct controls for the site such as design principles, streets and pedestrian connections, setbacks, open space, land uses, public domain interface and built form. Further detail of the proposals compliance with the guidelines of the PDCP2014 will be addressed further at DA phase. It is proposed to utilise the existing DCP controls as opposed to providing a new site specific DCP for the site given site specific and general residential controls already apply.

8. THE PLANNING PROPOSAL

It is proposed to amend the height of building (HOB) floor space ratio (FSR) and provisions which apply to the subject site. Specifically the following is proposed:

- Amend the FSR control on the site from 2:1 to 2.5:1
- Remove the height controls which currently apply to the site (20m and 24m)

It is also proposed to seek exemption from the design competition requirements of the PLEP2010 however this will be done via a Section 75W application based on discussions with the Government Architects Office and the NSW Department of Planning following the lodgement of this application.

The above proposition is based on detailed urban design review of the site and the formulation of a detailed Masterplan for the site incorporating Architectural, Urban Design, Landscaping and Urban Planning input (attached to this application).

The planning proposal seeks to amend the current provision of the PLEP2010 to unlock the full development potential of the site for a variety of residential and localised retail purposes and encourage the efficient delivery of housing on the site through amended design excellence provisions via a separate Section 75W application. Given the strategic location of the site and its relevant history (vacant for 5 years whilst being earmarked as a prime location for high density residential), the requested changes will essentially activate the site for development and the important delivery of high quality residential accommodation to Penrith, consistent with strategic goals for the area. It is encouraged that this approach be supported by all government authorities to provide timely housing delivery in line with existing demand.

The Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 with consideration of the Department of Planning and Infrastructures' A guide to preparing Planning Proposals' dated October 2012.

Accordingly, the proposal addresses the following:

Part 1: A Statement of the objectives and intended outcomes of the proposed instrument

Part 2: An explanation of the provisions that are to be included in the proposed instrument

Part 3: The justification for those objectives, outcomes and the process for their implementation.

Part 4: Maps, where relevant to identify the intent of the Planning Proposal and the area to which it applies.

Part 5: Details of the community consultation that is to be undertaken as a result of the Planning Proposal.

These parts have been comprehensively detailed in **Sections 9, 10, 11, 12 and 13** of this report.

Detail on the Architectural/Design and Landscape Intent of the Proposal is provided in **Section 5** of this report.

9. PART A: OBJECTIVES AND INTENDED OUTCOMES

9.1 OBJECTIVES:

The key objective of this Planning Proposal is to enable the redevelopment of 164 Station Street for mixed use purposes comprising retail, commercial and residential land uses. It also aims to allow efficient development of the site consistent with its development potential and due regard to sound architecture, urban design, urban planning and landscaping outcomes.

The specific objective of the proposal is to:

To amend the existing Height of Building and Floor Space Ratio provisions of the PLEP2010 to facilitate appropriate and timely redevelopment of the site for residential and retail purposes with associated landscaping, road networks and pedestrian connections to serve the local community and meet growing housing demands.

The proposed amendments to the PLEP2012 involve removing the height of building controls applicable to the site and increasing the permissible FSR to 2.5:1. These changes will adequately accommodate the efficient and orderly redevelopment of the site as identified in the masterplan submitted with this application.

The FSR uplift sought above that proposed by the Masterplan is requested to provide flexibility in the delivery of the site over 5-10 years to cater for changing market demands and the potential provision of seniors living, affordable housing, serviced apartments or hotels to meet existing demand at the time.

9.2 INTENDED OUTCOMES

The intended outcomes of the Planning Proposal are as follows:

- To provide Planning controls which allow for the orderly and efficient redevelopment of the site for mixed use residential purposes, catering for envisaged housing demands within the Penrith CBD.
- To facilitate the delivery of the Masterplan supported by Penrith Council.
- To facilitate high density residential development consistent with housing growth envisaged by Penrith Council and the NSW Government.
- Provide approximately 2000 high quality and well-designed residential dwellings in various apartment buildings ranging from 4 to 12 storeys.

- Provide a mixed use development in accordance with the submitted Masterplan focused on the delivery of public open space and thoroughfare linkages through the site.
- Provide ground floor localised retail tenancies along the central boulevard accessed from Station Street.
- Utilise the Concept Plan approved access arrangement to the site off Station Street.
- To activate the site and allow for the orderly development of new roads, residential apartments, public parks and pedestrian networks to create a new community adjoining the Penrith CBD.
- To deliver quality high density residential development as envisaged on the site.

The proposed PLEP2010 changes will allow the redevelopment of the entire site as a new precinct through the subsequent endorsement of the proposed Masterplan which provides a well-designed and strategically located Master planned community with excellent internal amenity, urban design, architectural intent, access to new and existing open space, road networks throughout the site and localised retail services located off the Station Street entry boulevard.

10. PART B: EXPLANATION OF PROVISIONS

The objectives and intended outcomes of the Planning Proposal will be achieved by amending the height of building and floor space ratio maps of the PLEP2010 as they apply to the site as follows:

- Amendment to the Penrith LEP 2010 Height of Building Map (Sheet HOB_006) to remove a height of building control for 164 Station Street, Penrith
- Amendment to the Penrith LEP 2010 Floor Space Ratio Map (Sheet FSR_006) allowing a maximum built form up to an FSR of 2.5:1 at 164 Station Street, Penrith.

11. PART C: JUSTIFICATION

This Section provides the planning justification for the proposed height of building and floor space ratio amendments.

In summary, the Planning Proposal is justified as:

- The submitted Masterplan demonstrates the sites capability to accommodate densities of greater than 2:1 (FSR) and height controls greater than 20 and 24 metres in varied locations.
- Housing proposed on the site associated with the uplift will increase the diversity and supply of housing available in the area, including entry level opportunities for first home buyers, and down-sizing options for older

residents. The supply of such a large number of apartments will also improve competitiveness and affordability within Penrith.

- The site conditions have been previously reviewed under the Concept Plan Approval for the site and such the site is considered fit to accommodate the proposed development (including excavation works for the basements).
- The proposed redevelopment of the site in accordance with the submitted Masterplan will provide improved job prospects through construction and operation than that which currently exists on the site. The proposed development of the site is envisaged to take between 5-10 years and will provide stable construction employment for its duration.
- The proposed uplift sought for the site will allow the delivery of new housing in accordance with the sites zone objectives and strategic targets for the delivery of housing within Penrith, particularly within proximity to the CBD, as outlined by Penrith Progression and the Penrith City Strategy.
- The proposal will provide excellent amenity for new residents and the local population through the delivery of large public parks and a publically accessible development. This provides a considerable improvement from the existing site context which is underutilised.
- The proposal will allow the delivery of development upon a site which has been underutilised for some time. This aligns with both Council and State Government direction for the sites potential to accommodate high density residential accommodation.
- The proposal will result in high density residential development which demonstrates design excellence of the highest quality architectural outcomes at a level not previously seen in Penrith.

11.1 SOCIO-ECONOMIC BENEFITS

The redevelopment of the site facilitated by the proposed LEP amendment will:

- Provide greater employment opportunities than currently exists on the site through construction and the ongoing operation of ground level retail premises.
- Provide an opportunity for a large scale mixed use residential development of a scale never before seen in Penrith, designed through detailed architectural, urban design, landscaping and urban planning review.
- Provide long term construction jobs (5-10 years). A number of these jobs would be aimed at local people/sub-contractors.
- Activate the development of an underutilised site earmarked to accommodate high density residential uses for some time.
- Provision of localised retail opportunities anticipated to consist of child care centres, cafes, restaurants, pharmacies etc. to serve the new and existing population.
- Provide an improved pedestrian environment, including through site footpaths, pedestrian linkages, and cycleways and high quality public and private open space throughout the site.
- Provide a comprehensive landscaping strategy improving the amenity of the site and its visual appearance from the surrounding context. This will also include the provision of large pockets of public open space including publically accessible community facilities such as BBQ's and children's play areas.
- The creation of a 'sense of place' as per the submitted Masterplan in an area currently underutilised and inaccessible for the public which also includes out of

character industrial forms inconsistent with the sites high density residential zoning.

- Promote housing affordability through the provision of significant housing numbers across the site including 'market entry' housing tailored towards first home buyers and downsizing options for elderly residents looking to make the shift into apartments.
- The retention of industrial tenants on site for the duration of Stage 1 and 2 works. Coupled with employment associated with construction, this present a significant economic/employment prospect from the sites existing nature.
- Encourage walkable neighbourhoods which provide linkages from the site to adjacent areas of public open space and both on and off-site retail uses (Howell Oval, Jamison Park, localised retail and the Centro Shopping Centre).
- Promote the delivery of high density residential development as envisaged on the site in a highly accessible location within close proximity to the job and service opportunities within the Penrith CBD.

11.2 EXISTING INDUSTRIAL LAND-USES

The majority of the site is currently underutilised as (private open space) with the exception of several large industrial buildings on the site which are currently leased out and used for distribution/warehouse service facilities. No manufacturing has occurred on the site. These existing uses are inconsistent with the envisaged use of the site to accommodate high density residential development.

11.3 PUBLIC/COMMUNITY BENEFIT

The Planning Proposal has many obvious community benefits, the first being the economic benefit to Penrith and greater Penrith through the delivery of approximately 2000 high density residential apartments to the site, public open space with community facilities and the employment generation and flow on economic benefits of a proposal of this scale on the broader Penrith economy.

11.4 CONSISTENCY WITH THE PENRITH LOCAL ENVIRONMENTAL PLAN 2010

The aim of the PLEP2010 and how the proposal responds to them is provided below.

(a) to provide the mechanism and planning framework for the management, orderly and economic development, and conservation of land in Penrith,

- The proposal will promote the orderly economic development of the site for its envisaged high density residential purposes.

(b) to promote development that is consistent with the Council's vision for Penrith, namely, one of a sustainable and prosperous region with harmony of urban and rural qualities and with a strong commitment to healthy and safe communities and environmental protection and enhancement,

- The proposal is consistent with Councils vision for the site to accommodate high density residential development with a strong focus on landscaped connections

and a healthy and safe community feel. The urban design of the site has placed a strong emphasis on safe, inviting and functional public spaces.

- The proposal will enhance the existing site context through ESD initiatives detailed at DA stage and the provision of comprehensive landscaping across the site (both public and private open space). Further detail of individual landscaping associated with buildings will be provided at DA stage.
- (c) to accommodate and support Penrith's future population growth by providing a diversity of housing types, in areas well located with regard to services, facilities and transport, that meet the current and emerging needs of Penrith's communities and safeguard residential amenity,***
- The proposal will provide housing and retail and business uses with linkages to on and off site public recreation, providing considerable amenity benefits for existing and future residents of the Penrith LGA
 - The proposal will promote high density residential development in close proximity to services and transport options
 - The proposal will provide a more diverse range of housing choices for residents of the Penrith LGA, consistent with its envisaged high density residential use.
 - The site has capacity to accommodate approximately 2000 dwellings, representing a 15% contribution to the 12,500 homes provided in new housing estates by Council.
 - The proposal provision of housing directly correlates with the current and emerging needs of Penrith's housing demands and will improve housing affordability within the locality.
 - The proposed provision of new housing is intended to service first home buyers, local residents looking to downsize and existing residents in Penrith looking for apartment style living. It will provide a variety of housing choice with excellent residential amenity and access to both public and private open space (Refer to submitted Masterplan for detail).
 - The proposal has been assessed against the key principles of State Environmental Planning Policy 65: Design Quality of Residential Flat Development is considered consistent with these principles. Additionally the proposal has been designed to safeguard residential amenity through compliance with relevant Apartment Design Guideline controls such as solar access, building separation, orientation and cross ventilation. Further detail will be provided at individual DA stages for each building.
- (d) to foster viable employment, transport, education, agricultural production and future investment opportunities and recreational activities that are suitable for the needs and skills of residents, the workforce and visitors, allowing Penrith to fulfil its role as a regional city in the Sydney Metropolitan Region,***
- The proposal will provide long term construction employment (5-10 years) and localised employment through the provision of on-site retail.
 - Indirect flow on economic benefits for the Penrith LGA are also envisaged given the capital investment of the proposal, estimated to be in excess of \$1.2 billion.
 - The proposal will provide large pockets of public open space which will suitably provide recreational opportunities and facilities which serve the local community and future population growth.
 - The proposal is envisaged to enhance Penrith's role as a regional city within the Sydney Metropolitan Region through the delivery of a project of this scale. This

aligns with envisaged growth in Penrith as outlined by the NSW Plan for Growing Sydney.

- (e) *to reinforce Penrith's urban growth limits by allowing rural living opportunities where they will promote the intrinsic rural values and functions of Penrith's rural lands and the social well-being of its rural communities*

NA

- (f) *to protect and enhance the environmental values and heritage of Penrith, including places of historical, aesthetic, architectural, natural, cultural, visual and Aboriginal significance*

- The proposal will enhance the environmental values of Penrith through providing a site design built around open space networks, through-site connectivity, visual attractiveness and design excellence. The provision of such large pockets of open space on the site will also improve the sites capability to accommodate stormwater.
- The proposal will provide a new housing estate of architectural excellence which will set the benchmark for high density residential development quality within Penrith.

- (g) *to minimise the risk to the community in areas subject to environmental hazards, particularly flooding and bushfire, by managing development in sensitive areas*

- The site has previously been deemed fit to accommodate high density residential development under the approved Part 3A Concept Plan. The management of natural constraints will be dealt with at individual DA stages.
- Sites will be elevated above 1 in 100 year flood levels to avoid any significant community or damaged property. Appropriate management strategies will be set in place to deal with such events. The Masterplan has however been designed with respect to 1 in 100 RL levels provided by Councils flood engineers.

- (h) *to ensure that development incorporates the principles of sustainable development through the delivery of balanced social, economic and environmental outcomes, and that development is designed in a way that assists in reducing and adapting to the likely impacts of climate change.*

- The proposal will incorporate a number of sustainable development principles including landscaping for cooling, building orientation and access to amenity (open spaces).
- The development subject to this Planning Proposal will deliver a balanced social, environmental and economic outcome for the site which provides excellent residential amenity, publically accessible open space and stimulates economic growth for the greater Penrith area of which is designed to respond to likely impacts of climate change. Specific details of such measures (i.e. building materials, OSD, WSUD, BASIX and building efficiency) will be detailed in individual DA's to Penrith Council.

11.5 SECTION A: NEED FOR THE PLANNING PROPOSAL

Q1: IS THE PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT?

This Planning Proposal is the result of detailed urban planning, urban design and architectural analysis of the sites capable to accommodate high density residential land uses. The Masterplan submitted with this application demonstrates the strategic capabilities of the site which has guided this planning proposal. The delivery of housing proposed is in accordance with strategic documentation produced by both Penrith Council and the NSW Government as outlined in Section 6 of this report.

The site itself has long been identified to accommodate high density residential land uses. The uplifts proposed by this application are a direct response to population and housing demand in Penrith in accordance with Council's direction for the LGA (Penrith Progression and Penrith City Strategy) in addition to the NSW Governments Plan for Growing Sydney.

Q2: IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

If the current controls remain, the orderly and economic redevelopment of the site will be restrained as they apply to the site. The proposed floor space uplift and exemption from height controls is outside the realms of what would be deemed acceptable under a Clause 4.6 objection and as such a Planning Proposal is the only way of achieving such controls on the site. The proposed uplift and subsequent Masterplan is the most appropriate in increasing housing opportunities on the site, whilst subsequently increasing employment and improving amenity on the site through the provision of new roads, pedestrian linkages and both public and private open space.

11.6 SECTION B: RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Q3: IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND ACTIONS CONTAINED WITHIN THE APPLICABLE REGIONAL OR SUB-REGIONAL STRATEGY (INCLUDING THE SYDNEY METROPOLITAN STRATEGY AND EXHIBITED DRAFT STRATEGIES).

The proposals alignment with the relevant strategic documents such as a Plan for Growing Sydney has been discussed in Section 6 of this report along with localised strategic planning documents such as the Penrith Progression and the Penrith City Strategy. There are currently no-subregional strategies available for the West Subregion identified under the Plan for Growing Sydney and as such priority has been placed on the strategic direction identified by the local strategic documentation from Penrith Council.

Q4: IS THE PLANNING PROPOSAL CONSISTENT WITH THE LOCAL COUNCILS COMMUNITY STRATEGIC PLAN, OR OTHER LOCAL STRATEGIC PLANS

An analysis of the proposals consistency with key local strategic documents has been provided in Section 6 of this report. The Penrith Progression and Penrith City Strategy have been identified as the two key strategic policies guiding future redevelopment within Penrith, particularly in regards to the delivery of high density residential housing.

Q5: IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES

The Planning Proposal is generally consistent with applicable State Environmental Planning Policies (SEPPs) as detailed in the following table:

SEPP Title	Consistency	Consistency of Planning Proposal
SEPP 1- Development Standards	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP 4 - Development Without Consent and Miscellaneous Exempt and Complying Development	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP
SEPP 6 - Number of Storeys in a Building	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP
SEPP 19- Bushland in Urban Areas	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP
SEPP 22- Shops and Commercial Premises	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP
SEPP 32 - Urban Consolidation	Yes	The Planning Proposal is consistent with the objectives of SEPP 32 in regards to increasing the availability of multi-unit housing and a greater diversity of housing types within a particular locality.
SEPP 33 - Hazardous and Offensive Development	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP 50- Canal Estate Development	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP
SEPP 55 - Remediation of Land	Yes	Further development, subject to Planning Proposal approval will meet the relevant requirements of SEPP 55. The existing ground condition has been assessed and approved under the Concept Plan Approval which applies to the site.
SEPP 60- Exempt or Complying Development	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP 64- Advertising and Signage	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP 65 Design Quality of Residential Flat Development	Yes	The Masterplan which forms part of this proposal have been designed to facilitate achievement of SEPP 65 principles and the Apartment Design Guidelines in regards to building and

		façade orientation, depth, separation, shadowing, solar access and open space provisions have all been considered. Refer to the submitted Masterplan and Architectural statements for additional detail.
SEPP (Exempt and Complying Codes) 2008	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Building and Sustainability Index) BASIX, 2004	Yes	Further development, subject to Planning Proposal approval will meet the relevant requirements of SEPP BASIX in the future.
SEPP (Affordable Rental Housing) 2009	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Housing for Seniors or People with Disabilities) 2004	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Infrastructure) 2007	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Major Development) 2005	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Miscellaneous Consent Provisions)	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SREP(State and Regional Development) 2011	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SREP (Sydney Harbour Catchment) 2005	Yes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.

Q6: IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S117 DIRECTIONS)

The Section 117(2) Ministerial Directions issued under S117 of the Environmental Planning and Assessment Act, 1979 provide local planning direction to be considered in the assessment of a request to rezone land or amend a Local Environmental Plan.

An assessment against all S117 objectives has been undertaken below.

DIRECTION	CONSISTENCY
1.1 Business and Industrial Zones	Direction is not applicable to the proposal
1.2 Rural Zones	Direction is not applicable to the proposal

1.3 Mining, Petroleum Production and Extractive Industries	Direction is not applicable to the proposal
1.4 Oyster Aquaculture	Direction is not applicable to the proposal
1.5 Rural Lands	Direction is not applicable to the proposal
2.1 Environmental Protection Zones	Direction is not applicable to the proposal
2.2 Coastal Protection Zones	Direction is not applicable to the proposal
2.3 Heritage Conservation	Direction is not applicable to the proposal
2.5 Recreation Vehicle Areas	Direction is not applicable to the proposal
3.1 Residential Zones	Refer to the detailed analysis of objectives provided below.
3.2 Caravan Parks and Manufacturing Home Estates	Direction is not applicable to the proposal.
3.3 Home Occupations	Direction is not applicable to the proposal.
3.4 Integrated Land Use and Transport	Direction is not applicable to the proposal.
3.5 Development Near Licensed Aerodromes	Direction is not applicable to the proposal.
3.6 Shooting Ranges	Direction is not applicable to the proposal.
4.1 Acid Sulphate Soils	Direction is not applicable to the proposal.
4.3 Flood Prone Land	Refer to the detailed analysis of objectives provided below.
4.4 Planning for Bushfire Protection	Direction is not applicable to the proposal.
5.1 Implementation of Regional Strategies	Direction is not applicable to the proposal.
5.2 Sydney Drinking Water Catchments	Direction is not applicable to the proposal
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Direction is not applicable to the proposal
5.4 Commercial and retail Development along the Pacific Highway, North Coast	Direction is not applicable to the proposal
5.8 Second Sydney Airport: Badgerys Creek	Direction is not applicable to the proposal
5.9 North West Rail Link Corridor Strategy	Direction is not applicable to the proposal
6.1 Approval and Referral Requirements	Refer to detailed analysis of objectives provided below
6.2 Reserving Land for Public Purposes	Direction is not applicable to the proposal.
6.3 Site Specific Provisions	Direction is not applicable to the proposal.
7.1 Implementation of A Plan for Growing Sydney	Refer to the detailed analysis of objectives provided in Section 6 of this report. The proposal is considered to be consistent with the key principles and directions identified by A Plan for Growing Sydney.

The relevant Ministerial Directions applicable to the proposal are:

- **Direction 3.1 Residential Zones**

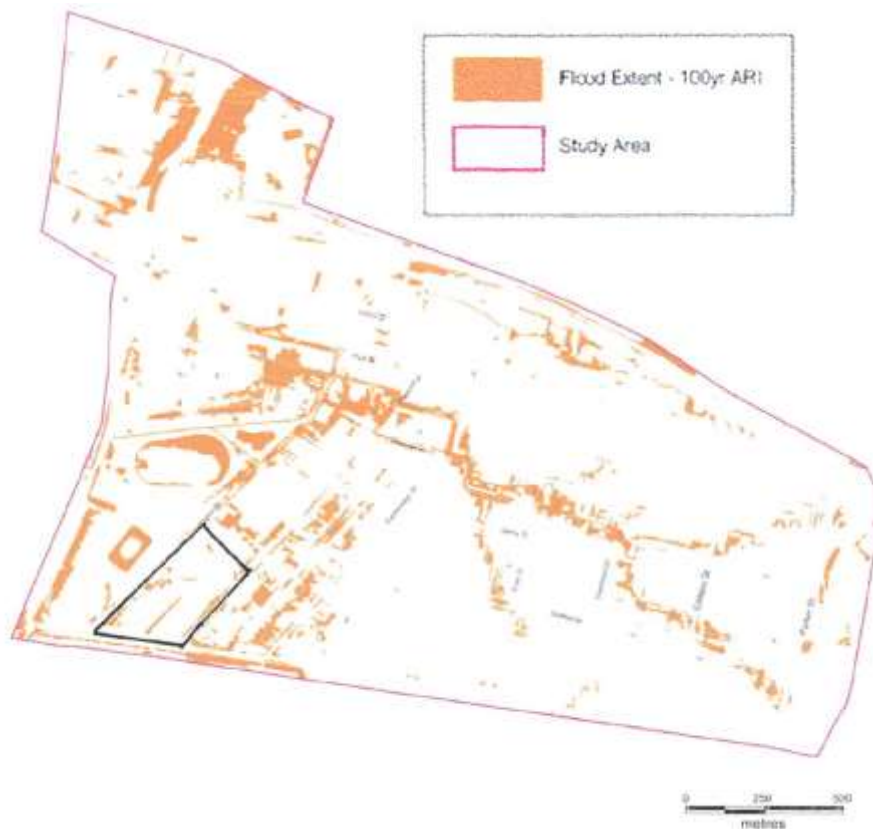
OBJECTIVES	CONSISTENCY
a) <i>To encourage a variety and choice of housing types to provide for existing and future housing needs</i>	The proposal encourages a variety of housing choice including ‘market entry’ properties and will positively add to the existing residential opportunities within Penrith. The proposal will provide a diversified mix of 1, 2 and 3 bedroom apartments to be further detailed at DA phase for each of the respective buildings shown in the Masterplan submitted with this application.
b) <i>to make efficient use of existing infrastructure and services to ensure that new housing has appropriate access to services and</i>	Where applicable, the proposal will utilise existing services which serve the industrial buildings located at the sites north-western edge. Detailed servicing and infrastructure will be undertaken at a later date to ensure the site has appropriate service capacity to accommodate the proposed uplift. This will be consistent with the services study undertaken with the Concept Plan Approval for the site.
c) <i>To minimise the impact of residential development on the environmental and resource land</i>	The Planning Proposal will have a positive impact on the surrounding environmental particularly visually and through the delivery of new public open space at the sites north-western and south-eastern corners. The Masterplan submitted with this application has been subject to comprehensive architectural, urban design, planning and Council review and is believed to present an appropriate distribution of density for the site without significant impacts on the surrounding environment. Further assessment will be undertaken at individual DA stages for the site. The 0.5:1 uplift sought by this Planning Proposal is not envisaged to have any significant impacts above that currently permissible on site at an FSR of 2:1.

- **Direction 4.3: Flood Prone Land**

OBJECTIVES	CONSISTENCY
a) to ensure that development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual	Under the existing PLEP, the site itself is not listed as flood prone land, however in accordance with the Penrith CBD Overland Flow Flood Study, the site is subject to a 100 year ARI as seen in the below images.

2005,	Discussions with Council have provided 1 in 100 flood level RL's across the site and these have guided the development of the Masterplan submitted with this application (see below image). Further flooding review of the site will be provided at DA phase to Council.
b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land	Similarly to the above, a detailed analysis of flooding on the site will be provided at DA phase. The uplift proposed by this application in comparison to that currently approved on the site does not demand the need for a flood study at this stage.

1 in 100 Flood Study Excerpt:





- | OBJECTIVES | CONSISTENCY |
|--|---|
| <i>The objective of this direction is to ensure that LEP provisions encourage the appropriate assessment of development.</i> | The Planning Proposal does not alter provisions relating to approval and referral requirements. |

- | OBJECTIVES | CONSISTENCY |
|--|---|
| <p><i>The objective of this direction is to give legal effect to the planning principles, directions and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</i></p> | <p>The proposal is consistent with the objectives of A Plan for Growing Sydney including area specific guidelines for development in the West Subregion and specifically Penrith. Specifically the proposal is aligned with anticipated housing delivery; refer to Section 6 of this report for further detail.</p> |

11.7 SECTION C: ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Q7: IS THERE ANY LIKLIHOOD THAT CRITICAL HABITAT OR THREATENED SPECIES, POPULATIONS OR ECOLOGICAL COMMUNITIES, OR THEIR HABITATS WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSAL?

The site, although predominantly vacant is located within a predominantly dense environment in suburban Penrith. As such, the likelihood of critical habitat or threatened species is very low. Given the existing Concept Plan Approval dated 3 April, 2014 which approved the redevelopment of the site mixed use residential purposes it is considered that the site is fit for redevelopment for that purposes and that no significant ecological impacts will occur.

Q8: ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED.

The following consultant inputs were lodged with the Concept Plan application, approved 3 April, 2014. As such a number of these reports are still valid for the redevelopment of the site, particularly environmental issues such as geotechnical, wind, acoustics, ESD and contamination. Further analysis has therefore not been provided at this stage.

- Urban Planning – Urbis
- Architecture – Turner + Associates Architects and Leffler Simes Architects
- Model Maker – 30+
- Landscape Architecture – Site Image
- Economic Impact – Urbis
- Residential Analysis – Urbis
- CPTED – Urbis
- Indigenous Heritage – Archaeological and Heritage Management Solutions (AHMS)
- Non-Indigenous Heritage – Casey & Lowe and Urbis
- Stormwater Management – Mott Macdonald
- Transport, Traffic and Car Parking – Colston Budd Hunt & Kafes (CBHK)
- Acoustic Impacts – Acoustic Logic
- Ecologically Sustainable Design – Cundall and Aecom
- Wind Impacts – Windtech
- Waste Management – Masters
- Site Contamination – Geo_Logix
- Geotechnical – Douglas Partners
- Site Survey and Subdivision– Dunlop Thorpe & Co
- Quantity Survey – Altus Page Kirkland
- Project Manager – Parkview Constructions Pty Ltd
- Access – Access Design Solutions

An analysis of likely environmental impacts associated with the FSR uplift sought under this Planning Proposal is addressed below. Specific detail on key issues such as parking, traffic, stormwater and waste management for individual buildings will be provided during DA phase. Subdivision and servicing will also be detailed in DA's to Council.

Residential Amenity:

As demonstrated by the Masterplan submitted with this application, uplift in FSR on the site will not significantly impact the amenity of the site as a whole or the residential amenity of flat buildings. The replacement of existing industrial uses on the site with mixed use residential uses will significantly improve the presentation and amenity of the site, through collaboratively mix of built form and open space (both public and private on the site).

The design of any development subsequent to adoption of the Planning Proposal will need to consider any amenity impacts to the surrounding area and mitigate accordingly. The Masterplan submitted with the application has been designed with regard to SEPP 65 and the NSW Apartment Design Guideline in considering overshadowing, solar access, separation and the visual impact of the proposed form. The uplift sought by this application and removal on height controls will help improve residential amenity in providing housing generally in accordance with the Masterplan submitted with this application which represents design excellence from a design and architectural perspective across the site. Residential amenity for each individual building will be specifically addressed in Development Applications to Council. Refer to the PTW Architectural Statement in **Section 4** for further detail.

The Public Domain:

The proposal represents a positive improvement from the existing Concept Plan approval and will provide greater connectivity through the site and surrounding land uses. Comprehensive urban design and landscaping analysis undertaken during Masterplan preparation has guided the design, which includes two large public pocket parks, an entry boulevard off Station Street encouraging access through the site and a built form design orientated around connectivity through the site from Station Street to Woodriff Street and Jamison Road (see below excerpt from the submitted Masterplan showing the public domain and associated pedestrian routes).

Site Landscaping:



Landscaping:

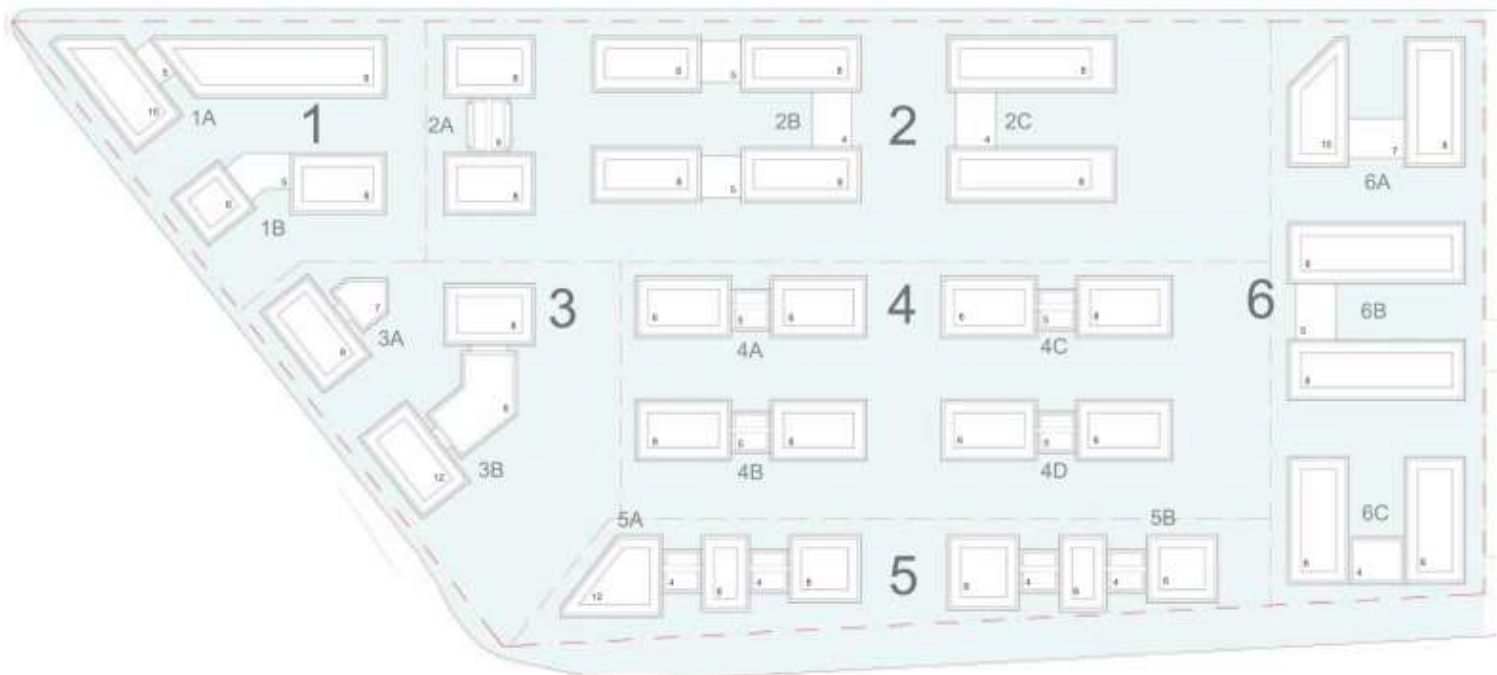
The proposal represents a significant improvement in landscaping detail across the site as detailed in the submitted Masterplan. The detailed landscaping proposed for the site offers amenity and visual for residents and the surrounding community.

The provision of comprehensive landscaping across all sites edges, large pocket of public open space with BBQ areas and pedestrian linkages along with adequate private open space to serve each individual building provides fantastic amenity across the site. In addition to improving visual aesthetics this will help provide shading and cooling of the site during hot summer months. The structure and compatibility of the proposed built form and landscaping creates a sense of journey through the development and provides an adequate sense of place.

The Built Form:

A varied built form is proposed across the site in response to the surrounding context. This includes a built intention to highlight key corners with landmark/gateway built form to identify the site. As demonstrated below, the proposed scale varies from between 4-12 storeys to achieve an FSR of 2.26: 1 (as per the Masterplan submitted with this application). The built form has been orientated north-south to maximise eastern morning sun and western afternoon sun into the building, whilst reducing overshadowing to key areas of public domain. This alignment also allows improved cross ventilation and views through the site to key pockets of open space further creating amenity opportunities for all residents and site users. The form is considered contextually appropriate for the site and demonstrates the sites ability to accommodate a building density higher than that which currently permissible with Council without significant impacts on both the public domain of the site and external context.

Built Form/Staging:



Q9: HOW HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC IMPACTS?

The proposed changes to the PLEP2010 are suitable and create improved social and economic outcomes for the community than those which currently exist on the site and that achievable under the existing Concept Plan and LEP controls. The proposal has been developed in response to strategic housing delivery figures identified by the Penrith Progression and the Penrith City Plan in addition to an improved architectural design on the site which demonstrates the sites capacity to accommodate increased densities. The Architectural design demonstrates the sites real residential capacity above that currently permissible by Council. More specifically the proposed development is considered to be appropriate with the ability to provide the following positive social and economic effects:

- The proposal will result in high density residential development which demonstrates design excellence of the highest quality architectural outcomes at a level not previously seen in Penrith.
- Provide improved landscaping and public domain to a key gateway site at the southern entrance to the Penrith CBD.
- Provide approximately 2000 new dwellings in Penrith, representing a considerable percentage of envisaged housing growth.
- Provide long term construction jobs for the envisaged 5-10 year delivery timeframe of development on the site.
- Provide opportunities for a new pedestrian environment, including new footpaths, street trees, street furniture, communal BBQ areas, communal children's play areas and dense landscaping features.
- Provision of 2 large public pocket parks which connect the site to adjoining areas of public open space.
- Promote affordability through the provision of varied housing across the site including 'market entry' housing for the thriving first home buyer's market in Penrith and downsizing options for local residents looking to move into apartments.
- Encourage walkable neighbourhoods, providing linkages to adjacent medium to high density residential land and the adjoining Centro Nepean shopping centre.
- Provide localised retail shops along the boulevard entrance off Station Street. This is will create a sense of place and an activated pedestrianised boulevard in addition to local services.
- Flow on economic benefits associated with the delivery of a project of this magnitude (CIV of over \$1.2 billion), including additional expenditure into the Penrith economy and improved social infrastructure (parks, roads, footpaths).

11.8 SECTION D: STATE AND COMMONWEALTH INTERESTS

Q10: IS THERE ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL

Public Transport:

The site is located within close proximity to Penrith Station to the north and has immediate access to a number of local bus stops located on Station Street, Jamison Street and Woodriff Street (see below transport overview).

It is considered that there is adequate public transport to service the site and the development uplift proposed by this application. Existing bus services from the site to the Penrith CBD/train station are available immediately adjacent the site which further improves its strategic location to accommodate high density residential housing in a large master planned estate.



Utilities:

The northern portion of the site is already serviced to support the existing industrial operations on the site. It is proposed to upgrade the existing service arrangement on the site during future applications. Increasing the population density on the site will increase the efficiency and viability of existing utilities. Further applications to Council will provide more detail of serviced arrangements, specifically telecoms, water and energy along with discussions with relevant service providers.

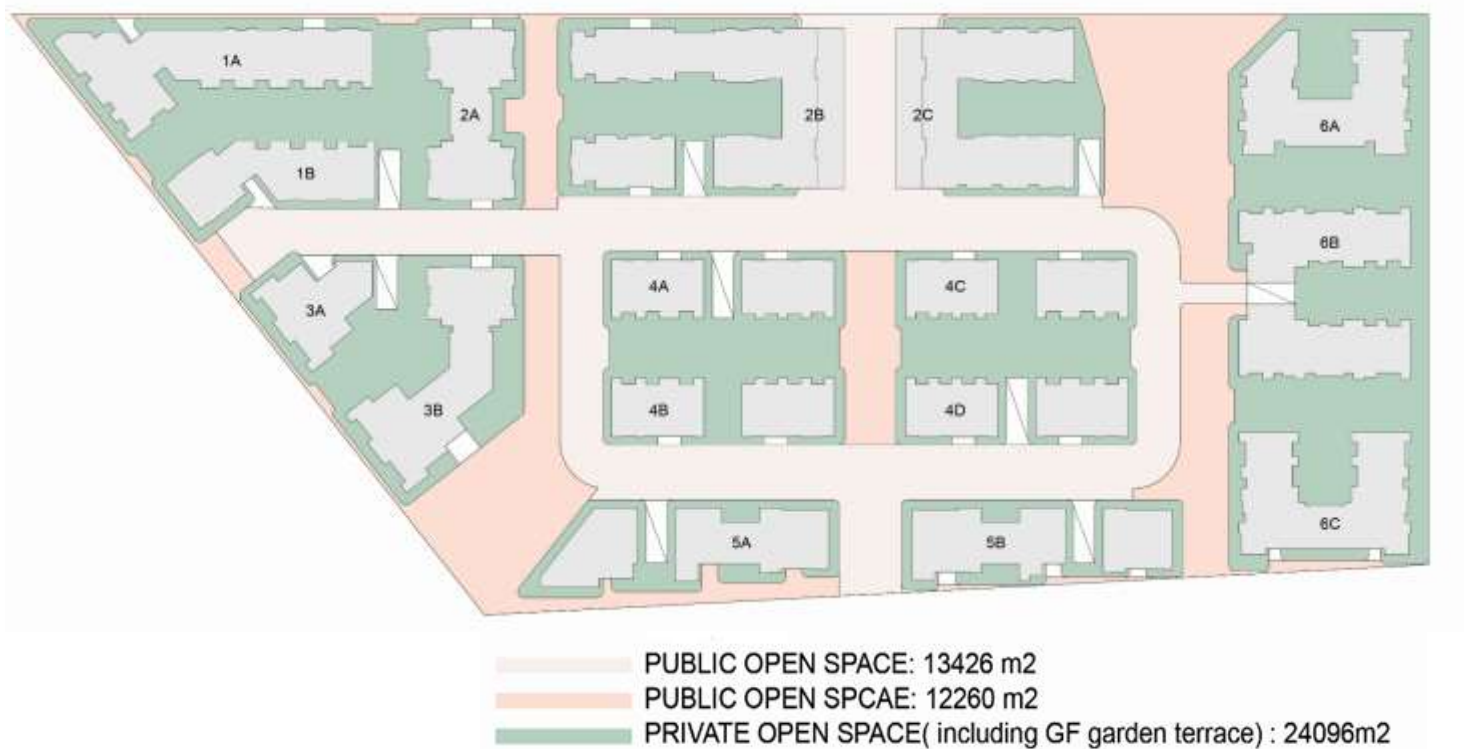
Open Space:

It is considered that the proposed provision of both private and public open space is adequate to serve development for approximately 2000 apartments on the site. The provision of two key pocket parks which adjoin localised open space will further aid to residents of the developments access to public open space. The congregation of public open space demonstrated in the Masterplan offers new and enhanced opportunities for increased amenity for both the site but also the greater Penrith LGA, given the scale of the project.

The following provisions of open space are proposed for the site:

- Public open space (roads + pavements): 13,246sqm: (17% of the site area)
- Public open space (landscaping): (15.6% of the site area)
- Private open space (including GF garden terraces)L 24,096: (30.6% of the site area)

Open Space Breakdown:



Q11: WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED WITH IN ACCORDANCE WITH THE GATEWAY DETERMINATION

Appropriate consultation with relevant government agencies would be undertaken by Council following a Gateway Determination.

12. PART 4: MAPPING

It is proposed to amend both the Floor Space Ratio and Height of Building maps from the Penrith Local Environmental Plan as detailed below:

FSR Map:



Existing Control: (T) 2.1

Proposed Control: (U) 2.5:1

Height of Building:



Existing Control: 20m (Q2) and 24m (S)

Proposed Control: No height control.

13. **PART 5: COMMUNITY CONSULTATION**

Section 57 of the Environmental Planning and Assessment Act 1979 requires a Planning Proposal to be publicly exhibited for community consultation. It is anticipated that the Planning Proposal would be exhibited for a period of 14 or 28 days dependant on the outcome of the Gateway Determination. This exhibition would be conducted in accordance with Council's policies for community consultation.

The proponent has presented the Masterplan submitted with this application to Penrith Council's Economic Opportunities Working Party on November 16, 2015, which includes local councillors. A decision on the Planning Proposal is expected to be made at the Council Meeting held on December 14, 2015 Meeting. This Planning Proposal will form part of a Council driven Planning Proposal to permit development uplift on key sites within Penrith in terms of height and FSR flexibility.

The proponent welcomes ongoing discussions with Council once the above Planning Proposal has been lodged. This includes having meetings with Council and all relevant public authorities as required. Such an open and transparent attitude is aimed at creating better and clearer information and a more transparent process. It is also designed to provide for a better understanding of the Planning Proposal by the public and the Council, prior to the Council driven Planning Proposal being considered for a Gateway determination.

14. CONCLUSION

It is proposed to amend the existing PLEP2010 controls as they apply to the site by increasing the permissible FSR from 2:1 to 2.5:1 and remove the height of building controls which apply to the site (20m and 24m).

This Planning Proposal has been prepared to initiate an amendment to the PLEP2010, as it relates to land at 164 Station Street, Penrith. The site is a large 7.855 hectare site, which is predominantly rectangular shaped in single ownership.

The proposed LEP changes to increase the permissible density on the site in accordance with the Masterplan submitted with this application demonstrates the sites capability to accommodate densities greater than the existing controls allow. The sites strategic location adjoining large pockets of open space and access to transport service further improve its suitable location to accommodate a denser urban environment. The redevelopment of the entire site represents a development with a capital investment value of more than \$1.2 billion which has vast potential to provide both social and economic benefits to Penrith. The redevelopment of the site facilitated by the proposed LEP amendment will:

- Result in the delivery high density residential development which demonstrates design excellence of the highest quality architectural outcomes at a level not previously seen in Penrith
- Provide greater employment opportunities than currently exists on the site through construction and the ongoing operation of ground level retail premises.
- A development consistent in terms of built form and scale to previous approvals for the site issued by Penrith Council.
- The provision of approximately 2000 new residential dwelling, improving housing diversity and cost along with providing entry level housing to the community. This represents a substantial 15% contribution to new homes planned in new housing estates in accordance with the Penrith City Strategy.
- Provide an opportunity for a large scale mixed use residential development of a scale never before seen in Penrith, designed through detailed architectural, urban design, landscaping and urban planning review.
- Provide long term construction jobs (5-10 years). A number of these jobs would be aimed at local people/sub-contractors.
- Activate the development of an underutilised site earmarked to accommodate high density residential uses for some time.
- Provision of localised retail opportunities anticipated to consist of child care centres, cafes, restaurants, pharmacies etc. to serve the new and existing population.
- Provide an improved pedestrian environment, including through site footpaths, pedestrian linkages, cycleways and high quality public and private open space throughout the site.
- Provide a comprehensive landscaping strategy improving the amenity of the site and its visual appearance from the surrounding context. This will also include the provision of large pockets of public open space including publically accessible community facilities such as BBQ's and children's play areas.
- The creation of a 'sense of place' as per the submitted Masterplan in an area currently underutilised and inaccessible for the public which also includes out of character industrial forms inconsistent with the sites high density residential zoning.

- Promote housing affordability through the provision of significant housing numbers across the site including 'market entry' housing tailored towards first home buyers and downsizing options for elderly residents looking to make the shift into apartments.
- The retention of industrial tenants on site for the duration of Stage 1 and 2 works. Coupled with employment associated with construction, this present a significant economic/employment prospect from the sites existing nature.
- Encourage walkable neighbourhoods which provide linkages from the site to adjacent areas of public open space and both on and off-site retail uses (Howell Oval, Jamison Park, localised retail and the Centro Shopping Centre).
- Promote the delivery of high density residential development as envisaged on the site in a highly accessible location within close proximity to the job and service opportunities within the Penrith CBD.