

## Appendix 11 – Development Control Compliance Table

|   |                           |   |               |
|---|---------------------------|---|---------------|
| <b>C1 Site Planning and Design Principles</b>   |                           |   |               |
| The development takes into account social, economic and environmental opportunities and constraints. Acceptable height, massing and scale have been proposed and are consistent with the existing streetscape.  |                           |   |               |
| <b>C2 Vegetation Management</b>   |                           |   |               |
| The majority of existing trees will be retained and protected. Few trees will be removed as part of this development. Trees to be removed do not have a 'high' level of significance. Any further removal of trees will be subject to Council approval.   |                           |   |               |
| <b>C3 Water Management</b>  |                           |   |               |
| Overland flow, flooding and stormwater generated by the development has been discussed in the body of the report.   |                           |   |               |
| <b>C5 Waste Management</b>  |                           |   |               |
| <p>A waste management plan was submitted outlining the distribution of waste during the construction period.</p> <p>Additionally, infrastructure enabling the easy disposal and collection of waste is proposed in the form of multiple chute systems, a dedicated collection area at the north-east corner of the site and a hoist to move waste bins from the basement level chute rooms to the loading area for collection. This process will be formalised by way of an operational waste management plan to be submitted prior to the issue of a Construction Certificate.</p> |                           |   |               |
| <b>C6 Landscape Design</b>  |                           |   |               |
| Landscape plans providing for adequate embellishment of the site have been submitted in accordance with this section.   |                           |   |               |
| <b>C9 Advertising and Signage</b>   |                           |   |               |
| Any signage requiring development consent will be the subject of a future development application.  |                           |   |               |
| <b>C10 Transport, Access and Parking</b>  |                           |   |               |
| Car parking demand is summarised below.   |                           |   |               |
| <u>Use</u>  | <u>Units / Beds / GFA</u> | <u>Rate</u>   | <u>Demand</u> |
| Independent Living Units – Seniors Housing  | 151 units                 | <p>2 spaces per 3 units + 1 visitor space per 5 units (from RTA Guidelines)</p> <p>Note: Whilst the Seniors Living SEPP prevails over the RTA guidelines the SEPP only requires 43 spaces</p> | 130.9         |

|                    |   |  |                      |
|--------------------|---|--|----------------------|
| Aged Care Facility | 126 beds; 18 full time equivalent employees | 1 space per 10 beds; 1 space per 2 employees; 1 ambulance space (from Seniors Living SEPP) | 21.6                 |
| Consulting Rooms   | 4 rooms plus 1 support staff                | 3 spaces per health care professional; 1 space per support staff (from Penrith DCP 2014)   | 13                   |
| Speciality Retail  | 170sq.m                                     | 1 space per 30 sqm (from Penrith DCP 2014)   | 5.7                  |
|                    |   |  | <b>TOTAL = 171.2</b> |

The development will provide 170 car parking spaces (including 12 accessible spaces and 1 ambulance space) and 24 bicycle parking spaces in the basement. Additionally, 10 parking spaces (including 1 for ambulances) will be provided at the street frontage. As such, the parking provision is considered to be acceptable.

Access to the site is consistent with the master planned internal road network and will be subject to further works within Jamison Road in accordance with the VPA as well as amendments to the submitted civil engineering drawings as per the recommended conditions of consent.

The application was accompanied by SIDRA intersection traffic modelling which indicates that the intersection of the Access Road / Harris Street / Jamison Road and the intersection of Jamison Road / Mulgoa Road will operate at a satisfactory level of service until the year 2021 and that the proposed development is consistent with the strategic traffic modelling for the Panthers Precinct.

## **D2 Residential Development**

Assessment of the Independent Living Units is best dealt with in terms of the provisions of SEPP 65 and the more detailed controls within Part B of Section E13.

## **E13 Riverlink Precinct, Part B – Panthers Penrith Precinct**

The proposed development is for seniors housing which will add to the mix of development located within the Panthers Penrith site. The seniors housing development will provide a high level of amenity for residents, staff and visitors.

The proposed development is consistent with the street layouts identified for the Panthers Precinct and provides connections to significant activity nodes and opens space areas.

The proposed development does not impact on identified view corridors in the Panthers Penrith Master Plan and provides additional view opportunities through the site for future residential development to the east.

The proposed development has been designed to relate to the public domain including landscaping consistent with the Panthers Precinct Public Domain

Report, retention of identified view corridors, landscaped setback of the southern boundary and sites identified for public art installations.

Key areas of non-compliance with the provisions of the DCP are outlined in the DCP section found in the body of the report.