

The logo for URBIS, featuring the word "URBIS" in a bold, white, sans-serif font. The text is positioned to the left of a white square frame that is partially open on the right side. The background of the entire page is a gradient from purple at the top to yellow at the bottom, with a white L-shaped line separating the top purple section from the bottom yellow section.

URBIS

STATEMENT OF ENVIRONMENTAL EFFECTS

Development Application 01

Lot 3003 in DP1184498

Prepared for

THORNTON OPERATIONS PTY LTD

24 July 2023

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Andrew Harvey
Senior Consultant	Rob Battersby
Project Code	P0034482
Report Number	Final

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

1.	Introduction	1
1.1.	Overview	1
1.2.	Consent Authority	2
1.3.	Report Structure.....	2
1.4.	Concurrent Development Application	2
1.5.	Project Team.....	3
2.	Site and Surrounding Locality	4
2.1.	Locality	4
2.2.	Site Description	4
2.3.	Penrith High Street Works in Kind	5
2.4.	Locality Context	6
2.5.	Photographic Review	7
3.	Project Background	8
3.1.	Concept Approval	8
3.2.	Planning Proposal.....	9
3.3.	Competitive Design Process.....	10
	Competition Jury Meeting 1 (14 December 2020)	10
	Competition Jury Meeting 2 (19 February 2021)	11
	Competition Jury Meeting (22 September 2021)	14
3.4.	Pre-Lodgement Consultation	15
	Planning	15
	Environmental Management	15
	Engineering	15
4.	Proposed Development	16
4.1.	Overview	16
4.2.	Community Infrastructure Offer	17
4.3.	Excavation	18
4.4.	Built Form.....	18
4.5.	Gross Floor Area / Floor Space Ratio.....	18
4.6.	Building Height.....	18
4.7.	Landscaping.....	18
	Landscape Concept	18
	New Through-Site Link	20
	Dunshea Street and Lord Sheffield Circuit Frontages	20
	Residential Communal Open Space.....	20
	Private External Open Space	20
4.8.	Transport, Parking, and Access.....	21
	4.8.1. Vehicular Access	21
	4.8.2. Loading Dock.....	21
	4.8.3. Basement and Podium Car Park.....	21
	4.8.4. Pedestrian Access.....	22
4.9.	Materials and Finishes	22
4.10.	Waste Management.....	22
4.11.	Stormwater Design	22
4.12.	Infrastructure and Site Services.....	22
4.13.	Development Staging.....	23
5.	Strategic Planning Context	24
6.	Statutory Planning Context	26
6.1.	Water Management Act 2000	26
6.2.	Statement Environmental Planning Policies	26
	6.2.1. State Environmental Planning Policy (Resilience and Hazards) 2021	26
	6.2.2. State Environmental Planning Policy (Planning Systems) 2021	26

6.2.3.	State Environmental Planning Policy (Transport and Infrastructure) 2021	27
6.2.4.	State Environmental Planning Policy (Biodiversity and Conservation) 2021	28
6.2.5.	State Environmental Planning Policy 65 and Apartment Design Guide	29
6.2.6.	State Environmental Planning Policy (Building Sustainability Index Basix) 2004	34
6.3.	Penrith Local Environmental Plan 2010	35
6.3.1.	Land Zoning and Permissibility	35
6.3.2.	Zoning Objectives	35
6.3.3.	Penrith LEP 2010 Provisions	36
6.3.4.	Penrith Development Control Plan 2014	41
7.	Assessment of Environmental Effects	45
7.1.	Section 4.15(1)(a) – Statutory Planning Considerations	45
7.2.	Section 4.15(1)(b) – Environmental, Social and Economic Impacts	46
7.2.1.	Natural Environmental Impacts	46
7.2.2.	Built Environmental Impacts	46
	Podium Design	46
	Tower Form	47
7.2.3.	Bulk and Scale Impacts	48
7.2.4.	Residential Amenity	48
	Solar Access	48
	Natural Cross Ventilation	48
7.2.5.	Overshadowing	49
7.2.6.	Visual and View Impacts	49
7.2.7.	Accessibility	50
7.2.8.	BCA Compatibility	50
7.2.9.	Traffic and Parking Impacts	50
7.2.10.	Noise Impacts	51
7.2.11.	Crime Prevention Through Environmental Design	51
	Surveillance	51
	Access Control	51
	Territorial Reinforcement	51
	Space Management	52
7.2.12.	Social and Economic Impacts	52
7.3.	Section 4.15(1)(c) – Suitability of the Site for Development	52
7.4.	Section 4.15(1)(d) – Submissions	53
7.5.	Section 4.15(1)(e) – The Public Interest	53
8.	Conclusion	54
	Disclaimer	55

Figure 1 Site Context	4
Figure 2 Aerial Photograph of Site	5
Figure 3 Existing Site Conditions	7
Figure 4 Landscape Design	19
Figure 5 Communal Open Space	20
Figure 6 Vehicle Access Arrangements	21
Figure 7 LEP Land Zoning	35
Figure 8 Podium Form	47
Figure 9 Tower Form	48
Figure 10 Overshadowing Impacts	49

PICTURES

Picture 1 View looking west.....	7
Picture 2 View looking south-west.....	7
Picture 3 View looking south-east	7
Picture 4 View looking north-east.....	7
Picture 5 Level 04	20
Picture 6 Level 05	20
Picture 7 9am.....	49
Picture 8 11am.....	49
Picture 9 1pm.....	49
Picture 10 3pm.....	49

TABLES

Table 1 DA Documentation	3
Table 2 Numeric Overview of Proposal.....	16
Table 3 Strategic Planning Context.....	24
Table 4 Transport and Infrastructure SEPP Assessment.....	27
Table 5 Assessment against SEPP 65 Design Quality Principles.....	29
Table 6 ADG Compliance Summary	33
Table 7 Penrith LEP 2010 Compliance Assessment.....	36
Table 8 DCP Compliance Assessment	41

1. INTRODUCTION

1.1. OVERVIEW

This Statement of Environmental Effects (**SEE**) has been prepared by Urbis Pty Ltd on behalf of Thornton Operations Pty Ltd (**the applicant**) to support a development application (**DA**) lodged to Penrith City Council (**Council**) for the construction and operation of a new mixed use development (**proposal**) at land comprising 184 Lord Sheffield Circuit Penrith (Lot 3003 in DP1184498) (**site**). The proposal is described as follows:

- Demolition of all existing site features and improvements;
- Construction and operation of a new mixed use development, comprising:
 - One storey basement, containing a total of 85 x commercial car parking spaces, a click-and-collect facility, waste rooms, a retail lobby entry, plant rooms, and other ancillary back-of-house areas;
 - Five-storey podium comprising:
 - Retail tenancies, a mainline supermarket, residential and commercial lobby entries, a loading dock, vehicle access, and back-of-house areas at Ground Level;
 - A child care centre and medical facility at Level 01;
 - Shared car parking at Levels 01 – 04 (providing a total of 333 x residential car parking spaces, 35 x commercial car parking spaces, and 2 x car wash bays);
 - A residential building (referred to as Tower A), with a maximum rise of 27 storeys (Level 05 – Level 31) containing a total of 241 x residential apartments;
 - A residential building (referred to as Tower B), with a maximum rise of 9 storeys (Level 05 – Level 13) containing a total of 75 x residential apartments;
- Creation of new east-west publicly accessible through-site link;
- New landscaping works and other public domain works; and
- Ancillary works, including site services and connections and stormwater infrastructure.
- The application includes community infrastructure in the form of works in kind via a Voluntary Planning Agreement (VPA) under Section 7.4 of the *Environmental Planning and Assessment Act 1979* (**EPA Act**) to enter into a Voluntary Planning Agreement (**VPA**) with Penrith City Council (**Council**).
- The VPA Offer is made in connection with Thornton's two development applications seeking consent for a mixed use development at Lots 3003, 3004, and 3005 in DP 1184498 and known as 41, 184 and 192 Lord Sheffield Circuit, Penrith (**Land**). The Land is identified as 'Key Site 11' on the *Penrith Local Environmental Plan 2010* (**LEP**) Key Sites Map. This VPA Offer is made in accordance with clause 8.7 of the LEP and Council's *Community Infrastructure Policy - Policy No CEP 001* adopted on 30 April 2018 (**CI Policy**) to satisfy the obligation to provide community infrastructure in connection with the described development.
- Specifically, as part of this DA (i.e. DA1) the following works in kind are proposed:
 - (a) **High Street Works:** Upgrades to the public domain on High Street, Penrith (between Woodriff Street and Lawson Street), specifically 'Stage 3A' and those identified in blue highlight on the General Arrangements Concept Plan at **Annexure A**. This includes all:
 - a. Preliminaries;
 - b. Stormwater management;
 - c. Civil and road works;
 - d. Signage, traffic control, hoarding, fencing; and
 - e. Electrical, hydraulic and other services.

The High Street Works will be delivered prior to the issue of the first Occupation Certificate for the development approved under the First Development Application.

1.2. CONSENT AUTHORITY

The DA is lodged with Council under Part 4 of the Environmental Planning and Assessment Act 1979 (**EP&A Act**). The Quantity Surveyors Report prepared by Construction Consultants (at **Appendix C**) calculates the total development cost at \$114,662,915 (including GST). As the estimated cost of works exceeds \$30 million, the Sydney Western City Planning Panel (**SWCPP**) will be the relevant consent authority for the DA.

1.3. REPORT STRUCTURE

This SEE is structured as follows:

- **Section 2 – Site Context:** identifies the site and describes the existing local and regional context.
- **Section 3 – Project Background:** outlines the approvals background and pre-lodgement discussions with Council and the Design Excellence Panel.
- **Section 4 – Proposed Development:** provides a detailed description of the proposal.
- **Section 5 – Strategic Context:** identifies and analyses the State, regional, and local strategic planning policies relevant to the site and proposed development.
- **Section 6 – Statutory Context:** provides a detailed assessment of the State and local environmental planning instruments and plans relevant to the site and development.
- **Section 7 – Section 4.15 Assessment:** provides an assessment of the proposal against the matters of consideration listed in Section 4.15 of the EP&A Act.
- **Section 8 – Conclusion:** provides an overview of the development assessment outcomes and recommended determination of the DA.

1.4. CONCURRENT DEVELOPMENT APPLICATION

The subject DA is lodged concurrently with a separate development application which seeks consent for a mixed use development on the adjoining site to the north, comprising at 41, (part) 184, and 192 Lord Sheffield Circuit Penrith (Part Lot 3003, Lot 3004, and Lot 3005 in DP1184498). This DA seeks consent for:

- Demolition of all existing site features and improvements;
- Construction and operation of a new mixed use development, comprising:
 - One storey basement, containing a total of 95 x residential car parking spaces, 2 x car wash bays, waste rooms, plant rooms, and other ancillary back-of-house areas;
 - Five-storey commercial podium comprising:
 - Retail tenancies, residential and commercial lobby entries, a loading dock, vehicle access, and back-of-house areas at Ground Level;
 - A commercial tenancy at Level 01;
 - Shared car parking at Ground Level – 04 (providing a total of 161 x residential car parking spaces and 22 x retail car parking spaces);
 - A residential building (referred to as Tower C), with a maximum rise of 13 storeys (Ground Level – Level 12) containing a total of 74 x residential apartments;
 - A residential building (referred to as Tower D), with a maximum rise of 26 storeys (Ground Level – Level 25) containing a total of 163 x residential apartments;
- New landscaping works and other public domain works; and
- Ancillary works, including site services and connections and stormwater infrastructure.

It is anticipated that the two development applications will be assessed and determined concurrently.

1.5. PROJECT TEAM

This SEE should be read in conjunction with the following plans and specialist reports.

Table 1 DA Documentation

Document	Consultant	Appendix
Proposed Community Infrastructure Offer	Thornton North Penrith Pty Limited	A
Site Survey	Rygate Surveyors	B
Quantity Surveyors Statement	Construction Consultants	C
Design Excellence Endorsement	Design Competition Jury	D
Design Integrity Panel Report	Design Competition Jury	E
Architectural Drawings	Crone Architects	F
Design Verification Statement & SEPP 65 Compliance Assessment	Crone Architects	G
Landscape Design Report and Drawings	Urbis	H
Civil Engineering Drawings	AT&L	I
BASIX Certificate	IGS (Integrated Group Services)	J
Transport Impact Assessment	Stantec Australia	K
Acoustic Report	Acoustic Logic	L
Preliminary Geotechnical Investigation Report	Douglas Partners	M
Flood Emergency Response Plan	Northrop	N
Infrastructure Services Report	S4B Studio	O
BCA Compliance Report	BCA Logic	P
Access Assessment Report	BCA Logic	Q
Waste Management Plan	Elephants Foot Company	R
Connection to Country Report	Deerubbin Local Aboriginal Land Council	S
Solar Light Reflectivity Report	WindTech	T
Structural Design Report	Northrop	U
Fire Engineering Report	Affinity Fire Engineering	V
Retail Impact Assessment	Location IQ	W
Construction Waste Management Plan	St Hillers for Thornton Operations Pty Ltd	X
Soil Contamination Report	Prensa Pty Ltd	Y
Pedestrian Wind Environment Statement	Windtech Consultants	Z
Statement of Heritage Impact	John Carr Heritage Design	AA

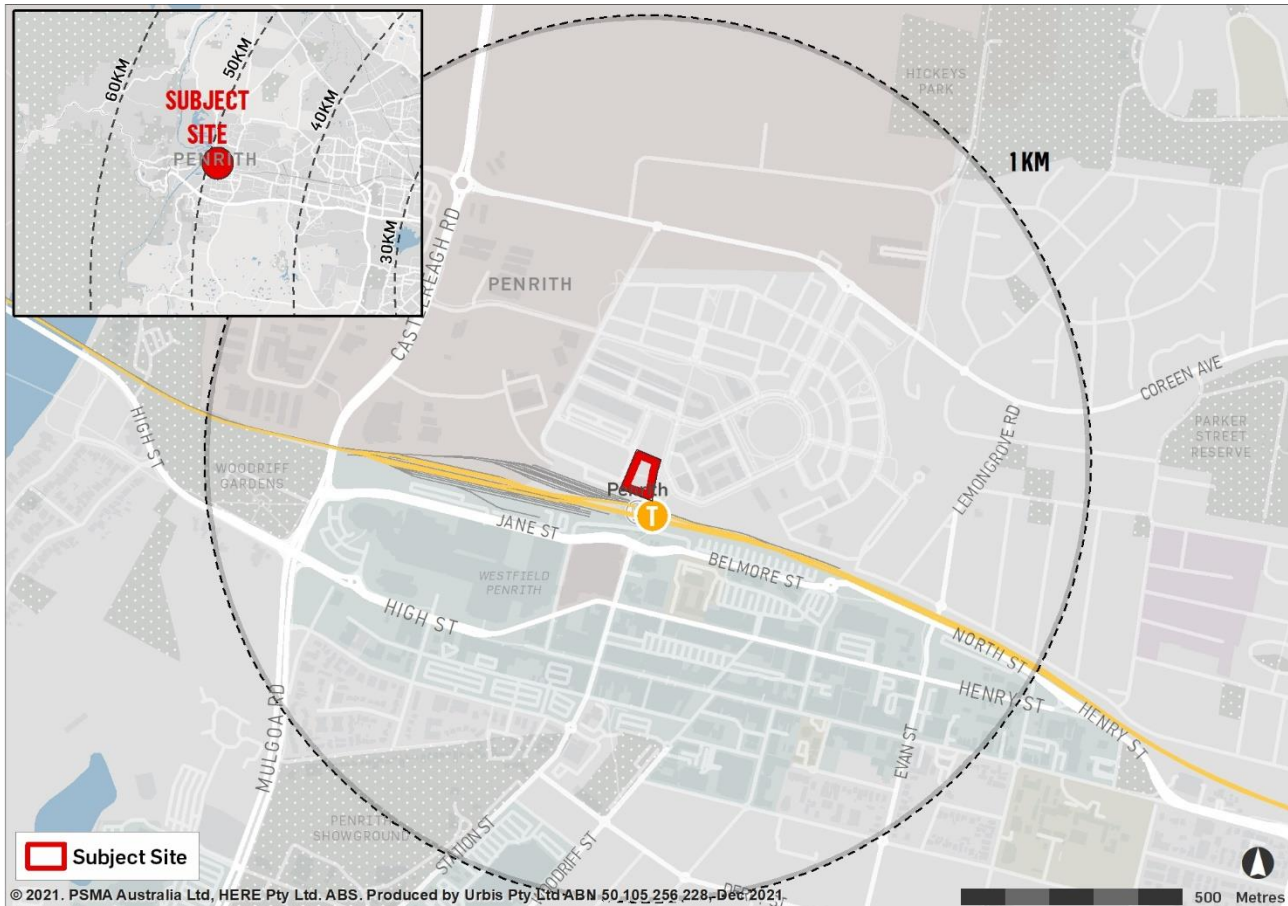
2. SITE AND SURROUNDING LOCALITY

2.1. LOCALITY

The development site comprises land at 184 Lord Sheffield Circuit Penrith (**the site**). The site is located within the Penrith Central Business District (**CBD**) in the Penrith Local Government Area (**LGA**).

The location of the site within the broader Penrith CBD is shown in **Figure 1** below.

Figure 1 Site Context



Source: Urbis

2.2. SITE DESCRIPTION

The legal property description of the site comprises Lot 3003 in Deposited Plan 1184498.

It comprises an irregular shaped parcel of land and has a consolidated total area of 6,303 sqm.

The development site is largely vacant, comprising a temporary bitumen car park and grassed areas.

The site is generally flat with a very slight slope to from north to south and is situated at an elevation of approximately 27m AHD. The Site Survey (at **Appendix B**) provides further topographical details.

The site presents the following boundaries and interfaces:

- Southern boundary – to a car parking area serving the Penrith train station (76.2 metres)
- Western boundary – to Dunshea Street (96.7 metres)
- Northern boundary – to Lot 3004 in DP 1184498 (58.5 metres)
- Eastern boundary – to the station entry public plaza and Lord Sheffield Circuit (94.8 metres)

Aerial photography of the site and immediate surrounding development is provided in **Figure 2**.

Figure 2 Aerial Photograph of Site



Source: Urbis

2.3. PENRITH HIGH STREET WORKS IN KIND

The application includes community infrastructure in the form of works in kind via a Voluntary Planning Agreement (VPA) under Section 7.4 of the *Environmental Planning and Assessment Act 1979 (EPA Act)* to enter into a Voluntary Planning Agreement (VPA) with Penrith City Council (**Council**).

The VPA Offer is made in connection with Thornton's two development applications seeking consent for a mixed use development at Lots 3003, 3004, and 3005 in DP 1184498 and known as 41, 184 and 192 Lord Sheffield Circuit, Penrith (**Land**). The Land is identified as 'Key Site 11' on the *Penrith Local Environmental Plan 2010 (LEP)* Key Sites Map. This VPA Offer is made in accordance with clause 8.7 of the LEP and Council's *Community Infrastructure Policy - Policy No CEP 001* adopted on 30 April 2018 (**CI Policy**) to satisfy the obligation to provide community infrastructure in connection with the described development.

Specifically, as part of this DA (i.e. DA1) the following works in kind are proposed:

- (b) **High Street Works:** Upgrades to the public domain on High Street, Penrith (between Woodriff Street and Lawson Street), specifically those identified in blue highlight on the General Arrangements Concept Plan in the VPA offer. This includes all:
 - a. Preliminaries;
 - b. Stormwater management;
 - c. Civil and road works;
 - d. Signage, traffic control, hoarding, fencing; and
 - e. Electrical, hydraulic and other services.

The High Street Works will be delivered prior to the issue of the first Occupation Certificate for the development approved under the First Development Application.

2.4. LOCALITY CONTEXT

The site occupies a prominent location in the Penrith CBD. The urban context of the site is predominantly characterised by recently constructed development associated with the Thornton Estate. The site comprises one of the last remaining substantially undeveloped parcels of land within the Estate.

- **North** – Immediately adjoining the site to the north is Lots 3004 and Lots 3005 of the Thornton Estate. A separate development application has been lodged for these lots concurrent with the subject DA. Further north is a range of residential flat buildings and dwellings associated with the Estate.
- **South** – Immediately south is Penrith train station and Penrith Town Centre, characterised by a Westfield shopping centre and low rise commercial and retail buildings.
- **East** – Immediately east of the site lies a number of residential flat buildings which comprise Stages 1, 2 and 3 of the Thornton Estate project. Further to the east is a public oval and a recreational centre and recently developed residential neighbourhoods.
- **West** – Immediately west is the commuter public car park, beyond which lies the Museum of Fire.

The site is geographically well-positioned to many transport options. It is some 100 metres (walking distance) to Penrith Rail Station and Penrith Bus Terminal, providing services to the Blue Mountains, Hawkesbury, inner-Sydney, and surrounding suburbs. It is positioned within proximity to two arterial roads; Castlereagh Road and Great Western Highway which provide east-west and north-south connectivity to nearby suburbs.

2.5. PHOTOGRAPHIC REVIEW

Photographs of existing development on the site are provided below.

Figure 3 Existing Site Conditions



Picture 1 View looking west

Source: GoogleMaps



Picture 2 View looking south-west

Source GoogleMaps



Picture 3 View looking south-east

Source: GoogleMaps



Picture 4 View looking north-east

Source: GoogleMaps

3. PROJECT BACKGROUND

3.1. CONCEPT APPROVAL

The original Major Projects approval for the Thornton Estate ('the North Penrith Defence Site') was granted by the NSW Minister for Planning and Infrastructure on 9 November 2011. The original Part 3A Concept Plan (MP10_0075) and Stage 1A Project Application (MP10_0078) submitted by Urban Growth NSW (formerly Landcom) provided for mixed use and residential precinct development on the 40 hectare site.

The original Major Projects approvals are summarised as follows:

- **Part 3A Concept Plan (MP10_0075):** Concept mixed use residential development comprising 1,000 new dwellings, a village centre with commercial (10,625 sqm), retail (4,500 sqm), and community land uses, light industrial uses (7,000 sqm), public open space, and heritage conservation.
- **Stage 1 Project Application (MP10_0078):** First subdivision stage (site preparation works, traffic control measures, bulk earthworks, internal and external road works, landscaping, and staged subdivision).

The Part 3A Concept Plan included Design Guidelines that established standards for urban design, built form and environmental management for the precinct. The Guidelines also included street design and hierarchy, landscape treatments for different types of open space, and public domain materials and treatments.

A State Significant Site listing for the estate was sought concurrently with the Major Projects applications to enable rezoning of the land. With the approval of the State Significant Site listing, the State Environmental Planning Policy (Major Development) Amendment (North Penrith) 2010 was gazetted on 25 November 2011.

The original Part 3A project approvals established the planning approval framework for the subsequent future development, subdivision, infrastructure, and public open space of the Thornton Estate.

3.2. PLANNING PROPOSAL

The proposed development is informed by a recently made amendment to the Penrith Local Environmental Plan 2010 (**the LEP**) which introduced an 'incentives clause' provision to certain key sites to permit increased building heights and floor space where development exhibits design excellence and community infrastructure is delivered. This amendment was the subject of a planning proposal referred to by NSW Department of Planning and Environment (**DPE**) as Penrith LEP 2010 Amendment No 14 & 25.

This section provides a summary of the planning proposal insofar as it applies to the proposed development.

In April 2016, following receipt of three separate site-specific planning proposals, Penrith City Council resolved to prepare a planning proposal to introduce an incentives clause applying to certain 'key sites' identified in the PLEP 2010. The subject site is identified as part of Key Site 11. The objective of the planning proposal was to coordinate the growth of the Penrith CBD and ensure the delivery of material public benefits.

The planning proposal sought to insert Clause 8.7 into the LEP to allow development with a floor space ratio (**FSR**) of up to 5:1 on Key Site 11, where the development is subject to an Architectural Design Competition and delivers agreed public benefits. To attain an FSR of up to 5:1 on the site, the insertion of Clause 8.7 would remove the application of Clause 4.3, Clause 4.4, and Clause 8.4(5) of the LEP to development on the site. Upon gazettal of the planning proposal, development subject to Clause 8.7 would have no relevant height control stipulated in the LEP.

On 14 April 2016, as delegate of the Greater Sydney Commission, the Department issued a Gateway Determination to the planning proposal. The planning proposal was publicly exhibited between 9 May to 6 June 2016. Following exhibition it was recommended that no changes be made to the planning proposal.

As part of the Gateway Determination, Council was required to prepare a public benefit policy to inform the planning proposal. Therefore, the planning proposal was exhibited with 'public benefit policy principles' to provide certainty to the community and developers regarding proposed public benefit provision. Following exhibition of the planning proposal, Council resolved to exhibit the draft policy.

Through the drafting and exhibition of the public benefit policy, the description of 'public benefit' was amended to 'community infrastructure' as consistent with similar provisions in other statutory planning instruments. Community infrastructure referred to '*development for the purposes of recreation areas, recreation facilities (indoor), recreation facilities (outdoor), recreation areas (major), public car parks or public roads*'. Community infrastructure is to be provided on the development site to which the Clause relates.

On 25 July 2016, Council resolved to endorse the planning proposal as exhibited and to request the Minister for Planning to make the amendment in accordance with the provisions of the EP&A Act. Accordingly, the planning proposal was returned to DPIE for assessment and legal drafting on 28 September 2016.

On 21 June 2017 DPIE wrote to Council advising that as a result of preliminary investigation into Penrith CBD flood evacuation, certain Key Sites were to be deferred due to potential flooding and evacuation risks.

On 23 June 2017, Penrith LEP 2010 Amendment No 14 was gazetted and Clause 8.7 was inserted into the LEP. This Clause provided incentive provisions to enable additional FSR controls for development on five Key Sites (including Key Site 11) within the Penrith City Centre in return for public benefit.

Penrith LEP 2010 Amendment No 14 deferred consideration of the remaining Key Sites due to unresolved flooding and evacuation issues. These issues were resolved and subject to a follow up amendment referred to as Penrith LEP 2010 Amendment No 25. This amendment sought to apply the 'incentives clause' to the remaining six Key Sites and permit increased building heights and floor space where development exhibits design excellence and community infrastructure is delivered. Accordingly, Penrith LEP 2010 Amendment No 25 was made and published on the NSW legislation website on 20 December 2018.

This DA relies upon the provisions of Clause 8.7 in relation to development on land identified as Key Site 11.

3.3. COMPETITIVE DESIGN PROCESS

In accordance with Clause 8.4 of the LEP, an architectural design competition was held in relation to the site at 184 Lord Sheffield Circuit, Penrith (legally described as Lot 3003, Lot 3004, and Lot 3005 in DP1184498).

The applicant invited three practices to participate in the architectural design competition:

The Competition Jury unanimously agreed that the Crone Architects scheme was most capable of achieving design excellence in accordance with the LEP, subject to resolution of matters identified in the Jury Report.

In 2018, the applicant met with Government Architect NSW (**GANSW**) to discuss a range of concerns with being able to deliver the project in its current form. Two very large towers were noted as being very difficult to stage, and there was a strong preference for four smaller towers.

On 21 September 2018 GANSW wrote to the applicant confirming that:

GANSW does not consider a new competition necessary if the proponent can meet the following criteria:

- *The proposal does not exceed the maximum 5:1 FSR standard under Penrith LEP 2010.*
- *The same jury assembled for the design competition is reconvened to review the proposed changes in relation to the Crone scheme awarded design excellence.*
- *Detailed plans, elevations, sections and 3D renders are prepared to allow the jury to adequately compare and review the proposed changes with the previous scheme.*
- *Sufficient evidence is provided to demonstrate ADG requirements can be met.*
- *The revised proposal does not compromise any planning or regulatory requirements addressed by the previous scheme.*

GANSW also supports that Crone architects be retained to undertake this rework to provide continuity and consistency in design approach.

If the jury does not consider that the revised proposal achieves design excellence it may request additional information or require an alternative process such as a new design competition.

Competition Jury Meeting 1 (14 December 2020)

In response to the above, Urbis (as competition manager), arranged for the original Competition Jury to reconvene on 14 December 2020 to assess the proposed new massing arrangement, with indicative plans and information issued in advance of the meeting.

The following jury members in attendance included:

- Rory Toomey (on behalf of Dillon Kombumerri –NSW Government Architects Office)
- Lisa-Maree Carrigan – Director of Group GSA Architects
- Kim Crestani – Director of Order Architects
- Brett Newbold – Penrith Design Review Panel

The Jury provided the following feedback in response to the information provided and presented by Crone:

1. ***There was a general consensus and agreement by the jury that a new design competition was not required, and an acceptance of the ‘four tower’ scheme proposition.*** There was also an acceptance that the Crone team were capable of achieving and delivering a scheme that could achieve design excellence, subject to further detail and design review.
2. ***It was agreed that the information provided at this stage was relatively high level in nature and required much more thorough analysis,*** detail and work before the scheme could be endorsed. In this vein, all of the jury felt that it was important for there to be an ongoing design review phase and at least two (2) further meetings to refine the scheme.
3. ***While the ground plane had some enhanced qualities compared with the competition scheme, it was felt that there were some changes that were less desirable and needed further development.*** In particular, this included the positioning of the supermarket box and its relationship

to the proposed public domain to the east and north, the need for finer grain retail along Lord Sheffield Circuit, and better sleeving of these spaces.

- 4. It was felt that the outcome of Dunshea Street was a significantly poorer proposition than the competition scheme with large areas of plant and in-active spaces at the throat of the through-site link. By comparison the competition scheme had much more thriving, active retail space which has been largely lost in the proposed changes. Crone should explore bringing these important elements back in some form befitting the location (eg bike hubs, small service businesses) and avoiding large areas of blank walls and inactive spaces wherever possible.*
- 5. The tower lobby of the residential building directly to the south of the through-site link doesn't appear to be well planned or coordinated. The jury would encourage exploring a pedestrian access off Lord Sheffield Circuit to create a more rational entry point for residents.*
- 6. Connecting with Country is missing as a strong narrative thread linking the proposal to place, culture and heritage. A rich and integrated approach to including indigenous cultural heritage will enrich the project and its relationship to its location at the foot of the mountains near the river. Details of the consultation process and response to feedback should be included in any future presentation.*
- 7. There was a strong view by the jury that the project's landscape architects need to be on board as soon as practically possible to ensure that there is much more resolved integration with the public domain and podium communal open space areas. This will ensure that there is detail, layering and sophistication through the project and that social interaction and that 'village character' is embedded in the project. A strong opportunity for interpreting place, geology and ecology exists in the layered landscapes proposed. The jury looks forward to seeing development of these opportunities.*
- 8. The above ground parking provided needs a much more resolved and detailed consideration to ensure that these provide an acceptable design response when viewed from the public domain, but also from an amenity perspective of residents within the development. This may occur through a range of options such as landscaping, screening, lighting and the like. The jury drew reference to a recent example of an above ground car parking solution in North Penrith which was well resolved as one example.*
- 9. The jury would encourage Crone to start exploring façade options for the four towers which balance the prevailing weather conditions, architectural diversity and residential amenity guidance in the ADG while striving for distinctive and distinguished architectural expression appropriate to a development of this scale and prominence.*
- 10. There generally needs to be more detailed plans, a variety of detailed and diagrammatic cross sections explaining the different edge and boundary conditions and information to assist the jury with the next iterative review.*

Competition Jury Meeting 2 (19 February 2021)

In response to the above feedback from Meeting 1, Crone prepared a series of amendments and presented to the competition Jury on 19 February 2021 (Meeting 2). This included input from a landscape architect (Urbis) and included a presentation on the proposed landscape concept for the project.

The feedback from this session was as follows:

- 1. The jury acknowledges the creative design ideas that have come together since the last meeting and are encouraged by the direction of the proposed change from 2 towers to 4 towers. With further comprehensive analysis and design progression prior to DA lodgement, the project has the potential to have a very positive influence on Penrith as multi-storey urban village.*
- 2. The jury acknowledged that the design had responded to a number of suggested areas of feedback from the last meeting, including:*
 - (a) The project landscape team were on-boarded to provide conceptual ideas of how the podium and landscape areas were integrated into the architectural response. It is noted though, that this requires more sufficient rigour and coordination prior to lodgement.*
 - (b) Activation along Dunshea Street was much more resolved and positive.*

- (c) *There was an intent and strategy to ensure that designing with country will be a strong narrative thread linking the proposal to place, culture and heritage. It is encouraged, however, to ensure that this is embedded in the design thinking as soon as possible.*
 - (d) *The above ground parking was much more resolved and provided landscape responses to manage impacts from the public domain.*
 - (e) *The exploration of facades of the buildings was starting to develop a good character and language, and there is a richness to the podium which is commendable. However, there needs to be a stronger appreciation of the Western Sydney climate, with further technical input.*
3. *The proposal is developing positively in some aspects in response to earlier DIP feedback. Whilst the proposal has the potential to achieve design excellence, further amendments and development are required before the design integrity panel can endorse the scheme for design excellence. In particular, the following areas require further thought and refinement:*

Ground Plane

- *Earlier comments from the jury regarding the ground plane and residential entries/corridors still require better resolution. The commercial imperatives of retailers appear to be somewhat at the expense of the amenity and identity of the residents who will live in the buildings. It is recommended that the very long residential corridors off the through-site link are re-considered and rationalised and better integrated with the retail spaces. These residential entrances need to feel safe, legible, with clear sight lines and without a dog-leg configuration.*
- *The through-site link provides a very unique and exciting opportunity to create something really special – but it is in need of its own unique identity which needs to be explored in further detail. It was felt that precedent images presented by the design team (i.e. such as Casba in Waterloo) were not the most comparable as it is more of an enclosed space, more urban, and the scale differs quite considerably. The jury did, however, acknowledge the potential cues from Casba in relation to its richness of materials, landscaping and use of water to create amenity for residents, retailers and the public.*
- *As a general comment, there needs to be a much more reassuring level of detail on the types of trees, plants and materials in the through-site link. This needs to explore appropriate soil depths, landscaping and planting which can manage the harsh climate and which can create amenity.*
- *Consideration should be given to additional street trees along the north-eastern boundaries of the site, to provide a better amenity to the apartments which engage closely with the street. Integration of front gates, and finer grain street presentation is also encouraged.*
- *There is support for the proposed strong vertical grid language in the podium. The jury would encourage the design team to explore additional material richness here, which will provide some variety (for instance, does every vertical frame need to be concrete?). It was acknowledged that Penrith has a richness of materials elsewhere in the City Centre which can potentially be drawn upon.*
- *The jury are keen to understand the staging strategy of the proposal, and what this potentially means to the delivery of the through-site link.*

Terraced Landscape Areas

- *The jury support the emerging landscape ideas, diversity of spaces and concepts, and there is an opportunity for a very rich response.*
- *However, some of the landscape spaces are poorly connected to the architectural spaces. This needs to be developed further, particularly as there are some obvious CPTED issues with these spaces (i.e. some spaces are one way in, one way out) and are not supported.*
- *The layout and design of podium terraces should be refined to facilitate positive social interaction between residents, which the current design does not adequately achieve. Positive interaction requires high levels of visual amenity and climate protection, effective responses to residential and personal territories, visibility and accessibility for several lift lobbies, plus responses to safety and security design principles.*

- *Better integration to apartment lobbies and usable areas is required to activate these spaces (i.e. in particular Level 4 of the northern landscape terraces which appears to be only accessed through the car park).*
- *Where the podiums are sleeved (levels 1 through to 4 inclusive) improvements could be made to some of the long corridors which interface with the car park areas to ensure that appropriate daylight to corridors on longer corridors is achieved. Wider considerations include surveillance from lobbies, dwellings and car park areas, and the provision of 'break-out' spaces together with landscaped "places".*
- *The landscape screening of the car park was well resolved, but this needs to be proved up further to confirm that plant species can definitely work here with the harsh climate.*
- *There is a need to understand how the private planter beds get looked after in a strata scenario so the 'pretty' render images are a reality. It is recommended that a Landscape Plan of Management be prepared as part of any future DA.*

Tower Materiality, Climate and Façade

- *The jury acknowledge the efforts of the design team to start exploring façade strategies and treatments to the buildings.*
- *There needs to be further interrogation of the materiality and facades, and how they respond to microclimate, privacy between dwellings and public space, views, outlooks. This may affect the look and feel of the facades. The jury encourages the design team to keep developing the facades with those top of mind.*
- *The jury are mindful of the market in Penrith, project budget, and that some of the design moves could start to add considerable cost that needs to be carefully managed (i.e. alternating floor plates, wet areas above living spaces and the like), and there still needs to be technical advice which may continue to put pressure on the project budget.*
- *Potentially explore the tops of the buildings and their expression to ensure that this is well integrated with the rest of the building. Some of these areas also didn't appear to have shading devices unlike the lower areas.*

Apartment Design and Planning

- *The jury were generally supportive of the approach to apartment design and planning.*
- *However, there were concerns about some areas needing better amenity outcomes (one example was apartments having a single, south facing aspect adjacent to the Railway which could be better planned).*
- *Tower separation needed to be examined in further detail to ensure that compliance is achieved with the ADG.*

4. In summary, the jury recommends the following next steps:

- *It is essential for the applicant and design team to appropriately on-board technical consultants to refine and inform the design approach. Importantly, the appointment of these consultants will enable a number of the above considerations to shape the built form outcome, and richness of the design response.*
- *The design team continue to develop the positive direction with the design work and give consideration to the above feedback to enrich the scheme moving forward. The above feedback should provide appropriate direction to proceed towards the preparation of a development application (DA) for the project.*
- *However, prior to lodgement of a development application, the jury will require a further review of the design to ensure that the above feedback has been integrated, whilst also balancing other feedback that may be provided by Council Officers (such as waste, traffic, planning and other disciplines). It is recommended that this meeting occurs with sufficient time prior to lodgement, to ensure that any feedback from the jury can be considered well in advance of DA lodgement.*

- *If required, the jury should remain as a Design Integrity Panel following lodgement of the application, in the event that there any major changes to the design which may occur following lodgement of the application.*

Competition Jury Meeting (22 September 2021)

In response to the above feedback from Meeting 2, Crone prepared a series of amendments and presented to the competition jury again on 22 September 2021 (Meeting 3). Meeting 3 had the following agenda:

- An update to the feedback provided at Meeting 2.
- Introduction by Graham Davis from the Deerrubbin Aboriginal Land Council to provide context to his input into the design phase to enhance and enrich the project's Connection to Country.
- Allow Crone (with Urbis Landscape) to talk through the refinement of the scheme with respect to the ground plane, landscape, and architectural quality of the proposal.
- Q/A and discussion.
- Seek endorsement to lodge the application (noting a further review would be likely to occur post-lodgement by the jury).

Overall, the feedback was generally positive and with resolution of the certain items, the jury were generally supportive of the proposal proceeding to the DA stage – noting that a final review will be undertaken during the formal DA assessment stage post-lodgement.

The Final Jury endorsement letter is provided at **Appendix D**.

3.4. PRE-LODGE MENT CONSULTATION

A formal pre-lodgement meeting was held with Council on 12 October 2021 (via teleconference). This was attended by senior Council staff and representatives of the applicant and project team.

On 19 October 2021, the applicant received Council's pre-lodgement advice. Key matters for consideration discussed in the pre-lodgement meeting and Council's pre-lodgement advice generally related to:

Planning

- Offer of community infrastructure;
- Floor space, building height, and community infrastructure controls;
- Design excellence and competitive design process;
- Staging of development;
- Referral with relevant railway authority (Sydney Trains);
- Environmental heritage;
- Geotechnical reporting;
- Signage strategy and public art strategy; and
- Landscaping details.

Environmental Management

- Remediation of land;
- Noise impacts;
- Construction waste management;
- Food fit-out;
- Water features;
- Groundwater; and
- Construction waste management.

Engineering

- Stormwater;
- Mainstream flooding;
- Local overland flow flooding;
- External works;
- Traffic; and
- Waste.

The key items raised at the pre-DA meeting have been addressed (to the extent relevant) in the proposal, as evidenced in this SEE and accompanying architectural drawings, and specialist technical consultant reports.

4. PROPOSED DEVELOPMENT

4.1. OVERVIEW

The DA seeks development consent for the following development at 184 Lord Sheffield Circuit Penrith:

- Demolition of all existing site features and improvements;
- Construction and operation of a new mixed use development, comprising:
 - One storey basement, containing a total of 85 x commercial car parking spaces, a click-and-collect facility, waste rooms, a retail lobby entry, plant rooms, and other ancillary back-of-house areas;
 - Five-storey podium comprising:
 - Retail tenancies, a mainline supermarket, residential and commercial lobby entries, a loading dock, vehicle access, and back-of-house areas at Ground Level;
 - A child care centre and medical facility at Level 01;
 - Shared car parking at Levels 01 – 04 (providing a total of 333 x residential car parking spaces, 35 x commercial car parking spaces, and 2 x car wash bays);
 - A residential building (referred to as Tower A), with a maximum rise of 27 storeys (Level 05 – Level 31) containing a total of 241 x residential apartments;
 - A residential building (referred to as Tower B), with a maximum rise of 9 storeys (Level 05 – Level 13) containing a total of 75 x residential apartments;
- Creation of new east-west publicly accessible through-site link;
- New landscaping works and other public domain works; and
- Ancillary works, including site services and connections and stormwater infrastructure.

Architectural and landscape plans depicting the proposal are provided at **Appendix F** and **Appendix H**.

Key numeric aspects of the proposed development are detailed in **Table 2** and individual components of the proposed development are described in the following sections.

Table 2 Numeric Overview of Proposal

Parameter	Description
Land Use	The proposed mixed use development comprises the following land uses: 'commercial premises'; 'retail premises'; and 'shop top housing' (as defined).
Building Height	Tower A – 107.4 metres (existing ground level of RL27 to top of lift overrun at RL134.4) Tower B – 49.8 metres (existing ground level of RL27 to top of lift overrun at RL76.8)
Storeys	Tower A - 32 storeys (Ground Level to Level 31) Tower B - 14 storeys (Ground Level to Level 13)
Gross Floor Area	The proposed gross floor area (GFA) comprises: <ul style="list-style-type: none"> ▪ Commercial / retail GFA: 4,443 sqm ▪ Residential GFA: 27,072 sqm ▪ Total GFA: 31,515 sqm
Floor Space Ratio	Measured against the site area of 6,303 sqm, the proposed floor space ratio (FSR) is 5:1.

Parameter	Description
Dwelling Mix	The proposal provides a total of 316 residential apartments, with the following unit mix: <ul style="list-style-type: none"> ▪ 21 x studio apartments ▪ 102 x one-bedroom apartments ▪ 166 x two-bedroom apartments ▪ 27 x three-bedroom apartments
Adaptable Units	32 x adaptable apartments (10.1%)
Silver Units	64 x liveable apartments (20.3%)
Communal Space	2,725 sqm (43.2% site area) communal open space
Car Parking	A total of 333 x residential parking spaces comprising: <ul style="list-style-type: none"> ▪ 281 residential parking spaces ▪ 32 x residential accessible spaces ▪ 20 x residential tandem spaces A total of 120 x commercial parking spaces comprising: <ul style="list-style-type: none"> ▪ 114 x commercial parking spaces ▪ 6 x commercial accessible spaces A total of 2 x car wash bays .

4.2. COMMUNITY INFRASTRUCTURE OFFER

The application includes community infrastructure in the form of works in kind via a Voluntary Planning Agreement (VPA) under Section 7.4 of the *Environmental Planning and Assessment Act 1979 (EPA Act)* to enter into a Voluntary Planning Agreement (**VPA**) with Penrith City Council (**Council**).

The VPA Offer is made in connection with Thornton's two development applications seeking consent for a mixed use development at Lots 3003, 3004, and 3005 in DP 1184498 and known as 41, 184 and 192 Lord Sheffield Circuit, Penrith (**Land**). The Land is identified as 'Key Site 11' on the *Penrith Local Environmental Plan 2010 (LEP)* Key Sites Map. This VPA Offer is made in accordance with clause 8.7 of the LEP and Council's *Community Infrastructure Policy - Policy No CEP 001* adopted on 30 April 2018 (**CI Policy**) to satisfy the obligation to provide community infrastructure in connection with the described development.

Specifically, as part of this DA (i.e. DA1) the following works in kind are proposed:

High Street Works: Upgrades to the public domain on High Street, Penrith (between Woodriff Street and Lawson Street), specifically those identified in blue highlight on the General Arrangements Concept Plan at **Annexure A**. This includes all:

- Preliminaries;
- Stormwater management;
- Civil and road works;
- Signage, traffic control, hoarding, fencing; and
- Electrical, hydraulic and other services.

The High Street Works will be delivered prior to the issue of the first Occupation Certificate for the development approved under the First Development Application. The Applicant's offer to enter into the VPA is provided at **Appendix A**.

4.3. EXCAVATION

The existing ground level varies between RL26.35m to RL27.40m. As detailed in the Geotechnical Report prepared by Douglas Partners (**Appendix M**) the basement level is anticipated to require bulk excavations to a depth of approximately 4 metres below existing ground level (approximately RL23 m).

The excavation will be supported by basement walls that are keyed into the Penrith Gravel and underlying bedrock. Lateral support will be provided by means of temporary ground anchors. Temporary anchors will be necessary only until the basement slabs and ground floor slabs provide internal support for the walls.

4.4. BUILT FORM

The proposed development presents a towers-on-podium built form, generally comprising:

- Integration into the Penrith City Centre public domain through:
 - Streetscape upgrades of Lord Sheffield Circuit and Dunshea Street; and
 - An open to sky public domain through site link from Lord Sheffield Circuit to Dunshea Street
- One storey basement, providing retail car parking spaces, a click-and-collect facility, waste rooms, a retail lobby entry, plant rooms, and other ancillary back-of-house areas;
- A five-storey podium comprising:
 - Retail tenancies (including a mainline supermarket), residential and commercial lobby entries, a loading dock, vehicle access, and back-of-house areas at Ground Level
 - A child care centre and medical facility at Level 01;
 - Shared car parking at Levels 01 – 04 (providing residential and retail parking and car wash bays);
- A 32-storey residential tower (Ground Level to Level 31) (Tower A), comprising a mix of apartment typologies and communal open space and amenities on podium Level 05; and
- A 14-storey residential tower (Ground Level to Level 13) (Tower B), comprising a mix of apartment typologies and communal open space and amenities on podium Level 05.

4.5. GROSS FLOOR AREA / FLOOR SPACE RATIO

Measured in accordance with the relevant LEP definition, the proposal has total GFA of 31,515 sqm. Calculated against the site area of 6,303 sqm, the proposal has a resultant floor space ratio of 5:1.

4.6. BUILDING HEIGHT

The proposal has a maximum building height of RL134.4 metres to the top of the roof plant on Tower A.

Measured in accordance with the LEP definition of 'building height' (or 'height of building'), the proposal has a maximum building height of 107.4 metres (based on an existing ground level of RL27 metres).

4.7. LANDSCAPING

Landscape Concept

The proposal incorporates a comprehensive landscaping and public domain strategy, as detailed in the Landscape Design Report and accompanying Landscape Plans prepared by Urbis (at **Appendix H**).

The proposed landscape design has been informed by ongoing Connecting with Country consultation and engagement with Deerubbin Local Aboriginal Land Council (**DLALC**). Key themes which emerged through this engagement were connection to the Nepean River and Blue Mountains. The proposal provides further opportunities to incorporate an indigenous narrative, program, and activation of the landscape strategy.

The overall landscape design for the proposal is illustrated in **Figure 4**.

Figure 4 Landscape Design



Source: Urbis

Key components of the landscape design are described in the Landscape Design Report as follows.

New Through-Site Link

The proposal integrates a new publicly accessible through-site link (generally aligned east-west) connecting Dunshea Street and Lord Sheffield Circuit and a village centre (refer **Figure 4** above). The spaces provide a catalyst to activate the precinct and maintain pedestrian flow from the train station to the commuter car park.

The space is characterised by frontages to a diverse range of retail and commercial uses (such as food and beverage offerings), catenary lighting, informal gathering space (with seating pods), programmable event space, an interactive water feature, and Connecting to Country art work. Landscaping provides shade and connection to nature as an integrated response to existing street trees and neighbourhood landscape.

Dunshea Street and Lord Sheffield Circuit Frontages

The landscaping design for the frontages to Dunshea Street and Lord Sheffield Circuit proposed rows of street trees (to match existing trees) generally planted between buildings and the existing station plaza.

Residential Communal Open Space

The proposal integrates two private communal open spaces at the rooftop of the podium (Levels 04 and 05) for the private use and enjoyment of residents of the apartments. These communal areas are designed to allow residents to engage in community events, health and wellbeing, recreation, and play areas for children.

Figure 5 Communal Open Space



Picture 5 Level 04

Source: Urbis



Picture 6 Level 05

Source: Urbis

The Level 04 communal open space features include raised planters with trees, integrated seating benches, paved paths with seating benches, balustrade planters, and an outdoor cinema lawn.

The Level 05 communal open space features include seating arbours, planted arbours, meeting circles, productive gardens, raised planters with trees and seating benches, balustrade planters, shade pavilions, barbeque pavilions, a children's playground, and a flexible open lawn.

Private External Open Space

Each of the residential apartments benefits from external open space. The balcony areas are commensurate with the size of the apartments and comply with minimum sizes prescribed in the Apartment Design Guide.

4.8. TRANSPORT, PARKING, AND ACCESS

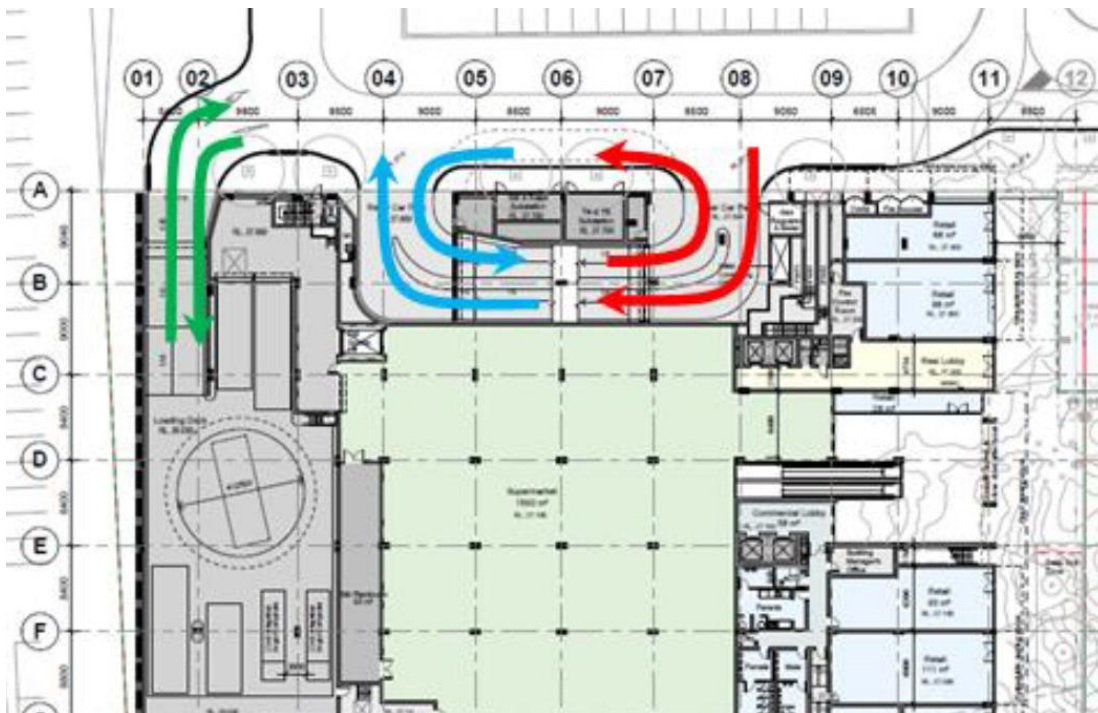
4.8.1. Vehicular Access

The proposal has three vehicular access points and crossovers from Dunshea Street, described as follows:

- Northernmost crossover (shown in red) – provides access to residential and retail / commercial car parking on the upper levels.
- Central crossover (shown in blue) – provides access to residential and retail car parking within the consolidated basement level.
- Southernmost crossover (shown in green) – provides access to the loading dock.

The proposed vehicle access arrangements are indicated in **Figure 6**.

Figure 6 Vehicle Access Arrangements



Source: GTA Consultants

4.8.2. Loading Dock

A loading dock is proposed along the southern boundary at ground level. This will provide four loading bays:

- Two bays to accommodate vehicles up to and including 12.5 metre heavy rigid vehicles (**HRVs**)
- Two bays to accommodate vehicles up to and including 8.8 metre medium rigid vehicles (**MRVs**).

Two compactors will also be located on the eastern side of the loading dock.

A turntable is proposed within the loading dock to provide access to the loading bays.

4.8.3. Basement and Podium Car Park

The basement and podium level parking areas provide a total of 453 parking spaces comprising:

- A total of **333 x residential** parking spaces comprising:
 - 281 residential parking spaces
 - 32 x residential accessible spaces
 - 20 x residential tandem spaces

- A total of **120 x commercial** parking spaces comprising:
 - 114 x commercial parking spaces
 - 6 x commercial accessible spaces
- A total of **2 x car wash bays** are provided at Level 02.

End-of-trip facilities are proposed within the basement, accommodating 8 x bicycle parking spaces for staff and 34 x bicycle parking spaces for visitors. The basement provides a total of five showers (two male, two female and one accessible) and lockers. In addition to the above, 262 storage cages are provided.

4.8.4. Pedestrian Access

Pedestrian access to the ground level retail tenancies is provided from Lord Sheffield Circuit and the through-site link. Pedestrian entry to the upper level podium car park, commercial tenancies, and residential accommodation is provided via a series of lobbies, lift cores, and stairwells located around the site frontages.

4.9. MATERIALS AND FINISHES

A detailed schedule of external building materials, colours, textures, and finishes is provided in the architectural drawings (**Appendix F**). Selected materials and finishes are summarised as:

- White brick;
- Ash brick;
- Concrete / masonry (+ with white paint finish and paint finish to match ash brick);
- Light cladding bronze finish;
- Lightweight board (+ with concrete texture finish, white paint finish, and dark concrete texture finish);
- Aluminium anodise vertical louvre;
- Shopfront clear glazing; and
- Residential glazing tinted.

4.10. WASTE MANAGEMENT

The DA is supported by an Operational Waste Management Plan prepared by Elephant Foot (at **Appendix R**). This describes waste management practices for the commercial and residential uses in relation to:

- Waste generation estimates
- Chute discharge equipment
- Waste disposal procedures
- Waste collection procedures
- Bulky waste procedures

4.11. STORMWATER DESIGN

Stormwater infrastructure and erosion and sediment control will be implemented as per the Stormwater Management Plan (at **Appendix I**). Key stormwater infrastructure strategies relate to stormwater drainage, hydrology, hydraulics, rainwater tanks, and sedimentation and erosion control.

4.12. INFRASTRUCTURE AND SITE SERVICES

Services including electricity, telecommunications, gas, water, and sewage infrastructure are available to the site. As detailed in the Infrastructure Services Report (at **Appendix O**), existing services will be extended, expanded, and augmented as required in order to meet the demands and requirements of the proposal.

4.13. DEVELOPMENT STAGING

As discussed elsewhere in the SEE, the application is lodged concurrently with a separate development application for the remainder of the larger adjoining 'super-lot' to the north forming Lots 3003, 3004, and 3005 in DP 1184498 and known as 41, (part) 184 and 192 Lord Sheffield Circuit, Penrith.

While the intention is to ideally construct the entire super-lot at the same time, the applicant is seeking to embed flexibility in the approval by providing two separate DAs to enable the potential for a staged approach should this be required. Accordingly, the arrangement of the basement, towers, and public domain areas have been carefully designed in a manner which allows each to have the flexibility to be staged as required.

Importantly, each development application will comply with the maximum FSR of 5:1 under Clause 8.7.4(c) of PLEP and maintain general compliance with the Apartment Design Guidelines (ADG) and other relevant development controls such as car parking.

During pre-lodgement discussions, Council identified the need for a well-considered publicly accessible through-site link not to be compromised if the first stage of the development proceeded, but the remaining stage was deferred to a later date. In particular, there was concern raised about unsightly hoardings remaining along the through-site link for prolonged periods.

In response to this feedback, the applicant has proposed an 'interim' staging solution for the public domain. This includes the ability for some additional paving and embellishment of the through-site link beyond the DA boundary that would extend to the future glazing line of the future retail zone on the northern side of the link. This would be a matter which we plan to engage more closely with the Council on, to ensure that there are safeguards in place for this interim solution.

5. STRATEGIC PLANNING CONTEXT

The following strategic planning policies are applicable to the subject site and the proposed development.

Table 3 Strategic Planning Context

Strategic Planning Policy	Comment	Consistency
A Metropolis of Three Cities – the Greater Sydney Region Plan	<p>The Greater Sydney Region Plan is the NSW Government's plan for the Sydney Metropolitan Area over the next 20 years. It includes key directions and actions to encourage the Sydney's continued growth, particularly in Western Sydney.</p> <p>Penrith is identified within the Region Plan as a key metropolitan centre that will be connected to new suburbs and employment areas in and around the future Western Sydney Airport.</p> <p>The proposal will help connect Penrith residents to future employment opportunities through providing high density living within proximity to established transport hubs and the city's commercial core.</p>	Yes
Western City District Plan	<p>The Western City District Plan provides a 20-year plan to manage growth and achieve a 40-year vision, while enhancing Greater Sydney's liveability, productivity, and sustainability into the future.</p> <p>Key objectives of the District Plan include:</p> <ul style="list-style-type: none"> ▪ Responding to plans for the Western Sydney Airport and Badgerys Creek Aerotropolis jobs creation; ▪ Delivering a 30-minute city through major transport initiatives like the North-South Rail connection; ▪ Providing housing supply, affordability, and choice, with access to jobs and services; and ▪ Creating liveable communities. <p>The proposal can make a valuable contribution to the future of Penrith within the Western City District, by providing significant housing and retail floor space, with access to many jobs and services. The site is situated in close proximity to the Penrith CBD. Facilities and amenities within the CBD offer aspects of a liveable environment with access for residents to culture and recreation.</p>	Yes
Penrith Local Strategic Planning Statement	<p>The Local Strategic Planning Statement (LSPS) identifies Penrith's economic, social, and environmental land use needs over the next 20 years. The LSPS demonstrates how Council's vision aligns with and gives effect to actions of the Greater Sydney Region Plan and Western City District Plan. It indicates how these actions can be implemented at a local level through strategic and statutory plans.</p> <p>The proposal aligns with key LSPS planning priorities, including:</p> <ul style="list-style-type: none"> ▪ to provide new homes to meet the diverse needs of the growing community; 	Yes

Strategic Planning Policy	Comment	Consistency
	<ul style="list-style-type: none"> to improve the affordability of housing; to facilitate sustainable housing; and to ensure social infrastructure meets the changing needs of communities. 	
Economic Strategy Development, Penrith City Council	<p>The Economic Development Strategy (EDS) sets out a strategic framework to support economic growth, foster greater investment, and deliver jobs. Council's goal for Penrith is to achieve an increase in local jobs between 42,000 and 55,000 by 2031. This target will incorporate new jobs in a range of areas from health, education, tourism, arts, and culture and will be complemented by growth in the night-time economy and residential services. The proposal contributes to this target by providing additional high density residential and retail services, increasing investment in the CBD.</p> <p>Penrith is experiencing significant growth across education, health, construction, transport, and logistics. Complementing these growth areas is the transformation of the city centre and development of the night time economy, through the EDS and Council's <i>Night Time Economy Strategy</i>. The proposed retail tenancies will contribute to night time economy through provision of food and drink premises.</p> <p>In 2015, under 10% of Penrith's population lived within close proximity (800m) of major public transport. The proposal will provide additional high density residential development within a walkable distance of high frequency public transport.</p>	Yes
Community Strategic Plan 2017, Penrith City Council	<p>The Community Strategic Plan is Council's plan for Penrith for the next 20 years. It reflects the community's vision for Penrith to be a sustainable and prosperous city with a harmony of urban and rural qualities and a strong commitment to environmental protection and enhancement.</p> <p>The proposal is consistent with the following strategies outlined in the Community Strategic Plan:</p> <ul style="list-style-type: none"> attract investment to grow the economy and increase the range of businesses operating in the region; facilitate development in the City that considers the current and future needs of the community; help build resilient, inclusive communities; facilitate development in the City that considers the current and future needs of the community; ensure services, facilities and infrastructure meet the changing needs of the City; and provide parking to meet the needs of the City. 	Yes

6. STATUTORY PLANNING CONTEXT

This section provides an assessment of the environmental impacts of the proposed development to the approved development against the relevant statutory planning framework including Acts, environmental planning instruments, draft environmental planning instruments, and development control plans.

The relevant State and Local planning instruments that apply to the site and the proposal include:

- Water Management Act 2000;
- State Environmental Planning Policy (Resilience and Hazards) 2021;
- State Environmental Planning Policy (Planning Systems) 2021;
- State Environmental Planning Policy (Biodiversity and Conservation) 2021;
- State Environmental Planning Policy (Transport and Infrastructure) 2021;
- State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development;
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004; and
- Penrith Local Environmental Plan 2010.

6.1. WATER MANAGEMENT ACT 2000

The objectives of the Water Management Act 2000 are to provide for the sustainable and integrated management of the water sources across NSW.

The DA is accompanied by a Geotechnical Report (**Appendix M**). This identifies the existing ground level variation between RL26.35m to RL27.40m. The Report assesses that the basement level is anticipated to require bulk excavations that penetrate to a depth of approximately 4 metres below existing ground level at approximately RL23m (AHD). The development proposes a single level of basement and as such it is not anticipated to impact ground water. Therefore the development will not require approval from the NSW Department of Primary Industries under the Water Management Act 2000.

6.2. STATEMENT ENVIRONMENTAL PLANNING POLICIES

6.2.1. State Environmental Planning Policy (Resilience and Hazards) 2021

State Environmental Planning Policy (Resilience and Hazards) 2021 provides that a consent authority must not consent to carrying out development on land unless it has considered whether the land is suitable (or can be made suitable) for the purpose for which the development is proposed to be carried out.

The DA is accompanied by a Soil Contamination Assessment (**SCA**) prepared by Prensa Pty Ltd (at **Appendix Y**) to assess the soil contamination conditions of the site. The SCA concludes that the ongoing use of the site has a lay down / storage area for unknown equipment and potential soil stockpiles has the potential to cause contamination from spills, materials movement, and storage of equipment. As such, further assessment and surface sampling was undertaken to assess the soil conditions.

Based on the findings of the SCA, chemical analysis of spoil samples did not identify concentrations of contaminants of potential concern (**CoPC**) above the adopted health investigation and screening levels for a residential land use and as such the reported concentrations are unlikely to preclude the redevelopment of the site for mixed use development (including high-density residential with basement car parking).

6.2.2. State Environmental Planning Policy (Planning Systems) 2021

Part 4 of State Environmental Planning Policy (Planning Systems) 2021 requires referral to a regional planning panel for “development that has a capital investment value of more than \$30 million”.

As detailed in the Quantity Surveyors Report (at **Appendix C**), the estimated Capital Investment Value (**CIV**) of the development is \$114,662,915 (including GST). Therefore Part 4 of the SEPP applies and the relevant consent authority for the determination of the DA is the Sydney Western City Planning Panel.

6.2.3. State Environmental Planning Policy (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 aims to facilitate effective delivery of infrastructure by identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure and prescribing consultation requirements for certain development.

The below assesses relevant provisions of Transport and Infrastructure SEPP that apply to the proposal.

Table 4 Transport and Infrastructure SEPP Assessment

Transport and Infrastructure SEPP	Response	Referral Agency
<p>Division 5 Electricity transmission or distribution</p> <p>Subdivision 1 (Development likely to affect an electricity transmission or distribution networks)</p>	<p>The development is likely to affect an electrical transmission or distribution network. Therefore a new electricity substation will be constructed.</p>	Ausgrid
<p>Part 3 – Division 15 Railways</p> <p>Subdivision 2 (Development in or adjacent to rail corridors and interim rail corridors – notification and other requirements)</p>	<p>The Clause applies to development that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land—</p> <p><i>(b) within 25m (measured horizontally) of a rail corridor</i></p> <p>Before determining the DA, the consent authority must—</p> <p><i>(a) within 7 days after the application is made, give written notice of the application to the rail authority for the rail corridor, and</i></p> <p><i>(b) take into consideration—</i></p> <p><i>(i) any response to the notice that is received within 21 days after the notice is given, and</i></p> <p><i>(ii) any guidelines issued by the Secretary for the purposes of this clause and published in the Gazette.</i></p> <p>The DA is supported by email correspondence between the applicant and Sydney Trains (under separate cover) and accompanying documentation.</p>	Sydney Trains
Schedule 3	<p>The proposal is categorised as traffic generating development for the reason that it provides:</p> <ul style="list-style-type: none"> ▪ 200 or more car parking spaces; and ▪ 300 or more dwellings. <p>The Traffic Impact Assessment (at Appendix K) assesses the level of traffic generation resulting from the development and potential impacts on the surrounding road network.</p>	RMS

6.2.4. State Environmental Planning Policy (Biodiversity and Conservation) 2021

State Environmental Planning Policy (Biodiversity and Conservation) 2021 (**Biodiversity and Conservation SEPP**) aims to protect the environment of the Hawkesbury / Nepean River area by ensuring that the impacts of future land uses are considered in a regional context. The SEPP prescribes requirements for the assessment of development in terms of stormwater quality.

The DA is accompanied by a stormwater management and erosion and sediment control plans (at **Appendix I**). The proposal incorporates adequate erosion and sediment control measures to ensure sediment resulting from the development is not deposited into the Hawkesbury/Nepean River system. Furthermore, the proposed development has been designed to comply with the Council's *Stormwater Drainage Policy*.

The Biodiversity and Conservation SEPP also aims to protect the biodiversity values of trees and other vegetation in non-rural areas of the State and preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation. It applies to land in the City of Penrith. There are no existing tree plantings on the site or any adjoining land.

6.2.5. State Environmental Planning Policy 65 and Apartment Design Guide

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (**SEPP 65**) aims to improve the design quality of residential flat buildings and residential components of mixed-use developments. It applies to any building that comprises 3 or more storeys and 4 or more dwellings.

In determining a development application for residential flat development, a consent authority is to consider:

- (a) *the advice (if any) obtained from the design review panel, and*
- (b) *the design quality of the development when evaluated in accordance with the design quality principles, and*
- (c) *the Apartment Design Guide.*

The Architectural Report prepared by the project architect (Crone Architects) (at **Appendix G**) describes how the proposal satisfies the design quality principles of SEPP 65 and the objectives of Parts 3 and 4 of the Apartment Design Guide (**ADG**). Overall, the proposal achieves a high level of compliance with the relevant provisions of the ADG. Further discussion regarding the residential amenity is provided at **Section 7**.

Table 5 Assessment against SEPP 65 Design Quality Principles

Design Principle	Proposal
<p>Principle 1: Context and neighbourhood character</p> <p><i>Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.</i></p> <p><i>Responding to context involves identifying the desirable elements of an area's existing or future character. Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.</i></p> <p><i>Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.</i></p>	<p>The site is located within the heart of Penrith, adjacent to the train station and across from Penrith Town Centre.</p> <p>The neighbouring buildings around the site are multi-residential buildings, and a large public commuter carpark located to the west of the site. The site enjoys 180° views to the Blue Mountains to the west, while to the east, it looks over the district with distant views to the Sydney CBD.</p> <p>Thornton is rapidly developing with several nearby developments completed or under construction. Thornton Central Village will form a key hub within this evolving residential neighbourhood. It will provide an improved connection between the station and the commuter parking area, offering a range of retail facilities including a large supermarket, specialty shops, childcare, commercial space, and residences.</p> <p>Social, health and economic benefits are achieved through local employment, provision of health and wellness facilities and providing diverse dwelling opportunities for a socially cohesive neighbourhood.</p>
<p>Principle 2: Built form & scale</p> <p><i>Good design achieves a scale, bulk and height appropriate to the existing or future desired character of the street and surrounding buildings.</i></p> <p><i>Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type,</i></p>	<p>The building form responds conceptually to the essence of the Blue Mountains and was developed through a unique urban strategy. Tall towers are located at the north and south perimeters of the site and provide appropriate urban markers to the city and Penrith Station. Lower towers are situated adjacent to the village centre with a more domestic scale and design language.</p> <p>A central village retail centre and through site link act as a catalyst to activate the site maintaining pedestrian flow from</p>

Design Principle	Proposal
<p><i>articulation and the manipulation of building elements.</i></p> <p><i>Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.</i></p>	<p>the train station to the commuter parking and providing a diverse range of F&B opportunities.</p> <p>The podium articulation have been designed to step down to the through site link and an adjacent park on Lord Sheffield Circuit, providing a human scale interface.</p> <p>Terraces are located to create a contextual green ribbon to drive activation across multiple podium levels.</p>
<p>Principle 3: Density</p> <p><i>Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context. Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.</i></p>	<p>The proposed development is consistent with the DCP requirements, to achieve the objectives and goals set in the Apartment Design Guide.</p> <p>Proximity to public transport networks with the adjacent Penrith station and walking distance to the city centre, support the proposed density and urban mix.</p> <p>Direct access to the Village Centre, childcare, medical and health and wellbeing facilities support the needs of the resident community and surrounds. A diverse range of common public and private spaces within the precinct give residents, commuters, and the neighbourhood opportunities for different types of activities and needs.</p>
<p>Principle 4: Sustainability</p> <p><i>Good design combines positive environmental, social and economic outcomes.</i></p> <p><i>Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials, and deep soil zones for groundwater recharge and vegetation.</i></p>	<p>Through design we aim to reduce the environmental impact of our proposal. Areas are identified to minimize the buildings' environmental footprint as well as using design to shift long-term behavioural habits of the residents.</p> <p>The design response includes:</p> <ul style="list-style-type: none"> ▪ Facade invites winter sun access whilst controlling low summer sun angles ▪ Natural ventilation to 60.5% of residential apartments ▪ Solar access to 70% of residential apartments ▪ Bicycle parking ▪ Low energy fixtures and appliances ▪ Generous communal areas on podium roof top gardens
<p>Principle 5: Landscape</p> <p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.</i></p>	<p>Landscape design has been integrated into the proposal to enhance the quality of outdoor spaces. This includes:</p> <ul style="list-style-type: none"> ▪ The ground floor through site link and village centre contain various uses including F&B options, programmable event space, a centralised plaza with water feature and connecting to country art work.

Design Principle	Proposal
<p><i>Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values, and preserving green networks.</i></p> <p><i>Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity, and provides for practical establishment and long-term management.</i></p>	<ul style="list-style-type: none"> ▪ Landscaping within this plaza provides shade and connection to nature as an integrated response to existing street trees and neighbourhood landscape. ▪ The Podium Roof Terraces provide communal open space designed to allow residents to engage in community events, health and wellbeing, recreation and play areas for children. ▪ The landscape design has been informed by our Connect with Country process with Deerubbin Local Aboriginal Land Council (DLALC). <p>Refer to Landscape Design report for more further information.</p>
<p>Principle 6: Amenity</p> <p><i>Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident wellbeing.</i></p> <p><i>Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and services areas and ease of access for all age groups and degrees of mobility.</i></p>	<p>The proposed design takes into consideration the following aspects:</p> <ul style="list-style-type: none"> ▪ Improved amenity by providing residents large private open space provide for garden living in a city lifestyle. ▪ Access to daylight by orienting the apartments to face North, East or West. It provides amenity for both living and balcony spaces. ▪ Significant views to the local Blue mountain escarpment and surrounds. ▪ Better amenity to corridors at the end of circulation spaces with windows to allow daylight and ventilation access. ▪ An interaction lounge area is provided for residents where apartments exceed 8 residences per floorplate. ▪ Enhance community living by designing landscaped outdoor areas across the site. ▪ Activation of frontages at ground floor through retail frontages, residential lobbies and terrace home courtyards fronting the street.
<p>Principle 7: Safety</p> <p><i>Good design optimises safety and security within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.</i></p> <p><i>A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are</i></p>	<p>Safety and security to the precinct results from considered design of both the private and public realm. The proposal uses established design principles for the interface between the public and private domain.</p> <p>The initiatives incorporated in the design are:</p> <ul style="list-style-type: none"> ▪ Activated street edges on Lord Sheffield Circuit, the village centre and the pedestrian link allow for street activation during day and night. ▪ Building entrances clearly distinguish different uses.

Design Principle	Proposal
<i>easily maintained and appropriate to the location and purpose.</i>	<ul style="list-style-type: none"> ▪ Providing visual connectivity between circulation areas, indoor and outdoor spaces. ▪ Generous balconies and private spaces promote passive surveillance of the public domain. ▪ Well lit indoor & outdoor communal areas .
<p>Principle 8: Housing diversity and social interaction</p> <p><i>Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets. Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix. Good design involves practical and flexible features, including different types of communal spaces for a broad range of people and providing opportunities for social interaction among residents.</i></p>	<p>Different types of apartment typologies have been designed to accommodate households with different needs, particularly suited to the local market. Different apartments that offer diverse lifestyles are provided, including:</p> <ul style="list-style-type: none"> ▪ Two storey Townhouses with direct street access via generous courtyards. ▪ Apartments at podium levels with deep courtyard that provide privacy and sunlight protection and direct podium access. ▪ Generous studio, 1, 2 and 3 bedroom apartments with access to views of the Blue Mountains. ▪ Universal design features have been incorporated into the apartment design to provide flexible and livable housing to accommodate a range of lifestyle needs.
<p>Principle 9: Aesthetics</p> <p><i>Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.</i></p> <p><i>The visual appearance of a well designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.</i></p>	<p>The proposed development uses a variety of aesthetic languages, united by a consistent material palette to express the different apartment typologies and building uses. Various coloured concrete, white and ash coloured brick, glass and lightweight cladding panels create a warm, light and textural palette.</p> <p>Landscaping is used to enrich the façade design through planter boxes as balustrades and climbing plants to the car park facades.</p> <p>A concrete colonnade wraps the residential facades, expressing the structural grid and framing recessed balconies. A colonnade of varying height and scale front Lord Sheffield Circuit and extent to the Village Centre, providing scale and proportion to the pedestrian realm as an interface to the street.</p>

The proposal complies with key requirements of Parts 3 and 4 of the ADG as outlined in **Table 6** below.

Table 6 ADG Compliance Summary

ADG Objective	Proposal
<p>Objective 3D-1</p> <p><i>An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping.</i></p> <p>Design criteria</p> <ol style="list-style-type: none"> 1. Communal open space has a minimum area equal to 25% of the site. 2. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter). 	<p>The proposal provides 2,725 sqm communal open space at Levels 04 and 05 and within the pedestrian through-site link. This provision is equal to 43.2% of the total site area. At least 50% of the useable part receives 50% direct sunlight for two or more hours on 21 June.</p> <p>Communal open areas provide a variety of spaces and uses for both communal engagement and private use.</p>
<p>Objective 3E-1</p> <p><i>Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality.</i></p>	<p>Due to the configuration of the site and urban nature of the proposal, significant alternative planting is provided within the deep soil zone of plaza and across podiums with sufficient soil volumes to support healthy landscape.</p>
<p>Objective 3F-1</p> <p><i>Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.</i></p> <p>Objective 3F-2</p> <p><i>Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space.</i></p>	<p>Buildings are offset to each other allowing apartments distant district views with minimal overlap to view aspect.</p> <p>Visual privacy allows residents within adjacent buildings to use their private spaces without being overlooked. It balances the need for views and outlook with the need for privacy. Building elements are positioned to respect required setbacks and separation distances and ensure adequate privacy and daylighting are achieved.</p>
<p>Objective 3J-1</p> <p><i>Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas.</i></p>	<p>The proposed car parking provision is assessed in the Traffic Impact Assessment prepared by GTA Consultants (at Appendix K).</p>
<p>Objective 4A-1 Solar Access</p> <p><i>To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space.</i></p>	<p>A total of 227 apartments (72%) receive 2 hours direct sunlight in mid-winter.</p> <p>The proposal is designed to optimise the number of apartments receiving sunlight to habitable rooms, primary windows, and open spaces.</p>

ADG Objective	Proposal
<p>Objective 4B-3 Natural Cross Ventilation</p> <p><i>The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents.</i></p>	<p>At least 60% of apartments achieve natural cross ventilation using dual aspect corner apartments and townhouses minimising building indentations, with apartments above nine storeys having balconies with suitable open areas.</p>
<p>Objective 4C-1 Floor to Ceiling Heights</p> <p><i>Ceiling height achieves sufficient natural ventilation and daylight access.</i></p>	<p>Minimum ceiling heights of the proposed apartments are:</p> <ul style="list-style-type: none"> ▪ 2.7 m for habitable rooms; and ▪ 2.4 m for non-habitable rooms.
<p>Objective 4D-1 Minimum Apartment Sizes</p> <p><i>The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity.</i></p>	<p>The proposed residential apartments significant exceed the following minimum apartment sizes required by the ADG:</p> <ul style="list-style-type: none"> ▪ 1-bedroom apartments: between 50 – 54 sqm ▪ 2-bedroom apartments: between 75 – 86 sqm ▪ 3-bedroom apartments: between 95 – 104 sqm
<p>Objective 4D-3 Minimum Room Sizes</p> <p><i>Apartment layouts are designed to accommodate a variety of household activities and needs.</i></p>	<p>The proposal is consistent with ADG requirements for the minimum size of rooms.</p>
<p>Objective 4E-1 Private Open Space</p> <p><i>Apartments provide appropriately sized private open space and balconies to enhance residential amenity.</i></p>	<p>All apartments have primary balconies that satisfy the minimum private open space requirements of the ADG.</p>
<p>Objective 4F-1 Core/Circulation</p> <p><i>Common circulation spaces achieve good amenity and properly service the number of apartments.</i></p>	<p>The proposal is consistent with ADG requirements regarding common circulation spaces.</p>
<p>Objective 4G-1 Storage</p> <p><i>Adequate, well designed storage is provided in each apartment.</i></p>	<p>The proposal is consistent with ADG storage provisions.</p>

6.2.6. State Environmental Planning Policy (Building Sustainability Index Basix) 2004

A BASIX Certificate is included at **Appendix J**. The certificate confirms that the proposed development will meet the NSW government's requirements for sustainability. The BASIX assessment indicates that the proposed development achieves the water and thermal performance ratings required.

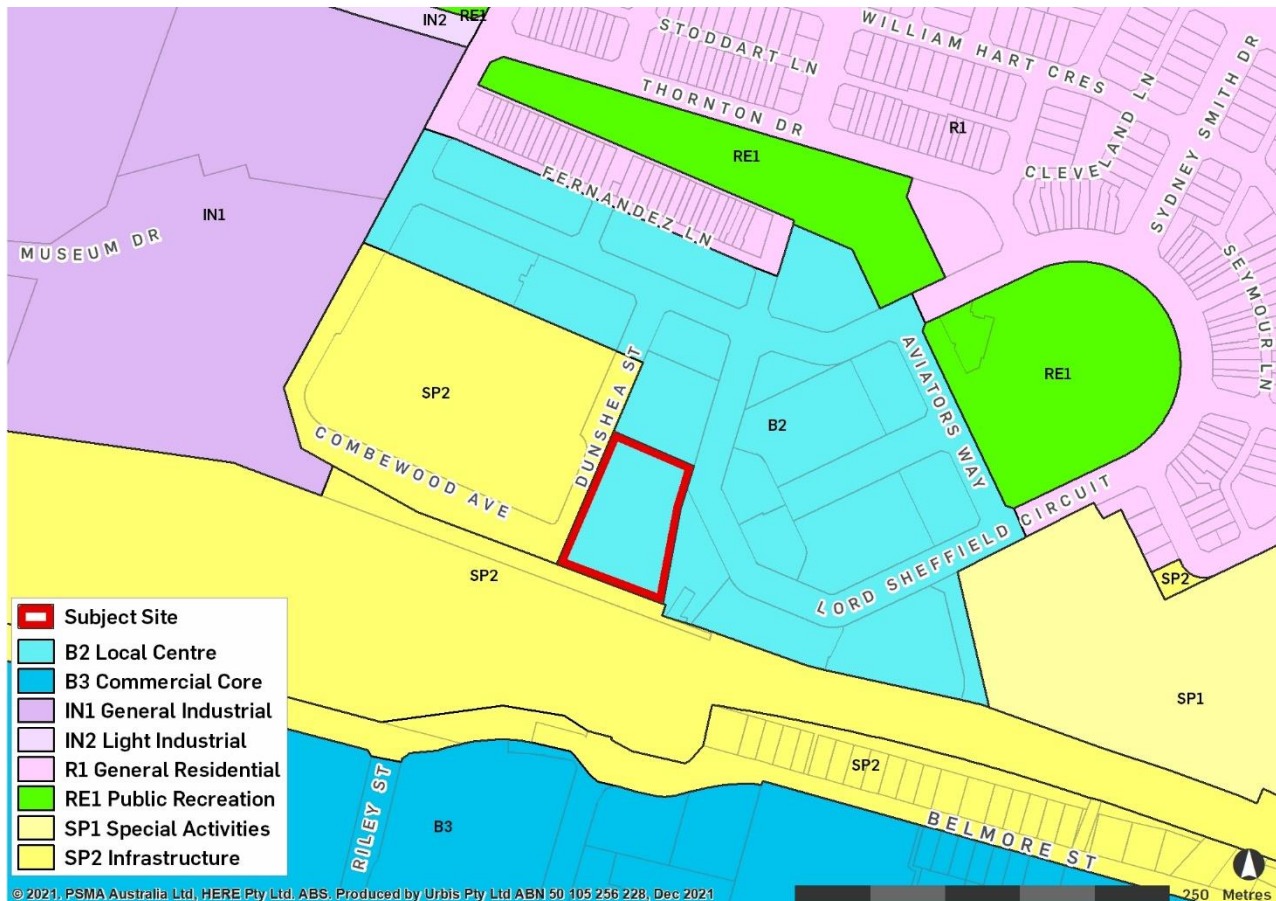
6.3. PENRITH LOCAL ENVIRONMENTAL PLAN 2010

6.3.1. Land Zoning and Permissibility

The site is zoned B2 Local Centre under Penrith Local Environmental Plan 2010 (LEP) (refer **Figure 7**).

The proposal is for mixed use development comprising 'shop top housing' and 'retail premises' and 'business premises' (as a form of 'commercial premises'). These uses are permissible with consent in the B2 Zone.

Figure 7 LEP Land Zoning



Source: Urbis

6.3.2. Zoning Objectives

The proposal is consistent with the stated objectives of the B2 Local Centre Zone in that:

- It provides a mix of compatible land uses, including retail, and business, and community uses that serve the needs of people who live in, work in, and visit the local area;
- It facilitates employment generation in a highly accessible location within the Penrith CBD;
- It maximise public transport patronage and encourage walking and cycling opportunities;
- It delivers retail tenancies that suit a range of tenants and future operators and which are commensurate with the role of Penrith CBD in the local and regional retail hierarchy; and
- It proposes residential land uses with a diversity of typologies and which is compatible with the economic and employment functions of the CBD and reflects the desired future character and density of the area.

6.3.3. Penrith LEP 2010 Provisions

The following table an assessment of the proposal against relevant provisions and clauses of the LEP.

Table 7 Penrith LEP 2010 Compliance Assessment

LEP Clause	Provision	Proposal	Complies
Clause 4.3 Building Height	32 metres	Maximum building height is 107.4 m (measured from existing ground level at RL27 m to top of Tower A at RL134.4 m).	Refer to Clause 8.7
Clause 4.4 Floor Space Ratio	N/A	5:1	Refer to Clause 8.7
Clause 5.10 Heritage Conservation	<p>The site is opposite the following heritage items:</p> <ul style="list-style-type: none"> Station Master's House (former) (ID: 187); Penrith Railway Station group (ID: 188). 	<p>The DA is supported by a Statement of Heritage Impact (HIS) prepared by John Carr Heritage Design (Appendix AA).</p> <p>The HIS assesses that the development has minimal impact on the significance of nearby heritage items due to the distance between the site and the items and the screening of existing buildings and landscaping to their surroundings.</p>	Yes
Clause 7.4 Sustainable Development	Development must have regard to the principles of sustainable development.	<p>The BASIX Certificate (at Appendix J) and BCA Assessment (at Appendix P) assess the proposed development against the relevant provisions of the BCA and Australian Standards.</p> <p>As detailed in the Urban Design Report (at Appendix G), sustainable design principles are incorporated into the proposal, including façade design, energy fixtures and appliances, and landscaped communal areas.</p> <p>The proposal provides a site responsive design with quality solar access and opportunities for natural ventilation. The site is located in close proximity to Penrith Railway Station, a bus interchange, and local bicycle networks.</p>	Yes
Clause 7.7 Servicing	Development of land is to reflect the availability of services (including water supply and sewage facilities).	<p>Services are available to the site including electricity, telecommunications, gas, water, and sewage infrastructure.</p> <p>Services will be extended, expanded, and augmented to meet the demands and requirements of the development.</p>	Yes

LEP Clause	Provision	Proposal	Complies
Clause 8.1 Local Provisions			
Clause 8.2 Sun Access	Despite clauses 4.3, 5.6 and 8.4, development consent may not be granted to development on land to which this Part applies if the development would result in overshadowing of public open space to a greater degree than would result from adherence to the controls indicated for the land on the Height of Buildings Map.	<p>Shadow diagrams are provided with the architectural design set prepared by Crone.</p> <p>There are no identified public open space zones within the immediate proximity of the site that would be subject to overshadowing from a building above 32 metres. The proposed development does not result in any overshadowing of identified public open spaces in the vicinity of the site at the Thornton Oval or to the south of the Railway Station and Transport Interchange area.</p> <p>The majority of shadowing cast by the towers above 32m generally fall either on the Railway infrastructure/interchange area, roads, or existing commercial buildings to the south of the site.</p>	Yes
Clause 8.4 Design Excellence	<p>Development must, in the opinion of the consent authority, exhibit design excellence. An architectural design competition is required in relation to the following:</p> <p>(a) development in respect of a building that is, or will be, greater than 24 metres or 6 storeys (or both) in height,</p> <p>(b) development that has a capital value of more than \$1,000,000 on a key site identified on the Key Sites Map,</p> <p>development for which the applicant has chosen to have an architectural design competition.</p>	<p>As detailed in Section 3.3, the proposed design has resulted from an Architectural Design Competition and is capable of achieving design excellence.</p> <p>Since the Competition, the applicant has met with the Competition Jury a number of times to discuss amendments to the proposed design. The Jury has since been involved in ongoing design consultation with the project architects</p> <p>The Jury has issued its endorsement and unanimous agreement that the DA scheme) exhibits design excellence and satisfies the relevant design excellence provisions of Clause 8.4(2).</p> <p>Note. The DA does not rely on the design competition waiver from the Director-General and is not reliant upon the 10% FSR or building height bonus provisions prescribed in Clause 8.4.4.</p>	Yes
Clause 8.5 Building Separation	Buildings on must be erected so that the separation distance:	There are no building separation and distance controls that apply to the site in DCP Part E (Key Precincts) – Chapter E11: Part B (North Penrith).	Yes

LEP Clause	Provision	Proposal	Complies
	<ul style="list-style-type: none"> from neighbouring buildings, between separate parts or other separate raised parts of the same building, <p>is not less than that the DCP.</p>	Refer to Section 6.3.6 which provides a detailed assessment of the proposal against the applicable building separation controls of the ADG.	
Clause 8.7 Community Infrastructure on Certain Key Sites	<p>The consent authority may consent to development that exceeds the maximum height shown for the land on the Height of Buildings Map or the floor space ratio for the land shown on the Floor Space Ratio Map, or both, if the proposed development includes community infrastructure.</p> <p>The consent authority must not consent to the erection of a building if the FSR exceeds 5:1 in relation to development on land identified as Key Site 11.</p>	<p>The DA site is identified as part of 'Key Site 11'. The DA utilises the provisions of Clause 8.7 and seeks development consent for a 5:1 FSR scheme through the provision of a proposed community infrastructure (CI) offer to Council.</p> <p>In accordance with Clause 8.7(5), the relevant matters for consideration that the consent authority must have regard to are:</p> <ul style="list-style-type: none"> a) the objectives of the Clause; b) Whether the development exhibits design excellence; and c) The nature and value of the community infrastructure to the City Centre <p>The objectives of the Clause 8.7 are to "allow higher density development on certain land in the City Centre where development includes community infrastructure" and "to ensure that the greater densities reflect the desired character of the localities in which they are allowed and minimise adverse impacts on those localities".</p> <p>The DA is accompanied by a formal CI offer. This offer satisfies the 'principles of Community Infrastructure' outlined in Section 2.2 of the CI Policy, the objectives of clause 8.7 and the matters which the consent authority must have regard to under clause 8.7(5) as follows:</p> <ul style="list-style-type: none"> 1. The embellishment works are in the interest of the general public in that they will contribute to works in kind in Penrith High Street. 	Yes

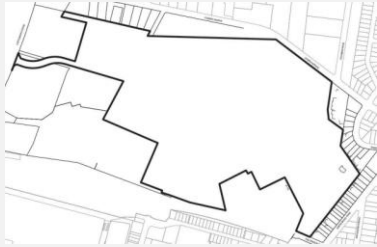
LEP Clause	Provision	Proposal	Complies
		<p>2. The embellishment works associated are 'over and above' the requirements of current development standards and policies relevant to the subject DA.</p> <p>3. The community infrastructure will benefit residents, workers, and visitors of the Penrith CBD.</p> <p>4. The value and benefits of the embellishment works are achievable, measurable, economically viable, and socially and environmentally sustainable.</p> <p>5. The embellishment works are consistent with the Council's strategic planning framework insofar as they are identified as 'preferred Community Infrastructure' items in Council's CI Policy.</p> <p>6. The development proposed by the DA will achieve the objectives of Clause 8.7 by allowing for higher density development on a Key Site within the Penrith City Centre, and will reflect the desired character and minimise adverse impacts on the locality by providing a carefully designed built form outcome that has been through a comprehensive design competition process and subsequent design review.</p> <p>7. The DA exhibits design excellence as a design competition has been carried out and the DA reflects the winning entry. The development application has been through a very thorough design integrity process following the competition scheme, and the competition jury (acting as a Design Integrity Panel) have confirmed that the project exhibits design excellence, subject to final review after the application is formally submitted to Council. A copy of this endorsement is provided with the development application.</p>	

LEP Clause	Provision	Proposal	Complies
		8. The nature and value of the community infrastructure to the City Centre are aligned with the specifics needs of Penrith City Centre, aligned with works identified in the Council's CI Policy and 'over and above' the need generated by the proposed development itself.	
Additional Permissible Uses	<p>Use of certain land at Lord Sheffield Circuit, Penrith (Additional Permissible Use Site 22)</p> <p>Development for the purposes of exhibition villages, high technology industries, multi dwelling housing, residential flat buildings and seniors housing are permitted with consent.</p>	<p>Noted.</p> <p>The proposal does not rely on the additional permissible uses that apply to the site.</p>	N/A
Other LEP Provisions	The site is not subject to other LEP provisions in relation to: active street frontages; urban release areas; land reservation acquisition; scenic and landscape values; natural resources sensitivity; maximum GFA of commercial premises; or miscellaneous permissible uses.		


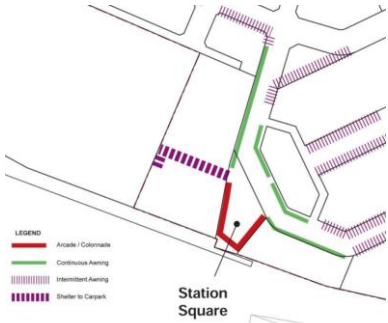
6.3.4. Penrith Development Control Plan 2014


The table below provides a compliance assessment of the proposal against relevant controls and provisions of the Penrith Development Control Plan 2014 (DCP).

Table 8 DCP Compliance Assessment

Penrith DCP 2014	Provision	Proposal	Compliance
Part E – Key Precincts (E11 Part B North Penrith)			
11.8.1 Preliminary			
11.8.1.2 Land to Which this Section Applies	<p>This Section applies to the North Penrith Precinct, as shown below.</p> 	<p>The proposal is consistent with the overall objectives of this Section of the DCP to facilitate the development of retail, commercial, and residential land uses within the North Penrith Precinct in accordance with the North Penrith Concept Plan approval.</p>	Yes
11.8.2 Concept Plan			
11.8.2.1 Vision	<p>Development of North Penrith is to:</p> <ul style="list-style-type: none"> create well-designed spaces that engage and activate its community for living and working; provide well-connected linkages, nodes and destinations that integrates with a significant water body; create diverse, yet cohesive, housing products that allow capability to ever changing household needs and formations; provide a business/employment centre that is complementary and an extension to the Penrith CBD. 	<p>The proposal achieves the following:</p> <ul style="list-style-type: none"> a mix of compatible land uses, including retail, and business, and community uses that serve the needs of people who live in, work in, and visit the local area; employment generation in a highly accessible location within the Penrith CBD; maximise public transport patronage and encourage walking and cycling opportunities; retail tenancies that suit a range of tenants and future operators and which are commensurate with the role of Penrith CBD in the local and regional retail hierarchy; residential land uses with a diversity of typologies and which is compatible with the economic and employment functions of the CBD and reflects the desired future character and density of the area. 	Yes

Penrith DCP 2014	Provision	Proposal	Compliance
11.8.3 Residential Development			
11.8.3.10 Specific Provisions - Residential Flat Buildings	<u>Objectives</u> <ul style="list-style-type: none"> To establish high quality residential flat developments that have a good level of amenity. To provide additional guidance with respect to the urban design outcomes for residential flat buildings in the precinct. 	The proposal has been assessed against SEPP 65 and the ADG. The proposal achieves compliance with key numerical aspects of amenity affecting the dwellings in relation to solar access and cross ventilation.	Yes
	Residential flat development is to be generally consistent with the guidelines set out within the NSW Residential Flat Design Code and the development controls. If there is any inconsistency, the development controls below prevail.	<p>The Architectural Report prepared by the project architect (Crone Architects) (at Appendix G) describes how the proposal satisfies the design quality principles of SEPP 65 and objectives of Parts 3 and 4 of the Apartment Design Guide (ADG).</p> <p>Overall, the proposal achieves a high level of compliance with the relevant provisions of the ADG. Further discussion regarding the residential amenity is provided at Section 7.</p>	Yes
	Minimum lot size – 650 sqm	The site area exceeds 650 sqm.	Yes
	Maximum building height – 6 storeys	The maximum building height is 107.4 m (measured from existing ground level at RL27 m to RL134.4 m).	No. Relies on LEP Clause 8.7.
	<u>Residential:</u> <ul style="list-style-type: none"> Studio – 0.5 space per dwelling 1-2 bed – 1 space per dwelling 3 bed – 2 spaces per dwelling Visitors – On-street only 	<p>The proposal requires a maximum 333 spaces for residents in line with the DCP rates. The proposal provides 333 spaces for residential parking.</p> <p>Parking provisions is assessed further in the Traffic Impact Assessment.</p>	Yes
11.8.4 The Village Centre			
11.8.4.1 Built Form Controls	The Village Centre is all land that is zoned B4 Mixed Use.	The site is zoned B2 Local Centre under the LEP. The proposal is for mixed use development comprising 'shop top housing' and 'retail premises' and 'business premises' (as a form of 'commercial premises').	Yes

Penrith DCP 2014	Provision	Proposal	Compliance
		These uses are permissible with consent in the B2 Zone.	
	Building heights with the Village Centre are to be a minimum of 2 storeys, excluding the supermarket, and a maximum of 6 storeys.	The proposal presents a five-storey podium and residential towers with maximum rises of 27 and 9 storeys.	No. Relies on LEP Clause 8.7.
	<p>The ground floor of all mixed-use buildings is to have a minimum floor to ceiling height of 3.6m in order to provide for flexibility of future use.</p> <p>Above ground level, minimum floor to ceiling heights are 3.3m for commercial office, 3.6m for active public uses, such as retail and restaurants, and 2.7m for residential.</p>	<p>The proposed land uses satisfy these minimum floor-to-ceiling heights:</p> <ul style="list-style-type: none"> ▪ Ground floor uses – 3.6m. ▪ Commercial office – 3.3m. ▪ Active public uses, such as retail and restaurants) – 3.6m. ▪ Residential – 2.7m. 	Yes
	<p>Village Centre build to lines</p> 	<p>The proposal is built to the street alignment at the podium along the eastern boundary, fronting the plaza and Lord Sheffield Circuit.</p>	Yes
	<p>Village Centre frontage types</p> 	<p>The proposal integrates a new publicly accessible through-site link (generally aligned east-west) connecting Dunshea Street and Lord Sheffield Circuit and a village centre.</p> <p>The spaces provide a catalyst to activate the precinct and maintain pedestrian flow from the Station Square to the commuter car park.</p>	Yes
	Village Centre active frontages plan	<p>The through-site link is characterised by active frontages to a diverse range of retail and commercial uses (such as food and beverage offerings), catenary lighting, informal gathering space (with seating pods), and programmable event space, and an interactive water feature.</p>	Yes

Penrith DCP 2014	Provision	Proposal	Compliance
		Retail uses at street level to the east boundary provide active frontages to the plaza and Lord Sheffield Circuit.	
11.8.4.2 Access, Parking and Servicing	<p>Maximum parking rates</p> <p><u>Commercial / retail:</u></p> <ul style="list-style-type: none"> 1 space per 50 sqm GFA <p><u>Supermarket:</u></p> <ul style="list-style-type: none"> 1 space per 26 sqm GFA <p><u>Residential:</u></p> <ul style="list-style-type: none"> Studio – 0.5 space per dwelling 1-2 bed – 1 space per dwelling 3 bed – 2 spaces per dwelling Visitors – On-street only Car wash bay – 1 space for every 50 units (maximum 4 spaces) 	<p>The site is within the North Penrith Precinct which has specific maximum car parking requirements. Whilst the site is located within 800 metres of a railway station and therefore SEPP 65 parking requirements would typically apply, the DCP rates in this instance are maximums. As such, only the DCP rates have been utilised.</p> <p>The proposal presents a maximum DCP requirement of 477 car parking spaces, including 333 spaces for residents and 144 spaces for the retail/ commercial uses. The proposed provision of 453 parking spaces, including 333 spaces for residents and 120 spaces for retail/ commercial uses satisfies this requirement.</p>	Yes

7. ASSESSMENT OF ENVIRONMENTAL EFFECTS

In determining the development application, the consent authority is required to consider the matters listed in Section 4.15 of the Environmental Planning and Assessment Act 1979 (**EP&A Act**).

Each of the relevant matters for consideration is addressed below.

7.1. SECTION 4.15(1)(A) – STATUTORY PLANNING CONSIDERATIONS

Section 4.15(1)(a) of the Act requires the consent authority, in determining a development application, to take into consideration the following matters as relevant to the development:

“(a) the provisions of –

(i) any environmental planning instrument, and

(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

(iii) any development control plan, and

(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),

(v) (Repealed)

that apply to the land to which the development application relates”

In relation to **Section 4.15(1)(a)(i) and (iii)**, the development has been assessed in accordance with relevant state, regional and local environmental planning instruments, and development control plans, as follows:

- Environmental Planning and Assessment Act 1979
- Water Management Act 2000
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Building Sustainability Index Basix) 2004
- State Environmental Planning Policy No 65 (Design Quality of Residential Apartment Development)
- Penrith Local Environmental Plan 2010
- Penrith Development Control Plan 2014

This SEE demonstrates that the proposed development is generally consistent with the relevant state, regional and local policies and environmental planning instruments and achieves the objectives of relevant provisions. Where the development is not compliant with the relevant statutory provisions, it has been demonstrated that the non-compliant proposal results in a superior outcome than a compliant proposal.

In relation to **Section 4.15(1)(a)(ii)**, there are no draft environmental planning instruments relevant to the site or the proposed development.

In relation to Section 4.15(1)(a)(iiia), the proponent proposes a community infrastructure offer to Council (refer to **Appendix A**).

In relation to Section 4.15(1)(a)(iv), clause 92(1)(f) of the Regulations relevantly provides as follows:

“(1) For the purposes of section 4.15(1)(a)(iv) of the Act, the following matters are prescribed as matters to be taken into consideration by a consent authority in determining a development application –

...

(f) in the case of a development application for development for the erection of a building for residential purposes on land in Penrith City Centre, the Development Assessment Guideline: An Adaptive Response to Flood Risk Management for Residential Development in the Penrith City Centre published by the Department of Planning and Environment on 28 June 2019.”

The DA is accompanied by a Flood Emergency Response Plan provided at **Appendix N**.

7.2. SECTION 4.15(1)(B) – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

Section 4.15(1)(b) of the Act requires the consent authority to consider:

“(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality”

The relevant matters are addressed below.

7.2.1. Natural Environmental Impacts

The site is highly urbanised, having an established history of use as car parking [since defence site?]. The proposal will have minimal impact on the natural environment insofar as no significant trees are to be removed and new tree plantings will be provided as part of a comprehensive landscape scheme.

As detailed in the accompanying Landscape Plans (at **Appendix H**), the comprehensive landscaping design includes new tree planting within the public domain, a highly landscaped pedestrian through-site link, and communal open spaces at podium level. New landscaping will provide a positive contribution to the streetscape and public domain, particularly along Dunshea Street and Lord Sheffield Circuit.

No threatened species or endangered flora or fauna will be affected by the proposed development and there will be no significant environmental impacts on biodiversity.

7.2.2. Built Environmental Impacts

The site is largely vacant. The proposal to deliver a well-modulated part 14-storey, part 32-storey mixed use development of high quality design and appearance. The proposal will have a positive impact on the built environment, in the context of the desired future character of the Thornton Estate and wider Penrith CBD.

The proposed development has been designed to reflect strategic and statutory built environment planning objectives and development standards that apply to the site and the prevailing urban environment. The proposal is consistent with Council’s vision for a vibrant high-density development within the Penrith CBD.

As outlined in **Section 3**, the proposed built form has been refined through detailed pre-DA discussions with Council and the Design Integrity Review evaluation process. These refinements have sought to mitigate built environment impacts of this significant new development and ensure that the development provides a high quality, positive contribution to the architectural character and amenity of the Penrith CBD.

Potential built environment impacts including solar access, view sharing, overshadowing, and reflectivity are mitigated through the considered siting, articulation, and detailed design of the development. In addition to the façade articulation, vertical sunshade fins are provided to elements of the residential buildings.

The potential impacts to the built environment as a consequence of the proposal are appropriate in light of the form and density of development envisaged on the site by the relevant statutory planning controls.

Podium Design

As detailed in **Section 3**, the built form and massing of the podium has been subject to detailed evaluation and refinement during the Architectural Design Competition and subsequent detailed design development.

The podium and siting of the development enhances street activation and pedestrian movement around the site. The proposal facilitates vehicular accessibility and circulation around the local street network.

Figure 8 Podium Form



Source: Crone Architects

Tower Form

The slender towers are designed such that it does not dominate or have an overbearing effect on the surrounding streetscape. The built form has been well designed in response to the site topography and the surrounding context. The scale and form of the tower allows for maximum solar access retention to adjoining land to the north and minimises overshadowing by providing for longer shadows that move more quickly.

The towers are well articulated and present attractive design features and architectural elements, contributing to the high-density character within the Thornton Estate and the Penrith CBD. The use of contemporary materials, colours, and finishes to the tower provide visual interest from the streetscape and reduce the perceivable scale, mass, and prominence of the built form. The overall bulk of the development is balanced with sufficient open space, landscaping, tree plantings, and connection with the public domain.

Figure 9 Tower Form



Source: Crone Architects

7.2.3. Bulk and Scale Impacts

The impact of the proposed bulk and scale on the street level and potential pedestrian amenity impacts have been considered in detail with the 5-storey podium providing a contextually appropriate ground plane that delivers a human scale to the development and massing that relates to the prevailing urban environment.

The podium and siting of the development enhances street activation and pedestrian movement around the site. The proposal facilitates vehicular accessibility and circulation around the local street network.

7.2.4. Residential Amenity

The proposal has been assessed against SEPP 65 and the accompanying ADG. The proposal achieves significant compliance with key numerical aspects of amenity affecting the proposed residential dwellings.

Solar Access

The ADG requires that living rooms and private open space of at least 70% of apartments are to receive a minimum of 2 hours direct sunlight between 9 am and 3 pm in mid-winter. The ADG also seeks to ensure that a maximum of 15% of apartments receive no direct sunlight between 9am and 3pm at mid-winter.

The proposal exceeds these requirements in that a total of 227 out of 316 apartments (72%) achieve the required direct solar access for two hours in mid-winter. The proposal is designed to optimise the number of apartments receiving sunlight to habitable rooms, primary windows, and open spaces.

Natural Cross Ventilation

A total of 50 apartments within the first 9 storeys of the development achieve natural cross ventilation (59%).

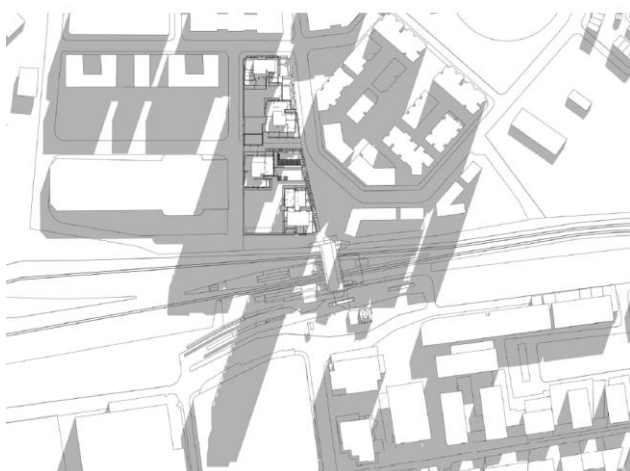
Natural cross ventilation is achieved using dual aspect corner apartments and townhouses minimising building indentations, with apartments above nine storeys having balconies with suitable open areas.

Taking into account the apartments in the residential buildings proposed by the concurrent development application (referred to as 'Development Application 02'), a total of 115 apartments within the first nine storeys achieve natural cross ventilation. This equates a total 60.5% across all residential apartments.

7.2.5. Overshadowing

The Architectural Report (at **Appendix G**) contains shadow diagrams to assess the impact on solar access to neighbouring land uses. Select mid-winter shadows are illustrated in **Figure 10** below.

Figure 10 Overshadowing Impacts



Picture 7 9am

Source: Crone Architects



Picture 8 11am

Source: Crone Architects



Picture 9 1pm

Source: Crone Architects



Picture 10 3pm

Source: Crone Architects

Overall, the proposal is designed to minimise overshadowing of adjacent land and any areas of zoned public open space. Shadow impacts from the development is mitigated through generous tower setbacks and slender tower form.

Notwithstanding the built form or building heights of the proposal, the proposed massing and modulation of the tower appropriately mitigates overshadowing impacts on surrounding land uses and the public domain.

7.2.6. Visual and View Impacts

The proposed development does not interrupt existing views or vistas to or from the public domain, or from other surrounding buildings to any significant extent. It will have a high quality appearance when viewed from

the perspective of Penrith CBD and surrounding vantage points. The architectural plans (at **Appendix F**) contain a visual analysis of the proposed development from selected surrounding vantage points.

7.2.7. Accessibility

The development has been designed to allow ease of access for all residents, staff, and visitors by through the provision of continuous paths of travel, circulation spaces and appropriate gradients. The residential accommodation and commercial tenancies will be accessible via entrances and the public domain at ground floor level, and the main paths of travel will be accessible and continuous throughout.

The Access Statement (at **Appendix Q**) assesses access of the development and recommends strategies to maximise reasonable provisions of access for people with disabilities. It concludes that the proposal complies with relevant statutory guidelines, including access provisions of the BCA, The DDA Access To Premises Standard, AS1428 suite of Standards, AS2890.6 (for car parking), AS1735.12 (for lifts), AS4299 (Adaptable Housing), SEPP 65 (Part 4Q), and Council's DCP relating to Access for People with a Disability.

7.2.8. BCA Compatibility

The BCA Assessment provided at **Appendix P** confirms that the proposed development is capable of compliance with the Building Code of Australia (**BCA**) and relevant Australian standards.

7.2.9. Traffic and Parking Impacts

The Traffic Impact Assessment (at **Appendix K**) assesses the potential impacts of the development relating to traffic movement, congestion, parking, and servicing. The Assessment includes the following conclusions:

- The car parking provision requirements for the development are set out in the DCP. The site is within the North Penrith Precinct which has specific maximum car parking requirements. Whilst the site is located within 800 metres of a railway station and therefore SEPP 65 parking requirements would typically apply, the DCP rates in this instance are maximums. As such, only the DCP rates have been utilised.
- The proposal presents a maximum DCP requirement of 477 car parking spaces, including 333 spaces for residents and 144 spaces for the retail/ commercial uses. The proposed provision of 453 parking spaces, including 333 spaces for residents and 120 spaces for retail/ commercial uses satisfies this requirement.
- The basement and upper-level parking crossovers have been designed to simultaneously accommodate two 99th percentile cars travelling in opposite directions; which exceeds Australian Standard requirements (which requires a 99th percentile car to pass an 85th percentile car).
- Vehicle crossovers are set back into the site, away from Dunshea Street, to ensure that exiting vehicles are positioned perpendicularly when exiting and thus have clear sight lines to oncoming cars and pedestrians. Sight line triangles are provided at these crossovers to further enhance pedestrian safety.
- The proposed car parking layout generally complies with AS/NZS2890.1:2004 and AS/NZS2890.6:2009 and DCP requirements, with the car park areas meeting the following minimum requirements:
 - Residential: 2.5m x 5.4m (with a 5.8m wide aisle)
 - Retail: 2.6m x 5.4m (with a 6.2m wide aisle)
 - Childcare: 2.6m x 5.4m (with a 5.8m wide aisle)
- Blind aisles have been designed with aisle extensions and a formal turnaround area to allow cars to enter and exit each aisle in a forward direction where required.
- Ramps have generally been designed with grades which accord with Australian Standard requirements.
- Specifically, the ramp to the retail basement car park has been designed with a maximum grade of 1:6, whereas the residential ramp has been designed with a maximum grade of 1:4. Both ramps are designed with appropriate transitions to avoid vehicle scraping / bottoming-out.
- The internal intersections have been designed to allow two vehicles to pass as far as practicable. In some situations, however, this design standard cannot be achieved, and one vehicle may accordingly need to prop to allow another to pass. This arrangement is acceptable and not uncommon.

In light of the above assessment, it is considered that the proposed development will not result in any significant impacts on traffic, vehicle congestion, car parking, or pedestrian safety in the locality.

7.2.10. Noise Impacts

The Noise Impact Assessment (at **Appendix L**) provides an acoustic assessment of potential noise impacts associated with the development.

The Assessment addresses noise impacts associated with the following:

- Noise intrusion to the project site from the adjacent rail corridor and road network
- Vibration impacts to the project site from the adjacent rail corridor;
- Noise impacts from additional vehicle movements generated from the project site;
- Noise emissions from proposed tenancies;
- Noise emissions from the mechanical plant to service the building; and
- Noise and vibration generated by construction activities with the proposed development.

The Noise Impact Assessment recommends acoustic attenuation measures to minimise acoustic amenity impacts of surrounding and future residents and occupants of the development. These recommendations are mostly administrative in nature and therefore a condition of consent is invited to this effect.

Overall, it is considered that detailed design development can appropriately mitigate potential noise and vibration impacts and that the site is suitable for the proposed development from an acoustic perspective.

7.2.11. Crime Prevention Through Environmental Design

The proposed development has been designed to incorporate the principles of Crime Prevention Through Environmental Design (**CPTED**). The CPTED principles include the following:

Surveillance

- The development has been designed to ensure that the development adheres to the principles of maximising 'eyes on the street' in that:
 - Residential balconies and primary living areas are located and orientated to front street frontages.
 - The proposed retail tenancies at street level ensure passive surveillance of the surrounding public domain, particularly Dunshea Street, Lord Sheffield Circuit, and the pedestrian through-site link.
- All street entries have been designed to reduce pedestrian blind spots, providing clear sightlines from the street and into the development and vice versa. Further, all street entries to residential buildings will have appropriate levels of lighting to avoid poorly lit dark spaces.
- Communal open space will have adequate lighting to ensure a safe environment for future occupants.
- The basement car parking level will be adequately lit and signed to ensure safe access.

Access Control

- All pedestrian entrances to the development will be appropriately lit and clearly defined from the street to the lobbies and access lifts. Access into the site will be controlled by electronic pass security devices.
- Access to the communal open space area will be restricted to residents of the development only.
- Access to the upper level podium parking will be controlled by electronic pass security devices and intercom systems linked to the residential apartments.
- The basement will be accessible for visitor and residential parking. To ensure security for residents, the basement will be accessed via boom gates or similar.
- The through-site link will have capacity to be secured after operational hours to ensure that it provides a safe location. The space will be controlled by gates after hours to ensure safe access for residents.

Territorial Reinforcement

- The public domain works proposed as part of the development is designed to ensure that the design maintains its integrity and that vandalism is discouraged.

- The pedestrian through-site link is open in design and will be lit to minimise anti-social behaviour in the later hours of the night.

Space Management

- The development will be managed by a strata body. There will be a split between the responsibilities for landscape maintenance obligations between the strata and the individual property owners.
- The development will include vandalism management to ensure the prompt removal of graffiti.

7.2.12. Social and Economic Impacts

The proposal will deliver diverse social and economic benefits. These can be summarised as follow.

- Many and varied employment opportunities (direct and indirect jobs) will be generated during marketing, construction, fit-out, and operation of the development.
- The inclusion of food and beverage retailing along Lord Sheffield Circuit and within the new through-site link will add to the overall provision within Penrith CBD. The extension of choice will promote greater competition, with possible benefits in terms of more competitive prices and better quality.
- The site is located within Penrith LGA. The 2016 census data indicates that the LGA has an existing household structure comprising the following:
 - Couples with children – 48.8%
 - Couples without children – 30.3%
 - One parent families – 19.3%
 - Other family – 1.5%
- These household demographics suggest that Penrith requires a significant mix of 2+ bedroom units in order to accommodate couples and families, and some 1-bedroom units in order to accommodate remaining single persons. The proposed development will achieve a range of unit typologies and sizes which will improve the supply of housing for residents and families.
- Future residents of the development will benefit from excellent amenity with ready access to public transport, local services and facilities, and employment opportunities.
- Significant public domain works are proposed, including the delivery of a new through-site link will improve pedestrian accessibility and connectivity from the Penrith CBD to the Dunshea Street car park.
- The proposed development incorporates CPTED principles.

The proposal will provide positive social and economic impacts to the immediate and wider communities.

7.3. SECTION 4.15(1)(C) – SUITABILITY OF THE SITE FOR DEVELOPMENT

Section 4.15(1)(c) of the Act requires the consent authority to consider:

“(c) the suitability of the site for the development”

The site is highly suitable for the proposed mixed use development for the following reasons:

- It is zoned B2 Local Centre, within which the proposed uses are permissible with consent.
- It is well serviced by public transport, with close proximity to Penrith Railway Station and Penrith CBD.
- It occupies a prominent location with the Thornton Estate, and therefore well positioned to deliver a new mixed-use development with ground level retail uses and upper level residential apartments.
- Council identifies the site as part of a ‘key site’ within the CBD, suitable for increased height and density.
- The size and topography of the site is appropriate for the proposed built form of the development.
- It will be connected to all necessary infrastructure and services.

The proposal responds to Government's objectives to provide new employment floor space within Penrith CBD and deliver more residential dwellings within 30 minutes of employment centres. In this regard, the site is eminently suitable for the proposed development.

7.4. SECTION 4.15(1)(D) – SUBMISSIONS

Section 4.15(1)(d) of the Act requires the consent authority to consider:

“(d) any submissions made in accordance with this Act or the regulations”

Any relevant submissions will need to be considered by the consent authority in the assessment and determination of the development application.

7.5. SECTION 4.15(1)(E) – THE PUBLIC INTEREST

Section 4.15(1)(e) of the Act requires the consent authority to consider:

“(e) the public interest”

The proposed development is considered in the public interest for the following reasons:

- it provides for the orderly and economic use of the land for permissible uses under the relevant planning instrument and in a form which is cognisant of, and does not impact unreasonably on, surrounding land;
- it achieves general compliance with the objectives and development standards of relevant planning controls including the PLEP 2010 and the Penrith DCP;
- it realises the development density potential of a Key Site as envisaged by clause 8.7 of the LEP;
- it delivers a diverse range of housing options within the Penrith LGA at a location that is within walking distance to high frequency public transport, community facilities, and employment opportunities;
- it creates a vibrant, safe, and active place for people to live, work and visit. The development will attract local businesses and generate substantial investment in the local economy;
- it improves connectivity between the Penrith CBD to the south and the wider Thornton Estate;
- it actively reinvigorates the southern portion of Lord Sheffield Circuit and encourages people to shop, visit, and work in the area;
- it results in significant public benefit by the delivery of community infrastructure which would not be able to be achieved within a base compliant building height and floor space ratio;
- it has been the subject of an architectural design competition and achieves a high standard of architecture and functionality. It delivers a contemporary design which will reinvigorate the streetscape and surrounding area and make a positive contribution to the site and surrounding context; and
- it is compatible with the existing and desired future character of the prevailing city centre locality and does not create any significant adverse impacts on the environment or adjoining properties.

Accordingly, it is considered that the proposed development is in the public interest.

8. CONCLUSION

This Statement of Environmental Effects has been prepared to accompany a development application which seeks consent for construction and operation of a mixed use proposal at 184 Lord Sheffield Circuit Penrith.

This SEE assesses the proposal against the relevant provisions of Section 4.15 of the EP&A Act.

The compelling reasons why a positive assessment and determination should prevail are as the proposal:

- The proposal will deliver a contemporary, landmark mixed use development that leverages the site's highly accessible and strategic location to north of the Penrith CBD. Urban renewal of the site will deliver high-quality residential apartments and employment opportunities in a highly accessible location.
- The architectural design has been subject to a rigorous design excellence process and has been endorsed by an Architectural Design Competition Jury as being capable of exhibiting design excellence.
- The proposal will have a positive effect on the wider Thornton Estate through provision of new through-site link, new retail and commercial tenancies, and a high quality landscaped public domain.
- The proposal has been subject to detailed pre-DA consultation with Council to ensure that the development achieves high quality design outcomes.
- The proposed residential apartments will offer residents a high standard of internal and external amenity. The apartments achieve a high degree of compliance with the key parameters of the ADG including natural cross ventilation, solar access, building separation, landscaping, and communal open space.
- The proposal strongly aligns with key directions, priorities, and actions for the future growth of Penrith CBD, established within relevant strategic planning policies, including the Greater Sydney Region Plan – *A Metropolis of Three Cities*, West District Plan, and Penrith Local Strategic Planning Statement.
- The development satisfies the applicable local and state planning policies. The proposal meets the objectives and intent of the LEP and achieves a high level of consistency with the key planning controls with the DCP. Where the proposal does not fully comply with a numeric provision, the objectives and intent of are met and achieve compliance.
- The proposal is consistent with the provisions of other relevant State policies and statutory environmental planning instruments, including SEPP (Resilience and Hazards), SEPP (Transport and Infrastructure), SEPP No 65 – Design Quality of Residential Apartment Development, and the Apartment Design Guide.

Having considered the relevant considerations under Section 4.15 of the EP&A Act it is concluded that the proposal represents a significant and positive development outcome that respects and responds appropriately to the site location and amenity of the surrounding context.

The proposed mixed use development is in the public interest and considered well worthy of Council's support and recommendation for approval from the Sydney Western City Planning Panel.

DISCLAIMER

This report is dated 11 March 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of THORNTON OPERATIONS PTY LTD (**Instructing Party**) for the purpose of Development Application 01 (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

APPENDIX

