

The General Manager
Penrith City Council
PO Box 60
PENRITH NSW 2751

Attention: Concurrence Referral

TfNSW Reference: SYD22/00793/04

Council Reference: - DA22/1086 (Planning Portal Reference: CNR-48934)

**RE: CONSTRUCT MIXED USE DEVELOPMENT - MAYFAIR AT NORTH PENRITH
160-172 LORD SHEFFIELD CIRCUIT, PENRITH
CNR-48934 - DA22/1086**

8 March 2023

Dear Sir/Madam,

Reference is made to Council's correspondence dated 14 February 2023, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment in accordance with section 2.122 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW has reviewed the submitted documentation and subsequent amended landscaping plan plans sent via email in relation to the additional information that was requested does not object to the development proposal on traffic and transport grounds subject to the conditions provided in **Attachment A** be included in any determination issued by Council and comments regarding the land affectation for future transport projects in **Attachment B** for Council's consideration.

If you have any further inquiries in relation to this development application Mr Nav Prasad would be pleased to provide further information via email: development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Sincerely,



Pahee Rathan
Senior Land Use Assessment Coordinator
Planning and Programs Greater Sydney

Attachment A

1. To enable an active transport connection to be provided in the future (subject to further with minimal demolition works, tree removal, community disruption etc. TfNSW require a 4m wide corridor, free of any landscaping or structures be provided within the easement. This path should be constructed as a paved path that runs parallel with the eastern boundary and will serve as the future active transport link between Lord Sheffield Cct and the future link across the rail line.

The easement will be provided in perpetuity for the benefit of TfNSW and subject to a Section 88B provision and to be provided at with no cost to TfNSW.

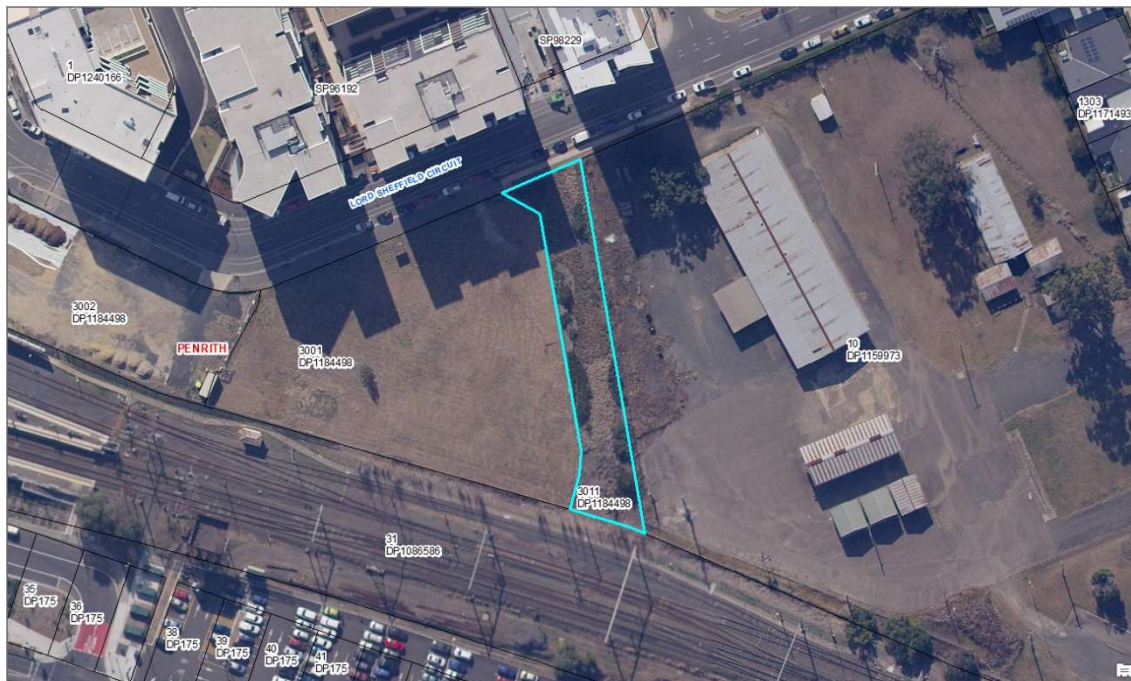
2. A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.
3. The site is located near rail corridor, as such any future DA on this site would require a referral to Sydney Trains under the TISEPP. Therefore, please contact Sydney Trains at (DA_sydneytrains@transport.nsw.gov.au for further comments.

Attachment B

- It is noted that the site forms part of a Concept Plan (MP 10_0075) which was approved under the former Part 3A of the Environmental Planning and Assessment Act 1979 in 2011.

The Concept Plan covers the entire North Penrith/Thornton North precinct. The Concept Plan was accompanied by a Statement of Commitments 'SOC' which remains in effect.

The SoC required, with respect to Lot 3011 (which is the easternmost lot on the attached site plan below), the *'reservation of the land for a bus underpass of the Western Rail Line to promote the future development of the CBD bus network'* with the responsibility and timing of this commitment being *'to be demonstrated by the proponent at the time of any relevant detailed application and delivered during construction works'*.



- As per the advice to the applicant in the email dated 19/9/2022, TfNSW advised that it does not have any plans over the subject property from a bus perspective, however the applicant was advised that TfNSW has commenced work on developing the Strategic Cycleway Corridors (SCC) for Western Parklands City and therefore until the SCC works are complete, TfNSW would be reluctant to relinquish any land reservation at this stage.
- It is noted that Penrith City Council's *Penrith Accessible Trails Hierarchy Strategy (PATHS)* highlighted this area as a barrier which requires further investigation. The potential rail crossing could provide an outcome which connects the proposed routes

shown to the north and south of the site. In this regard the applicant was advised in the email dated 19/10/2022, of the requirement to maintain a minimum 4m wide corridor to facilitate a future active transport crossing of the railway line.

- Following recent discussions with the applicant regarding the extent of landscaping and structures shown in the submitted landscaping plans as part of this development application, the applicant has provided amended concept landscaping plans within the easement which provides a 4m wide minimum clear width corridor that could be used to facilitate a future active transport crossing of the railway line. In this regard TfNSW provides in principle support for the amended landscaping plans but would require that the 4m corridor be constructed as a paved path without any landscaping encroaching into this area for the entire length between Lord Sheffield Circuit and the railway line.