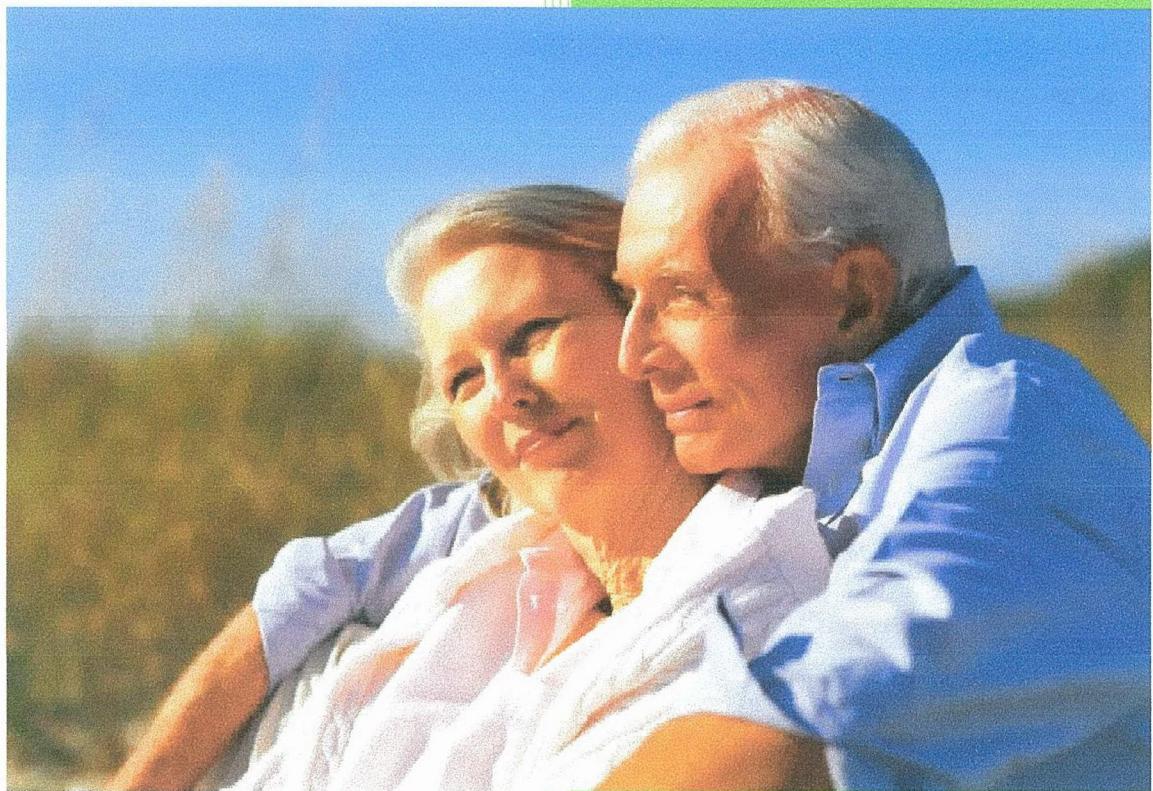


Penrith LGA

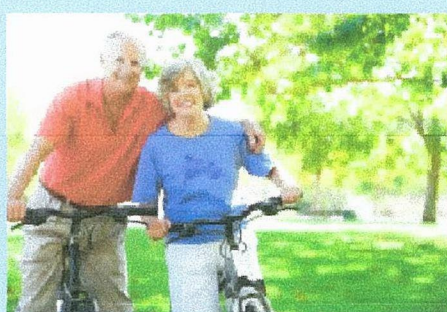
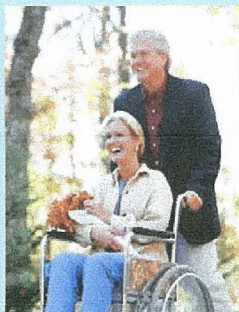
Affordable Housing for Seniors and People with a Disability



Caring for those
who need it most

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INTRODUCTION

Background

With a systemic under-supply of housing across Australia, particularly NSW, the housing affordability crisis continues to worsen. This coupled with Australia's ageing population and limited housing opportunities for those with disabilities, means that seniors and people with a disability are chronically amongst those most in need of housing opportunities that are affordable. Thankfully, both the Commonwealth and NSW State Governments have recognised the problem and have made it a priority to help these groups most in need with instruments such as the introduction of the National Rental Affordability Scheme (NRAS), State Environmental Planning Policies for Affordable Housing, Major Developments and Housing for Seniors and People with a Disability.

Housing NSW ranks Penrith LGA amongst the highest Local Governments Areas in housing need and data attached confirms this. It is both socially and morally responsible to secure one of the most fundamental basic human needs for those who most need it within the Penrith Community and this proposed development aims to deliver superior value in Social Service Delivery.

At least 50% of the development's dwellings will be rented at a 20% discount to market rent

Housing NSW ranks Penrith LGA amongst the highest Local Government Areas in housing need

Proposed Development

It is proposed to develop residential housing for Seniors and People with a Disability on the land identified as 1804 The Northern Road, Orchard Hills (Lot 4 DP218571). This development is aligned with both Federal and State Government priority areas of interest and initiatives. It is intended to provide a solution to help remedy Penrith's housing shortage and consequential affordability issues particularly for the elderly and disadvantaged, while importantly providing a development that is both fitting and complimentary to the local area.

A key feature of this development is that it is proposed to provide at least 50% of the development's dwellings under the National Rental Affordability Scheme (NRAS) which means that the nominated dwellings will be rented to eligible tenants at a 20% discount to market rent. This initiative goes a long way to helping those most in need. Considering the fact that it is the industry standard among Developments of this nature to only provide housing for Sale rather than Rent, and charge Deferred Management Fees on the Sale of the property. This development serves a large number of people who do not want to or cannot afford to purchase this housing option, but would rather rent.

While the benefits of this development will be far reaching, it is hard to get away from the real difference a development like this makes to individuals and families of the Penrith Community. Take for instance, the Jones* family. The Jones family sold their modest 3 bedroom home after the Mother had to stop working to care for their disabled Son. While the Father works a full-time job plus over-time to help pay the bills, the on-going medical costs after the Child's latest operation along with the ever increasing rent means that they will need to find a cheaper place to rent, which will result in their Daughter needing to change Schools again.

Jenny Smith* works as a Nurse at the Local Hospital, she has lived on her own since her Husband died two years ago, but can now no longer afford to stay at her current place. She has been looking for a while, but cannot find any vacant small accommodation and can't afford to purchase in a retirement village. She is considering moving out of the area to somewhere more affordable, which she doesn't want to do because her Children and Grandchildren all live in the Penrith area.

*Names changed to protect the identity of those involved.

Relevant Planning Instruments

Given the nature of this proposed development, it has a number of relevant planning instruments pertaining to it. These are listed below;

- Sydney Regional Environmental Plan No 25—Orchard Hills
- State Environmental Planning Policy (Housing for Seniors or People with a Disability)
 - ✓ Land that adjoins land zoned primarily for urban purposes
- State Environmental Planning Policy (Major Development) 2005
 - ✓ 13B General development to which Part applies

This Part applies to the following development:

- ✓ development that has a capital investment value of more than \$10 million
- ✓ development for affordable housing if it has a capital investment value of more than \$5 million

This proposed project addresses issues greater than those that can be covered in an LEP.

Consideration has to be given to the greater good; as determined by the State and its direction set by SEPP's

CONTEXT

Property Details

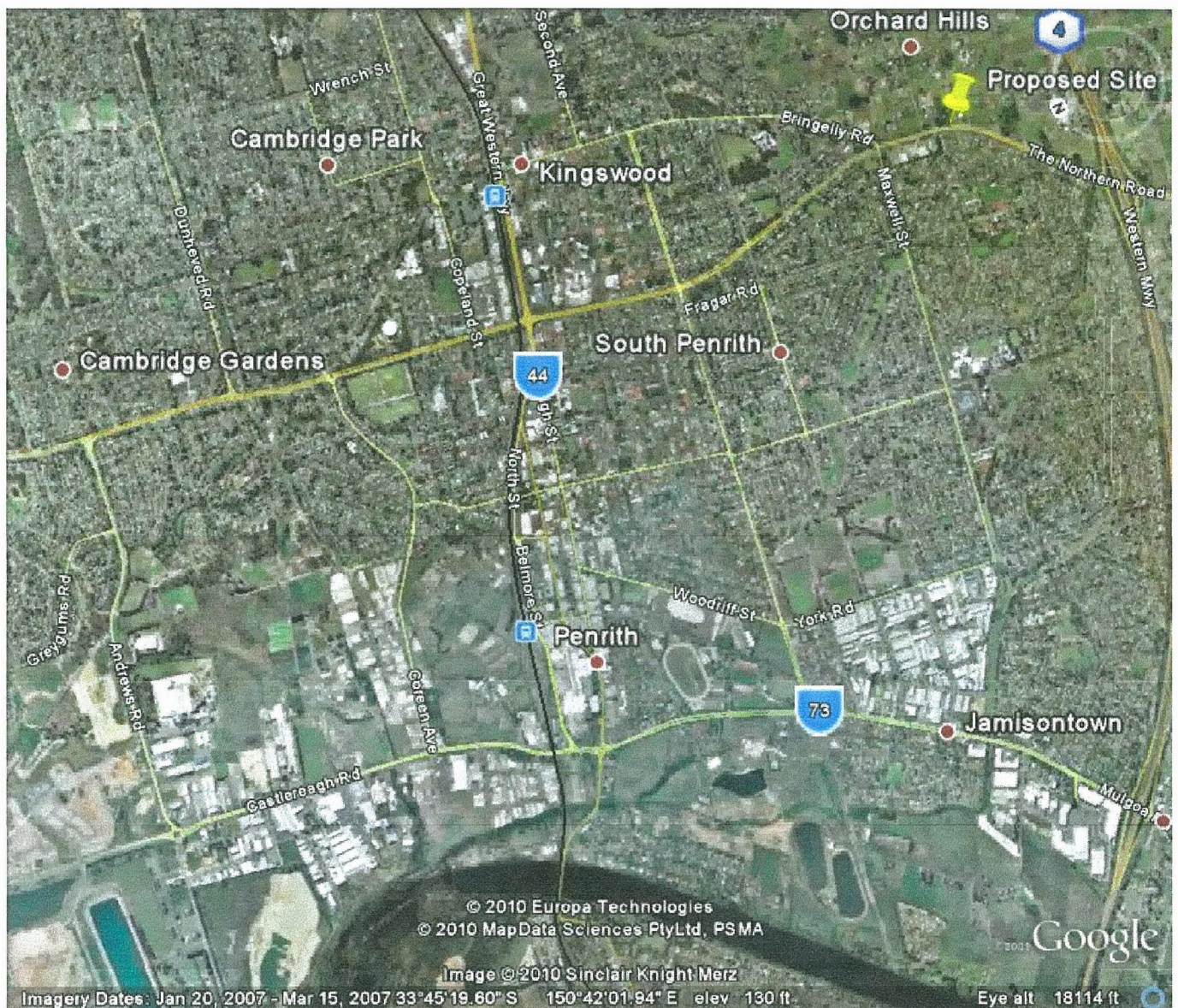
Address: 1804 The Northern Road, Orchard Hills 2748

Area: 2.03 Ha

Dimensions: 100m (frontage) x 200m (depth)

Property ID: Lot 4 DP218571

Location Map

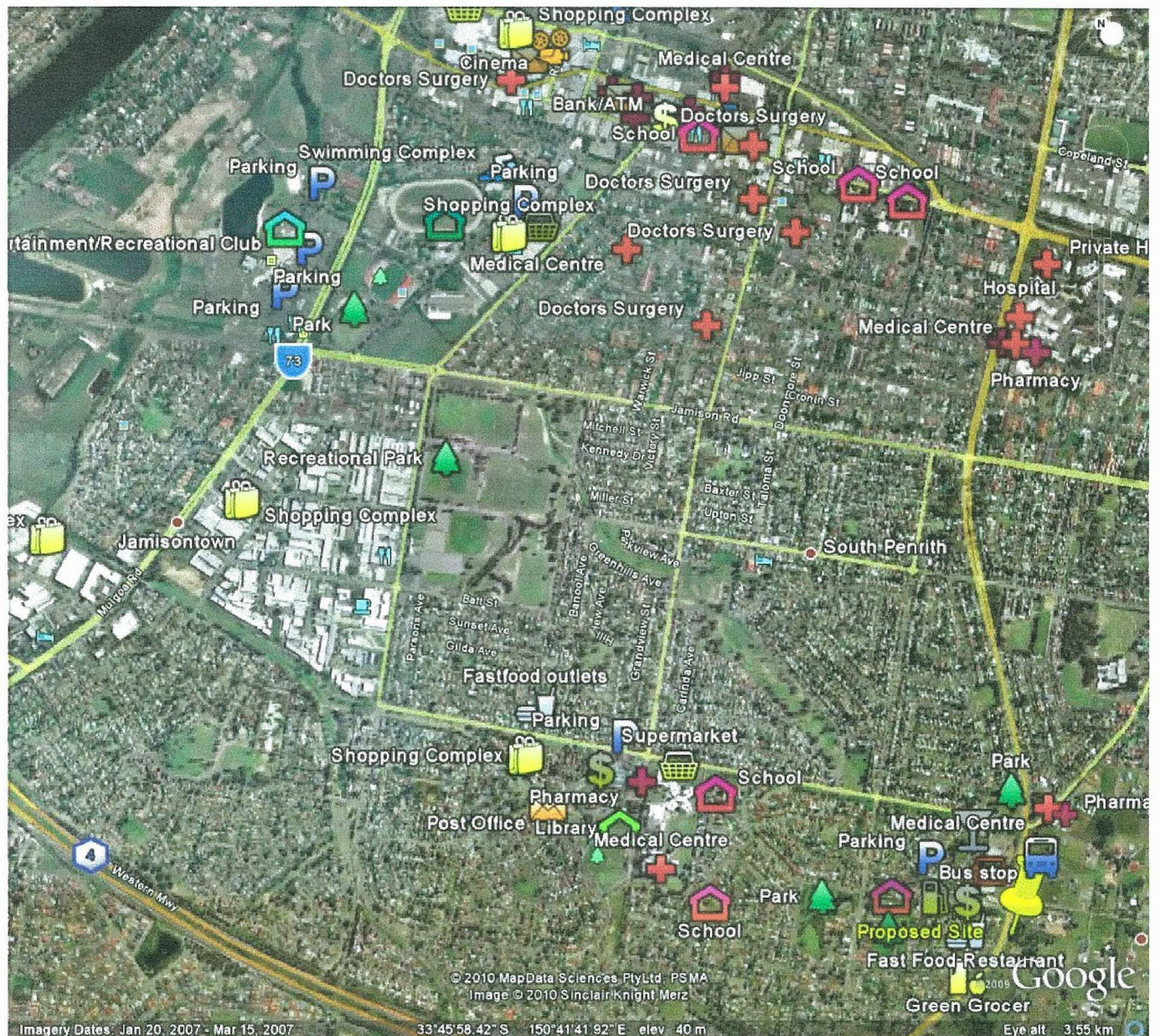


Property Details (cont.)

Property Detailed Map



Map Showing Location of Amenities



In accordance with the State Environmental Planning Policy (Housing for Seniors and People with a Disability), access to sufficient amenities must be available for not only Seniors but also those with disabilities which can involve people of all ages and all disability types. Accordingly, the proposed development site is located in an area that affords residents access to a vast range of amenities. The foundation of good access to amenity is the provision of reliable transport. Importantly, this development proposes to provide a courtesy bus (minimum 10 seater) which provides the residents of the development with exceptional access to a vast array of facilities and services and accordingly meets the requirements of the SEPP under Clause 26.

Where developments occur on land adjoining urban land (as in the case of this development), not within walking distance of general facilities and not on a regular bus route, the SEPP requires that the developer supply a courtesy bus or arrange a change in bus route to meet the access needs of new residents.

This is outlined by the Housing NSW publication, ***A Guide for Councils and Applicants - Housing for Seniors and People with a Disability***. On Page 20 of the guide, the following guidance and explanation is provided which seeks to clarify the material provided by the SEPP.

“Transport

- *Preferable public transport. In regional areas this can include a community bus or even a taxi service.*
- *Larger developments on land adjoining urban land, not within walking distance of general facilities and not on a regular bus route, are required to supply a courtesy bus or arrange a change in bus route to meet the access needs of new residents.”*

The special provision (regarding access to amenities including transport) for developments on land adjoining urban land, to fulfil the requirements of Clause 26 of the SEPP is detailed below;

Under Clause 26 of the State Environmental Planning Policy (Housing for Seniors and People with a Disability) 2004, a directive note is provided at the end of the Clause, as shown below:

“Note. Part 5 contains special provisions concerning the granting of consent to development applications made pursuant to this Chapter to carry out development for the purpose of certain seniors housing on land adjoining land zoned primarily for urban purposes. These provisions include provisions relating to transport services.”

Part 5 of the SEPP provides the following:

43 Transport services to local centres

- A consent authority must not consent to a development application made pursuant to this Chapter to carry out development for the purpose of serviced self-care housing on land that adjoins land zoned primarily for urban purposes unless the consent authority is satisfied that a bus capable of carrying at least 10 passengers will be provided to the residents of the proposed development:
 - that will drop off and pick up passengers at a local centre that provides residents with access to the following:
 - shops, bank service providers and other retail and commercial services that residents may reasonably require,
 - community services and recreation facilities,
 - the practice of a general medical practitioner, and

- that is available both to and from the proposed development to any such local centre at least once between 8am and 12pm each day and at least once between 12pm and 6pm each day.
- Subclause (1) does not apply to a development application to carry out development for the purposes of the accommodation of people with dementia.
- In this clause, **bank service provider** has the same meaning as in clause 26.

Given the directive note of the SEPP in Clause 26, and the guidance material published by Housing NSW, ***A Guide for Councils and Applicants - Housing for Seniors and People with a Disability***. With regard to a development under the SEPP on land adjoining urban land, a developer is to substitute the role of a normal public bus route with a courtesy bus where the public bus route is not sufficient.

In addition to the provision of a minimum 10 seater courtesy bus for the residents of the development that will provide efficient and effective access to a vast range of facilities and services (thereby satisfying Clause 26 of the SEPP). The development is further well catered for with a '7 days a week' medical facility and pharmacy within walking distance (400m), public bus routes that provide additional services and a vast array of other facilities and services within walking distance.

Where required and practical the developer is also prepared to fund works such as footpaths and bus stops to provide additional ease of access to nearby facilities.

Moreover, Penrith is well serviced with all the possible amenities, facilities and services that residents could possibly need - that far exceeds the requirements of the SEPP. These include but are not limited to; RSL Clubs, Swimming Pools providing aqua aerobics classes, Bowling Clubs, Support Services for the Elderly and Disabled, parks, libraries, shopping centres, gyms, employment opportunities and a lot more. Some of the key amenity types are outlined below. Please see map above for an overview of the provision of amenities and their respective locations.

Shopping Centres

Penrith hosts a number of shopping complexes, the largest being Westfield Penrith, formerly known as Penrith Plaza. The shopping centre features over 200 stores ranging from department stores to specialty shops.

Medical Facilities

As a major metropolitan centre, Penrith offers a full range of medical and associated facilities and services to meet all your everyday and unexpected medical needs and those of your family, including the very best in care for the sick and the elderly.

The Nepean hospital (only 2km away) which is a teaching hospital of Sydney University and the Nepean Private Hospital use leading edge technology, specialist rehabilitation facilities and medical specialists to provide the best services expected in a modern city such as Penrith. The Nepean hospital has 26 specialist areas including cancer care, coronary heart care, day surgery, diabetes, geriatrics and endoscopy. The work of the hospital is supplemented by a range of private health specialists and facilities in the City.

Public Transport

In addition to the regular bus routes, Penrith Railway Station is a major railway station on the Western Line of the CityRail network. It has frequent services to and from the City and is also a minor stop on the intercity Blue Mountains Line.

Employment Opportunities

Penrith belongs to a group of western Sydney LGAs (including Blacktown, Liverpool and Campbelltown) that have mixed employment profiles, containing important or still-growing manufacturing centres but also showing significant concentrations of jobs in retailing, wholesaling and construction. The adjacent LGAs of Hawkesbury and Blue Mountains show employment profiles dominated by the service sector (Fagan et al 2004).

Penrith has a larger retailing sector than would be predicted by its local population size and growth trends. Sixty percent of Penrith businesses belong to the service and related industries accounting for over three-quarters of employment in Penrith Valley (PVEDC undated). Retail and wholesale businesses account for 24 percent of Penrith jobs. This reflects wider regional roles played by relatively new shopping centre developments and the higher disposable incomes in their immediate localities.

Schools

It is important to consider the amenity needs of not just the elderly, but also those with disabilities. Early childcare facilities, such as long day care, pre-school, family day care and occasional care are available throughout the City. Ninety six childcare centres, 34 of them managed by the Council, will be of great comfort to busy and working families with young children. There are approximately 38 primary schools in Penrith Valley located within easy access of all residential settlements. The number of students attending primary school is more than 8,689.

Ninety six child care centres across Penrith provide a full range of children's services required by families. Penrith Council operates a total of 34 of these centres.

There are 12 private and 37 public schools located in the major residential areas in Penrith Valley. There are also primary schools with support units.

The number of secondary schools in Penrith Valley number 20, comprising eight private and 12 state high schools. Penrith also has a number of high schools with support units.

Penrith has a strong history in providing quality educational services to both local residents and students from across the region and a growing number of foreign students mainly from Asia. Led by the University of Western Sydney (graduate studies and research), the Western Sydney Institute of TAFE (workforce skills and vocational training) and the Nepean Hospital (Sydney University's teaching and research hospital), it provides a quality learning environment that flexibly meets the needs of both a diverse student body and workers seeking to upgrade or acquire new skills. A full range of vocational courses are also widely available through a number of quality training providers, which are responsive to the changing needs of local industry.

Images from Proposed Development Site



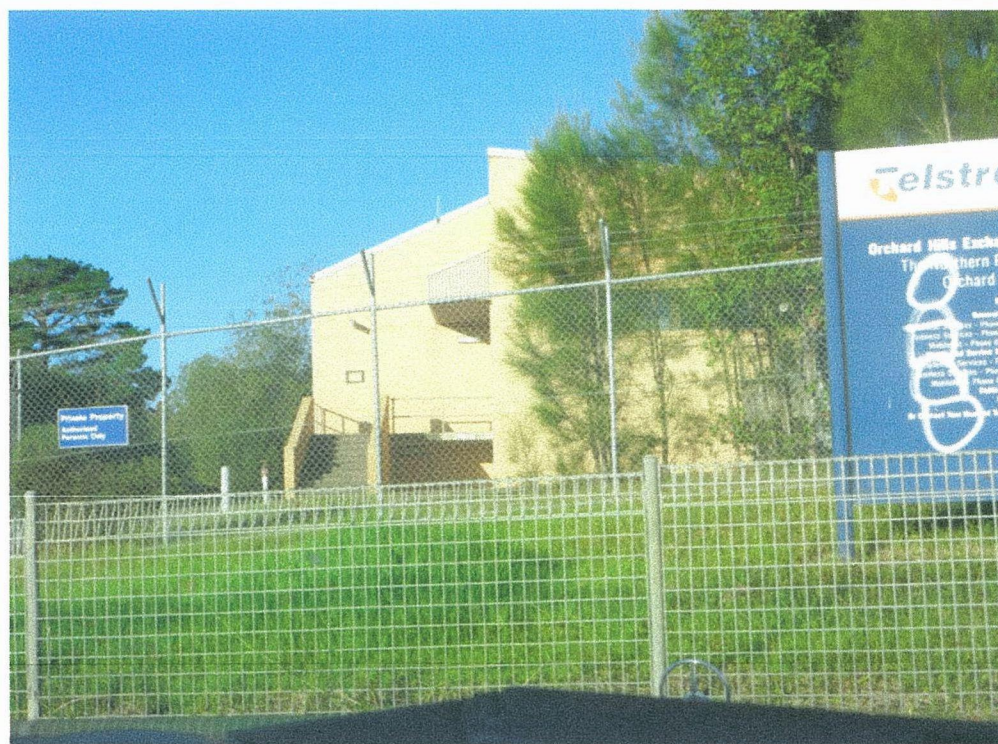
View from the entrance of the proposed site (The Northern Rd)- note nature of nearby development



View from the entrance of the proposed site- note adjoining residential land



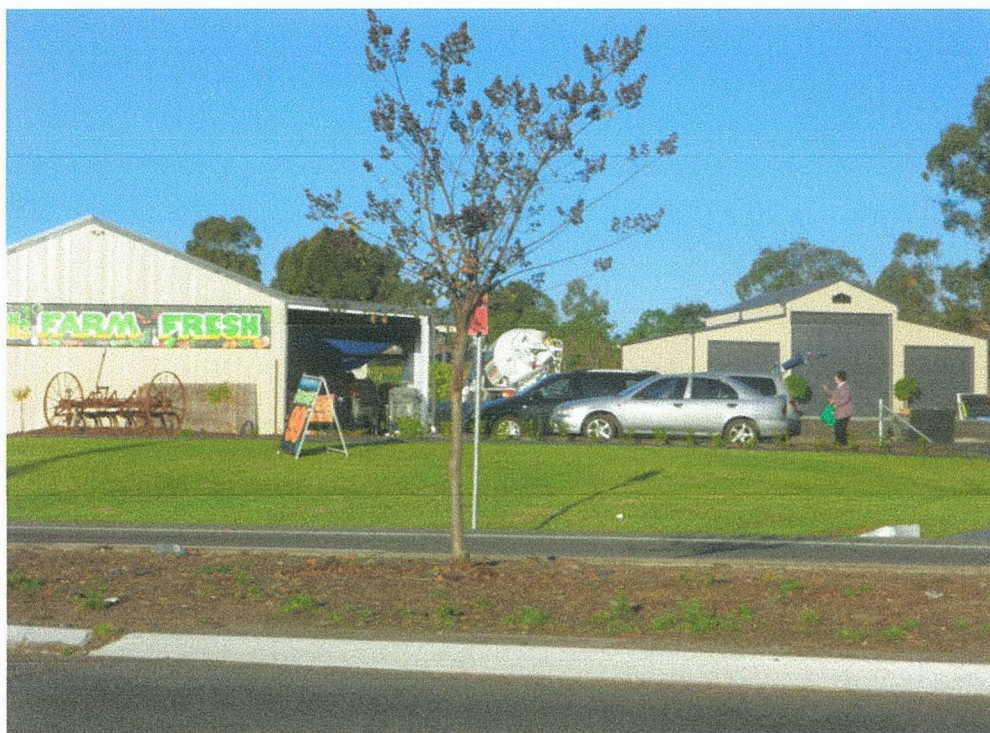
Residential housing adjoining the proposed site



Development on adjoining site with same zoning- fronting The Northern Rd. Note non-rural nature of development



Development on adjoining site with same zoning- fronting The Northern Rd. Note non-rural nature of development



Nearby development on land with same zoning- fronting The Northern Rd. Note non-rural nature of development



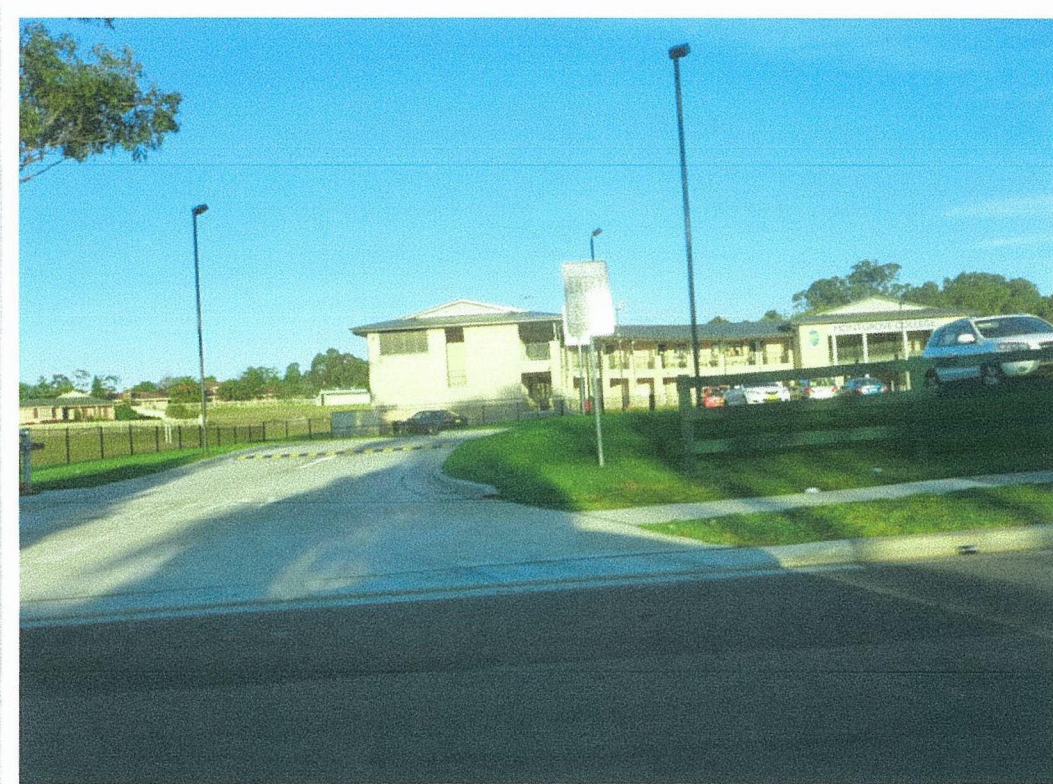
Nearby development on land with same zoning. Note the nature of this residential cul-de-sac development is obviously non-rural in nature.



Nearby development- fronting The Northern Rd on land with same zoning



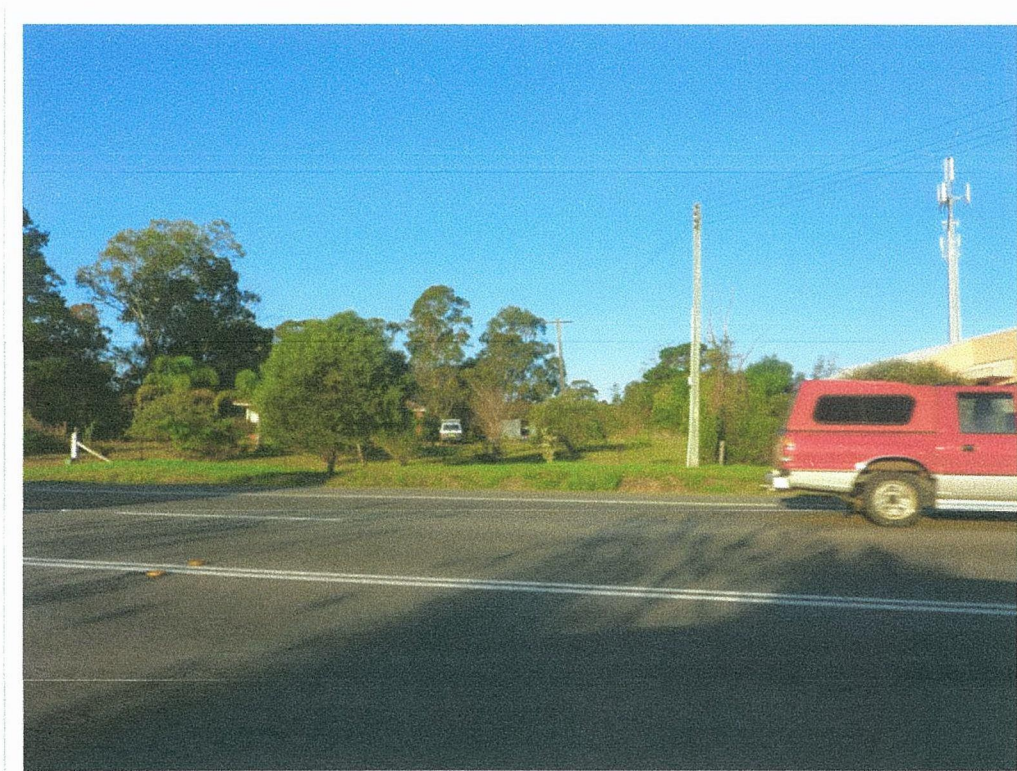
Nearby development in close proximity to proposed site



Nearby development on land with same zoning. Note non-rural nature of development



Proposed site noted by yellow arrow



Proposed site



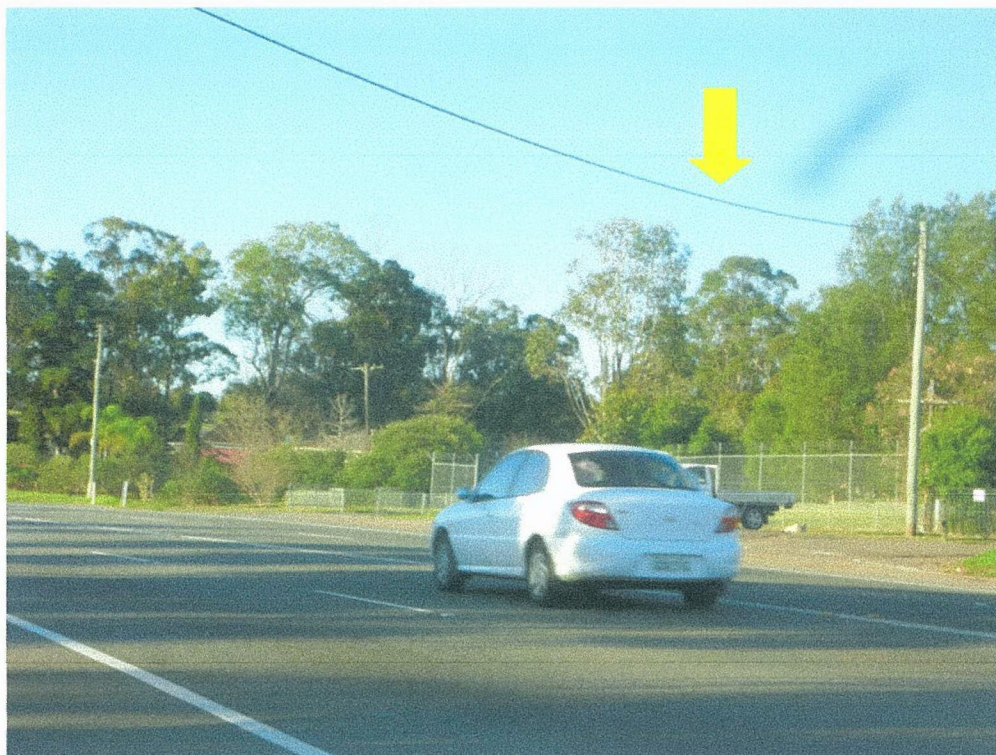
Proposed site- note current development currently detracts from visual landscape



Proposed site- note development on the site is convincingly able to be concealed from The Northern Rd perspective, by buildings being positioned to the rear of the block and/or use of landscaping (trees and shrubs)



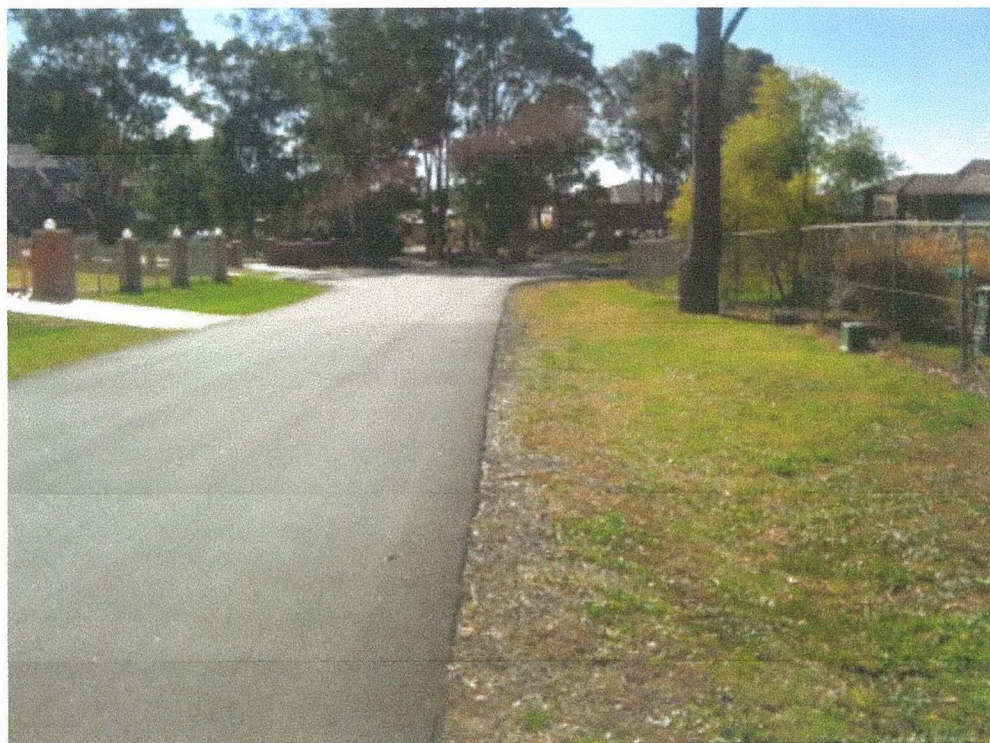
Proposed site (indicated by yellow arrow)- note development on the site is convincingly able to be concealed from The Northern Rd perspective, by building being positioned to the rear of the block and/or use of landscaping (trees and shrubs)



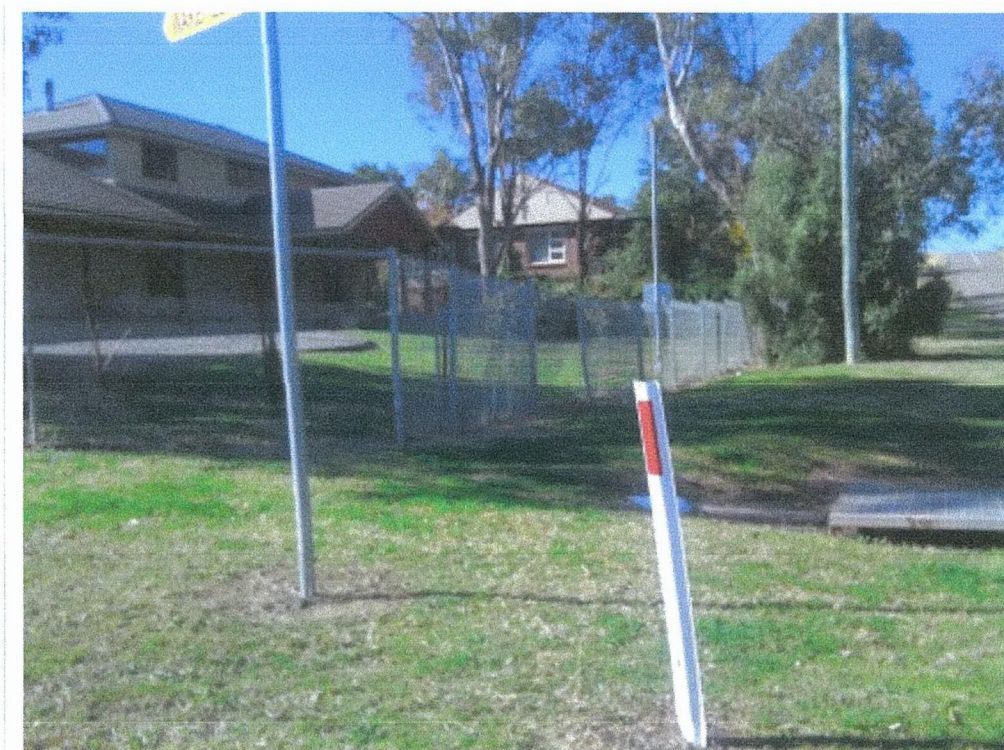
Proposed site (indicated by yellow arrow)- note development on the site is convincingly able to be concealed from The Northern Rd perspective, by building being positioned to the rear of the block and/or use of landscaping (trees and shrubs)



Nearby development on land with same zoning. Note the nature of this residential cul-de-sac development is obviously non-rural in nature.



Nearby development on land with same zoning. Note the nature of this residential cul-de-sac development is obviously non-rural in nature.



Nearby development on land with same zoning. Note the nature of this residential development is obviously non-rural in nature.

Important Notes Relating to Site

- The photos provided above give an overview of the surrounding area. From these it is apparent that the proposed site is suitable considering the surrounding development. It is clear that the immediate area is not used for agricultural pursuits. Furthermore, as illustrated by the photos, the nature of the housing development that includes cul-de-sac style housing on land which has the same zoning as the proposed site concludes that this development is consistent with Councils approach for urban development in the immediate area as opposed to agricultural pursuits. The mass development of housing directly across the road also confirms a consistency between this and the development on the proposed site.
- As illustrated, the site is well serviced with amenity and infrastructure that are and will be available to meet the demands arising from the proposed development particularly, retail, community, medical and transport services.
- The site has connections to both the town's Water and Sewer systems
- The property is currently, and has for its pertinent history only been used for residential purposes.
- The property nominated for development, and the surrounding properties are not and will not be viable as a rural property due to their small scale and prohibitive price. The small scale (only 5 acres) means that the necessary economies of scale are not able to be achieved to make the land viable for agricultural pursuits. This coupled with the prohibitive price of the land means that a suitable return on investment is unable to be achieved through agricultural pursuits. Consequently the property in question and the property surrounding it are always going to be used for residential purposes. Furthermore, the Sydney Regional Environmental Plan No. 25-Orchard Hills has nominated some areas as 'Prime Agricultural Land' and some areas as not. The REP has determined that the proposed site is *not* 'Prime Agricultural Land.'
- As provided by the Sydney Regional Environmental Plan No. 25-Orchard Hills, this land is to be used for Urban purposes in the future. Given this, the intended future uses of the land are consistent with this development.
- Given the points noted above, the impact that the bulk, scale, built form and character of the proposed development is likely to have on the existing uses, approved uses and future uses of land are minimal to nil.

PROPOSAL

Project Overview

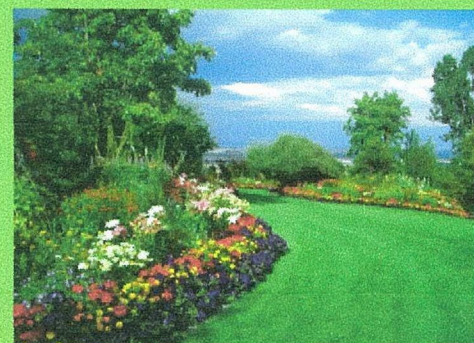
The proposed development has several relevant components which are highlighted below*:

- The Housing will be for Seniors and People with a Disability in accordance with the provisions set out by the SEPP. This will exclusively involve 'Serviced Self Care Housing'/'Independent Living Units'
- At least 50% of the proposed development is to involve affordable housing under the National Rental Affordability Scheme (NRAS). As such these will be rented to eligible tenants at 20% below market rate.
- Minimum 30% of the Development is to be landscaped area in accordance with the SEPP
- Floor Space Ratio of 0.5:1 in accordance with SEPP.
- 0.5 car spaces for each bedroom
- Focus on One (1) and Two (2) bedroom dwellings, to meet the community's local housing demand.
- Building height to be not taller than 8 metres in height in accordance with SEPP

*These are indicative figures and estimates and are subject to change

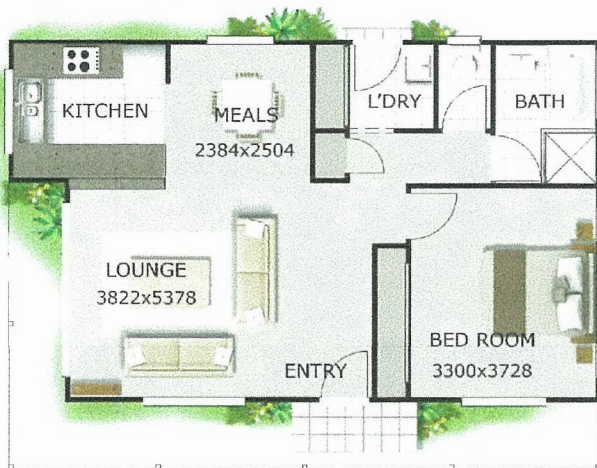
There are no limitations or negative externalities associated with the site.

The development is to be both fitting and complimentary to the local area. This involves the selection of building materials and housing types that are fitting with the local area and extends to the implementation of a buffer zone through effective landscaping to help hide the visual impact, if any, from The Northern Road.

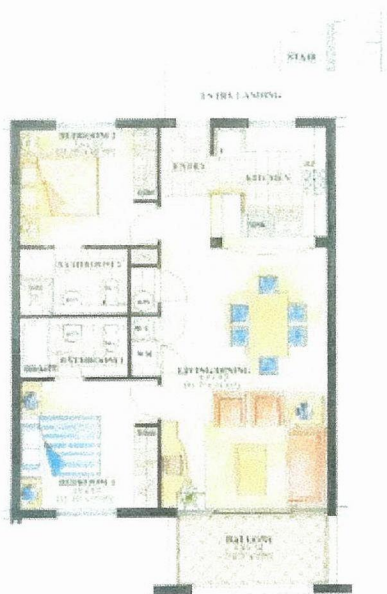


Indicative Development Elements

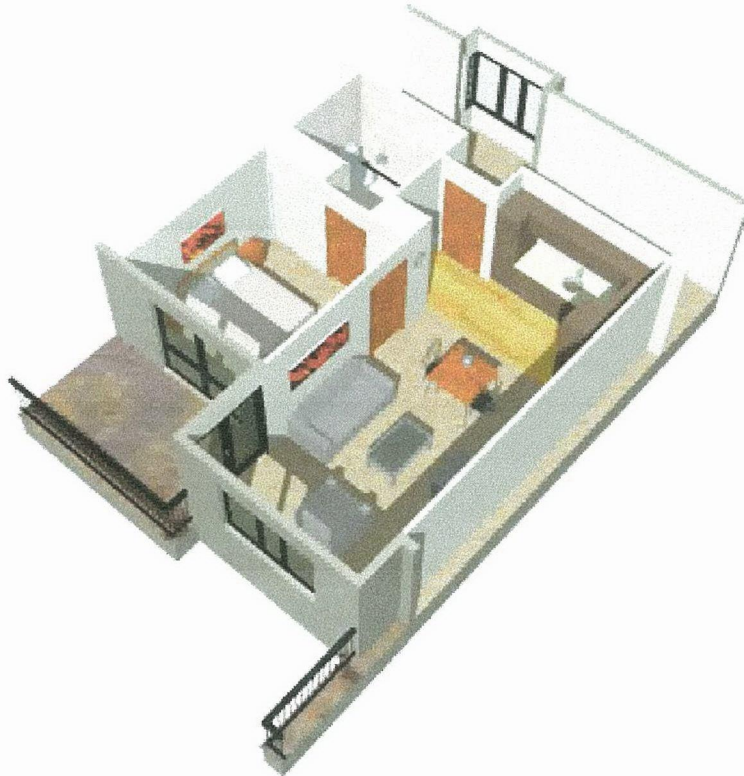
As mentioned the development will host building types consistent with the look and feel of the community. Indicative housing types and plans are provided below.



Housing will be in line with design requirements for Seniors and People with a Disability



Housing will be energy efficient thereby assisting residents by meeting long-term affordable housing outcomes



Housing design and facades will complement the existing look and feel of the community



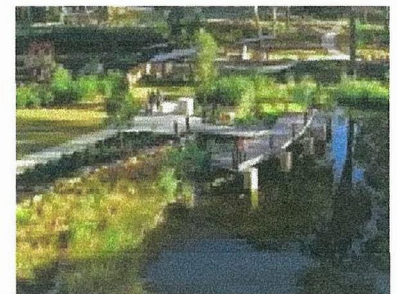
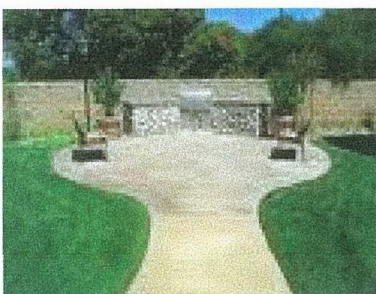
The site will be designed to maximise tenant utility and facilitate community involvement through the implementation of community areas. Indicative design and site layout initiatives that will facilitate this are provided below.



Communal areas will facilitate an authentic community feel



Landscaping will be a feature of the development adding additional utility for residents



The ability to participate in additional activities will be an extra benefit for residents





STRATEGIC JUSTIFICATION

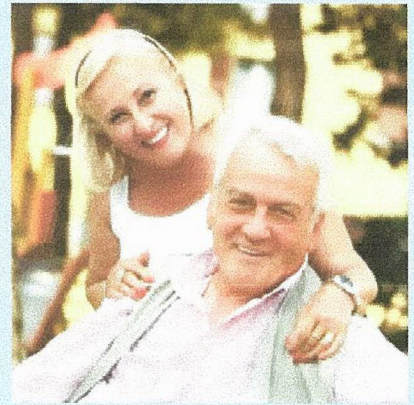
Outline

By increasing the supply of any housing in the Penrith LGA, housing affordability and housing opportunities are expanded for all, through the supply and demand dynamic. While the entire community benefits from this increased supply to the wider housing market, a focus on housing for Seniors and People with a Disability has the added benefit of helping those most in need. It is widely accepted that the elderly and those with a disability as a group, are most susceptible to housing stress due to limited incomes and limited suitable housing opportunities.

It is both socially and morally responsible to secure one of the most fundamental basic human needs for those who most need it in the Penrith LGA. These household types are predictably those in the community that need the most fostering, namely, the elderly and the disabled. As the data below shows, these groups are in desperate need of 1 and 2 bedroom dwellings (and three bedroom dwellings in limited instances). Importantly, this proposed project targets these people by delivering the affordable 1 and 2 bedroom (and limited 3 bedroom) housing that they so desperately need.

Research

Penrith's population is growing due to both immigration and natural increase. As the information provided below substantiates, Penrith LGA desperately needs vast assistance to address their affordable housing issues. This proposed investment is a much needed remedy to help alleviate housing affordability in the Penrith LGA by working the supply and demand dynamics coupled with a targeted approach to increase the supply of dwellings suitable for those most venerable. When this information is considered with the proposed project, it is obvious that this project is an effective remedy to help alleviate Penrith's housing affordability issues.



The elderly of Penrith do not have an adequate supply of accommodation that is either suitable or affordable.

48% of all those households renting in the private rental market in Penrith are in housing stress and it is increasing at a much faster rate. Both the elderly and the disabled are over-proportionately represented in this group.

The Penrith LGA is classified by Housing NSW as of a High area of need according to the data produced by Housing NSW, 'Local Government Areas by Housing Need'.

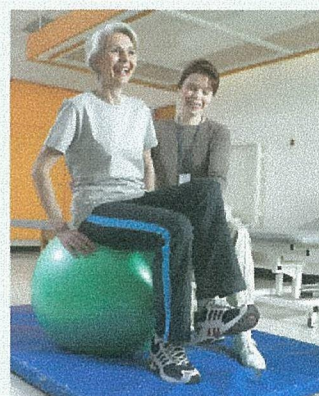
At the 2006 Census, Penrith had a population of 172,140 (down by 0.15% from 172,397 in 2001) with an indigenous population of 4,048 (up by 16.4% from 3,478 in 2001) or 2.0% (compared with 1.2% in the Greater Metropolitan Region and 4.7% in the Rest of NSW). Penrith had a total of 58,918 occupied private dwellings (up by 2.9% from 57,244 in 2001), giving an average occupancy rate of 2.92 persons per dwelling (down from 3.0 persons per dwelling in 2001). This occupancy rate is well above the average for the GMR of 2.69 persons per household and is at the upper end of the range in neighbouring LGA's, with Blue Mountains 2.62 and Hawkesbury 2.86, Holroyd 2.77 and Hurstville 2.71 and inner ring LGA's (eg. Marrickville 2.33 and Leichhardt 2.22 persons per dwelling). The Outer Western Sydney housing market which includes Penrith has a growing population, with high housing demand and high housing needs.

The population of those over 65 is expected to rise significantly from 14,044 in 2006 to 19,190 by 2016 and 31,170 by 2031 (NSW Population Projections by the Transport and Population Data Centre, NSW Department of Planning). This will confront Penrith with the same challenges as the rest of Australia in providing adequate services for an ageing population, and within that, an increasing proportion of individuals with disability. Among the younger population is the challenge of providing appropriate and adequate education, health, acute and ancillary care services for those with disability and their carers, as well as employment and recreation opportunities.

Many people with disability have long-term physical, mental, intellectual, or sensory impairments such as blindness, deafness, impaired mobility, and developmental impairments. Some people may have more than one form of disability and many, if not most people, will acquire a disability at some time in their life due to physical injury, disease or ageing.

In the Penrith local government area, 13.5% of residents have some form of disability. This proportion is likely to increase in the future, as the 'baby-boomer' population ages. According to the 2003 estimates contained in the ABS Survey of Disability Ageing and Carers, within the Penrith Local Government Area there are:

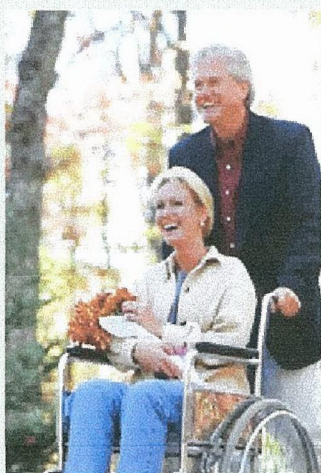
- 6,392 people have a profound to severe disability – causing severe core activity limitation
- 3,625 people have a moderate disability – causing moderate core activity limitation
- 7,319 people have a mild disability – causing mild core activity limitation



- 23,670 people are classified as having 'any disability' – including profound, severe, moderate, mild limitations as well as schooling or employment restriction and disability with no restriction or limitation.

The private rental market represents 20.6% of all occupied private dwellings (compared to 22.5% for the Greater Metropolitan Region). The proportion of private rental stock is lower than the inner (for example 32.7% in Randwick and 36.0% in Marrickville) and middle ring local government areas (for example 26.6% in Parramatta and 26.4% in Canterbury).

Using 2006 Centrelink data Housing NSW (the Department) has calculated what proportion of people on low incomes in the private rental market and in receipt of Commonwealth Rent Assistance are paying more than 30% of their income as an indicator of housing stress. Penrith has a significant number of residents receiving Commonwealth Rent Assistance (CRA) and in housing stress (there are only 12 local government areas in the whole of NSW with a higher number of CRA recipients in housing stress). Single person households form by far the largest number and proportion of households in housing stress in Penrith, comprising 57% of all those in stress. This data indicates that the private rental market in Penrith is not providing sufficient affordable private rental accommodation, particularly catering for the needs of smaller lower income households in the private rental market. **This is impacting on older renters as well, (with 21% in receipt of the Aged Pension) at a time when it is important for them to remain close to social and support networks, as well as a range of services.**



From the 2006 Census, 48% of all low¹ and moderate² income households renting in the private rental market in Penrith are in housing stress and it is increasing at a much faster rate than the average for the GMR.

According to ABS data from the 2006 Census, there were 660 occupied caravans in Penrith (not all of which are located in caravan parks or manufactured home estates). According to Centrelink data at the time of the 2006 Census, **155 caravan park/manufactured home estate residents in Penrith were in receipt of a pension or benefit. It raises questions about the long term suitability of this kind of accommodation for older residents, particularly frail aged.**

It is noted that at the 2001 Census, 4.0% of dwellings in the private rental market in Penrith had one bedroom and 21.5% had two bedrooms, giving a total of 25.5% with one or two bedrooms.

The Department has projected housing need to 2011 and estimates that 77.7% of housing need in Penrith will be for one or two bedroom dwellings. Penrith has a relatively small proportion of stock in the

¹ "Low income" households are those whose income is under 80% of the median household income.

² "Moderate income" households are those whose income is between 80% and 120% of the median household income.

private rental market with limited diversity in housing type and configuration. There is a need for more one bedroom and smaller stock to meet the needs of residents throughout the housing life cycle, particularly given the loss of boarding house accommodation and the number of residents living in caravan accommodation.

The proportion of properties in the private rental market in Penrith that are theoretically affordable to people on the 40th percentile of the GMR median income has declined from 84.9% in June 2004 to 67.4% in June 2007.

At June 2007, the proportion of dwellings affordable for purchase to households at the 40th percentile of median income³ was 4.0% in Penrith. Purchase affordability in Penrith has declined from 17.2% in June 2001. Clearly over a six year period purchase affordability for people on lower incomes has declined significantly in Penrith, to the point that it is now very difficult for lower income earners to purchase housing. Purchase affordability for low and moderate income earners in Penrith is very low. From the 2006 Census, the proportion of low and moderate income households in Penrith who are purchasing and are in housing stress is 59%. This is an increase of 22.5% from the 2001 Census. As a result of this additional pressure is put on the rental market.

The difficulty of purchasing housing in Penrith for lower and also moderate income earners shows the lack of affordable housing opportunities. That only 4.0% of stock is theoretically affordable for purchase by lower income earners at June 2007 and that 59% of all low and moderate income purchasers in Penrith are in housing stress (from the 2006 Census) underscores the point. The rate of increase of those in stress between 2001 and 2006 is alarming. There is a need for more affordable housing for purchase for low and moderate income earners in Penrith and clearly the private market is not providing sufficient affordable supply.

The number of lower income earners in receipt of CRA and in housing stress in the private rental market indicates that there is insufficient affordable rental housing to meet the needs of current Penrith residents. That almost half of all low and moderate income earners renting in the private rental market in Penrith are in housing stress is another strong indicator of the lack of affordable rental housing available to meet the needs of Penrith residents.

There are a number of people living permanently in caravan accommodation who are at risk of losing their housing if there is any move from long term to short term sites or redevelopment of the caravan parks. This also provides further evidence that there is insufficient affordable housing for rental and for purchase to meet local needs.

While facts and figures provide helpful insight into the housing affordability issues in Penrith LGA, a greater perspective can be gain by local stories from the frontline.

The following excerpts from the Penrith City Star article, titled; New blow to wallets by Anita Maglicic on 06 Mar, 2008 show the extent of the housing affordability problems in Penrith.

Home, bitter home: Stanton and Taylor Real Estate property manager Michelle Banning said that, to be successful, an application should be well presented, give as much information possible in well-formed documents and prove

³ Based on 30% of income

Real estate agents say Penrith is at the pinnacle of a 12-month housing crisis and that investors have shunned the "unaffordable" property market. Investors aren't developing rental properties and more people are wanting to rent, creating a huge demand that outweighs the supply.

Many people looking for a rental property - any property - have to compete with up to 50 other applicants for each rental home.

Starr Partners Penrith property manager Joyce Carpenter, who has only one rental home left on her books, says the housing market is now a "nightmare".

She says surging prices are also a major problem and that three-bedroom Cranebrook homes that usually fetch \$280 a week in rent can now command \$320.

"People are so stressed that some are taking it out on our receptionist," Ms Carpenter said.

"Some are so desperate that they are calling the Department of Housing."

Ms Carpenter said that some would-be renters were offering to pay six months in advance or \$20 extra a week just to secure a home for their family.

A Cranebrook resident who fled with four children from domestic violence has spend six months looking for another rental home.

She's so desperate to find a home before her lease runs out in two weeks that she is considering camping or taking up squatter's rights.

"I've gone to the doctor for anxiety," she said. "I've had five knock-backs from estate agents and it's so tiring and depressing.

"I've applied to the Department of Housing, but I have at least another eight years to wait."

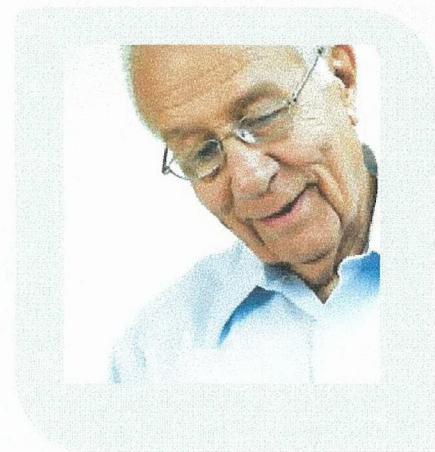
Additionally, the article Renters in competition from the Penrith Press 28 Aug 09 by Nicole Hasha further illustrates the extent of the housing affordability problem in Penrith.

A LACK of rental homes in Penrith has seen prices skyrocket, leaving scores of would-be tenants vying for just a handful of affordable properties.

The latest report from Housing NSW shows the cost of renting in Penrith rose steadily in the 12 months to June, bucking a Sydney-wide trend that saw prices in most suburbs stabilise.

Average weekly rents for two-bedroom units in Penrith jumped 15 per cent to \$280 the largest annual increase in median rent in Sydney, according to the report.

Three-bedroom houses rose 10.7per cent to \$330, 4.6 per cent above the Sydney average.



Penrith Response Real Estate property manager Janette Lobb said demand for affordable properties was outstripping supply, with a recently advertised two-bedroom unit attracting 130 inquiries.

“The open house for that will be a circus. So many people will turn up, it’s ridiculous,” Ms Lobb said.

“We’ve had people become abusive because there are so many people there and they know they’re not going to get (the property).”

While the demand for properties was good news for landlords, some tenants searched for up to six months to find an affordable property, Ms Lobb said.

Mother-of-five Shelley Ramsay spent three months hunting for her \$380-a-week Cranebrook rental home.

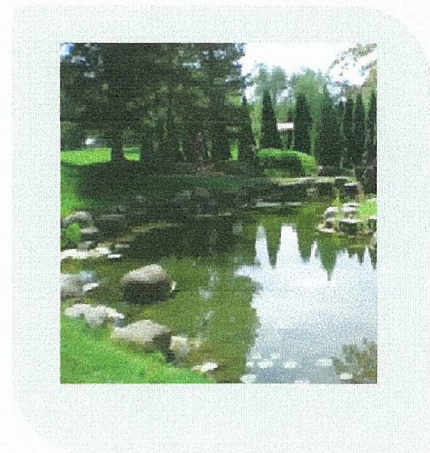
But after just a few weeks the owner has decided to sell and the family must start their search all over again.

“There’s nothing out there. Every time I looked at a place there were 40 or 50 people there at the same time,” Ms Ramsay said.

She said the family could be forced to move suburbs and uproot their children from school for the second time this year.

“It costs us a fortune in school uniforms and it costs the kids emotionally,” she said.

In summation the information provided above gives a comprehensive explanation of Penrith LGA’s desperate need for affordable housing. From this it is apparent that the dwellings that this project proposes to supply are needed and are an effective measure to help alleviate the housing affordability problems experienced by the Penrith LGA community, particularly for those most venerable, being Seniors and People with a Disability.



PRE-LODGMET CONSULTATION

Penrith Council was provided with an outline of the proposed development. Provided below is the feedback received, with the original copy attached. Matters raised by Council are either not relevant as described by the SEPP, or are totally negated by the points raised in this submission.

Comments relevant to the Council's feedback are provided in Red.

Contact: Greg Hall

Telephone: (02) 47327960

13 July 2010

Mr M & B Freeman

1269 Beaconsfield Rd

OBERON NSW 2787

Dear Mr Freeman

Proposed Seniors Living Development 1804 The Northern Rd Orchard Hills

I refer to your report submitted in respect to the above matter and I have provided some preliminary comments on the proposed development based on the information provided.

I wish to advise that based on the comments provided if you wish to proceed with the proposed development you should prepare some concept plans for the development and arrange for a formal pre lodgement meeting with Council.

If you require any further information please ring me on 47327960.

Yours Faithfully

Greg Hall

Principal Planner

Proposed Senior Living Development issues

1804 The Northern Rd Orchard Hills

1. Zone objectives

The proposed development is likely not to be consistent with the existing and proposed zone objectives as outlined below.

This is irrelevant as provided by the SEPP

Zone 1(b) SREP 25

- (a) to protect and promote rural land uses,
- (b) to protect and promote the scenic qualities of the rural landscape,
- (b1) to ensure that development of land along main and arterial roads does not detract from the rural landscape,

RU4 Draft Penrith LEP 2010

- To maintain the rural and scenic character of the land.
- To ensure that development does not unreasonably increase the demand for public services or public facilities.
- To minimise conflict between land uses within the zone and land uses within adjoining zones.

2. Seniors Living SEPP

The proposed development is likely to be inconsistent with the following requirements.

This comment is incorrect. Council has interpreted this development as an infill site, rather than a development on land adjoining urban land. Consequently, Council has not taken into consideration the special provisions relating to this development where the developer is to provide a courtesy bus (minimum 10 seats) to facilitate the SEPP's requirements under Clause 26. This development will have a courtesy bus in accordance with the SEPP and consequently meets the requirements under Clause 26 as outlined earlier in the submission.

Clause 26 (Location and access to facilities)

“(1) A consent authority must not consent to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have access that complies with subclause (2) to:

- (a) shops, bank service providers and other retail and commercial services that residents may reasonably require, and*

(b) *community services and recreation facilities, and*

(c) *the practice of a general medical practitioner.*

(2) *Access complies with this clause if:*

(a) *the facilities and services referred to in subclause (1) are located at a distance of not more than 400 metres from the site of the proposed development that is a distance accessible by means of a suitable access pathway and the overall average gradient for the pathway is no more than 1:14, although the following gradients along the pathway are also acceptable:*

(i) *a gradient of no more than 1:12 for slopes for a maximum of 15 metres at a time,*

(ii) *a gradient of no more than 1:10 for a maximum length of 5 metres at a time,*

(iii) *a gradient of no more than 1:8 for distances of no more than 1.5 metres at a time, or*

(b) *in the case of a proposed development on land in a local government area within the Sydney Statistical Division—there is a public transport service available to the residents who will occupy the proposed development:*

(i) *that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and*

(ii) *that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in subclause (1), and*

(iii) *that is available both to and from the proposed development at least once between 8am and 12pm per day and at least once between 12pm and 6pm each day from Monday to Friday (both days inclusive), and the gradient along the pathway from the site to the public transport services (and from the public transport services to the facilities and services referred to in subclause (1)) complies with subclause (3), or*

(3) *For the purposes of subclause (2) (b) and (c), the overall average gradient along a pathway from the site of the proposed development to the public transport services (and from the transport services to the facilities and services referred to in subclause (1)) is to be no more than 1:14, although the following gradients along the pathway are also acceptable:*

(i) *a gradient of no more than 1:12 for slopes for a maximum of 15 metres at a time,*

(ii) *a gradient of no more than 1:10 for a maximum length of 5 metres at a time,*

(iii) *a gradient of no more than 1:8 for distances of no more than 1.5 metres at a time.*

(4) *For the purposes of subclause (2):*

-
- (a) a **suitable access pathway** is a path of travel by means of a sealed footpath or other similar and safe means that is suitable for access by means of an electric wheelchair, motorised cart or the like, and
 - (b) distances that are specified for the purposes of that subclause are to be measured by reference to the length of any such pathway."

(5) In this clause:

bank service provider means any bank, credit union or building society or any post office that provides banking services.

Sydney Statistical Division means the area that the Australian Bureau of Statistics determines from time to time to be the Sydney Statistical Division."

The site does not provide any pathway to a bus stop.

The distance travelled to access across The Northern Rd safely (Maxwell St lights) is in excess of 400m to the bus stop.

This side of The Northern Rd has no established footpaths and is typical rural construction with grass dish drains.

As noted above this is not relevant as provided by the SEPP. However, it is interesting to note that Council deems these facilities suitable for Children as young as 6 to catch a bus to school, or for residents with disabilities who currently use these facilities.

The Northern Rd provides a significant physical barrier for the future residents to access the Bus stop on the other side of the road.

As noted above this is not relevant as provided by the SEPP. However, it is interesting to note that Council deems these facilities suitable for Children as young as 6 to catch a bus to school, or for residents with disabilities who currently use these facilities.

It also represents significant amenity impacts for prospective residents in particular noise associated with its designation as an arterial road carrying large volumes of traffic including heavy vehicles 24 hours a day.

It would appear double standards exist; otherwise this comment is particularly inconsistent considering Penrith Council has and continues to approve the construction of over 5,000 homes along this section of road. Many in closer proximity to the road than this development.

It should be noted that to describe or imply the traffic flow on this road as consistently heavy 24 hours a day is misleading and incorrect.

In any case, with effective landscaping and setbacks, it is expected that this comment has no standing.

Clause 28 (Water and Sewer)

Does the site have access to sewer? **Yes**

3. Strategic

(a) Adopted Council Studies and Strategies

Council completed a Residential Strategy for the LGA in 1997, which was favourably received by the Department. This Strategy confirmed that our expected population growth for the following 20 years (some 45,000 people) can be accommodated in established residential neighbourhoods and within existing and currently planned release areas without resorting to new residential areas being located in our existing rural areas. The Residential Strategy did not require or rely upon a residential development outcome on the subject land.

Penrith Council's strategy would appear to be outdated and comprehensively inconsistent with Housing NSW's findings suggesting that Penrith has significant housing issues. What's more, the results also confirm Penrith's housing issues, with Census data and Reports produced by Housing NSW showing Penrith having amongst the worst housing stress in the whole of NSW.

(B) Sub Regional Planning

The DoP has advised that in relation to the development of the North-west Subregional Strategy, Penrith LGA will need to provide 25,000 new dwellings by 2031. This includes the current estimated 13,500 dwellings which are being planned for delivery in the City's release areas. Recent work carried out by the i.d. group, looked at housing supply opportunities throughout the City, they identified a series of locations where new housing could be delivered to meet DoP's dwelling targets. These locations are within established residential areas and nine residential release areas across the City.

The Northern Road rural lands was not identified as one of these locations and has not been incorporated in the estimated dwelling forecasts required to meet the DoP target.

The DoP promoted the view that the majority of new housing required to satisfy the Sub-region target should be located in or adjacent to local and major centres. It is, however noted that the subject land on the Northern Road is not a Centre or within 800m of a centre and therefore would not meet the DoP's criteria in this regard.

Once again, Penrith Council's strategy would appear to be outdated and comprehensively inconsistent with Housing NSW's findings suggesting that Penrith has significant housing issues. What's more, the results also confirm Penrith's housing issues, with Census data and Reports produced by Housing NSW showing Penrith having amongst the worst housing stress in the whole of NSW.

It is also noted that within this, a desperate lack of focus has been afforded to housing for Seniors and People with a Disability by Council.

4. Community Services Comments

The comments will be available by the end of the week.

5. Conclusion

The proposed site is not considered to be appropriate for the development for the following reasons

1. The proposed development will be inconsistent with the existing and proposed zone objectives.
Comprehensively refuted above
2. The development site does not provide suitable location and access to facilities (The Northern Rd a physical barrier). **Comprehensively refuted above**
3. The proposal is inconsistent with the Rural Land Strategy adopted by Council in 2003 and the resulting Draft LEP 2010.
The study and strategy was used by Council in developing the proposed zone for the site under Draft Penrith LEP 2010.
The proposed zone RU4 (Rural small holdings) has reflected the recommendations of the Rural Land Strategy and Study to manage growth of rural lands.

These included:

- ☐ Limit north and south urban expansion.
- ☐ Provide for expansion of specified villages.
- ☐ Provide for limited amounts of new rural residential development only where located near to services and where environmental impacts can be minimised.
- ☐ Encourage a wide range of agricultural pursuits and other rural uses having regard to the issue of environmental impacts.
- ☐ Embody the concepts of -
 - ☐ Ecologically Sustainable Development.
 - ☐ Total Catchment Management.

The proposed development on the site for an intensive residential development is inconsistent with the Rural Land Strategy and Study. **Comprehensively refuted above**

The proposed development is inconsistent with Residential Strategy 1997 which confirmed that our expected population growth for the following 20 years (some 45,000 people) can be accommodated in established residential neighbourhoods and within existing and currently planned release areas.

Comprehensively refuted above

-
4. The proposed development is inconsistent with the North-west Subregional Strategy, which looked at housing supply opportunities throughout the City, they identified a series of locations where new housing could be delivered to meet DoP's dwelling targets. These locations are within established residential areas and nine residential release areas across the City. **Comprehensively refuted above**

Additional comments from Council's Community Services Department

They have raised the following reservation:

The location of the proposed development in terms of access to essential services and facilities and public transport. Though the proposed site is adjoined to residential development, it is physically separated by the Northern Road which forms a big dividing barrier between two sides of the road. A few observations are made as follows:

This comment is incorrect. Council have interpreted this development as an infill site, rather than a development on land adjoining urban land. Consequently, they have not taken into consideration the special provisions relating to this development where the developer is to provide a courtesy bus (minimum 10 seats) to facilitate the SEPP's requirements under Clause 26. This development will have a courtesy bus in accordance with the SEPP and consequently meets the requirements under Clause 26 as outlined earlier in the submission.

Public transport

- There is only one Westbus service that runs along the Northern road [789]. Although this service does stop near Nepean Hospital it is an occasional service running Mon – Fri, 3 times per day: 7:46am, [via local high school] and 4:41pm running North, and a single 4pm return trip South.
- In order to access the nearby services at Southlands shopping centres [e.g. post office, shopping centre], residents of the proposed site would need to access the 793 and 791 Westbus services for which the closest bus stop would be the intersection of Maxwell and Frager streets [approx 1 km distance from proposed site].
- Similarly to access Kingswood bus services [e.g. Derby street medical centre], residents would need to access the 770 Westbus service, for which the closest stop would be corner Bringelly road and Peppermint Crescent, also approximately 1 km distant from site.

This comment is incorrect. Council have interpreted this development as an infill site, rather than a development on land adjoining urban land. Consequently, they have not taken into consideration the special provisions relating to this development where the developer is to provide a courtesy bus (minimum 10 seats) to facilitate the SEPP's requirements under Clause 26. This development will have a courtesy bus in accordance with the SEPP and consequently meets the requirements under Clause 26 as outlined earlier in the submission.

However, it is noted that this site currently has significant access to Public Transport.

Access to services /facilities

- The nearest nearby medical centre is located at the corner of Bringelly Road and North Road which far exceeds the 400 metres limit not to mention there is no footpath between the proposed site and the medical centre.

Obviously there exists a certain degree of ignorance with regard to the requirements of the SEPP. This is irrelevant as provided by the SEPP

However, as rightly pointed out, the site is blessed with a '7 days a week' medical centre and pharmacy that is approximately 400m away (not far exceeding 400m). It is noted that Council expects residents to use the current footpath for current residents including those with disabilities. This is feasible because it is possible to drive a wheelchair to and from the medical centre.

- There is no direct accessible pedestrian route from proposed site to nearby existing shopping/recreational facilities e.g. KFC, Mobil service station, and the Pioneer Tavern. Access to these is via Aspen street, which from proposed site requires crossing the Northern road [4 lanes, 70 km/hr traffic, currently no medium strip].

This is irrelevant as provided by the SEPP

It is noted that Council expects residents to use the current footpath for current residents including those with disabilities. This is feasible because it is possible to drive a wheelchair to and from these facilities as there are traffic lights within a few hundred metres. However, it is interesting to note that Council deems these facilities suitable for Children as young as 6 to catch a bus to school, or for residents with disabilities who currently use these facilities.

- There is no nearby community centre. The closest one is either South Penrith Community Centre which is located at corner of Trent and Birmingham Roads, South Penrith or the Kingwood Community Centre located at 19 Bringelly Road, Kingwood. Neither of these two community centres is in close proximity to the proposed development.

This is irrelevant as provided by the SEPP. A courtesy bus provides residents with exceptional access to a vast array of facilities all over Penrith.