



STATEMENT OF ENVIRONMENTAL EFFECTS

**Staged Residential and Industrial Subdivision
Lot 1 DP 1226122 and Lot 2 DP 1176624**

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Statement of Environmental Effects

Staged Residential and Industrial Subdivision

Lot 1 DP 1226122, 16 Chapman Street, Werrington

Lot 2 DP 1176624, 2 Gipps Street, Werrington

Prepared for

Lendlease Communities (Werrington) Pty Ltd

By



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Executive Summary

This Development Application (**DA**) is lodged on behalf of Lendlease (the **Applicant**) and seeks approval for subdivision and associated civil works at Lot 1 DA 1226122, 16 Chapman Street, Werrington and Lot 2 DP 1176624, 2 Gipps Street, Werrington (the **site**). The site is located within the South Werrington Urban Village (**SWUV**) precinct of the Werrington Enterprise Living and Learning Precinct located within the Penrith Local Government Area.

Approval is sought for tree removal and site preparation works, bulk earthworks and civil works across the site. These works will clear the site and establish the proposed future site levels, facilitate the construction of new roads, including the East-West Collector Road and roundabout on Werrington Road, and new stormwater infrastructure works.

The proposed subdivision will be carried out over several stages and create a total of 265 residential lots, 14 industrial lots, 17 residue lots and road dedication. Approval is also sought for the establishment and operation of an Exhibition Village, comprising a sales and information pod and associated car park.

The site is zoned R1 General Residential, R4 High Density Residential, RE1 Public Recreation, E2 Environmental Conservation and IN2 Light Industrial zones in accordance with the *Penrith Local Environmental Plan 2010* (**PLEP 2010**). The proposed development is permissible with consent under the PLEP 2010 and complies with the relevant plans and policies applying to the land and the development.

The proposal incorporates minor variations to the South Werrington Urban Village (**SWUV**) road network hierarchy as it applies to the site under the Penrith Development Control Plan 2014 (**DCP**). The variations are considered minor having regard to the master planned approach to the proposed urban outcome for the site and the benefits this will afford. These include:

- the coordinated delivery of a large vacant parcel of land within the SWUV precinct that will provide Council certainty of the broader outcome for the site
- an improved land use and built form transition between future development on the site and the existing residential development within the SWUV community north of the site
- an improved interface between the residential and industrial land use zones
- a more balanced residential density and improved lot variety and opportunities for increased housing diversity and choice
- the coordinated delivery of all essential infrastructure and services across the site, including the planned East-West Collector Road (i.e. proposed Road 11) and a new four-way roundabout on Werrington Road that will provide traffic improvements for the immediate locality
- an improved stormwater management and earthworks regime which provides a holistic solution for the site.

The proposed variations have been assessed against the relevant objectives in the DCP and matters raised by Penrith City Council prior to lodgement. The proposal is considered to still meet the



objectives of the SWUV precinct vision and provides a high level of amenity for future and existing residents of the community.

The proposal is categorised as 'integrated development' under section 4.46 of the EP&A Act given the site is mapped as bushfire prone land and requires a bushfire safety authority from the NSW Rural Fire Service for the subdivision of bushfire prone land pursuant to section 100B of the *Rural Fires Act 1997*.

This Statement of Environmental Effects (**SEE**) describes the proposal, its likely impacts, measures to be implemented to mitigate those impacts, and assesses the proposal against the planning controls that apply to the site. All anticipated environmental impacts can be satisfactorily managed and mitigated to ensure no unacceptable adverse environmental impacts.

This SEE considers the development pursuant to the EP&A Act, *Environmental Planning and Assessment Regulation 2000*, PLEP 2010 and other relevant policies and plans.

The SEE concludes that the proposal is acceptable, and it is recommended that Penrith City Council grant development consent subject to appropriate conditions of consent.

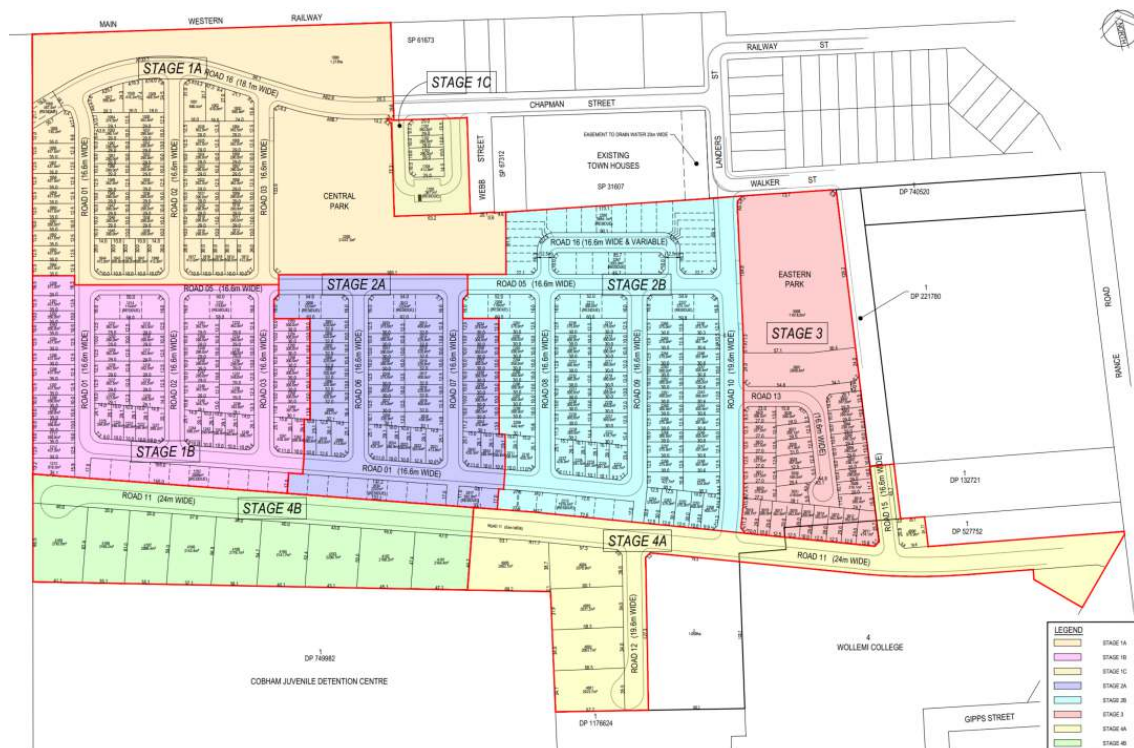
1 Introduction

1.1 Background

GLN Planning Pty Ltd has been commissioned by Lendlease Communities (Werrington Pty Ltd) (the **Applicant**) to prepare a Statement of Environmental Effects (**SEE**) to accompany a Development Application (**DA**) for the staged residential and industrial subdivision of Lot 1 DP 1226122, 16 Chapman Street, Werrington and Lot 2 DP 1176624, 2 Gipps Street, Werrington (see **Figure 1**).

The subdivision will be carried out over several stages, the first phase of which will Lot 1 DP 1226122, and Lot 2 DP 1176624 to create four new lots (i.e. proposed Lots 100, 101, 102 and 103) to facilitate a proposed land swap between Lendlease and Wollemi College to allow for the coordinated delivery of the East-West Collector Road.

The subsequent subdivision phase proposes the subdivision of proposed Lots 100 and 102 to create 265 residential lots, 14 industrial lots, 17 residue lots, 3 lots containing E2 Environmental Conservation zoned land and two RE1 Public Recreation parks, with associated civil works. Approval is also sought for the establishment and operation of an Exhibition Village.



Source: Cardno

Figure 1 Proposed Subdivision Masterplan Framework

The site is located on land identified within the South Werrington Urban Village (**SWUV**) (see **Figure 2**) in the Penrith Local Government Area (**LGA**) and is zoned R1 General Residential, R4 High Density Residential, RE1 Public Recreation, E2 Environmental Conservation and IN2 Light Industrial zones under *Penrith Local Environmental Plan 2010* (**PLEP 2010**).



Source: Penrith Development Control Plan 2014

Figure 2 SWUV Structure Plan (site shown dashed red)

Pre-lodgement consultation has been held with Penrith City Council (**Council**) on several occasions, including a pre-lodgement meeting held on 15 August 2019 which was supplemented by Council in its formal Pre-Lodgement Advice dated 20 August 2019. The matters raised during consultation and Council's formal correspondence have been considered thoroughly by the Applicant in finalising the proposed masterplan framework for the site. The proposal is considered to have responded to the matters discussed with Council.

This SEE outlines the justification for the proposed DCP variations and concludes that the proposal is acceptable, and it is recommended that Council grant development consent subject to appropriate conditions of consent.

The Applicant also proposes to enter into a Voluntary Planning Agreement (**VPA**) with Council to provide greater certainty to the timing and delivery of local infrastructure. This VPA is proposed to acknowledge the value of infrastructure that will be delivered under this DA in satisfying any developer contribution demands generated by the proposal. Separate correspondence to this effect was forwarded to Council on 20 September 2019.

This DA is further supported by a Masterplan Information Pack that includes an indicative master plan for the site, which demonstrates the proposed coordinated approach to the urban renewal of the site. This includes the proposed approach to the future development of the proposed IN2 zoned employment lands and residue integrated housing DA lots. This additional documentation has been provided under separate cover for information purposes only and does not form part of this DA.



1.2 Development History

In considering this DA, it is also important to have regard to the development history of the site and land surrounding, including the former non-master planned approach to the site's urban renewal, the approved residential density and diversity and infrastructure proposed.

Determinations relevant to the proposal are outlined further below.

1.2.1 16 Chapman Street, Werrington

- 14/0627: STAGE 1 – Subdivision to create 85 x residential lots and 2 x residue lots, Torrens title subdivision and associated road construction, earthworks and drainage works. (approved by Council on 15 February 2016)
- 16/1148: STAGE 2 – Subdivision to create 94 residential lots and 1 superlot, including roadworks, stormwater drainage, street tree planting and landscaping (approved 22 December 2017 (NSW LEC)).
- 16/0789: STAGE 3 – Subdivision and construction of 3 residential flat buildings (95 units) with associated basement car parking, drainage and landscape works (approved on 1 November 2017 (NSW LEC)).

The three previous approvals granted over the site provide for the delivery of conventional Torrens title residential lots across the western half of the site and a residential apartment building development to the north of the RE1 Public Recreation zoned central park. The approved Torrens title lot sizes range between approximately 285 m² to 600 m², with larger lots approved in the west of the site capable of accommodating double the residential yield through the construction of dual occupancy dwellings.

The approved 274 dwelling yield (or 359 with the addition of dual occupancy dwellings) was only planned to be serviced by a single detention basin located in the eastern RE1 Public Recreation zoned land to the east of the site. No other substantial infrastructure was proposed under these approvals that would benefit the SWUV precinct.

To alleviate potential detrimental impacts associated with the forecast residential density, Council imposed a condition of consent on DA 14/0627 requiring the construction of a new roundabout at the intersection of Rance Road and Werrington Road.

The approval strategy taken failed to provide a long term master planned outcome for the site or any certainty to the delivery of infrastructure required to unlock the SWUV precinct, including the final alignment and construction of the East-West Collector Road.

An unofficial master plan prepared by the Applicant of the previous DA approvals foreshadowed the delivery of a further 864 dwellings comprising of a mix of apartments and dual occupancy dwellings. This planned approach would have provided a total site yield up to approximately 1,200 dwellings, with no commitment to delivering any further local road network upgrades or connection of the East-West Collector Road to Werrington Road.



1.2.2 25 Rance Road, Werrington

- 15/0207: Subdivision to create 83 residential lots, one residue lot, including remediation works, subdivision works, construction of new roads, a roundabout, stormwater drainage works, detention basin and landscaping (approved on 14 November 2017 (NSW LEC)).

The approved residential subdivision at 25 Rance Road provides for the delivery of 83 Torrens title residential lots. A large residue lot at the north of the site was also approved for future high density residential development.

The approval provides generally two different lot sizes, being 225.03 m² and 209.51 m², all under 9m in width.

1.2.3 1 Water Street, Werrington

- 17/1204: Place of Public Worship containing an 89 place Child Care Centre and associated remediation, earthworks, road construction, drainage and landscaping works (staged) (refused on 27 August 2018).

An application for a Place of Public Worship (**PPW**) is understood to have been refused by Council under delegation for a number of reasons, including but not limited to, impacts relating to traffic, parking and the inability to provide safe and efficient access to the site.

Additionally, Roads and Maritime Services (**RMS**) refused to provide support for the PPW proposal, pursuant to clause 104 Traffic-generating development of *State Environmental Planning Policy (Infrastructure) 2007* (**Infrastructure SEPP**), as safe access to the site could not be provided.

The delivery of the proposed East-West Collector Road (i.e. Road 11), North-South Road (i.e. Road 10/12) and new Werrington Road roundabout as part of this DA will improve the performance of the local road network. The new road infrastructure will benefit the local SWUV precinct and provide for improved accessibility opportunities to surrounding sites within the SWUV precinct but outside the extent of this DA.

1.3 Purpose of Report

This SEE has been prepared in accordance with Schedule 1 of the *Environmental Planning and Assessment Regulation 2000* (**EP&A Regulation**) for the purposes of:

- demonstrating that the environmental impacts of the development have been considered; and
- outlining steps to be undertaken to protect the environment or to lessen any expected harm to the environment.

This SEE details the necessary information for the proposal to be assessed by the consent authority, including a description of the site and its surrounds and an assessment of the proposal against the relevant planning controls.

This SEE concludes that the proposal is acceptable in that it is consistent with the relevant planning controls and will have minimal environmental impacts that can be satisfactorily managed.



1.4 Type of development Application

This development is lodged in accordance with Part 4.12 of the *Environmental Planning & Assessment Act 1979* (**EP&A Act**) proposing the staged subdivision of the site and associated site preparation works, bulk earthworks, road construction and civil works. The proposed works are considered 'development' in accordance with Part 4 of the EP&A Act.

The proposal's capital investment value is \$31.4 million. In accordance with subsection 20(1) and clause 2 of Schedule 7 *State Environmental Planning Policy (State and Regional Development) 2011* (**SRD SEPP**), the proposal is declared to be regionally significant development. The Sydney Western City Planning Panel is therefore the relevant consent authority for this DA.

It is noted, the Applicant has offered to enter into a VPA and is therefore considered to be sensitive development under schedule 2, clause 4 of the Minister's Local Planning Panel Direction, dated 28 February 2018. Accordingly, local planning panel is the relevant consent authority for this DA. A detailed breakdown of the proposed cost of works is provided at **Appendix A**.

The DA is not considered 'designated' or 'State significant' development under the EP&A Act or EP&A Regulation.

The DA involves the subdivision of bushfire prone land and a Bush Fire Safety Authority is required under the *Rural Fires Act 1997* (**RF Act**). The DA constitutes Integrated Development pursuant to clause 4.46 of the EP&A Act and should be referred to the Rural Fire Service (**RFS**) for General Terms of Approval (**GTAs**).

The DA should also be referred to the RMS pursuant to clause 104 of the Infrastructure SEPP within 14 days of the DA lodgement as it involves subdivision of more than 200 lots and the construction of new public roads.

2 The site and locality

This section of the report describes the physical characteristics of the site, the adjoining development and character of the locality relevant to the preparation of a site analysis.

2.1 Site location

The site is situated in the suburb of Werrington within the Penrith Council Local Government Area (LGA), as illustrated below within **Figure 3** below.



Source: www.nearmap.com, 2019

Figure 3 General Site Location

In a regional context, the site is located approximately 7 km east of Penrith Central Business District (CBD) and 50 km west of Sydney CBD. Werrington Station is located approximately 200m north of the site and the University of Western Sydney (UWS) Werrington North Campus located to the west and a common boundary with the site.

As illustrated in **Figure 4**, land surrounding the site comprises a mixture of land uses, with low and medium density residential development located between the site's northern boundary and the Western Rail Line. To the immediate south of the site lies the Cobham Juvenile Justice Centre, while to the southeast lies the ground of Wollemi College educational establishment. To the east of the site beyond Werrington Road lies existing regional recreational open space grounds at The Kingsway.

The site benefits from close proximity to major roads, including the Great Western Highway to the south and the Western Motorway. As noted above, the site is also located in close proximity to Werrington Station on the Western Rail Line, providing regular public transport services west to Penrith CDB, east to Parramatta and Sydney CBDs.



Source: Lendlease

Figure 4 Surrounding development

2.2 Site Description

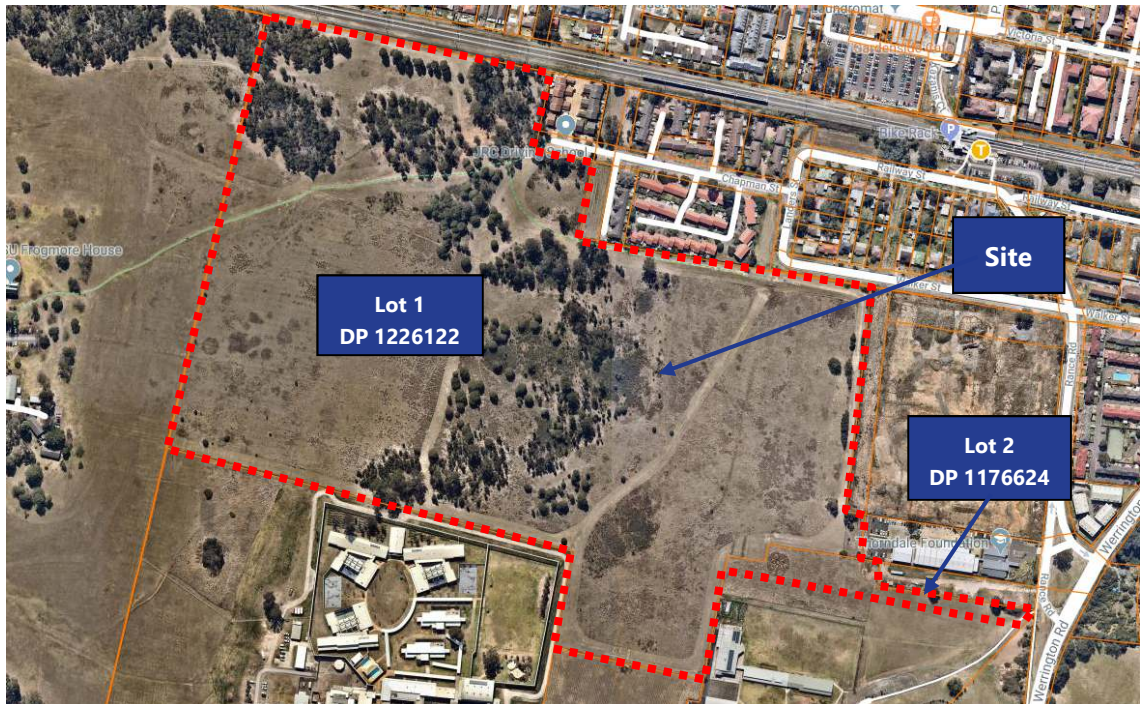
The land subject of this DA is legally described as Lot 1 DP 1226122, 16 Chapman Street, Werrington and Lot 2 DP 1176624, 2 Gipps Street, Werrington (see **Figure 5**). The site is irregular in shape and has a total area of approximately 28 hectares (**ha**), the majority of which lies within the boundaries of Lot 1 DA 1226122. The additional area of the site identified within Lot 2 DP 1176624 provides a key corridor of land required to facilitate the delivery of the East-West Collector Road and its connection to Werrington Road.

The site comprises several road frontages, including an 80 m frontage to Chapman Street, 100m frontage to Walker Street and small frontage to Werrington Road on Lot 2 DP 1176624 which currently provides pedestrian access to Wollemi College.

The site generally grades from south west to north east, with grade ranging between 0.5 % to 8 %, but on average 1 % to 4 %. The site is undeveloped and is predominantly covered in grasses. The site also comprises a large stand of native vegetation through the centre of the site and along the northern boundary of the site.

A vegetation assessment undertaken by Niche Environment and Heritage (**Niche**) as part of this DA concluded that the site comprises 6.6 ha of Cumberland Plain Woodland (**CPW**) in two condition states:

- a relatively intact community in moderate condition
- a derived native shrubland form of the community.



Source: www.nearmap.com, 2019

Figure 5 Aerial photo of site and surrounding area

2.3 Surrounding locality

The site is situated approximately 6.3 km east of the Penrith CBD and is surrounded by the following features:

- To the north of the site is R3 Medium Density Residential zone land, comprising a mix of low and medium density housing. Werrington Station on the Western Rail Line is located further north.
- Adjoining the site to the immediate west is the UWS, while the TAFE NSW Kingswood Campus is located approximately 1.8 km southwest and the Nepean Hospital lies 3.4 km further to the west of the site.
- To the east of the site is The Kingsway regional recreational open space, with St Marys Village Shopping Centre beyond, 3.1 km east of the site.
- Adjoining the site to the south is the Cobham Juvenile Justice Centre and Wollemi College. Claremont Meadows Public School lies approximately 1.5 km south of the site and the new Caddens Hill residential estate lies approximately 2 km to the southwest of the site.

2.4 Amenity

The proposed subdivision and road layout have been developed to ensure future occupants are provided with the highest levels of amenity. The subdivision layout proposed provides high levels of accessibility to existing and future public transport, with all areas of the subdivision layout within a



reasonable walking distance from the existing Werrington Station and future identified collector/north-south road bus route. The proposed new East-West Collector Road will act as a physical point of transition between the IN2 Light Industrial zoned land and adjoining residential zoned lands. This collector road also provides a suitable separation between the land uses to assist in minimising any potential amenity impacts.

The facilities proposed to be provided within the site will also be highly accessible to support the needs of future occupants and those within the existing Werrington community. These facilities include open space areas, new shared paths and improved connections to the existing Werrington community. The subdivision layout also maximises density closer to open space areas and Werrington Station that will assist with encouraging increased activities and the creation of a vibrant community.

Lendlease also proposes to embellish the subdivision with compensatory street tree planting within the local road network to complement the existing nature vegetation retained within the Central Park and E2 Environmental Conservation land at the north of the site.

2.5 Services

Essential development enabling infrastructure including potable water, waste water, electricity and communications, is available for development. Following the issue of development consent, the relevant service authorities will specify the requirements to connect the proposed lots to their existing infrastructure. Further details regarding infrastructure services are outlined in the Civil Engineering and Infrastructure Report at **Appendix B**.



3 Proposed Development

The proposed DA seeks approval for a staged residential and industrial subdivision at the site that comprises of the following:

- site preparation works, including site clearance, tree and vegetation removal
- bulk earthworks and ground contouring, including sediment and erosion control measures
- construction of new roads and associated civil works, including the construction of the East-West Collector Road and a new roundabout on Werrington Road
- construction of new stormwater detention basins and stormwater network and associated infrastructure works
- subdivision of Lot 1 DP 1226122 and Lot 2 DP 1176624 into four proposed lots (i.e. proposed Lots 100, 101, 102 and 103)
- staged subdivision of proposed Lots 100 and 102 to create:
 - 265 residential lots and 16 residue residential lots
 - 14 industrial lots
 - 3 lots comprising two future RE1 Public Open Space parks and an E2 Environmental Conservation lot
 - a single residue lot to accommodate the future extension of Chapman Street west into UWS
- establishment and operation of an Exhibition Village.

Each component is described in more detail in the sections below. Draft Subdivision Plans and Civil Works Plans are provided at **Appendix C**, **Appendix D** and **Appendix E** that detail the proposed subdivision layout, subdivision staging, proposed earthworks and road and civil works.

3.1 Site Preparation Works

Approval is sought for vegetation clearance works from identified activity areas within the site to facilitate the proposal. This will include approximately 5 ha of moderate condition and derived native shrubland CPW from the footprint of the future proposed industrial employment area, Stages 1A and 2A and the footprint of the stormwater detention basin within the Central Park. The existing CPW within the E2 Environmental Conservation zoned land (approximately 0.7 ha) and the remaining CPW within the boundary of the Central Park will be retained (approximately 0.9 ha) and protected (see **Figure 6**).

For the purposes of this DA, the *Threatened Species Conservation Act 1999* (**TSC Act**) continues to apply pursuant to the *Biodiversity Conservation (Savings and Transitional) Regulation 2017*. Accordingly, Niche has prepared a 7 Part Test (**Appendix E**) that assesses the significance of impact associated with the proposed vegetation removal. Niche details that the existing CPW within the site

forms part of a larger local occurrence of CPW approximately 15.3 ha in size. It was concluded that the proposed removal of approximately 5 ha of CPW from the broader local occurrence would not have an adverse impact on either the extent or composition of CPW and that in this instance a Species Impact Statement (**SIS**) would not be required.



Source: Cardno

Figure 6 Proposed Tree Removal Plan

During site preparation works, appropriate measures will be implemented on site to minimise the off-site transfer of dust, air quality and noise impacts by:

- erecting construction fencing along the perimeter of the site to prevent access and minimise the transfer of noise emissions during site works
- ensuring all material removed from the site is recycled or taken to a licensed waste facility.

3.2 Bulk Earthworks

3.2.1 Cut and fill

Approval is sought for cut and fill works across the site and ground contouring to grade the site to facilitate road formation, drainage and level allotments for future dwellings. **Figure 7** details the proposed extent of cut and fill across the site, with all efforts having been made to limit the use of engineered structures to provide a balanced outcome where the stormwater drainage requirements of the locality are addressed while offering useable open space facilities and level developable residential allotments.



Source: Cardno

Figure 7 Proposed Cut and Fill Plan

A total of 45,650 m³ cut and 301,790 m³ fill is proposed, requiring the importation of a balance of 256,141 m³ of material from off site sources. The extent of fill required has been dictated by the existing topography and the requirement to ensure the site is safely drained to the designated stormwater detention basins located in the Easter Central Parks. Ground contouring works are also proposed to refine levels for roads and final lots for future residential and industrial development.

Proposed residue Lots 1252, 2017, 2034 and 2212 have been raised above the finished level of the adjoining proposed Road 11 to provide a deliberate level change. The proposed level change has been designed to help separate the residential and industrial land uses to ensure amenity, privacy and security for these future residential properties is achieved.

Further details of the proposed extent of cut and fill and proposed site levels are detailed in the Civil Engineering and Infrastructure Report (**Appendix B**) and Civil Works Plans (**Appendix D**).

To ensure imported fill is appropriate for reuse in residential applications, a Fill Management Protocol (**FMP**) (**Appendix F**) has been prepared by Douglas Partners for this DA. The FMP details the requirement for any fill imported to be either virgin excavated material (**VENM**) or excavated natural material (**ENM**). In addition, all material imported, and their sources, will be required to be:

- validated as being suitable, from a contamination standpoint, for use on residential sites
- appropriately tested, particularly for use in the top 2m on site
- approved by Lendlease and their nominated environmental consultant on a case by case basis prior to its acceptance on-site
- not contain particle sizes greater than 150mm to avoid issues during site compaction.

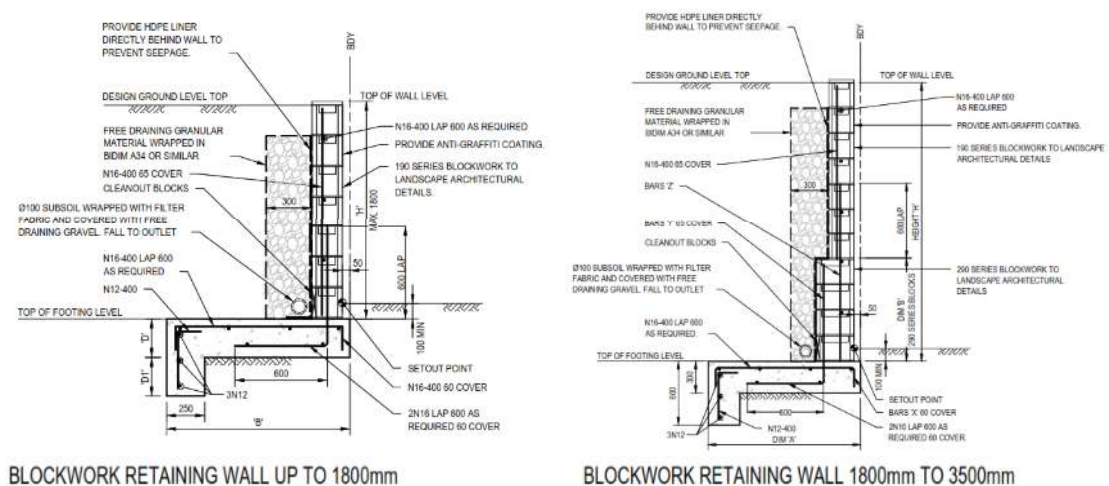
3.2.2 Retaining walls

A series of retaining walls are proposed throughout the site, the location of which are illustrated in the Civil Works Plans at **Appendix D**. Retaining walls are proposed to be provided as follows:

- along the southern boundary with a maximum height of 2.8m
- along the western boundary, tiered with a gross maximum height of 1.7m
- along the southern interface of the Central Park with proposed Road 5 and eastern interface with proposed residue Lot 2268, with a maximum height of 2m
- along the northern boundary of proposed residue Lot 2268 adjacent to existing town house dwellings, with a maximum height of 1.2m
- throughout the subdivision layout between proposed lot boundaries and footpaths, ranging in height between 0.45m to 1.5m
- along the interface between the proposed Road 11/industrial employment lands and residential land, with a maximum height of 1.2m.

Retaining walls to be constructed along the western side boundary will be offset from the boundary and tiered. A 1:4 batter will be provided from the retaining wall to the UWS side boundary, retaining the natural boundary conditions. The proposed retaining wall to be constructed along the boundary between the industrial employment land and residential land is proposed to be complemented with landscape planting along the northern verge of proposed Road 11. This landscape planting will help soften the retaining wall and associated residential fencing constructed on top and to improve the visual amenity of the residential lots when viewed from the industrial employment precinct.

All retaining walls will be constructed using a masonry finish to provide a pleasing finish throughout the subdivision and will be constructed generally in accordance with the details as set out in **Figure 8** below and **Appendix D**.



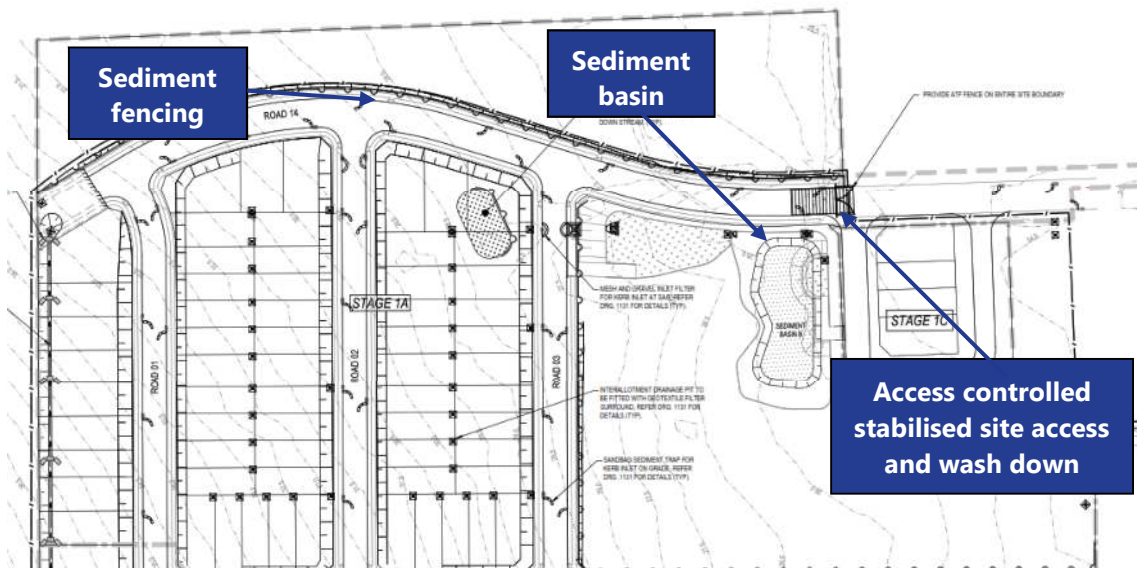
Source: Cardno

Figure 8 Proposed Retaining Wall Construction Details

3.2.3 Sediment and erosion control

During site works and civil construction works, sediment and erosion control measures will be implemented and maintained by Lendlease. As outlined in the Civil Engineering and Infrastructure Report (**Appendix B**) and as detailed in the Civil Works Plans (**Appendix D**), measures will include:

- erection of temporary security fencing and sediment control fencing
- installation of sediment traps and barriers along stormwater flowpaths and inlet pits
- implementation of appropriate treatment measures for construction vehicles to minimise off-site transfer of materials
- location and formation of fill stockpiles adjacent near areas of minimal cut and fill and use of appropriate covers and containment measures
- establishment of temporary sediment basins.



Source: Cardno

Figure 9 Example of Proposed Sediment and Erosion Control Measures

3.3 Roads and Civil Works

3.3.1 Roads

The DCP specifies a road network hierarchy that applies to the site and identifies the requirement for a major and minor collector roads and network of local roads, generally arranged in a grid structure. The alignment of the major collector road (i.e. East-West Collector Road/proposed Road 11) provides a physical separation between the residential and industrial zones land within the SWUV precinct (see **Figure 10**).

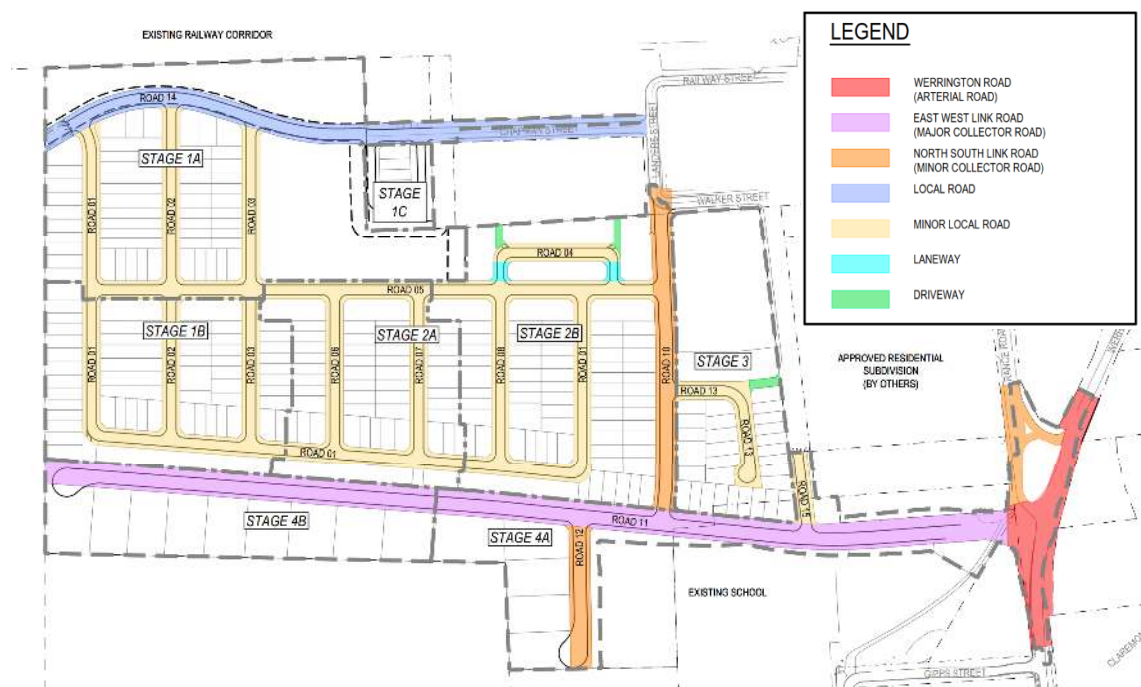
The proposal will include the staged construction and dedication of all public roads within the site, generally in accordance with the road network hierarchy specified in the DCP. Importantly, the

proposal will deliver the East-West Collector Road, North-South Road (i.e. minor collector road) and a local road network that is aligned in a grid pattern and provides high levels of permeability throughout the site (see **Figure 11**).



Source: Penrith Development Control Plan 2014

Figure 10 SWUV Road Network Hierarchy



Source: Cardno

Figure 11 Proposed Road Hierarchy Plan



In addition to the proposed local road network within the site, the following additional road works are proposed as part of this DA to provide significant benefits to the SWUV precinct and broader regional road network:

- road upgrades along Chapman Street between the site boundary and Landers street comprising of half road construction and road resurfacing
- staged construction of a new roundabout on Werrington Road, which will provide an ultimate four-leg design at the time of its connection to Road 11.

The design of the road network has had regard to Austroads 2006 vehicle standards in determining the required carriageway width to ensure that vehicles could satisfactorily negotiate turns. Where necessary, appropriate regulatory signage and kerb blisters will be provided to ensure turning areas are free from parked or stationary vehicles and to control traffic directions.

Road grades have been designed to generally comply with Council's requirements, with a cross-fall of 3% and minimum and maximum grade between 0.7% and 10%.

A summary of the proposed road design characteristics are provided in **Table 1** and in greater detail in the Civil Works Plans at **Appendix D**.

Table 1 Proposed Road Network Characteristics

Proposed Road/Design	Type	Proposed Road Reserve Width and Length	Carriageway Width	Verge Width
Stage 2B laneway	Laneway	12.5m	6.5m	3m on either side, including 1.5m footpaths.
Roads 1 to 10, 13 and 15	Minor Local Road	16.6m	9m	3.8m on either side, including 1.5m footpaths.
Road 14 (i.e. Chapman Street extension)	Local Road	18.1m	10.5m	3.8m on either side, including 1.5m footpaths.
Roads 10 and 13 (i.e. North-South Road)	Minor Collector Road	19.6m	12m	3.8m on either side, including 1.5m footpaths.
Road 11 (i.e. East-West Collector Road)	Collector Road	24m	12m	4m on southern side, including 1.5m footpaths. 8m on northern side, including a 3.6m shared path.

The proposed road network will be delivered in stages, with initial access to the existing public road network provided at the completion of Stage 1A. Further site access to the public road network will be provided at the completion of Stage 2B. Proposed Road 11 will be delivered in two stages, with the initial works undertaken during Stage 4A that will also provide the site and adjoining SWUV precinct properties with connections to the proposed new Werrington Road roundabout intersection.

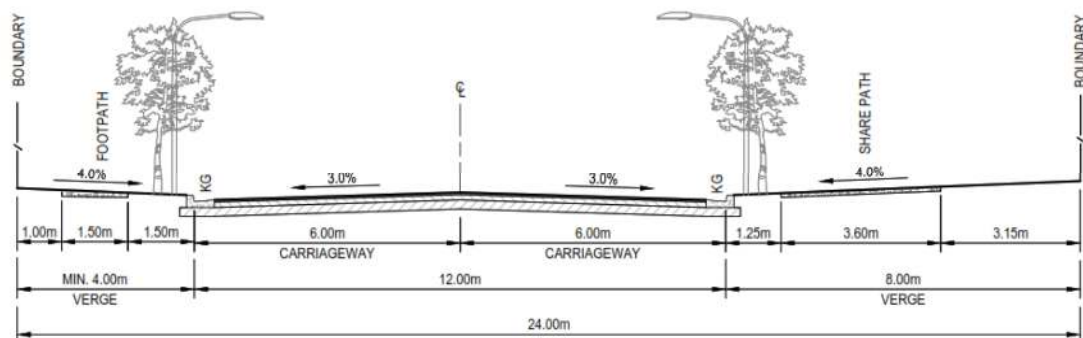
East-West Collector Road

The alignment of Road 11 and its design is generally in accordance with Council's DCP, with the western extent of the alignment consistent with the previous approvals granted over the site. The eastern extent of the alignment is proposed to be straightened and results in no adverse impacts to the surrounding road network and enables its connection to with the fourth leg of a proposed new roundabout on Werrington Road. The alignment also minimises potential impacts on existing properties and minimises the extent and requirement for land acquisition associated with the road's delivery.

The proposed design provides for a road reserve width wider than that prescribed in the DCP, though proposes the introduction of a reduced carriageway width of 12m versus the 14m in the DCP (see **Figure 12**). This is not considered to create detrimental impacts to the establishment of an efficient road network, with sufficient width provided for vehicle movements and kerb side parking. The proposed subdivision layout also means that much of Road 11 would only service the industrial employment lands on the southern side of the road corridor, minimising vehicle movements along the corridor.

The reduced width of the carriageway of Road 11 has been supplemented by the provision of a widened northern verge which accommodates a shared path 3.6m in width. The location of the shared path on the northern side of the road corridor removes the potential for conflicts between industrial vehicle movements and pedestrians/cyclists, which is seen as a positive outcome and will significantly help in encouraging walking and cycling mode share movements along this road corridor in the future.

Proposed Road 11 will be provided with a temporary turning head on the site, located within proposed Lot 4109, and will be maintained until such time as UWS develop their adjoining parcel and the alignment of the East-West Collector Road is continued.



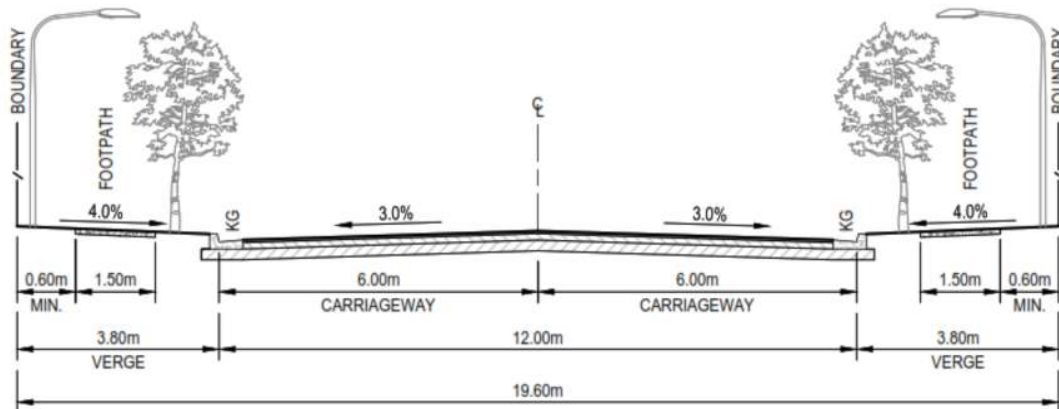
Source: Cardno

Figure 12 Proposed Collector Road Cross Section

North-South Road

The alignment of the North-South Road is proposed generally in accordance with the DCP. The straight through connection is proposed to take a slight dog-leg manoeuvre at its intersection with Road 11, though still maintains the connections envisaged under the DCP and offers future opportunities for the development of SWUV south of the site, including its ultimate proposed connection with the Great Western Highway.

As illustrated in **Figure 13**, the proposed road reserve and carriageway widths are consistent with the 19.6m and 12m prescribed in the DCP. The Traffic Impact Assessment prepared by Cardno (**Appendix G**) also confirms the slight misalignment of the minor collector road would not detrimentally impact on the ability for a future bus service to satisfactorily operate along the route identified in the DCP.



Source: Cardno

Figure 13 Proposed Minor Collector Road Cross Section

The proposed alignment of the southern extent of Road 12 does not impact on the delivery of functional IN2 Light Industrial zoned land and brings the alignment further west as desired by the RMS to reduce impacts on the future potential intersection of Werrington Road (Arterial Stage 2) and the Great Western Highway.

Local and Minor Local Roads

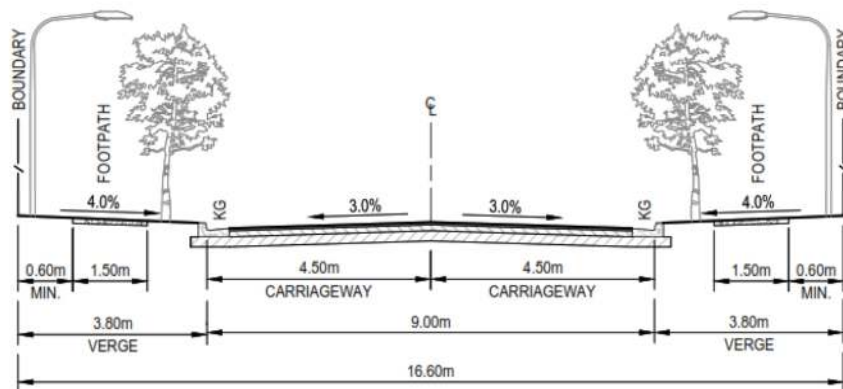
The remaining part of the road network within the site are proposed to be delivered in accordance with the local and minor road reserve and carriageway widths in the DCP.

The proposal incorporates only a minor section of 'local road', being the extension of Chapman Street west into the site towards the western common boundary with UWS. The very western extent of this road corridor is proposed as a residue lot (i.e. Lot 1066) and will be delivered once greater direction regarding the future urban renewal of UWS's land holdings are better understood.

As detailed in the Civil Works Plans (**Appendix D**), the proposed Road 14 Chapman Street extension provides a transition between the existing 19.6m wide road reserve of the existing and new 18.1m wide road reserve in accordance with the DCP.

The remaining minor local road network is proposed to comprise of a 16.6m wide road reserve, comprising a 9m wide carriageway in accordance with the DCP. A minor variation is also proposed, with the proposal accommodating wider 1.5m footpaths within each 3.8m wide verge that will provide for improve accessibility throughout the subdivision layout (see **Figure 14**).

Proposed Road Nos.1, 4 and 6 are designed to terminate as temporary turning heads at the site's north western boundary until future connections are made. Until the adjoining land to the northwest is developed, temporary 'No through road' signage, or similar, is also proposed to be installed.



Source: Cardno

Figure 14 Proposed Minor Local Road Cross Sections

Each of the proposed roads provide a service trench for the installation of road drainage, water, sewer, power and telecommunications and street lighting.

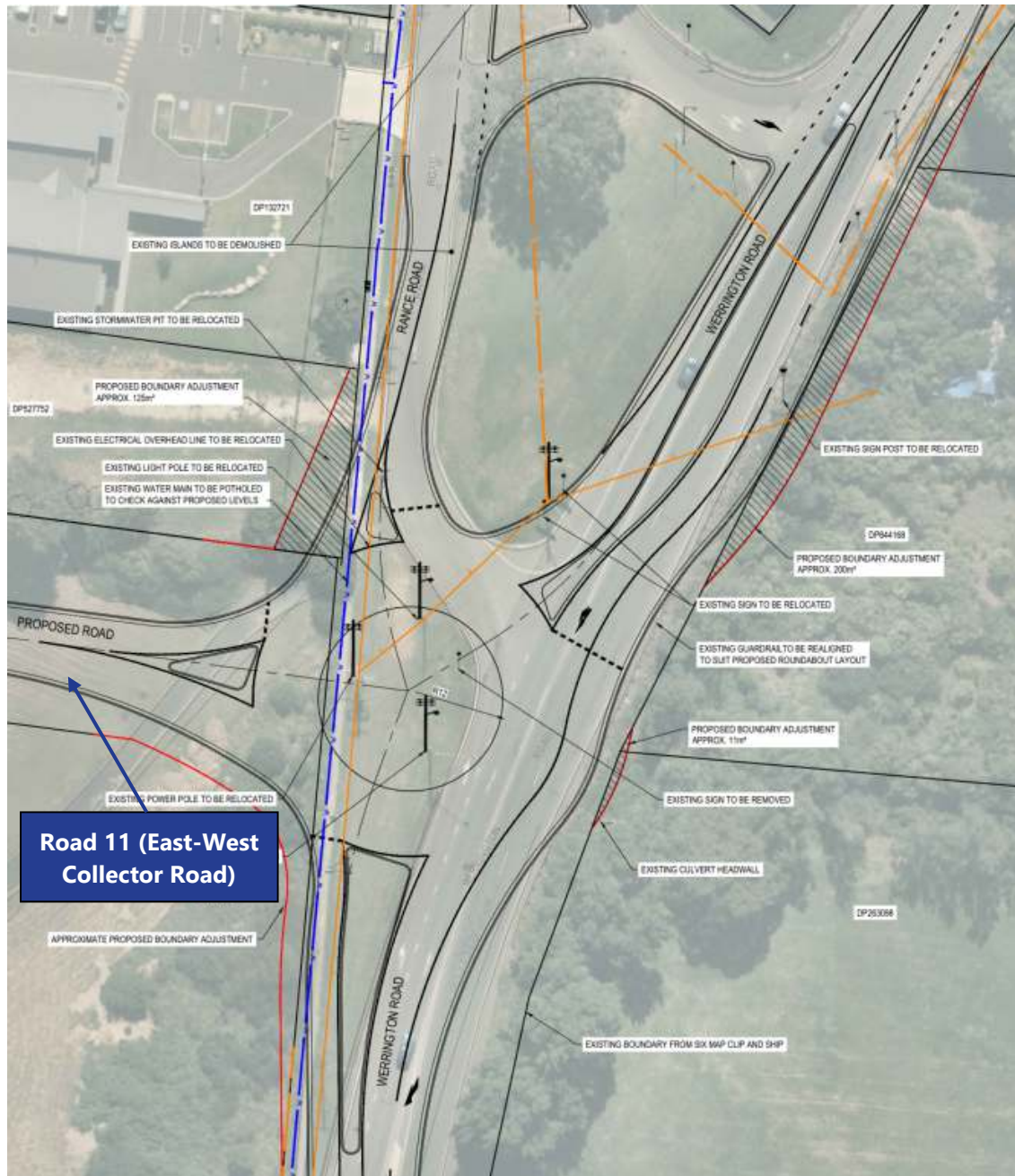
Werrington Road Roundabout

A new four leg roundabout is proposed on Werrington Road to address known traffic congestion issues within the locality. The proposed new roundabout will also satisfy previous conditional requirements imposed by Council on other DA approvals relative to the site.

The proposed roundabout will facilitate a new point of direct access to the site at its connection with proposed Road 11 (i.e. East-West Collector Road) and reduce the current reliance on the local road network within the existing Werrington community and also help to unlock other sites within the SWUV precinct.

The preliminary siting and design will eliminate the requirement for the right turn movement from Rance Road into Werrington Road and introduces two-way movements on the formally one-way section of Rance Road. Dual south bound Werrington Road lanes are proposed through the roundabout, including a dedicated bypass lane. One additional connection point is provided to accommodate the ultimate four-leg operational design and connection with proposed Road 11.

The preliminary design of the roundabout is illustrated below in **Figure 15**. The roundabout design has been forwarded under separate cover to both Council and the RMS to progress early engagement with both stakeholders prior to the lodgement of this DA given the significance of this piece of infrastructure. Further assessment of traffic impacts, including consideration of the benefits associated with the proposed roundabout, is provided in **Section 4.9.1**.



Source: Cardno

Figure 15 Preliminary Werrington Road Roundabout Design

3.4 Stormwater Management

3.4.1 Stormwater drainage

The development has been designed to convey minor 20% AEP and major 1% AEP stormwater flows safely through the site into stormwater basins, which will ultimately discharge into the existing stormwater drainage network within the local road network in accordance with Council's *Design Guidelines for Engineering Works for Subdivisions and Developments*.

The proposed stormwater drainage design for the proposal will accommodate two main catchments and will comprise of a street pit and pipe network that drains into two combined on-site detention (**OSD**)/water sensitive urban design (**WSUD**) basins via gross pollutant traps (**GPTs**).

These basins are proposed to be permanently established within the Eastern Park and Central Park and will provide both stormwater detention and bio-retention functions during storm events. An additional bio-retention basin will also be delivered at the eastern extent of proposed Road 11, adjacent to Werrington Road, that will treat stormwater runoff from the road and a small portion of residential lots.

Figure 16 illustrates the proposed site catchment plan and location of proposed stormwater basins. Further details of the proposed stormwater drainage network are provided in Cardno's Civil Engineering and Infrastructure Report (**Appendix B**) and Civil Works Plans (**Appendix D**). Copies of the stormwater modelling for the proposal will also be provided electronically for Council's review.



Source: Cardno

Figure 16 Stormwater Catchment Plan

The Eastern Park basin has also been sized appropriately to accommodate stormwater discharge from the adjoining residential site at 25 Rance Road and will ultimately discharge into Walker Street. The Central Park basin has been designed to tailout into a new 750mm pipe in the northern verge of Chapman Street to compensate for the increase discharge flow rates generated.

The stormwater drainage network will provide improved conditions during storm events and reduce the amount of surface runoff on the local road network.

Proposed lots have been graded to drain into the stormwater network at the kerb or via inter-allotment drainage networks. The proposed industrial employment land lots at the south of the site

will be required to incorporate on-site OSD and WSUD measures at the point of their detailed design and development.

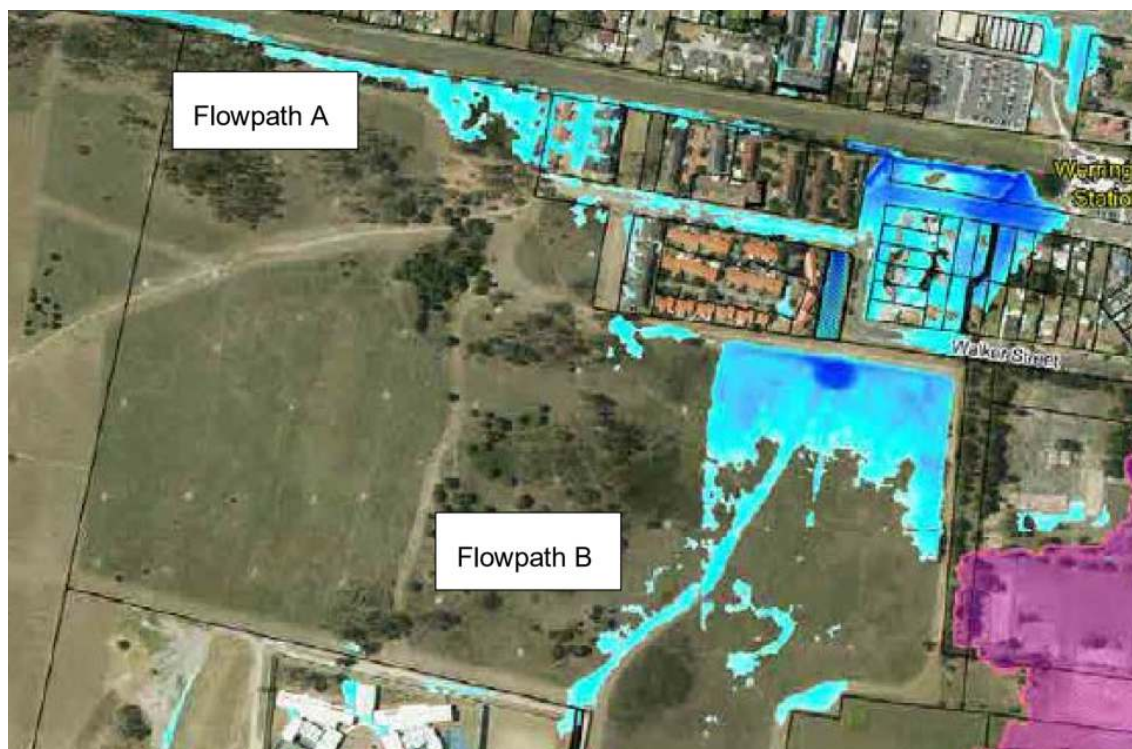
3.4.2 Water quality

Water quality objectives for the site will be met through the proposed treatment train to be installed in the proposed stormwater drainage network and will comprise of four GPTs and WSUD bio-retention areas within each basin. In addition, individual residential lots will incorporate rainwater tanks in accordance with BASIX, while industrial employment lots and any future residential apartment building developed on proposed residue Lot 3001 will incorporate their own on-site treatment measures as part of future applications.

MUSIC modelling by Cardno of the proposed stormwater drainage network demonstrates that the development will satisfactorily comply with Council's water quality targets.

3.4.3 Overland flowpath

Council's records indicate that the site is subject to two overland flowpaths from the external catchment (see **Figure 17**). One runs through the E2 Environmental Conservation land at the north of the site adjacent to the Western Rail Line (Flowpath A). The second which traverses through the site from the Cobham Juvenile Justice Centre north towards Walker Street (Flowpath B).



Source: Cardno

Figure 17 Overland Flowpaths

As detailed in Cardno's Civil Engineering and Infrastructure Report (**Appendix B**), Flowpath A conditions will not be altered by the proposal as no development or works are proposed in this

Flowpath B is proposed to be replaced by the new stormwater drainage network in Road 11 which will convey stormwater flows east towards Claremont Creek. The capture and diversion of this existing flowpath will not detrimentally impact on the surrounding locality and has been modelled to demonstrate similar ponding at the existing low point near the Cobham Juvenile Justice Centre.

This DA seeks approval for the staged subdivision of the site as follows:

- subdivision of Lot 1 DP 1226122 and Lot 2 DP 1176624 into four proposed lots (i.e. proposed Lots 100, 101, 102 and 103)
- staged subdivision of proposed Lots 100 and 102 to create 265 Torrens title residential lots and 16 residue residential lots
- 14 industrial lots
- 3 lots comprising two future RE1 Public Open Space parks and an E2 Environmental Conservation lot
- a single residue lot to accommodate the future extension of Chapman Street west into UWS

The site plan illustrates the layout of the Integrated Housing Development, divided into several stages and residue lots. Key features include:

- Stages:** STAGE 1A, STAGE 1B, STAGE 2A, STAGE 2B, STAGE 3, STAGE 4A, and STAGE 4B.
- Roads:** CHAPMAN STREET, WALKER STREET, ROAD 11 (24m WIDE), ROAD 12 (18.9m WIDE), ROAD 13, ROAD 15 (16.6m WIDE), ROAD 16 (16.6m WIDE), ROAD 17 (16.6m WIDE), ROAD 18 (16.6m WIDE), ROAD 19 (16.6m WIDE), ROAD 20 (16.6m WIDE), ROAD 21 (16.6m WIDE), ROAD 22 (16.6m WIDE), ROAD 23 (16.6m WIDE), ROAD 24 (16.6m WIDE), ROAD 25 (16.6m WIDE), ROAD 26 (16.6m WIDE), ROAD 27 (16.6m WIDE), ROAD 28 (16.6m WIDE), ROAD 29 (16.6m WIDE), ROAD 30 (16.6m WIDE), ROAD 31 (16.6m WIDE), ROAD 32 (16.6m WIDE), ROAD 33 (16.6m WIDE), ROAD 34 (16.6m WIDE), ROAD 35 (16.6m WIDE), ROAD 36 (16.6m WIDE), ROAD 37 (16.6m WIDE), ROAD 38 (16.6m WIDE), ROAD 39 (16.6m WIDE), ROAD 40 (16.6m WIDE), ROAD 41 (16.6m WIDE), ROAD 42 (16.6m WIDE), ROAD 43 (16.6m WIDE), ROAD 44 (16.6m WIDE), ROAD 45 (16.6m WIDE), ROAD 46 (16.6m WIDE), ROAD 47 (16.6m WIDE), ROAD 48 (16.6m WIDE), ROAD 49 (16.6m WIDE), ROAD 50 (16.6m WIDE), ROAD 51 (16.6m WIDE), ROAD 52 (16.6m WIDE), ROAD 53 (16.6m WIDE), ROAD 54 (16.6m WIDE), ROAD 55 (16.6m WIDE), ROAD 56 (16.6m WIDE), ROAD 57 (16.6m WIDE), ROAD 58 (16.6m WIDE), ROAD 59 (16.6m WIDE), ROAD 60 (16.6m WIDE), ROAD 61 (16.6m WIDE), ROAD 62 (16.6m WIDE), ROAD 63 (16.6m WIDE), ROAD 64 (16.6m WIDE), ROAD 65 (16.6m WIDE), ROAD 66 (16.6m WIDE), ROAD 67 (16.6m WIDE), ROAD 68 (16.6m WIDE), ROAD 69 (16.6m WIDE), ROAD 70 (16.6m WIDE), ROAD 71 (16.6m WIDE), ROAD 72 (16.6m WIDE), ROAD 73 (16.6m WIDE), ROAD 74 (16.6m WIDE), ROAD 75 (16.6m WIDE), ROAD 76 (16.6m WIDE), ROAD 77 (16.6m WIDE), ROAD 78 (16.6m WIDE), ROAD 79 (16.6m WIDE), ROAD 80 (16.6m WIDE), ROAD 81 (16.6m WIDE), ROAD 82 (16.6m WIDE), ROAD 83 (16.6m WIDE), ROAD 84 (16.6m WIDE), ROAD 85 (16.6m WIDE), ROAD 86 (16.6m WIDE), ROAD 87 (16.6m WIDE), ROAD 88 (16.6m WIDE), ROAD 89 (16.6m WIDE), ROAD 90 (16.6m WIDE), ROAD 91 (16.6m WIDE), ROAD 92 (16.6m WIDE), ROAD 93 (16.6m WIDE), ROAD 94 (16.6m WIDE), ROAD 95 (16.6m WIDE), ROAD 96 (16.6m WIDE), ROAD 97 (16.6m WIDE), ROAD 98 (16.6m WIDE), ROAD 99 (16.6m WIDE), ROAD 100 (16.6m WIDE).
- Landmarks:** CENTRAL PARK, EXISTING TOWN HOUSES, WOLLEMM COLLEGE, COBBHAM JUVENILE DETENTION CENTRE.
- Other Features:** STAGE 1C, STAGE 2C, STAGE 3C, STAGE 4C, STAGE 5C, STAGE 6C, STAGE 7C, STAGE 8C, STAGE 9C, STAGE 10C, STAGE 11C, STAGE 12C, STAGE 13C, STAGE 14C, STAGE 15C, STAGE 16C, STAGE 17C, STAGE 18C, STAGE 19C, STAGE 20C, STAGE 21C, STAGE 22C, STAGE 23C, STAGE 24C, STAGE 25C, STAGE 26C, STAGE 27C, STAGE 28C, STAGE 29C, STAGE 30C, STAGE 31C, STAGE 32C, STAGE 33C, STAGE 34C, STAGE 35C, STAGE 36C, STAGE 37C, STAGE 38C, STAGE 39C, STAGE 40C, STAGE 41C, STAGE 42C, STAGE 43C, STAGE 44C, STAGE 45C, STAGE 46C, STAGE 47C, STAGE 48C, STAGE 49C, STAGE 50C, STAGE 51C, STAGE 52C, STAGE 53C, STAGE 54C, STAGE 55C, STAGE 56C, STAGE 57C, STAGE 58C, STAGE 59C, STAGE 60C, STAGE 61C, STAGE 62C, STAGE 63C, STAGE 64C, STAGE 65C, STAGE 66C, STAGE 67C, STAGE 68C, STAGE 69C, STAGE 70C, STAGE 71C, STAGE 72C, STAGE 73C, STAGE 74C, STAGE 75C, STAGE 76C, STAGE 77C, STAGE 78C, STAGE 79C, STAGE 80C, STAGE 81C, STAGE 82C, STAGE 83C, STAGE 84C, STAGE 85C, STAGE 86C, STAGE 87C, STAGE 88C, STAGE 89C, STAGE 90C, STAGE 91C, STAGE 92C, STAGE 93C, STAGE 94C, STAGE 95C, STAGE 96C, STAGE 97C, STAGE 98C, STAGE 99C, STAGE 100C.

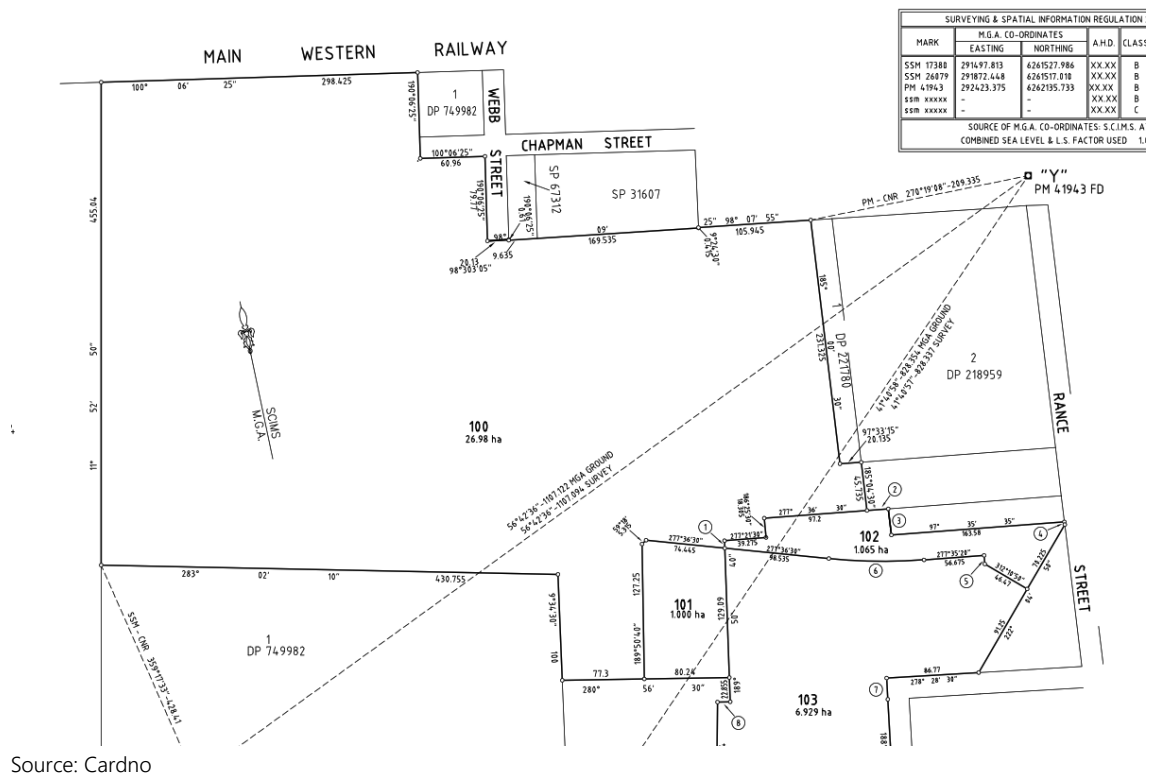
Figure 18 **Proposed Subdivision Layout**

3.5.1 Land Swap

To facilitate the proposed construction of the East-West Collector Road and its ultimate connection to Werrington Road, Lendlease and Wollemi College have entered into a land swap agreement. Under the agreement, 1.065 ha of land on Lot 2 DP 1176624 required by Lendlease to deliver the East-West Collector Road will be offset by a 1 ha parcel of land on Lot 1 DP 1226122 that can be amalgamated with the remainder of the school's site in the future (see **Figure 19**).

This subdivision is proposed to be undertaken as the initial stage of the proposal and will establish four new lots, being proposed Lots 100, 101, 102 and 103. Proposed Lot 103 will continue to be occupied and utilised by the school and would be combined with proposed Lot 101 at a time mutually agreeable to both parties under the agreement.

Proposed Lots 100 and 102 are proposed to be further subdivided, as described below, to create the proposed residential and industrial lots and the proposed Road 11 road reserve corridor.



Source: Cardno

Figure 19 Proposed Land Swap Subdivision

3.5.2 Residential lots

The staged subdivision of proposed Lots 100 and 102 will create 265 residential Torrens title lots and will offer a mix of lot widths and sizes that will allow for a variety of different housing types to be delivered. The proposed lots typically range in area from 290 m² to 437.5 m², with the largest lot proposed to be 735.2 m² in area, and the smallest being 290 m² in area.

All proposed lots will be a minimum of 10m wide and typically range between 10m to 12.5m. Some wider lots are provided throughout the subdivision layout to add variety and interest in the future

streetscape established. The proposed lot mix that will be delivered across the site is illustrated in **Figure 20**, and detailed further in **Table 2** and **Table 3** below.



Source: Cardno

Figure 20 Proposed Residential Lot Mix

Table 2 Proposed Residential Lot Widths

Stage	10m	10m – 12.4m	12.5m	> 12.5m	Total
1A	35	0	18	11	64
1B	30	3	18	9	60
1C	2	0	0	2	4
2A	27	2	9	6	44
2B	23	15	17	8	63
3	8	2	14	6	30
Total	125	22	76	42	265

**Table 3 Proposed Residential Lot Sizes**

Stage	230 m ² to 450 m ²	>450 m ²	Total
1A	58	6	64
1B	58	2	60
1C	4	0	4
2A	43	1	44
2B	62	1	63
3	29	1	30
Total	254	11	265

All residential lots proposed will be front loaded and have direct access to their respective road frontages. Proposed corner lots are appropriately sized to provide opportunities for side loading.

Proposed east-west orientated lot depths range typically between 29m and 32m, with deeper 35m lots proposed along the western boundary of the site to minimise impacts from boundary retaining walls on the ability to provide suitable rear private open space areas.

North-south orientated lots depths are proposed between 29m and 30m, with variations to these dimensions to accommodate road layouts. The increased lot depth, particularly for lots proposed at the southern end of a street block, are proposed to provide improved opportunities for solar access into the rear private open space areas of these lots.

Generally, all proposed lot sizes and widths will comply with the minimum lot size and lot width ranges associated with detached and build to boundary dwelling typologies. However, a proposed variation to the minimum lot size and associated lot widths is proposed for 11 proposed lots designed to cater detached dwellings, being proposed Lots 1017, 1044, 1104, 1225, 1244, 1261, 2025, 2043, 2227, 2254, and 3019.

The proposed departure from the minimum 450 m² and 15m – 18m lot width requirements for these lots is considered relatively minor in the context of the overall proposed masterplan framework for the site. The varied lot sizes proposed on these 11 lots are still sufficiently sized to cater for appropriate residential built forms and meet the required development controls set out in the DCP.

Residential lots that will rely on a zero lot setback (i.e. build to boundary dwelling) will have a suitable maintenance easement on the adjoining burdened lot a minimum 900mm in width. All build to boundary lots will comply with the minimum lot size and lot width range.

Easements for interallotment drainage networks are also proposed along the rear lots to convey stormwater to the respective stormwater basins where site's are not graded toward the primary road frontage.

A proposed larger residential residue (i.e. proposed Lot 3001) has been set aside at the southern end of the Eastern Park lot to accommodate a future potential residential apartment building and provides a total lot area of 2649.4 m², satisfying the minimum lot size requirement for a residential



apartment building in the R4 High Density Residential zone in accordance with clause 4.1A(2) of the PLEP 2010.

3.5.3 Integrated Housing DA Residue Lots

A total of 13 residue are proposed as part of this DA. These residue lots will be set aside for future integrated housing DAs (see **Figure 18** – shaded blue). These integrated housing DA residue lots are envisaged to accommodate a further 77 residential dwellings, including 15 attached/abutting terrace housing typologies and 62 bespoke 'smart lot' housing typology designs that can be accommodated on lots with smaller depths than would typically be proposed.

The integrated housing residue lots are proposed at the northern end of street blocks, in a cluster at the north of Stage 2B and predominantly along the length of proposed Road 1.

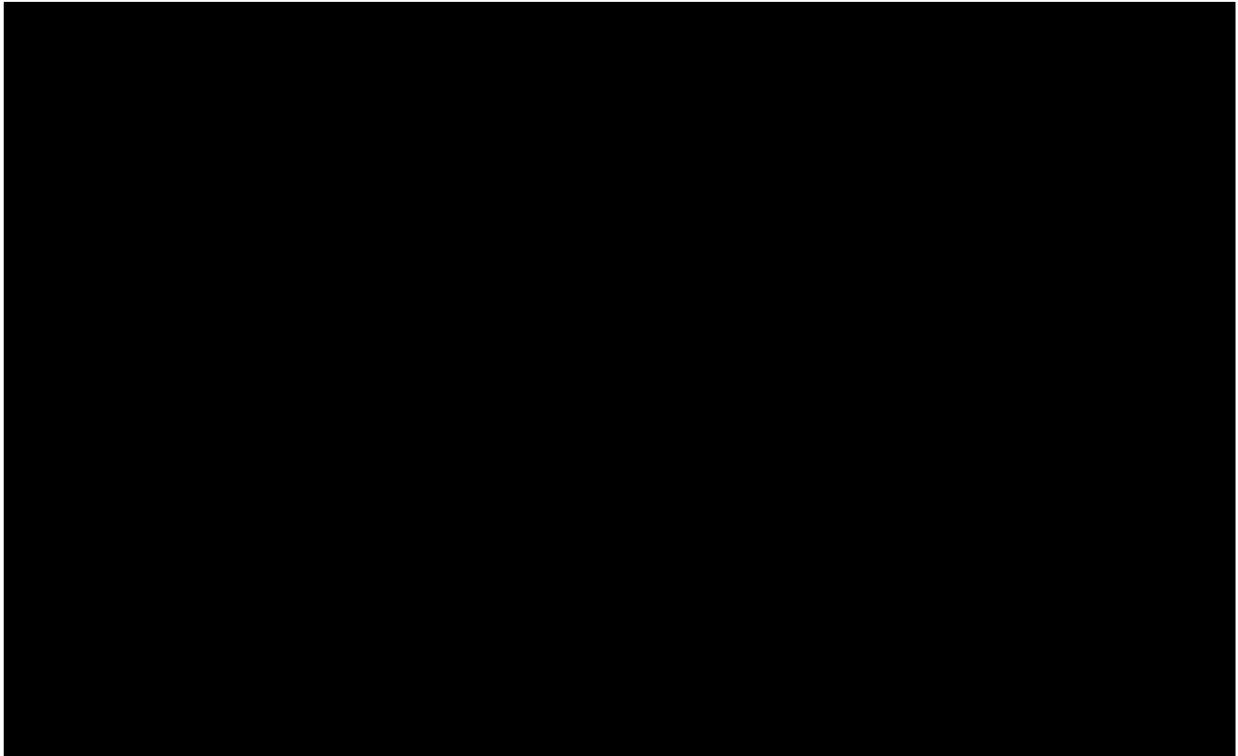
The proposed smart lots would range in size between approximately 280 m² to 360 m² for typical lots, while corner smart lots at the end of each set would typically be between approximately 412 m² and 450 m². Future smart lots along proposed Road 1, which also have a rear frontage to proposed Road 11, would have a depth of 17m, while the remaining smart lot designs would include lots depths at least 20m or greater.

To provide Council with greater comfort that the proposed smart lots can accommodate satisfactory built form, indicative details of the proposed lots and likely future built form have been provided as part of the Masterplan Information Pack. Extracts from this information pack are provided below in **Figure 21** to **Figure 24**.

The proposed bespoke built form arrangement being considered for these future smart lots provides an innovative design approach to ensuring suitable amenity and private open space is provided, while also ensuring that security and privacy for these future dwellings is also maintained. A key element of this approach is to provide private open space within the side setback or forward of the main building line and appropriately screened with fencing and landscaping.

This approach ensures north facing lots are provided with sufficient solar access to the main private open space, while ensuring providing satisfactory security and privacy for when these spaces are in use by the occupants. The proposed forward location of the private open space also helps to increase the levels of passive surveillance within the streetscape by creating additional activity within street.

The proposed smart lots along proposed Road 1 are also proposed to be set slightly above the finished level of the adjoining road verge to provide additional privacy and security. This level change also assists in lifting the future dwellings slightly above the level of the future light industrial built form to improve the outlook from these residential properties.



Source: Lendlease

Figure 21 Smart Lot Indicative Dwelling Layout

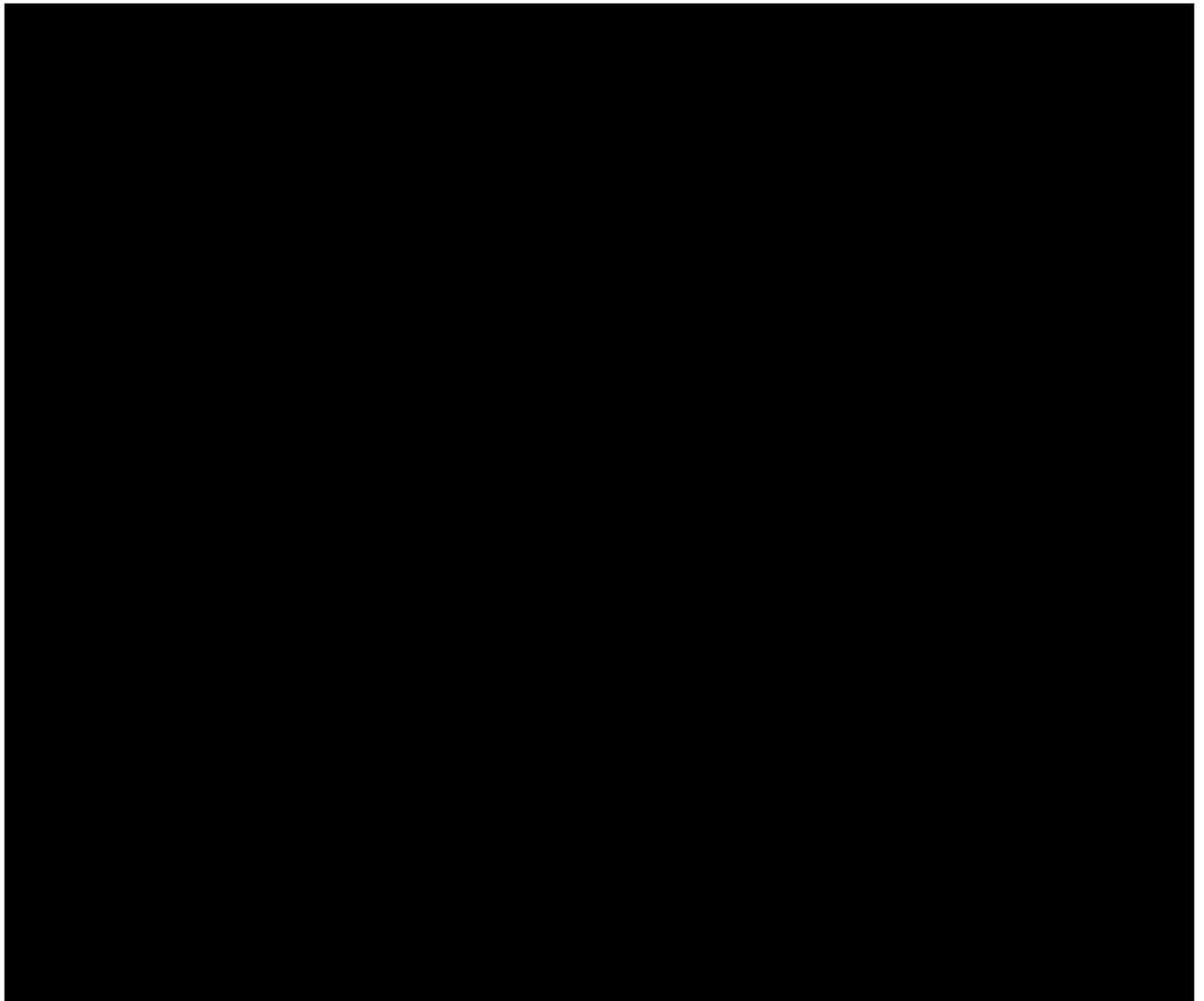


Source: Lendlease

Figure 22 Indicative Smart Lot Street Streetscape



Source: Lendlease



Source: Lendlease

Figure 24 Dual Frontage Smart Lot Indicative Dwelling Layout

3.5.4 Industrial Employment Lots

A total of 14 industrial employment lots are proposed to be created within the IN2 Light Industrial zoned land. In accordance with clause 4.1(3) of PLEP 2010, all industrial lots proposed satisfy the minimum 2,000 m² lot size prescribed on the Lot Size Map.

In accordance with Section 12.8.6 of the DCP, all lots will be greater than 25m in width and are provided with sufficient depths to accommodate functional developments that can still provide the minimum 10m landscaped setback and access and parking requirements.

Detailed investigations of the developability of the proposed industrial employment lot layout was undertaken by SBA Architects which demonstrates that the proposed lot sizes and dimensions are satisfactory (see **Figure 25** to **Figure 27**).

As demonstrated, the proposed lot sizes and their dimensions would not preclude the delivery of architecturally pleasing and functional light industrial built forms.



Source: SBA Architects

Figure 25 Indicative Industrial Employment Lot Layouts



Source: SBA Architects

Figure 26 Indicative Industrial – Residential Cross Section



Source: SBA Architects

Figure 27 Indicative Industrial Employment Lot Built Form (not proposed)

3.5.5 Landscaping, Open Space and E2 Environment Conservation Lots

The proposed subdivision also provides for the creation of three allotments that will accommodate the future Eastern Park (i.e. proposed Lot 3000) and Central Park (i.e. proposed Lot 2269), as well as create a specific lot encompassing the E2 Environmental Conservation zoned land (i.e. proposed Lot 1000).

These lots are proposed to be dedicated to Council at the finalisation of the proposal or at a time mutually agreeable between both parties. The proposed future embellishment of each park within the site will be subject to a separate DA(s).

Further, individual lot landscaping is not proposed as part of this DA and will be addressed at the time of detailed design for proposed residential lots. Notwithstanding, a comprehensive arrangement of street tree plantings are proposed throughout the subdivision to complement the proposal and surrounding vegetation communities (see **Figure 28**). Specific tree species have also been selected to ensure solar access is provided to certain lots during winter months to improve overall site amenity.

An analysis also undertaken by Place Design Group demonstrates that sufficient space is provided within the verge within a typical lot arrangement (i.e. 10m lots mixed with 12.5m lots) to accommodate the proposed 100L street tree pot sizes and their prospective size at maturity.



Source: Place Design Group

Figure 28 Proposed Street Tree Masterplan

3.6 Exhibition Village

This DA also proposes to establish an Exhibition Village within the footprint of Stage 1C and proposed residue Lot 1105 and will comprise of a Sales Pod and temporary car park will provide 15 parking spaces, including 2 accessible spaces (see **Figure 29**). The Exhibition Village will provide an engaging streetscape that contributes to the experience for future residents visiting the site.

The Exhibition Village is proposed to operate 7 days a week, between 8 am and 5 pm.

The Exhibition Village will be established around four future exhibition dwellings that will be constructed on proposed Lots 1101 to 1104 (inclusive) and subject to separate future approval. Access will be provided from Chapman Street via a new road constructed along the edge of the Central Park and service the proposed temporary car park. A temporary driveway will also be provided to facilitate access to the Exhibition Village while the proposed road and exhibition dwellings are under construction.

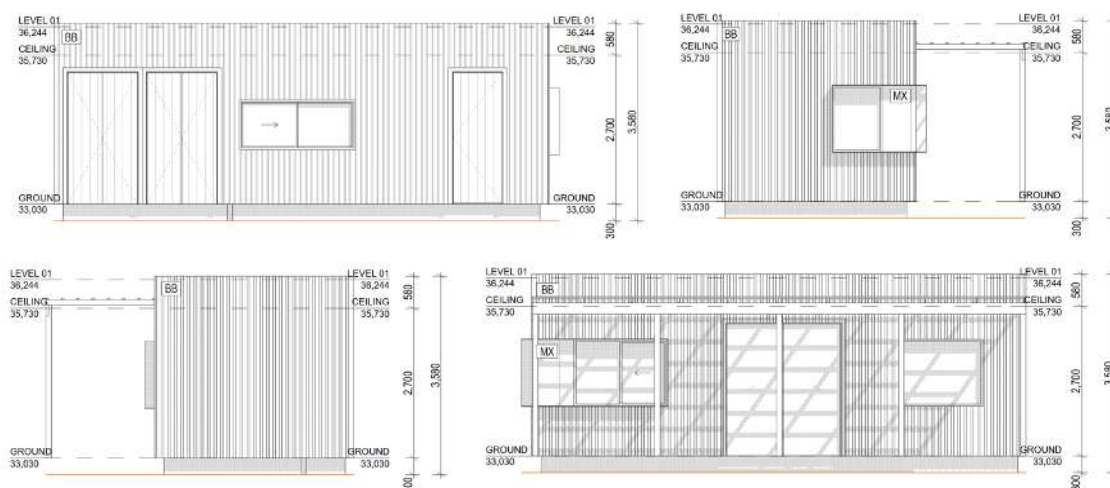
The proposed Sales Pod comprises of a prefabricated structure that has an internal gross floor area of approximately 32 m² and a maximum height of 3.58m above finished ground level (see **Appendix H** and **Figure 30**). The proposed Sales Pod will be sited adjacent to the future Central Park. The Exhibition Village will be embellished with temporary landscaping elements

that will be further complemented by the future landscape embellishment of the Central Park (subject to a separate future DA).



Source: Place Design Group

Figure 29 Proposed Exhibition Village Layout



Source: Archiblox

Figure 30 Sales Pod Elevations



4 Environmental Assessment

This section of the report assesses the proposed development against the planning framework and planning controls applicable to the site and the development, including:

- Biodiversity Impacts (section 1.7 of the EP&A Act)
- Integrated development matters (section 4.46 of the EP&A Act)
- Matters for consideration relating to DAs (section 4.15 of the EP&A Act).

4.1 Biodiversity and Threatened Species Impact

The EP&A Act contains provisions designed to ensure threatened species are considered as part of the development assessment process.

Section 1.7 of the EP&A Act requires consideration as to whether a proposed development will have a significant effect on threatened species, populations or ecological communities relating to terrestrial and/or aquatic environments. The proposal seeks consent for the removal of 5 ha of CPW, which is listed as a Critically Endangered Ecological Community (**CEEC**) under the Biodiversity Conservation Act 2016 (**BC Act**) and Commonwealth *Environmental Protection and Biodiversity Conservation* (**EPBC**) Act.

The site is within a Western Sydney Interim Designated Area in accordance with the *Biodiversity Conservation (Savings and Transitional) Regulation 2017* (**BC Regulation**) and therefore, the former planning provisions apply (former section 5A of the *Environmental Planning and Assessment Act 1979* and *Threatened Species Conservation Act 1995*).

The site was previously assessed by Ambecol in 2014 and provided to Council as part of the DA package DA 14/0627 that was subsequently approved on 15 February 2016. Ambecol's assessment identified the CPW and its CEEC listing under commonwealth legislation and (now repealed) state legislation, the TSC Act. The assessment concluded the presence of 4.8 ha of CPW on the site. As part of this approval, Council consented to the removal of 2.5 ha of CPW from a footprint generally consistent with Stages 1A/1B of this DA. Further approvals granted by the NSW LEC consent to the removal of additional CPW vegetation from the site, generally consistent with the footprint of Stage 2A and proposed within the site boundary of the approved residential apartment building.

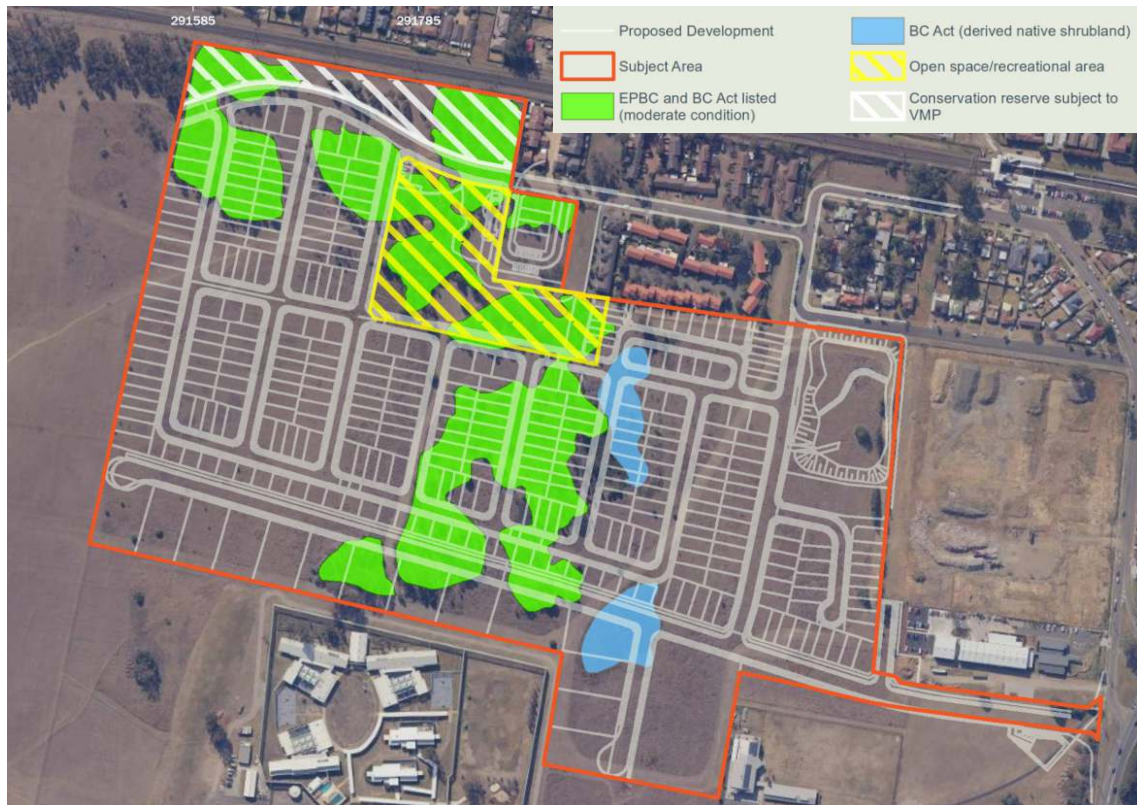
This DA proposes the removal of a minor additional amount of vegetation in the context of previous approvals granted to accommodate the proposed stormwater drainage works within the footprint of the Central Park (see **Figure 6** and **Figure 31**).

Pre-lodgement discussions with Council included a request for further assessment of flora and fauna due to proposed time since the previous consideration of the vegetation community on the site. Accordingly, Niche has prepared a 7 Part Test (**Appendix E**) that assesses the significance of impact associated with the proposed vegetation removal.

Niche noted that the majority of moderate quality habitat will be protected in accordance with the PLEP 2010 E2 Environmental Conservation zoning along the northern portion of the site, whilst an additional hectare will be retained within the RE1 Public Open Space zoned Central Park (subject to proposed mitigation recommendations). Niche also details that the existing CPW within the site

forms part of a larger local occurrence approximately 15.3 ha in size. It was concluded that the proposed removal of approximately 5 ha of CPW from the broader local occurrence would not have an adverse impact on either the extent or composition of CPW.

As such, the proposed development is considered unlikely to have a significant impact on the CEEC and that a SIS would not be required.



Source: Niche Environment and Heritage

Figure 31 Cumberland Plain Woodland Locational Context

The impact associated with the removal of CPW from the site has also been assessed by Niche as meeting the condition criteria for listing under the EPBC Act as having the potential to have significant impact on the CPW, as a CEEC. Accordingly, the proposal has been separately referred to the Commonwealth Minister for the Environment to determine if the proposal is considered a Controlled Action.

4.2 Integrated Approvals

Sections 4.46 and 4.47 of the EP&A Act provide the opportunity for a DA to be lodged as 'integrated development' where the proposed development on the land would trigger an approval under other environmental or related legislation.

Table 4 below provides commentary on whether any part of the proposed development triggers a need for Council, as the consent authority for this DA, to obtain GTA's from other approval bodies.

**Table 4 Integrated Development Review**

Legislation	Comment	GTAs
<i>National Parks and Wildlife Act 1974</i>	<p>No known items or sites of indigenous archaeological significance have been identified on the site and it remains in the same condition at the times of the consideration and approval of the three previous DAs over the site.</p> <p>The proposed subdivision proposes the urban development of the site for land uses consistent with the site's zonings as permitted under PLEP 2010, such that the site's development would not give rise to any additional matters not previously considered at the time of the SWUV precinct's rezoning.</p>	No
<i>Protection of the Environment Operations Act 1997</i>	The implementation of appropriate environmental protection works will ensure that no licence will be required.	No
<i>Rural Fires Act 1997</i>	<p>Section 100B of the <i>Rural Fires Act 1997</i> requires that a bush fire safety authority for development of bush fire prone land that could lawfully be used for residential or rural residential purposes, or development of bush fire prone land for a 'special fire protection purpose'.</p> <p>Subdivision works are proposed as part of this proposal and therefore a bush fire safety authority is required to be obtained.</p> <p>Accordingly, the DA is to be referred to the RFS to obtain GTAs.</p> <p>A Bushfire Assessment Report has been prepared for the site by Building Code and Bushfire Hazard Solutions (BC&BHS) (refer to Appendix I) that identifies the necessary Bushfire Protection Measures required to meet the requirements of <i>Planning for Bushfire Protection 2006 (PBP)</i>.</p>	Yes
<i>Water Management Act 2000</i>	<p>A Controlled Activity Approval is required to be obtained for any activity being situated within 40 metres from the top of a river bank in accordance with section 91(2) of the <i>Water Management Act 2000</i>.</p> <p>The site is not located within 40m of a riverbank and as such the proposed development does not require an integrated approval to satisfy this legislation.</p>	No
<i>Fisheries Management Act 1994</i>	No works proposed as part of this Application will harm defined marine vegetation or impede the movement or development of marine life within the Bonds Creek tributary. Therefore, no integrated approval is required under the <i>Fisheries Management Act 1994</i> .	No
<i>Heritage Act 1977</i>	No works are proposed that are referred to under section 57 of the <i>Heritage Act 1977</i> . Therefore, no integrated approval is required to address this legislation.	No
<i>Mine Subsidence Compensation Act 1961</i>	The land is not within a mine subsidence district.	No
<i>Petroleum (onshore) Act 1991</i>	No production lease is being sought.	No
<i>Mining Act 1992</i>	No mining lease is being sought.	No

4.3 Bushfire Prone Land

The map displays the following information:

- Legend:**
 - BUSH FIRE PRONE VEGETATION CATEGORY 1
 - BUSH FIRE PRONE VEGETATION CATEGORY 2
 - BUSH FIRE PRONE VEGETATION BUFFER 100m and 30m
- Map Features:**
 - Streets:** Werrington, Victoria St, Kazania Court, Railway St, Lunders St, Walker St, and Range Rd.
 - Vegetation:** Large areas of yellow (Category 2) and orange (Category 1) bush fire prone vegetation.
 - Buffer:** A large red area representing the 100m and 30m bush fire prone vegetation buffer, outlined with a dashed blue line.
 - Other:** A building footprint is visible in the upper right, and a small blue icon labeled 'Werrington' is located near the intersection of Kazania Court and Railway St.

Figure 32 Bushfire Prone Site Map

In most instances, recommended APZs can be accommodated wholly within the proposed width of road reserves to be constructed as part of the subdivision. The exception to this is proposed future terrace residential development at the western edge of Stage 2B residue Lot 2268. Residential development in this location, being located immediately adjacent to the Central Park, will require an

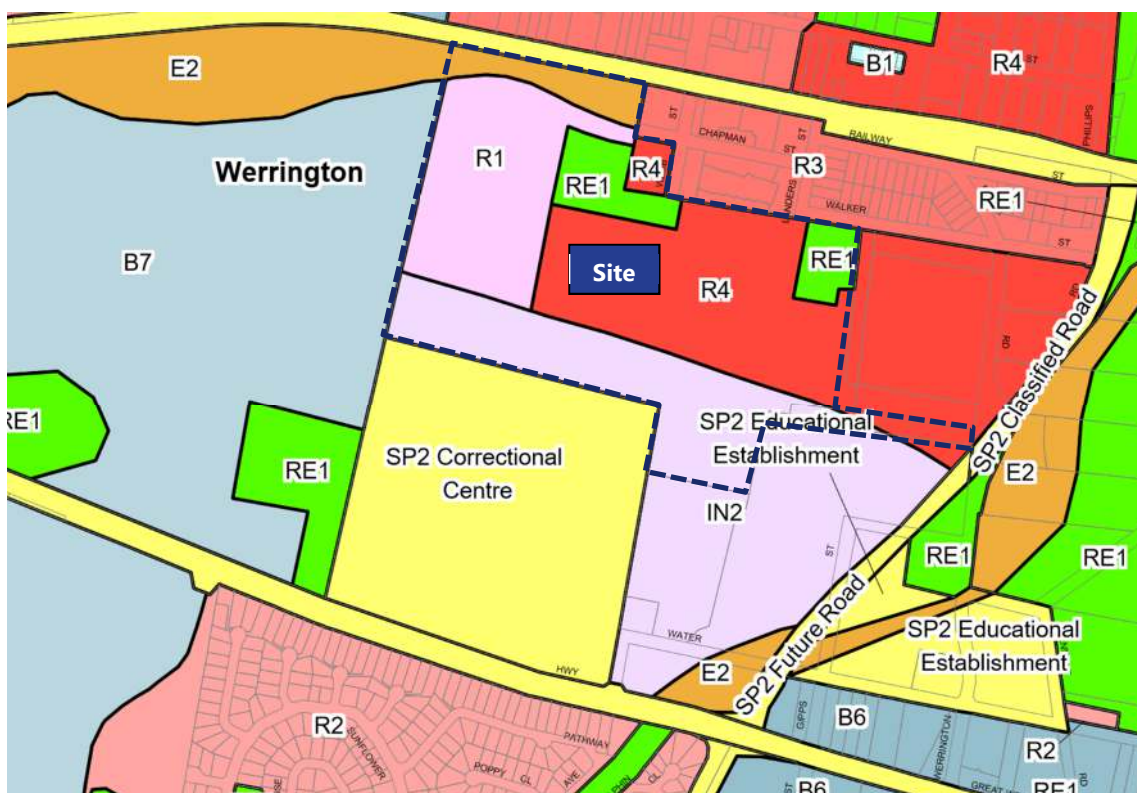
APZ. The proposed subdivision layout can accommodate an APZ up to 16m in width, 3m of which can be accommodated within the front setback of any future development along this boundary. BC&BHS recommends the a suitably worded restriction be imposed to ensure the ongoing management of this area.

BC&BHS also recommends the preparation of a Fuel Management Plan for the Central and Eastern Parks to ensure that fuel loads within these locations are managed appropriately. It was also noted that proposed water supply and access provisions were considered adequate and will satisfy section 4.1.3 of BPB.

4.4 Environmental Planning Instruments

4.4.1 Penrith Local Environmental Plan 2010

The PLEP 2010 is the primary environmental planning instrument regulating land uses within the Penrith LGA. The site comprises a number of land use zonings, including R1 General Residential, R4 High Density Residential, RE1 Public Recreation, IN2 Light Industrial and E2 Environmental Conservation (see **Figure 33**).



Source: PLEP 2010

Figure 33 Land Use Zoning Map

The proposal also seeks to rely on a 20m zone boundary variation between the residential zoned land and the adjoining IN2 Light Industrial zoned land (see **Figure 34**). Detailed consideration of this is PLEP 2010 clause and other relevant provisions of PLEP 2010 is provided in **Table 5** below.



Source: Cardno

Figure 34 Proposed Zone Boundary Variation Map

Table 5 Assessment Against PLEP

Clause	Comment	Comply
Part 1 - Preliminary		
CI 1.2 Aims of Plan	<p>The proposal is consistent with the aims of the Precinct Plan as it will:</p> <ul style="list-style-type: none"> • Provide a master planned framework that aligns with the lands use zonings and objectives of those zones relative to the site to ensure the site's urban renewal is undertaken in an orderly and economic manner. • Support the accommodation of a growing Penrith LGA by providing increased lot diversity and choice that in turn will promote greater housing choice within the locality. • Provide for the urban renewal of a large vacant parcel of land within the SWUV precinct that is close to existing infrastructure and services. • Provide for the delivery of future sustainable residential development that is sympathetic to and integrates with the existing urban qualities of the Werrington community, while ensuring the existing environmental qualities of the site are protected as much as possible. • Foster the creation of additional employment lands through the contribution of additional IN2 Light Industrial land within the precinct which is supported by essential infrastructure to ensure the viable creation of an industrial employment precinct. • Provide a coordinated approach to the management of stormwater across the site to safeguard the locality from any potential hazards during storm events. • The proposal incorporates the principles of ecologically sustainable development through the establishment of a subdivision layout that maximises access to sunlight. The 	Yes



Clause	Comment	Comply
	proposed subdivision layout will also enable future residential development to fully comply with the relevant BASIX's sustainable targets.	
Part 2 - Permitted and Prohibited Development		
CI 2.3 Zone objectives and land use table	<p>Developable land within the site is zoned R1 General Residential, R4 High Density Residential, RE1 Public Recreation and IN2 Light Industrial.</p> <p>The Applicant seeks consent for the staged subdivision of the site, comprising ancillary site preparation and bulk earthworks, road constructions and associated civil works. An Exhibition Village is also proposed to be established as part of this DA.</p> <p>All works are permissible with consent in each zone under the gazetted land use table. Further discussion against each land use zone is provided below.</p>	Yes
CI 2.6 Subdivision – consent requirements	This DA seeks development consent for staged subdivision.	Yes
Land Use Table		
Zone R1 General Residential	<p>The proposal is consistent with the following relevant zone objectives:</p> <ul style="list-style-type: none"> <i>To provide for the housing needs of the community.</i> <i>To provide for a variety of housing types and densities.</i> <i>To ensure that a high level of residential amenity is achieved and maintained.</i> <p>The western portion of the site (i.e. proposed Stages 1A/1B) are subject to this zoning, to which the proposal will ensure that the future housing needs of the community are met through the provision of additional residential lots. In addition, the proposed lot sizes and widths will ensure housing diversity is delivered in future residential dwellings constructed.</p> <p>The subdivision layout provides lots with an east-west or north-south orientation to maximise the opportunities for high levels of amenity to be achieved. Lots proposed along the western boundary have also been increased in depth to minimise any impacts associated with the retaining walls along this boundary.</p>	Yes
Zone R4 High Density Residential	<p>The proposal is consistent with the following relevant zone objectives:</p> <ul style="list-style-type: none"> <i>To provide for the housing needs of the community within a high density residential environment.</i> <i>To ensure that a high level of residential amenity is achieved and maintained.</i> <i>To encourage the provision of affordable housing.</i> <i>To ensure that development reflects the desired future character and dwelling densities of the area.</i> 	Yes



Clause	Comment	Comply
	<p>The proposed masterplan framework for the site reviewed the location and density of residential land uses in the context of previous approvals granted over the site and adjacent at 25 Rance Road with the aim of providing a more considered approach to the delivery of high density residential development within the site.</p> <p>Accordingly, the Applicant does not propose to pursue the previously approved residential apartment building over the now proposed Stage 1C and instead seeks to establish a high density residential residue lot at the southern boundary of the proposed Eastern Park lot.</p> <p>The location of this proposed lot provides for the opportunity for the delivery of a future residential apartment building development and positions the higher residential density around the future Eastern Park to provide an improved transition towards the north to Werrington Station and potential residential apartment building development(s) to be delivered at 25 Rance Road adjacent to the east.</p> <p>In addition, a range of other residential lot sizes and width will be provided throughout the remainder of the R4 zoning such that a high level of variety and housing types are offered.</p> <p>A total potential residential yield of approximately 235 dwellings can be accommodated within the R4 zoned land across the site (i.e. Stages 1C, 2A, 2B and 3), inclusive of potential development within the proposed integrated housing DA residue lots and the residential apartment building residue lot. This prospective residential yield and resultant density is considered to be in keeping with the minimum 184 dwelling yield prescribed in Council's DCP.</p>	
Zone IN2 Light Industrial	<p>The proposal is consistent with the following relevant zone objectives:</p> <ul style="list-style-type: none"> <i>To provide a wide range of light industrial, warehouse and related land uses.</i> <i>To encourage employment opportunities and to support the viability of centres.</i> <i>To minimise any adverse effect of industry on other land uses.</i> <i>To support and protect industrial land for industrial uses.</i> <i>To limit the impact of industrial development on adjacent residential areas, in terms of its built form, scale, acoustic and visual privacy and air quality.</i> <p>The proposal will establish 14 viable light industrial lots, a minimum 2,000 m² in size in accordance with PLEP 2010 and Council's DCP. An analysis undertaken by SBA Architects demonstrates that the lot dimensions and sizes can satisfactorily accommodate light industrial land uses to ensure a wide range of uses can be accommodated.</p> <p>The master planned approach to the urban renewal of the site has ensure that the IN2 zoned land was retained to ensure future employment opportunities a supported within the SWUV precinct.</p> <p>The existing SWUV precinct structure plan identifies the requirement for the delivery of the East-West Collector Road between the existing IN2 and R1/R4 residential land uses to provide some level of separation between the land uses.</p>	Yes



Clause	Comment	Comply
	<p>Accordingly, this DA proposes the staged delivery of the East-West Collector Road generally in accordance with the siting and alignment outlined in the DCP to provide this buffer. In addition, proposed residential lots immediately adjacent to the north (i.e. proposed integrated housing DA smart lots) are proposed to be elevated slightly above the finished level of the adjoining road verge to provide an additional buffer to the industrial precinct adjacent to maximise the residential amenity of these future residential properties.</p> <p>The proposed East-West Collector Road has been sited along the northern edge of the site's IN2 zoning. Notwithstanding, it has been demonstrated by SBA Architects in their analysis of the proposed industrial employment lots that viable future industrial built forms and uses could be satisfactorily accommodated.</p> <p>It is also noted that this subdivision DA and associated masterplan framework for the site demonstrates the Applicant's commitment to the delivery of much needed IN2 zoned land within the LGA.</p>	
Zone RE1 Public Open Space	<p>The proposal is consistent with the following relevant zone objectives:</p> <ul style="list-style-type: none"> <i>To enable land to be used for public open space or recreational purposes.</i> <i>To protect and enhance the natural environment for recreational purposes.</i> <i>To provide land for the development of services and facilities by public authorities for the benefit of the community</i> <p>The two RE1 zoned lots are proposed to be established as part of this DA and will be subject to separate DA(s) to facilitate their future embellishment. While their design has not been detailed at this stage, the design of the proposed collocated stormwater detention basin functions has considered the dual function of these lands and will ensure that passive open space environments can be suitably established.</p> <p>As outlined in Niche's assessment prepared for this DA, existing vegetation within the Central Park will be generally retained in full, with the exception of tree removal required to establish the necessary stormwater drainage functions and APZs. Notwithstanding, Niche's assessment concludes that the proposed loss of vegetation is not considered significant to the local occurrence of the existing CPW community.</p>	Yes
Zone E2 Environmental Conservation	<p>The proposal is consistent with the following relevant zone objectives:</p> <ul style="list-style-type: none"> <i>To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values.</i> <i>To prevent development that could destroy, damage or otherwise have an adverse effect on those values.</i> <i>To protect, manage, restore and enhance the ecology, hydrology and scenic values of riparian corridors and waterways, wetlands, groundwater resources, biodiversity corridors, areas of remnant indigenous vegetation and dependent ecosystems.</i> 	Yes



Clause	Comment	Comply
	<ul style="list-style-type: none"> To allow for low impact passive recreational and ancillary land uses that are consistent with the retention of the natural ecological significance. <p>The proposal will create a dedicated lot (i.e. proposed Lot 1000) that will clearly define the E2 Environmental Conservation zoned lands and assist with its future management, protection and enhancement. This will be guided in accordance with the Vegetation Management Plan prepared for the site by Horticultural Management Services 2016 in accordance with the determination of DA 14/0627 by Council on 15 February 2016.</p>	
Part 4 – Principle Development Standards		
CI 4.1 Minimum subdivision lot size	<p>Clause 4.1 of PLEP 2010 Lot Size Map does not identify a minimum lot size requirement for the R1 and R4 zoned residential lands.</p> <p>The proposed size of IN2 Light Industrial lots as part of proposed Stages 4A and 4B will comply with the minimum 2,000 m² lot size identified on the Lot Size Map.</p>	Yes
CI 4.1A Minimum lots sizes for dual occupancies, multi dwelling housing and residential flat buildings	<p>Clause 4.1A(2) of PLEP 2010 prescribes a minimum lot size requirement of 800 m² for residential apartment buildings on a standard lot (i.e. not a battle-axe lot).</p> <p>Proposed residue Lot 3001, located to the south of the Eastern Park, has a proposed lot size of 2,649 m² which fully complies with the minimum lot size requirement to accommodate future any residential apartment development.</p>	Yes
CI 4.3 Height of buildings	<p>The site is subject to several maximum building height controls that align with the relevant development land use zone. They include:</p> <ul style="list-style-type: none"> R1 – 10m R4 – 15m IN2 – 12.5m. <p>The proposed Exhibition Village Sales Pod, proposed in Stage 1C, will have a maximum height of 3.58m above the finished ground level and complies in full with the maximum 15m building height controls specific to that part of the site.</p> <p>No further development is proposed as part of this DA. Any future development will be subject to separate DAs or other approval frameworks and will be required demonstrate compliance with the relevant controls.</p>	Yes
CI 4.4 Floor space ratio	<p>The Floor Space Ratio Map does not identify a minimum floor space ratio that applies to the site.</p> <p>Site coverage controls as relevant to the SWUV precinct are contained in Council's DCP.</p>	NA
Part 5 - Miscellaneous Provisions		
CI 5.1 Relevant Acquisition Authority	<p>The Eastern and Central Parks are mapped on the Land Reservation Acquisition Map as being land to which this clause applies and as land required to be acquired by an authority.</p>	Yes



Clause	Comment	Comply
	<p>These affected lands correlate with the RE1 Public Recreation zonings applying to the site and marked 'Local Open Space'. The relevant acquisition authority is Council. This is also reflected in <i>Werrington Enterprise Living and Learning (WELL) Precinct Section 94 Development Contributions Plan2008 (WELL CP)</i>.</p> <p>These lands are proposed to be embellished under a separate future DA(s) following which are proposed to be dedicated to Council. The proposed arrangements associated with the timing and costs required to undertake this have been outlined in the Applicant's letter of offer to Council to enter into a VPA for the site.</p> <p>Subject to the success of the VPA and the proposed terms therein, the requirement for Council to compulsorily acquire these RE1 zoned parcels of land will be removed.</p>	
CI 5.3 Development near zone boundaries	<p>Clause 5.3 provides flexibility between any two zones, subject to land and zones identified under clause 5.3(3), up to a distance of 20m where it is found that a use allowed on the other side of a zone boundary would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zoned.</p> <p>This proposed DA seeks to rely on a zone boundary variation up to 20m between the two residential zones (i.e. R1 General Residential and R4 High Density Residential) and the adjoining IN2 Light Industrial zone (see Figure 33 and Appendix J).</p> <p>The proposed siting and alignment of proposed Road 11 has dictated the separation between the industrial and residential land use zonings, with each respective land use proposed to be developed on either side. The siting of proposed Road 11 has been designed to be consistent with the alignment of the collector road approved under DA 14/0627 and DA 16/1148, such that these approvals were also likely to have required reliance on a zone boundary variation.</p> <p>The continuation of proposed Road 11 east takes a straightened path to Werrington Road, rather than turning southeast as shown in Council's DCP. The benefit of this alignment minimises impacts to Wollemi College's school grounds and the well established operations of the Thorndale Foundation at Lot 1 DP 527752 and Lot 1 DP 132721.</p> <p>This has resulted in residential allotments along the northern edge of proposed Road 11 encroaching into the mapped IN2 zoning.</p> <p>In accordance with clause 5.3(4), consent may be granted to the development of land to which clause 5.3 applies if the consent authority is satisfied that:</p> <ol style="list-style-type: none"> the development is not inconsistent with objectives for development in both zones, and the carrying out of the development is desirable due to compatible land use planning, infrastructure capacity and other planning principles relating to the efficient and timely development of land. <p>Having regard to subclause 5.3(4)(a), the development is considered not inconsistent with the objectives for development in both zones given the following:</p> <ul style="list-style-type: none"> The proposed encroachment into the IN2 zone will not adversely impact on the ability for the land to be developed 	Yes



Clause	Comment	Comply
	<p>for the purposes of establishing an industrial employment precinct. An analysis undertaken by SBA Architects demonstrates that the proposed 14 industrial employment lots are sufficiently sized and arranged in a manner to allow for their successfully development.</p> <ul style="list-style-type: none"> • The siting of proposed future residential development along the northern side of proposed Road 11 is consistent with the land use structure prescribed in the DCP for the SWUV precinct. The physicality of the collector road was always envisaged as a key design element to ensure that the amenity of residential properties was protected and similarly, that future industrial development did not adversely impact on the amenity of adjoining residential land uses. • The proposed subdivision layout and the design and alignment of proposed Road 11 will allow for the establishment of an active and vibrant industrial employment precinct, with proposed industrial lots shown to be capable of accommodating industrial built forms that positively contribute to the streetscape. Further, the orientation of future proposed residential development away from the IN2 zoned land improves both the physical and visual separation between the two land use zones. • The proposed encroachment of the residential lots into the IN2 zoned land will further promote the variety of housing choices within the SWUV precinct and allow for the delivery of housing needs to support the varied housing needs of the community. <p>Having regard to subclause 5.3(4)(b), the proposed development is considered desirable given the following:</p> <ul style="list-style-type: none"> • The proposed development is compatible, in part, with previous subdivision approvals granted on the site, such that the proposed sting of proposed Road 11 and the encroachment of residential land uses into the northern edge of the IN2 zoned land remains compatible with these previously endorsed land use planning outcomes. • The proposal will facilitate the delivery of IN2 zoned industrial employment land to the market and create improved opportunities for the creation of jobs closer to home, supporting the Greater Sydney Commission's vision for Sydney in creating '30 minute cities', where people are can access jobs and services within 30 minutes of their homes. • The proposed masterplan framework for the site illustrates Lendlease's commitment to the urban renewal of the land such that the SWUV precinct is substantially completed. • The proposed masterplan framework for the site envisages a residential yield outcome much more in keeping with the existing community than that previously approved and planned for by the previous site owners. Coupled with the proposed delivery of the East-West Collector Road and Werrington Road roundabout, the proposed residential yield and industrial employment demands will be satisfactorily 	



Clause	Comment	Comply
	<p>catered for through the Applicant's commitment to, and delivery of, associated essential infrastructure.</p> <ul style="list-style-type: none"> The proposal represents Lendlease's commitment to the efficient and coordinated subdivision and urban renewal of the site. The proposal also provides Council greater certainty to urban outcomes within the SWUV precinct and will ensure that the precinct is developed in a timely manner. <p>In view of the above, it is considered that the proposed encroachment of the R1 and R4 land use zones into the adjoining IN2 land use zone is not inconsistent with the objectives for development in the zones and that the carrying out of the development is considered desirable for the reasons outlined above.</p> <p>It is therefore requested that the consent authority supports the proposed zone boundary variation in its consideration and determination of the proposal.</p>	
CI 5.10 Heritage Conservation	<p>No items of heritage or indigenous archaeological significance have been identified on the site. The adjoining UWS land (i.e. Lot 101 DP 1140594) is mapped as containing a heritage item, being "<i>Werrington Park House</i>", <i>garden and popular avenue</i> (Item No.315).</p> <p>The proposed subdivision proposes the urban development of the site for land uses consistent with the site's zonings as permitted under PLEP 2010, such that the site's development would not give rise to any additional matters not previously considered at the time of the SWUV precinct's rezoning.</p>	Yes
Part 7 – Other Provisions		
CI 7.1 Earthworks	<p>The proposal seeks consent for bulk earthworks to establish level developable residential lots and to create usable open space areas.</p> <p>The extent of bulk earthworks proposed has been coordinated with the site design and proposed stormwater design to ensure that there are no detrimental effects on existing drainage patterns and soil stability conditions.</p> <p>To ensure fill importation required for the proposal does not result in adverse site conditions, a FMP has been developed by Douglas Partners (Appendix F), which is proposed to be implemented throughout the life of the bulk earthworks phase of the proposal.</p>	Yes
CI 7.6 Salinity	<p>Previous investigations undertaken on the site by Douglas Partners in 2007 identified the site as containing soils that ranged from non-saline to slightly saline and are assumed to comprise non to mildly aggressive soil conditions to both concrete and steel.</p> <p>The aggressivity of soil conditions is proposed to be further investigated prior to the commencement of bulk earthworks on the site. Douglas Partner's FMP (Appendix F) also includes salinity testing and selection criteria for future imported materials to ensure no adverse impacts arise to the site's existing condition.</p>	Yes
CI 7.10 Essential Services	<p>The site is satisfactorily serviced by all essential services as outlined in the Civil Engineering and Infrastructure Report (Appendix B). Cardno's report further outlines that the reticulation of utility services and the construction of lead-in mains for electricity, water, gas and</p>	Yes



Clause	Comment	Comply
	sewer are required to service the predicted demand generated by the proposal.	

4.4.2 SREP No.20 - Hawkesbury Nepean

Sydney Regional Environmental Plan No 20 (SREP 20) is in place to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context. It seeks to achieve this by providing a series of strategies and planning controls that all development must be considered against. The proposed staged residential and industrial subdivision of the site will be supported by an appropriately design stormwater drainage network that will ensure the proposal does not conflict with this objective.

Further, it is considered that any risks relating to the protection of the Hawkesbury-Nepean River system would be considered and addressed through the recommendation of any conditions of consent relating to erosion and sediment control, and stormwater runoff mitigation.

4.4.3 State Environmental Planning Policy No 55. – Remediation of Land

This SEPP provides a State-wide planning approach to remediation and aims to promote the remediation of any contaminated land for the purpose of reducing the risk of harm to human health and/or the environment.

A previous Phase 1 Contamination Assessment undertaken by Douglas Partners in 2007 (**Appendix J**) and subsequent Preliminary Phase 2 Environmental Assessment undertaken by WSP in 2009 (**Appendix L**) for the for the South Werrington Sub Precinct provided a comprehensive assessment of the site's contamination history and urban development suitability from a contamination perspective. These investigations identified several areas of potential contamination across the site that were attributed to the site's former agricultural use and unauthorised waste disposal.

WSP's preparation of its Phase 2 Environmental Assessment included a soil sampling program that comprised of 40 test pits and the assessment of soil samples taken from those test pits and an assessment of groundwater conditions. Key features of the results included:

- typical background levels of heavy metals that did not exceed the relevant health risk based investigation levels or environmental investigation levels
- petroleum hydrocarbons, BTEX, pesticides, PCBs, PAHs or phenolics were not detected in any samples collected
- asbestos was not detected in soil samples, though a fibre cement sample of an existing pipe was confirmed to contain asbestos
- heavy metal concentrations in groundwater were consistent with the background levels for Bringelly Shales.

It was recommended that the section of asbestos containing cement pipe be delineated and removed according to best practice. WSP concluded that the site was considered suitable for proposed residential land uses, following the removal of the identified cement pipe.

The assessment and findings detailed in Douglas Partners' Phase 1 assessment and WSP's Phase 2 assessment were subsequently reviewed by an NSW accredited site auditor. The site auditor's report prepared by Environ for the South Werrington Sub Precinct in 2009 and associated Site Audit Statement, concluded that the assessment and findings of the previous contamination assessments were satisfactory and complied with the relevant Environment and Protection Authority guidelines and technical policy documents. It was concluded that the site was suitable for the proposed range of intended land uses, including residential use with gardens and accessible soils.

Subsequent to the preparation of the assessments and site audit report detailed above, an asbestos clearance certificate was obtained from Pacific Environmental in 2016, confirming the satisfactory removal of the former cement pipe. Pacific Environmental also confirmed that the soils surrounding the former cement pipe did not contain any asbestos fibres.

Table 6 below provides an assessment of the proposed development against the relevant provisions of SEPP 55.

Table 6 Assessment against relevant SEPP 55 provisions

Relevant Clause	Assessment/Comment
Clause 7	
(1) A consent authority must not consent to the carrying out of any development on land unless: (a) it has considered whether the land is contaminated, and (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.	In accordance with clause 7(1)(a), the consent authority can satisfactorily form the opinion that the site is suitable for the proposal having regard to the previous detailed assessments and investigations undertaken. Since those investigations and assessments were undertaken, the site has remained vacant with no known contaminating land uses or activities having been introduced on the site. It is therefore considered that the site remains in a suitable condition for the proposed residential land use and therefore, the requirements of clause 7 of SEPP 55 are satisfied.
(2) Before determining an application for consent to carry out development that would involve a change of use on any of the land specified in sub clause (4), the consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned carried out in accordance with the contaminated land planning guidelines.	As noted above, previous assessments and investigations undertaken over the site confirm its suitability for the proposed range of land uses.
(3) The applicant for development consent must carry out the investigation required by sub clause (2) and must provide a report on it to the consent authority. The consent authority may require the applicant to carry out, and provide a report on, a detailed investigation (as referred to in the contaminated land planning guidelines) if it considers that the findings of the preliminary investigation warrant such an investigation.	As noted above, previous assessments and investigations undertaken over the site confirm its suitability for the proposed range of land uses, including residential uses.
Clause 9	



For the purposes of this Policy, a category 1 remediation work is a remediation work (not being a work to which clause 14 (b) applies) that is: (d) development for which another State environmental planning policy or a regional environmental plan requires development consent, or	As noted above and as concluded in those technical reports prepared, no remediation of the site is considered necessary.
Clause 13	
(1) A category 1 remediation work is identified as advertised development, unless the remediation work is: (a) designated development, or (b) State significant development. (2) Pursuant to section 29A of the Act, the period specified in clause 65 (5) (d) of the Environmental Planning and Assessment Regulation 1994 is extended to 30 days in relation to development identified as advertised development by this clause.	This DA does not seek development consent for remediation works and is therefore not considered to be defined as 'advertised development'.

4.4.4 State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP aims to facilitate the State-wide delivery of infrastructure by providing greater flexibility in the location of infrastructure and service facilities, identifying relevant environmental assessment categories for development and relevant matters to be considered and providing for consultation with relevant public authorities.

Clause 104 Traffic-generating development of the Infrastructure SEPP applies to the proposed development as the DA involves subdivision for more than 200 lots and includes the construction of public roads. In this regard, clause 104(3) requires the consent authority to undertake the following prior to determining the DA:

- give written notice of the application to the RMS within 7 days after the application is made;
- consider any RMS submission, the accessibility of the site and any potential traffic safety, road congestion or parking implications of the development.

A Traffic Impact Assessment (**Appendix G**) has been prepared for the proposal which concludes that the proposal can be accommodated within the local road network with the support of proposed infrastructure upgrades, including the delivery of the East-West Collector Road and the construction of a new four leg roundabout on Werrington Road. Notwithstanding, it is acknowledged that under the 2029 development scenario, the performance of the roundabout during the PM peak period is predicted to drop to a level of service 'F'. However, this is considerably better than the base scenario (i.e. without the proposal and Werrington Road roundabout) in 2029.

4.4.5 State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

This Policy provides a State-wide planning approach to protect the biodiversity values of trees and other vegetation in non-rural areas and to preserve the amenity of those areas through the preservation of trees and other vegetation.

Approval of an application from a Native Vegetation Panel for the clearing of native vegetation under this policy is not sought and cannot be granted on account of the purpose for which development consent is sought (i.e. subdivision) requires development consent.



Development consent is sought for the removal of vegetation as part of this DA. An assessment of significance of the proposed native vegetation removal has been prepared by Niche (**Appendix E**), which concludes that the proposal will not have a detrimental impact on the existing local occurrence of the CPW community.

4.5 Proposed Environmental Planning Instruments

4.5.1 State Environmental Planning Policy (Environment)

The NSW government has been working towards developing a new SEPP for the protection and management of the natural environment. An explanation of intended effect (EIE) has been released which proposes a number of SEPPs related to the environment to be merged into one SEPP. Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment is included for review and consolidation with other existing EPIs. This consolidated SEPP proposes to simplify the planning rules for a number of water catchments, waterways, urban bushland, and Willandra Lakes World Heritage Property. The DPE sought feedback on the proposed SEPP until 31 January 2018.

The proposal and management strategies are consistent with the proposed instrument.

4.6 Development Control Plans

The following discusses the relevant planning controls in the DCP that are relevant to the assessment of the subject DA.

4.6.1 Penrith Development Control Plan

The Penrith Development Control Plan 2014 (**DCP**) describes the planning, design and environmental objectives and controls relevant to the South Werrington Urban Village to ensure orderly, efficient and sensitive development occurs in the Penrith LGA.

Table 7 below provides a comprehensive detailed assessment of the proposal against the relevant DCP controls, including the specific controls for the SWUV as specified in Part C, E12 of the DCP.

Table 7 Assessment of DCP Controls

Control	Matter	Comment	Compliance
Part C2 Vegetation Management			
2.1	Preservation of trees and other vegetation	<p>Development consent is sought for vegetation and tree removal as part of this DA. The proposed subdivision layout of the site has considered the existing location of trees and has maximised where possible the protection and retention of existing native vegetation. This include the protection of large areas of existing trees within the footprint of the future Central Park and E2 Environmental Conservation zoned land.</p> <p>Niche has prepared an 7-Part Assessment of Significance (Appendix E) in accordance with the TSC Act and concludes that the proposal will not have a significant adverse impact on the local occurrence of CPW.</p>	Yes





Control	Matter	Comment	Compliance
2.3	Bushfire Prone Land	The site is mapped as being partially bushfire prone land. A comprehensive Bushfire Assessment Report has been prepared by BC&BHS (Appendix I) in accordance with PBP and concludes that required APZs can be satisfactorily established throughout the site to ensure future residential development is not unduly exposed to a bushfire hazard.	Yes
Part C3 Water Management			
3.2	Catchment management and water quality	The proposed stormwater drainage network design provides for three basins within the site, including two dual purpose OSD/WSUD basins within the footprints of the Eastern Park and Central Park. A third WSUD basin is proposed at the eastern extent of proposed Road 11 to treat water prior to its discharge, east into Claremont Creek. The approach to stormwater management is provided in greater detail in Cardno's Civil Engineering and Infrastructure Report (Appendix B) and its Civil Works Plans (Appendix D).	Yes
3.6	Stormwater management and drainage	The approach to stormwater management is provided in greater detail in Cardno's Civil Engineering and Infrastructure Report (Appendix B) and its Civil Works Plans (Appendix D).	Yes
3.7	Water retention basins/dams	<p>The proposed stormwater drainage network includes a series of stormwater basins that will detain and treat stormwater flows prior to their discharge into Council's existing system. A range of bio-retention and GPTs will be installed in the treatment train to ensure water quality targets set by Council are met.</p> <p>The approach to stormwater management is provided in greater detail in Cardno's Civil Engineering and Infrastructure Report (Appendix B) and its Civil Works Plans (Appendix D).</p>	Yes
Part C4 – Land Management			
4.1	Site stability and earthworks	<p>The extent of bulk earthworks proposed by this DA are outlined in detail in Cardno's Civil Engineering and Infrastructure Report (Appendix B) and its Civil Works Plans (Appendix D).</p> <p>The approach to the proposed site earthworks has been to ensure that a suitable drainage network can be established that meets the drainage requirements for the catchments, while simultaneously providing for level, developable residential lots and usable open space areas.</p> <p>The site also incorporates a network of retaining walls to satisfactorily retain areas of fill and cut, with high retaining walls appropriately terraced where practical to minimise any adverse impacts.</p> <p>In addition, a FMP (Appendix F) has been prepared by Douglas Partners to ensure that filling processes</p>	Yes



Control	Matter	Comment	Compliance
		undertaken on site are done in a controlled and sustainable manner.	
4.2	Landfill	A FMP (Appendix F) has been prepared by Douglas Partners to ensure that filling processes undertaken on site are done in a controlled and sustainable manner.	Yes
4.3	Erosion and Sedimentation	<p>Temporary sediment and erosion control measures will be employed throughout the construction phase to ensure no detrimental off-site impacts arise, including the establishment of sediment basins in the location of future stormwater basins.</p> <p>The proposed erosion and sediment control measures to be implemented are provided in greater detail in Cardno's Civil Engineering and Infrastructure Report (Appendix B) and its Civil Works Plans (Appendix D).</p>	Yes
4.4	Contaminated Lands	As outlined above in Section 4.4.3 , the site is considered suitable for the intended land uses proposed for the site.	Yes
4.5	Salinity	<p>Previous investigations identified the site as containing non-saline to slightly saline soils and were assumed to comprise non to mildly aggressive soil conditions to both concrete and steel.</p> <p>The aggressivity of soil conditions is proposed to be further investigated prior to the commencement of bulk earthworks on the site. Douglas Partner's FMP (Appendix F) also includes salinity testing and selection criteria for future imported materials to ensure no adverse impacts arise to the site's existing condition.</p>	Yes
Part C5 – Waste Management			
5.1	Waste Management Plans	A Waste Management Plan (Appendix M) for the site has been prepared that details the types and volumes of waste streams.	Yes
5.2.1	Siting and Design of Waste Bin Storage Areas for Residential Development	All proposed residential and industrial lots sought to be created under this DA are provided with direct road frontage and sufficient space at the street kerb for the presentation of two bins. An analysis of two typical residential lot arrangements undertaken by Place Design Group and illustrated below in Figure 35 and Figure 36 which demonstrates that when considering the lot width, width of a driveway cross over and placement of a street tree within the verge, sufficient space more than 2 m wide for two waste bins is provided.	Yes



Control	Matter	Comment	Compliance
		 <p>Source: Place Design Group</p> <p>Figure 35 Typical Street Layout (10m/12.5m/10m lots)</p>  <p>Source: Place Design Group</p> <p>Figure 36 Typical Street Layout (3 x 10m lots)</p> <p>The design of the proposed road network throughout the proposed subdivision layout generally complies with Council's waste vehicle requirements. Further details, including swept path analysis of the road network is provided in Cardno's Civil Engineering and Infrastructure Report (Appendix B) and its Civil Works Plans (Appendix D).</p>	
Part C6 – Landscape Design			
	Landscape Design	No detailed landscaping forms part of this DA, with the future embellishment of the proposed Eastern Park and Central Park to be the subject of a separate DA/s.	Yes



Control	Matter	Comment	Compliance
		<p>An indicative Landscape Masterplan for the site has been provided as part of the Masterplan Information Package and provides a general direction for the site.</p> <p>A Street Tree Masterplan is provided to demonstrate the proposed streetscape embellishment programme designed for the site.</p>	
Part C10 Transport Access and Parking			
10.2	Traffic Management and Safety	<p>This DA is supported by a comprehensive Traffic Impact Assessment (Appendix G) prepared by Cardno.</p> <p>Detailed consideration of the potential traffic and transport impacts associated with the proposal, including matters specific to the SWUV precinct, is provide below in Section 4.9.1.</p>	Yes
10.5	Parking, Access and Driveways	<p>The proposed Exhibition Village will accommodate four future exhibition homes (subject to a separate approval process) and a Sales Pod to facilitate with enquires and the sale of land.</p> <p>As part of the proposed establishment of the Exhibition Village, a car park with a capacity of 15 spaces is proposed to be provided, including 2 accessible spaces.</p> <p>No specific car parking control is prescribed in Council's DCP for an exhibition home or village. Notwithstanding, the provision of these 15 car parking spaces is considered satisfactory and represents a minimum 3 car parking spaces per future exhibition home.</p> <p>All proposed new residential lots and industrial employment lots are provided with direct frontage to future public roads.</p>	Yes
10.6	Pedestrian Connections	<p>The proposed road network has been designed to ensure suitable pedestrian access and amenity is established throughout the subdivision. Minimum required footpath widths will be provided within all verges delivered throughout the subdivision.</p> <p>Additionally, the subdivision layout accommodates proposed pedestrian through-links between proposed Road 11 and proposed Road 01.</p> <p>These linkages have been designed with a generous widths and will ensure a permeable grid road network is established that maximises pedestrian and cyclist connections.</p>	Yes
10.7	Cycleways	<p>The design of the road reserve of proposed Road 11 departs slightly from that detailed in the DCP, and only proposes to accommodate a cycleway connection along its northern edge.</p>	Yes



Control	Matter	Comment	Compliance
		<p>This is proposed in the form of a new shared path 3.6 m in width and run the length of the collector road's alignment within the site.</p> <p>The shared path was not proposed along the southern verge of proposed Road 11 due to concerns regarding potential conflicts between industrial vehicle movements and cyclists. The proposed generous shared path width and associated landscaping along this edge is considered to provide a far more inviting offering that will help encourage more active mode share movements throughout the precinct.</p>	
C11 Subdivision			
11.1	General Subdivision Requirements	<p>The proposed subdivision layout has considered the site planning principles outlined in this DCP. Key considerations during this early site analysis phase included consideration of the existing site constraints (i.e. native vegetation and bushfire hazards) and surrounding land uses and any future planned developments (i.e. Cobham Juvenile Justice Centre, WSU and adjacent DA determinations).</p> <p>A key outcome from this process has been to ensure that the proposed urban renewal of the site integrates into the existing Werrington community without unduly impacting on the developability or amenity of adjoining properties.</p> <p>The proposed subdivision will ensure that existing native vegetation within the footprint of the Central Park and the E2 Environmental Conservation zoned lot are protected and retained.</p> <p>As noted elsewhere, the existing site topography and drainage requirements have dictated the final bulk earthworks strategy for the site. This will require the importation of fill to establish the required finished site levels to enable the site to drain the surrounding catchment areas from west to east.</p> <p>The subdivision layout has given consideration to the availability of existing essential services, with confirmation provided by Cardno that the site is capable of adequately being serviced. It is further noted that an existing easement for services to the south of the site, adjacent to the Cobham Juvenile Justice Centre, provides an opportunity to service the site with reduced disturbances to surrounding localities.</p> <p>The proposed subdivision layout has been designed with consideration of the overall view of improving traffic conditions surrounding the site. Key to this is the proposed delivery of the East-West Collector Road and the construction of a new roundabout on Werrington Road at the site's new connection off proposed Road 11. Traffic modelling undertaken by Cardno in its Traffic Impact Assessment demonstrates improvements the</p>	Yes



Control	Matter	Comment	Compliance
		<p>performance of the road network, that would otherwise deteriorate significantly without the proposed upgrades.</p> <p>The proposed subdivision layout ensures that conventional residential allotments are predominantly provided throughout the site, with a range of lot widths and sizes provided and no lots exceeding the desired 4:1 ratio.</p> <p>No battle-axe allotments are proposed as part of the subdivision layout. The proposed depth of the proposed future integrated housing DA residue smart lots, while shorter in depth than conventional a lot, have been satisfactorily shown to be capable of accommodating future residential built form that can satisfy the relevant site area and amenity requirements. The proposed arrangement of these future smart lots at the northern end of street blocks and along the southern side of proposed Road 01 allows for greater solar access provisions to penetrate into each lot and private open space areas.</p>	
C12 Noise and Vibration			
	Noise and Vibration	<p>Detailed consideration and assessment of noise and vibration impacts associated with the proposed are provided in Section 4.9.2 below.</p> <p>The SLR's Noise Impact Assessment (Appendix N) has undertaken a comprehensive assessment of the existing noise environment and considered the potential noise impacts associated with those sources, including road traffic noise and rail traffic noise. SLR concludes that the proposed subdivision is suitable and would not be adversely impacted on by external noises sources subject to the implementation of recommended noise mitigation measures as part of future detailed built form.</p>	Yes
C13 Infrastructure and Services			
	Infrastructure and Services	<p>The site is satisfactorily serviced by all essential services as outlined in the Civil Engineering and Infrastructure Report (Appendix B).</p> <p>Cardno's report further outlines that the reticulation of utility services and the construction of lead-in mains for electricity, water, gas and sewer are required to service the predicted demand generated by the proposal.</p> <p>The subdivision layout has given consideration to the availability of existing essential services, with confirmation provided by Cardno that an existing easement for services to the south of the site, adjacent to the Cobham Juvenile Justice Centre, provides an opportunity to align service through this location to the site to minimise potential disturbances to surrounding properties.</p>	Yes
Part 12.8.1 Preliminary			



Control	Matter	Comment	Compliance
12.8.1.2	Land to which the plan applies	The site is wholly located within the SWUV.	Yes
12.8.1.3	Aims and General Objectives	<p>The proposal demonstrates the Lendlease's to the efficient and coordinated subdivision and urban renewal of the site. The proposal also provides Council greater certainty to urban outcomes within the SWUV precinct and will ensure that the precinct is developed in a timely manner.</p> <p>The proposal incorporates a road network that will deliver key collector and minor collector roads that link with the surrounding properties adjacent to the site and Werrington Road. The proposed road network hierarchy provides for a highly permeable precinct that will encourage and support pedestrian and cyclist movements that connect with Werrington Station.</p> <p>The proposal will incorporate WSUD measures in the stormwater treatment train that generally comprise of bio-retention areas in stormwater detention basins. These proposed measures will ensure that stormwater discharge from the site meets Council's relevant water quality targets.</p> <p>The proposal also recognises the importance of the existing CPW native vegetation within the site and proposes to establishment of a dedicated E2 Environmental Conservation lot that will ensure its ongoing protection and management.</p>	Yes
12.8.1.5	Concept Plans	<p>This DA demonstrates represents the comprehensive urban renewal of the entire site and a small portion of the adjoining Lot 2 DP 1176624 to facilitate the delivery of the East-West Collector Road.</p> <p>The Applicant's proposed planning approval strategy for the site removes the necessity for a concept plan to be prepared noting that this proposal provides the necessary details of, and seeks consent for:</p> <ul style="list-style-type: none"> the overall urban structure including proposed open space and E2 Environmental Conservation allotments a subdivision layout that provides a mix and variety of lot sizes and width that promotes the opportunity for housing diversity across the site a road network hierarchy that includes the proposed delivery of the East-West Collector Road, North-South Road and a new roundabout on Werrington Road to address traffic issues surrounding the site indicative development staging and associated infrastructure delivery. <p>A landscape masterplan showing the overall concept for the site's urban renewal is provided as part of the</p>	Yes



Control	Matter	Comment	Compliance
		Masterplan Information Package provided under separate cover.	
Part 12.8.2 Structure Plan			
12.8.2.1	Vision	The proposal is considered to be in keeping with the vision for the SWUV.	Yes
12.8.2.2	Urban Structure	<p>The proposal is considered to address the key performance measures of the SWUV structure as follows:</p> <p>Access</p> <ul style="list-style-type: none"> The proposed road network hierarchy does not preclude the ability for the Werrington Arterial to be delivered in the future. Notwithstanding, given limited commitment to the proposed upgrade of this arterial road network, a new roundabout is proposed at the site's connection with proposed Road 11 (i.e. East-West Collector Road). As outlined below in Section 4.9.1, the proposed road upgrades provide significant benefits for not only the site, but also the immediate locality and will reduce existing and growing traffic congestion issues. The road network hierarchy has been designed to accommodate the bus and articulate vehicle movements, as detailed in the Civil Engineering and Infrastructure Report (Appendix B). Minor variations are proposed to the general alignment and siting of the East-West Collector Road and North-South Road. These minor deviations are not considered detrimental to the overall function and urban structure of the SWUV precinct as demonstrated in this SEE. Further justification for this proposed variation is provided in Section 4.6.2 below. <p>Land Use</p> <ul style="list-style-type: none"> The proposal seeks consent for the subdivision of the IN2 zoned land along the southern boundary of the site, with lots satisfying the minimum 2,000 m² proposed. Proposed residential densities as a result of this DA will be generally in keeping with that envisaged under this DCP. The resultant yield has the potential to accommodate up to 111 dwellings, including 33 apartments within the proposed residue residential apartment building lot (i.e. Lot 3001). This proposed yield is far more in keeping than the approved and planned residential yields under the previous approvals by the former owner of the site. The proposal under this DA is considered to represent a more considered approach to the site's urban 	Yes, subject to a minor justified variation.



Control	Matter	Comment	Compliance
		<p>renewal that will be more in keeping with the surrounding Werrington community.</p> <p>Open Space</p> <ul style="list-style-type: none"> The two identified RE1 Public Recreation zoned land areas are proposed to be formally established by this DA (i.e. proposed Lot 3000 – Eastern Park and proposed Lot 2269 – Central Park). The future embellishment of these lots will be subject to a separate DA/s that will be lodged in the near future with Council. Future designs for these spaces are envisaged to incorporate opportunities for passive, and some minor active, recreational uses that also seek to protect existing native vegetation. The proposal will also formally establish a defined boundary around the E2 Environmental Conservation zoned land on the site, with proposed Lot 1000 to be created at Stage 1A. <p>Stormwater Management</p> <ul style="list-style-type: none"> The approach to the stormwater drainage design and its functions is outlined in detail in Cardno's Civil Engineering and Infrastructure Report (Appendix B) and Civil Works Plans (Appendix D). The stormwater drainage network proposes an integrated approach to the management of stormwater that would be captured in the identified catchments affecting the site. WSUD measures are proposed to be incorporated, with bio-retention areas proposed in stormwater basins to effectively treat water prior to its discharge into Council's network. 	
12.8.2.3	Desired future character	<p>The proposed subdivision layout is considered to meet the desired future character of the SWUV precinct. The proposal will deliver a range of residential lot types and sizes that can accommodate a variety of future housing forms.</p> <p>General Residential</p> <p>Proposed lot sizes within the 'General Residential' character area vary greatly, with 400 m² + lot sizes proposed along the site's western boundary.</p> <p>It is acknowledged that the proposed subdivision layout proposes the creation of mostly 'build to boundary' lots, including land within the 'General Residential' character area. This practice is now considered common in residential land subdivision layout and does not preclude the ability for suitable lots sizes and future housing forms from being delivered.</p>	Yes



Control	Matter	Comment	Compliance
		<p>The proposal subdivision layout will establish north-south oriented streets that are proposed to be suitably embellished with a variety of trees species.</p> <p>Multi Dwelling Housing</p> <p>Proposed residential lots within the 'Multi Dwelling Housing' character area provide propose future opportunities for the delivery of high residential densities. These opportunities are provided in the proposed terrace, smart lot and residential apartment building residue lots. These residue lots have been positioned closer to Werrington Station and near proposed open space areas to provide for a suitable future built form transition from general residential areas towards the railway station.</p> <p>Employment Uses</p> <p>The proposal will create 14 new industrial employment lots, a minimum 2,000 m² in size, with a minimum 25 m wide frontage in accordance with the DCP.</p> <p>The proposed industrial employment lots have been designed to ensure they are capable of accommodating future light industrial uses compatible with the locality. An analysis undertaken by SBA Architects demonstrates these lots are capable of being developed to provide high quality architectural outcomes that transition better into the adjoining residential land uses.</p>	
12.8.2.4	Dwelling yield	<p>The site is subject to the dwelling yield sub-precincts A, B, C and a very small portion of E. In total, a minimum dwelling yield of approximately 270 is required to be delivered across the site (accounting for approximately 8 dwellings in sub-precinct E).</p> <p>The proposal seeks approval to create 265 Torrens title residential lots, with the capability to deliver a further 111 dwellings as part of future integrated housing DAs and the development of the proposed residential apartment building residue lot.</p> <p>The proposal will therefore satisfy the minimum dwelling yield for the site in accordance with the DCP. Satisfactory details are provided as part of this DA to demonstrate the site is capable of accommodating the increased residential dwelling yield.</p> <p>It should also be noted that the proposal provides a more considered approach to the proposed dwelling yield outcome for the site in compared to the previous approvals and planned development on the site. Current existing approvals alone provide for up to 274 dwellings and only consider the development of half of the site at that time.</p>	Yes
Part 12.8.3 Public Domain			



Control	Matter	Comment	Compliance
12.8.3.1.4	Vegetation	<p>The site contains existing CPW native vegetation which is predominantly located centrally and along the northern boundary of the site.</p> <p>Native vegetation removal, consistent with current approvals applying to the site, is sought as part of this DA to facilitate the site's urban renewal. Notwithstanding, native vegetation contained within the boundary of the Central Park and within land zoned E2 Environmental Conservation is proposed to be retained and protected.</p> <p>The embellishment of the proposed future Eastern and Central Parks will be the subject of a future DA/s and will ensure that functional, passive recreational open spaces are established for the community. This will include the retention and protection of as much native vegetation as possible, particularly within the Central Park. With the exception of trees proposed for removal to accommodate proposed stormwater drainage measures and an APZ, all other vegetation and trees will be protected and enhanced.</p> <p>Niche has prepared a 7 Part Test (Appendix E) that assesses the significance of impact associated with the proposal. Niche note that the majority of moderate quality habitat will be protected in accordance with the E2 Environmental Conservation zoning along the northern portion of the site, while an additional hectare will be retained within the Central Park.</p> <p>Niche also details that the existing CPW within the site forms part of a larger local occurrence approximately 15.3 ha in size. It was concluded that the proposed removal of approximately 5 ha of CPW from the broader local occurrence would not have an adverse impact on either the extent or composition of CPW.</p>	Yes
12.8.3.1.5	Salinity	<p>Previous investigations undertaken on the site by Douglas Partners in 2007 identified the site as containing soils that ranged from non-saline to slightly saline and are assumed to comprise non to mildly aggressive soil conditions to both concrete and steel.</p> <p>The aggressivity of soil conditions is proposed to be further investigated prior to the commencement of bulk earthworks on the site. Douglas Partner's FMP (Appendix F) also includes salinity testing and selection criteria for future imported materials to ensure no adverse impacts arise to the site's existing condition.</p>	Yes
12.8.3.1.6	Contamination	<p>Investigations and assessments previously undertaken across the site concluded that the site was suitable for the proposed land uses, including residential land uses with gardens and access to soils.</p> <p>Detailed consideration of contamination is provided above in Section 4.4.3.</p>	Yes
12.8.3.2 Transport & Accessibility			



Control	Matter	Comment	Compliance
12.8.3.2.1	Road Network	<p>The proposed road network hierarchy will create a modified grid networks as envisaged by the DCP. This network will facilitate and encourage walking and cycling connections throughout the site and also enables direct local vehicle trips within the neighbourhood and to local activity points.</p> <p>This road network will be legible and aligned with key destination points throughout the site, including the proposed Central Park, Eastern Park, industrial employment lots to the south and to Werrington Station in the north.</p> <p>The siting of proposed future residential densities will place more dense urban outcomes closer to Werrington Station. Proposed pedestrian through-links between proposed Roads 01 and 11 will also provide direct pedestrian and cyclist connections from Werrington Station to this future employment precinct. These measures will ensure that alternative modes of transport are utilised for local trips to reduce the private vehicle dependency.</p>	Yes
12.8.3.2.2	Vehicular Movement	<p>The proposal is considered to satisfy the objectives of this section of the DCP, noting that:</p> <ul style="list-style-type: none"> • a highly legible and connected grid road network hierarchy is proposed • the proposed road network hierarchy will create several opportunities for connections throughout the site and to adjoining locations, including the proposed delivery of the whole of the East-West Collector Road • the road network hierarchy does not create adverse traffic impacts, while the proposed new roundabout on Werrington Road will provide significant improvements to the local road network. <p>The proposed subdivision layout will create a network of street blocks that comply in full with the maximum prescribed length and depth, ensuring that a well connected and legible precinct is established.</p> <p>Predominantly all residential lot proposed within the subdivision will have a primary frontage to a street to ensure that future residential development addresses the street in a positive manner.</p>	Yes
12.8.3.2.3	Public Transport	<p>The permeable road network will provide high levels of connectivity between all areas of the site and Werrington Station and existing bus services nearby on the northern side of the Western Rail Line.</p> <p>The proposal will not preclude the establishment of a bus route through the identified SWUV precinct road network. As detailed in Cardno's Traffic Impact Assessment (Appendix G), the proposed road geometries and alignment of the North-South Road and</p>	Yes



Control	Matter	Comment	Compliance
		<p>East-West Collector Road can satisfactorily accommodate bus movements.</p> <p>It is acknowledged, however, the bus route options through the SWUV precinct are not capable of being fully established until such time as the remainder of the precinct develops. However, this proposal enables the early introduction of bus services in some capacity and will also provide a major step towards realising the delivery of the entire planned bus network thanks to the proposed construction of the East-West Collector in full as part of this DA.</p>	
12.8.3.2.4	Pedestrians and Bicycles	<p>The proposal will include the delivery of a 3.6 m wide shared path along the northern verge of proposed Road 11, generally consistent with the bicycle network required to be delivered along collector roads per the DCP.</p> <p>An off-road separated shared path/cycleway is not proposed to be delivered along the southern verge of proposed Road 11 due to potential conflicts between industrial vehicle movements and cyclists. Instead, the shared path along the northern verge of the road corridor has been widened beyond the typical 2.5 m width to allow for a more generous and inviting cycling route.</p> <p>The proposed permeable road network will further encourage opportunities for active trips and support the creation of healthy lifestyles within the precinct.</p> <p>Footpaths will be provided on both sides of roads delivered within the site in accordance with the DCP.</p>	Yes, subject to a justified variation.
Part 12.8.3.3 Streetscapes			
12.8.3.3.1	Landscape Character	<p>The proposal is supported by a Street Tree Masterplan for the site, prepared by Place Design Group. The masterplan proposes a range of 100L species for the site, with deciduous species proposed to be located along northern street block frontages to provide increased opportunities for sun light penetration into residential lots during winter months.</p> <p>The proposed subdivision layout has been analysed to ensure that a minimum one street tree can be accommodated per residential lot, taking into consideration the minimum driveway crossover widths and waste bin presentation requirements.</p> <p>Proposed street tree planting for the site will ensure pleasing streetscapes are established within the site.</p>	Yes
12.8.3.3.2	Road Sections	<p>As outlined above, the proposed road network will provide a functional and legible network that provides for safe and efficient vehicle and pedestrian connections.</p>	Yes, subject to a minor justified variation



Control	Matter	Comment	Compliance
		<p>The proposed road network hierarchy has been designed with regard to the DCP and is generally in accordance with the road hierarchy outlined in the DCP.</p> <p>Additional mid-block streets are proposed and will improve overall site permeability and access. Dedicated pedestrian through-link connections are also proposed between the residential and industrial zoned lands, connecting movements along the East-West Collector Road with the open space areas and Werrington Station further north. These variations to the DCP are considered positive and will benefit the future residents, workers and visitors by allowing improved accessibility.</p> <p>Proposed road reserve and carriageway widths are generally consistent with that prescribed in the DCP, with all road reserve widths either meeting, or exceeding the specified dimensions. A minor variation to the carriageway (i.e. pavement) width of the East-West Collector Road is proposed as part of this DA.</p> <p>The minor two metre reduction to the carriageway width will not detrimentally impact on the establishment of safe vehicle movements throughout the industrial employment precinct of the site. Sufficient width is provided for vehicle movements and kerb side parking. The proposed subdivision layout also means that much of proposed Road 11 would only service the industrial employment lands on the southern side of the road corridor, thereby minimising vehicle movements along the corridor.</p> <p>Further justification for this proposed variation is provided in Section 4.6.2 below.</p>	
12.8.3.4	Passive Open Space & Environmental Conservation Areas	<p>This DA does not propose the landscape embellishment of the two identified RE1 Public Recreation zones and will be subject to a separated DA/s.</p> <p>The proposal will establish the future park lots, ensuring that their land sizes and functionality can be better planned.</p>	Yes
Part 12.8.4 Private Domain			
12.8.4.1	Subdivision	<p>The propose subdivision layout for the site seeks to create generally conventional residential lots that are typically 10 m to 12.5 m in width and between 29 m to 35 m in depth.</p> <p>East-west oriented lots are proposed to be provided with a range of lot widths, with the minimum width proposed to be 10 m. These lots have been designed to allow for future build to boundary residential development and their depths are still considered sufficient to ensure satisfactory solar access is provided.</p> <p>In accordance with the DCP controls, longer north-south oriented lots are proposed at the southern end of street</p>	Yes, subject to a justified variation.



Control	Matter	Comment	Compliance
		<p>blocks to maximise solar access opportunities for future residential development.</p> <p>North-South oriented lots at the northern end of street blocks are typically proposed as residue lots. Future integrated housing DAs will be lodged for the development of these smart lots, along with other residue smart lots located on the southern side of Road 01. These lots are typically shorter in depth and wider at the street frontage. As demonstrated above in Section 3.5.3, potential residential built forms have been tested to ensure that these shorter and wider lots can satisfactorily accommodate residential built form that provides a satisfactory built form outcome for the site.</p>	
12.8.4.2.3	Building Footprints	<p>As detailed on the Subdivision Plans (Appendix C), appropriate maintenance easements 900 mm in width are proposed on adjoining burdened lots.</p> <p>Detailed design of these lots will be subject to future separated DAs or other approval pathway.</p>	Yes
Part 12.8.5 Residential Development Forms			
12.8.5.2	Integrated Housing	<p>No physical development is proposed as part of this DA. Notwithstanding, this proposal seeks to establish several residue lots that are intended to comprise future integrated housing developments, including attached/abutting terraces and smart lot dwellings.</p> <p>The realisation of this future built form will be subject to separate DAs.</p>	N/A
12.8.5.2	Apartments	<p>Consistent with the comment provided above regarding integrated housing, a residue lot is proposed (i.e. proposed Lot 3001) at the south of the Eastern Park lot and is envisaged to accommodate a future residential apartment building development.</p> <p>Proposed Lot 3001 is 3,649 m² in area and has a frontage to proposed Road 13 of 54.8 m, from which future vehicle access is envisaged to be provided from.</p> <p>The proposed residue lot size is considered sufficient to satisfactorily accommodate a future residential apartment development.</p>	Yes
12.8.5.7	Detached Dwellings	<p>A total of 19 proposed residential lots are proposed that have been designed to, or are capable of, accommodating future detached residential built forms.</p> <p>These lots will range in size between 375 m² and 735.2 m², of which 11 are proposed with a lot size less than 450 m². Further, of these 12 lots, 7 lots are proposed with widths less than the 15 m – 18 m range. This variation represents only approximately 4% of the total number of residential lots proposed and is considered minor.</p>	Yes, subject to a justified variation



Control	Matter	Comment	Compliance
		<p>All of these proposed lots are located on the eastern corner of each street block and allow for future built forms to be designed to address both frontages.</p> <p>The relevant development controls are closely aligned to those applying to build to boundary dwellings, such that these lots are considered capable of still achieving compliance with the minimum private open space area of 50m², landscape site coverage control and relevant setback requirements.</p>	
12.8.5.8	Build to Boundary Dwellings	<p>A total of 251 residential lots are designed to accommodate, or allow for, build to boundary dwelling forms.</p> <p>All lot sizes comply with the minimum lot size and lot with requirements under the DCP, with the smallest lot proposed being 290 m² and 10 m in width.</p>	Yes
12.8.6	Development for Employment Purposes	<p>A total of 14 industrial employment lots are proposed to be created under this DA. Each lot satisfies the minimum 2,000 m² lot size and 25 m lot width requirements. No physical development is proposed as part of this DA.</p> <p>A design analysis of the proposed subdivision layout has concluded that the lot sizes are sufficient enough to accommodate acceptable light industrial built forms, required car parking needs and a 10 m landscaped front setback.</p> <p>Future detailed designs will be required to demonstrate compliance with these controls and other relevant controls pertaining to landscaping, drainage, fencing and design.</p> <p>Access to all lots will be provided from proposed Road 11 and proposed Road 12. While it is acknowledged that site access is detailed to be from the western side of each lot to reduce impacts of cut into the site, this DA will establish the final finished levels for the site, including the industrial employment lands. These proposed civil works will ensure that sites are appropriately levelled, with minimum cross-fall provided to each lot such that it should not preclude the ability to provide vehicle access from other locations along the site's frontage.</p>	Yes

4.6.2 Proposed Variations to the Penrith DCP 2014

Section 4.15(3A) of the EP&A Act limits the ability for a consent authority to impose more onerous standards with respect to development than those set within a development control plan, cannot rely on development control plan precedents in connection with a development application and must ensure flexibility is applied to all development control plan provisions for which a development application does not comply.

Council's DCP provides circumstances where a variation may be considered, where the Applicant has demonstrated commitment to principles relevant to a particular development control. These matters have been considered and addressed in detail throughout this SEE. This accords with the general



position in section 4.15(3A)(b) of the EP&A Act whereby controls such as these are to be flexibly applied. Section 4.15(3A)(b) of the EP&A Act requires that if the DCP contains standards (including 'performance criteria') with respect to an aspect of the development and if the DA does not comply with those standards, the consent authority is to be flexible in applying those provisions and to allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development.

It was also found in Commissioner Brown's decision at paragraph 32 of *Proust & Gardner Consulting Pty Ltd v Camden Council [2015] NSWLEC 1082*, that if a consent authority is satisfied that the objectives of the controls are achieved, a variation to those controls can be approved. In this case, Commissioner Brown found that there was justification for the variation and granted approval.

This means that a development control plan's prescriptive standards are not the paramount consideration for consent authorities in their assessment and determination of DAs, but rather it is the intent of the standards that is most important and whether the intent can be achieved by the reasonable alternative solutions proposed by the applicant. In the context of the proposal, variations may be considered reasonable to address new or more detailed information about the site, while ensuring that the planning outcomes for the precinct are not significantly altered and the proposal remains integrated, sustainable and attractive within the context of the broader SWUV precinct

Reasonableness of proposed variations

In accordance with section 4.15(3A) of the EP&A Act, the proposed subdivision and road network layout is considered to provide a reasonable alternative outcome to that outlined in Part E12 of Council's DCP relating to the SWUV precinct. The proposal includes minor adjustments to the subdivision and road layout to accommodate a realigned East-West Collector Road, which is considered to provide an improved development outcome for the site and adjoining properties.

As demonstrated in the SEE, the siting and alignment of the East-West Collector Road has not detrimentally impacted on the ability for a viable industrial employment precinct to be established. Further, a significantly inflated residential dwelling yield is also not proposed to be pursued through the resultant additional developed residential land. **Section 4.6.1** of this SEE also demonstrates that the objectives of the relevant sections of the DCP have been met.

The proposed subdivision layout, urban structure and associated road hierarchy are generally in accordance with the DCP and delivers a range of lot sizes to provide housing choice and diversity. The proposal also provides for the coordinated approach to the site's urban renewal and demonstrates Lendlease's commitment and proposed significant investment into the precinct, including supporting infrastructure.

The proposed variations to the minimum lot sizes for detached dwellings are considered minor in the context of the overall masterplan framework for the site. These lots are still considered capable of accommodating compliant residential built forms and will nonetheless still be required to comply with the relevant controls applicable to those lots at the time detailed built forms are proposed.

Any variations are considered minor and contained to the site such that they would not unnecessarily result in an unwarranted development outcome precedent. In this context, it is noted that the lot sizes and types proposed provide far more variety and diversity than current approvals over the site and over 25 Rance Road adjacent to the east. Importantly the proposal is considered to demonstrate



that it aligns with the SWUV precinct vision and will provide a valuable contribution to the Penrith LGA.

In view of the above, it is considered that the proposal is acceptable and will ensure that the future residential and industrial development is integrated, sustainable and attractive within the context of the SWUV precinct. As demonstrated, where the consent authority is of the opinion that the variations proposed under the DA are justified, they should have no hesitation in supporting the proposal.

4.7 Planning Agreements

No VPAs apply to the site. Notwithstanding, Lendlease have written to Council to make a formal Letter of Offer to enter into a VPA for the proposed development. The Letter of Offer outlines the proposed infrastructure that would be delivered, its monetary value and corresponding offset against any likely section 7.11 development contribution obligations.

Lendlease will continue to liaise with Council staff to ensure a suitable negotiated outcome beneficial to all parties can be reached.

4.8 Environmental Planning and Assessment Regulation 2000

There are no additional matters than previously considered in this report under the Regulation which would impact upon the consideration of this Application.

4.9 Likely impacts of the Development

The likely impacts of the proposed development have been addressed in the previous sections of this SEE. In general, the proposed development is not considered to have any unacceptable impacts on the locality.

Detailed consideration of matters considered of importance to the proposal is provided below.

4.9.1 Traffic and Transport

Cardno has prepared a detailed Traffic Impact Assessment (**Appendix G**) that assesses the proposed estimated traffic generation potential of the development.

Cardno's assessment included a review of previous investigations undertaken for 25 Rance Road in 2014, wherein it was shown that intersection counts and traffic surveys recently undertaken in August 2019 were generally consistent with those undertaken in 2014, demonstrating limited changes to background ground in the immediate locality.

A total of 313 and 326 AM and PM peak vehicle movements were expected to be generated by the proposal once complete, with trip distributions assuming Stages 1A and 1C would utilise Chapman Street and the existing local road network, while the remaining stages would utilise proposed Road 11 and its future connection at Werrington Road.

Cardno also considered the initial phase of development up to the year 2022, with being Stages 1A and 1B assessed, delivering up to potentially 124 standard residential lots, with potential for a further



16 integrated housing dwellings (subject to a future separate DA). The remainder of development was then considered for the year 2029, including consideration of a 2% background traffic growth.

The existing Rance Road and Werrington Road intersection was modelled using SIDRA and based on the updated 2019 traffic surveys and factoring in the critical gap parameter, where it was shown to have a Level of Service (**LoS**) B in the AM peak and LoS C in the PM peak. The performance of the PM peak was shown to deteriorate further in the year 2022 without development to an LoS E and average intersection delay of 64.8 seconds. This average delay deteriorate significantly up to the year 2029 (without development) during the PM peak with an LoS F and average delay of 2037.2 seconds.

Under development scenarios, the poor performance of the Rance Road and Werrington Road intersection was shown to continue, demonstrating the requirement for upgrades within the local network. Accordingly the proposal seeks consent under this DA for the construction of a new four leg roundabout on Werrington Road.

Cardno's assessment of the proposal, when factoring in the proposed roundabout, shows significant reductions to the extent of poor intersection performance, with an initial three leg roundabout (i.e. without the proposed Road 11 fourth leg connection) providing a LoS of A and B during the AM and PM peak periods, respectively.

In the year 2029 under a three leg roundabout design with Stages 1 – 3 complete, AM and PM peak performances were shown to operate at a LoS of A and E respectively, with the PM peak intersection delay averaging 60.9 sections, generally consistent with the predicted year 2022 base scenario without any improvements.

At the completion of the whole development and operation of a four leg roundabout design, AM and PM intersection performances have been modelled to operate at an LoS of B and F during the AM and PM peak periods respectively. While it is acknowledged that the PM peak performance is predicted to be poor, with an average intersection delay of 115 seconds, this is a significant improvement comparative to the average 2037.2 second delay in the year 2029 without the proposed development and road upgrades.

Cardno conclude that the proposed upgrades will provide a significant improvement over the base scenario without any development or updates. It was also noted that once the Werrington Arterial Stage 2 is completed, the intersection performances in the locality will ultimately improve in line with the increased capacity of Werrington Road.

It is therefore considered that the proposal provides for a significantly improved traffic outcome for the locality. The modelled intersection performances are also likely to improve once the Werrington Arterial Stage 2 upgrades are undertaken.

4.9.2 Noise Impact Assessment

A comprehensive Noise Impact Assessment has been undertaken by SLR (**Appendix N**) to assess the potential impacts on the proposed residential lots from nearby noise sources, including the Great Western Highway and Western Rail Line.

Background noise monitoring was undertaken nearby external site boundaries to establish the existing background noise environment and to establish the project specific noise

trigger levels. These levels are outlined in more detailed in SLR's Noise Impact Assessment. The location of background noise monitoring undertaken is shown below in **Figure 37**.

An assessment of rail and traffic noise impacts was also undertaken, which demonstrated the following:

- rail noise impacts were generally limited to the northern area of the site and were predicted to result in noise levels around 59 dBA during the daytime and 57 dBA during the night time
- the nearest residential lots are over 450 m away from the Great Western Highway and would be generally shielded by future industrial land uses and result in noise levels less than 50 dBA during the daytime and less than 45 dBA during the night time.



Figure 37 Background Noise Monitoring Locations

To ensure future residential dwellings achieve compliance with the relevant amenity criterion, SLR have recommended several mitigation measures, including ensuring façade upgrades and mechanical ventilation are implemented in the detailed design of future built form on lots generally consistent with those identified below in **Figure 38**.

For these identified lots, a noise reduction in the order of approximately 19-22 dBA is required to be achieved through the implementation of the recommended mitigation measures. Such measures may include increased window glazing thickness and increased façade treatments with weighted noise reduction insulation.

SLR also commented that while physical industrial development is not proposed at this stage, future assessment and consideration of potential industrial noise impacts from the proposed industrial

employment lands should be assessed against the project specific noise trigger levels outlined in its Noise Impact Assessment to ensure that background noise environment is not adversely impacted.

SLR conclude that the assessed impacts from potential road and rail traffic noises are capable of being acoustically treated to ensure that the amenity levels of future residential properties achieve compliance with the relevant criteria outlined in the Department of Planning, Industry and Environment's policy *Development near Rail Corridors and Busy Roads*.

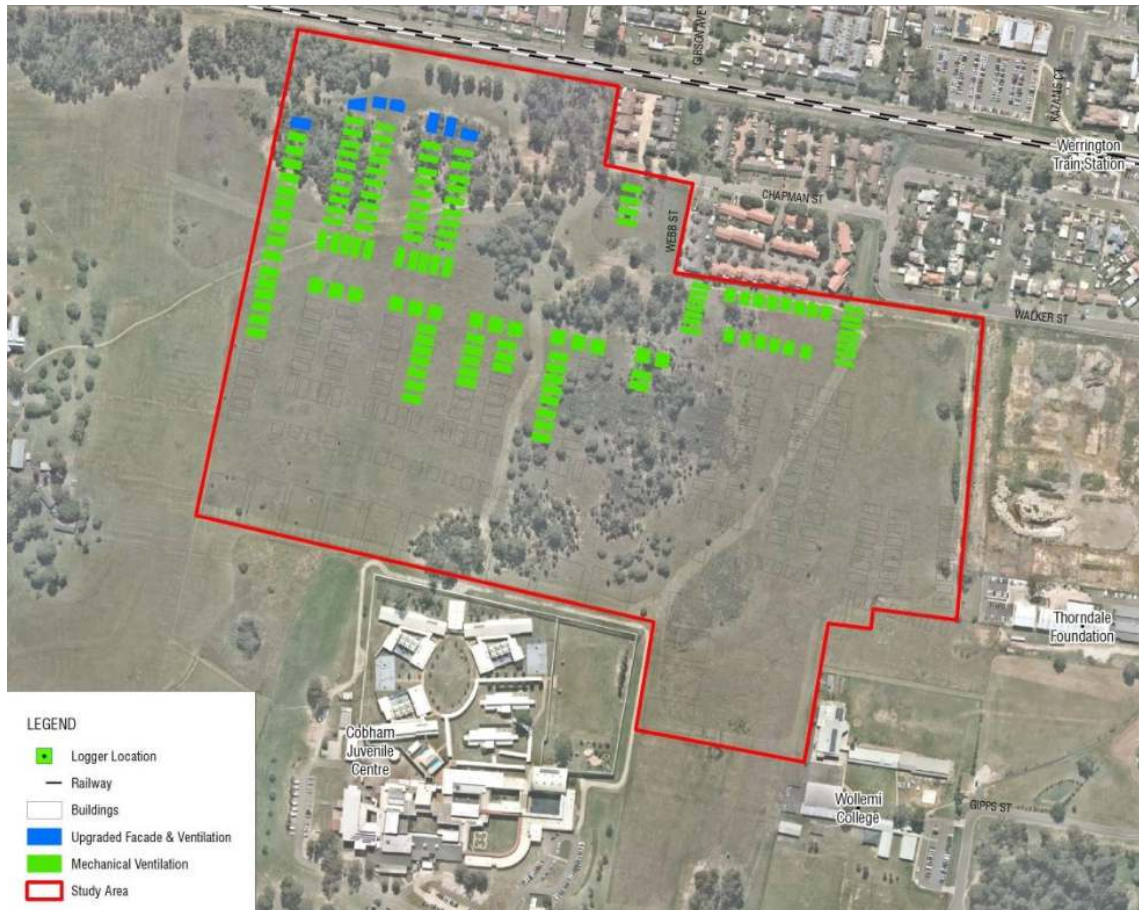


Figure 38 Location of Lots Requiring Façade Upgrades and Mechanical Ventilation

4.10 Suitability of the site

The site has been zoned for urban development under the PLEP 2010 and remains suitable for its intended purpose.

4.11 Submissions

The DA will be notified in accordance with the relevant DCP notification policy. Notification Plans are included as part of this DA package and are provided at **Appendix C**. The Applicant requests the opportunity to review and comment on any submissions received.



4.12 Public Interest

The subject site is located within the SWUV precinct in the Penrith LGA. The proposal is considered to be in the public interest for the following reasons:

- The proposal is generally consistent with the planning controls for the Penrith LGA.
- The proposal will provide for housing within a growing metropolitan city that are close to jobs and services, consistent with the Greater Sydney Commissions' '30 minutes cities' vision.
- The proposal responds to the sites opportunities and constraints and provide for a greater level of housing supply and diversity to accommodate the growing housing demands within the Sydney basin.
- The site is zoned for urban development purposes, and the proposal will fulfil this planned outcome.
- The proposal provides a coordinated approach to the site's urban renewal and delivery of infrastructure and services that will ultimately deliver a positive contribution to the character of this locality.
- The proposal will positively contribute to the delivery of future social, environmental and economic benefits for the locality.



5 Conclusion

This DA seeks approval for the staged residential and industrial subdivision of Lot 1 DP 1226122 and Lot 2 DP 1176624, including associated site preparation works, tree removal, bulk earthworks and civil works, and establishment and operation of an Exhibition Village.

The proposal has been assessed against the relevant requirements of the EP&A Act, PLEP 2010 and Council's DCP and is considered to be an acceptable development that is consistent with the desired character of the area for urban development.

As outlined above, the proposed non-compliances are minor in the context of the proposal, such that it is considered that the proposal meets the relevant objectives for the SWUV precinct contained in Council's DCP.

The proposal will provide certainty of the broader outcome for the site and SWUV precinct and will ensure the delivery of much needed infrastructure to support the continued development of the remaining areas of the precinct. Based on the information contained in this SEE, the proposal should be granted consent, subject to the appropriate conditions.



APPENDIX A: COST OF WORKS SUMMARY



APPENDIX B: CIVIL ENGINEERING AND INFRASTRUCTURE REPORT



APPENDIX C: SUBDIVISION PLANS



APPENDIX D: CIVIL WORKS PLANS



APPENDIX E: 7-PART TEST SIGNIFICANCE ASSESSMENT



APPENDIX F: FILL MANAGEMENT PROTOCOL



APPENDIX G: TRAFFIC IMPACT ASSESSMENT



APPENDIX H: LANDSCAPE AND EXHIBITION VILLAGE



APPENDIX I: BUSHFIRE ASSESSMENT REPORT



APPENDIX J: ZONING OVERLAY PLAN



APPENDIX K: PHASE 1 CONTAMINATION ASSESSMENT



APPENDIX L: PRELIMINARY PHASE 2 ENVIRONMENTAL ASSESSMENT



APPENDIX M: WASTE MANAGEMENT PLAN



APPENDIX N: NOISE IMPACT ASSESSMENT

