

# cityscapeplanning+projects

## STATEMENT OF ENVIRONMENTAL EFFECTS

### PROPOSED BOARDING HOUSE

30 DAY ST, COLYTON

DECEMBER 2017

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This report is provided to accompany a Development Application to be lodged on the subject land and is to be used for that purpose solely and for the client exclusively. No liability is extended for any other use or to any other party. Whilst the report is derived in part from our knowledge and expertise, it is based on the conditions prevailing at the time of the Report and upon the information provided by the client.

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## 1.0 INTRODUCTION

*Cityscape Planning + Projects* has been engaged to prepare a Statement of Environmental Effects (SEE) to accompany a Development Application (DA) to be submitted on the subject site. Detailed plans and a completed DA form have been provided separately.

The SEE describes the proposed development and subject site and undertakes an assessment of the proposal against the *EP&A Act 1979*, *SEPP (Affordable Rental Housing) 2009* as well as the aims, objectives and development provisions of Penrith LEP 2010 and its DCP.

It has been compiled, through on ground investigations, research, analysis and discussion with officers of Penrith City Council.

## 2.0 THE SUBJECT SITE

The subject site is a large rectangular shaped parcel located on the north eastern corner of Day St and Carpenter St. It is known as 30 Day St Colyton, but is comprised of several lots with the following real property description:

**Lots:** 139,151, 151A, 152, 152A, 153, 153A70

**DP:** 26030

The location of the site is shown at Figure 1 whilst the sites cadastral arrangements and an aerial photo of the site are shown at Figures 2-3.

FIGURE 1: LOCATION OF SITE

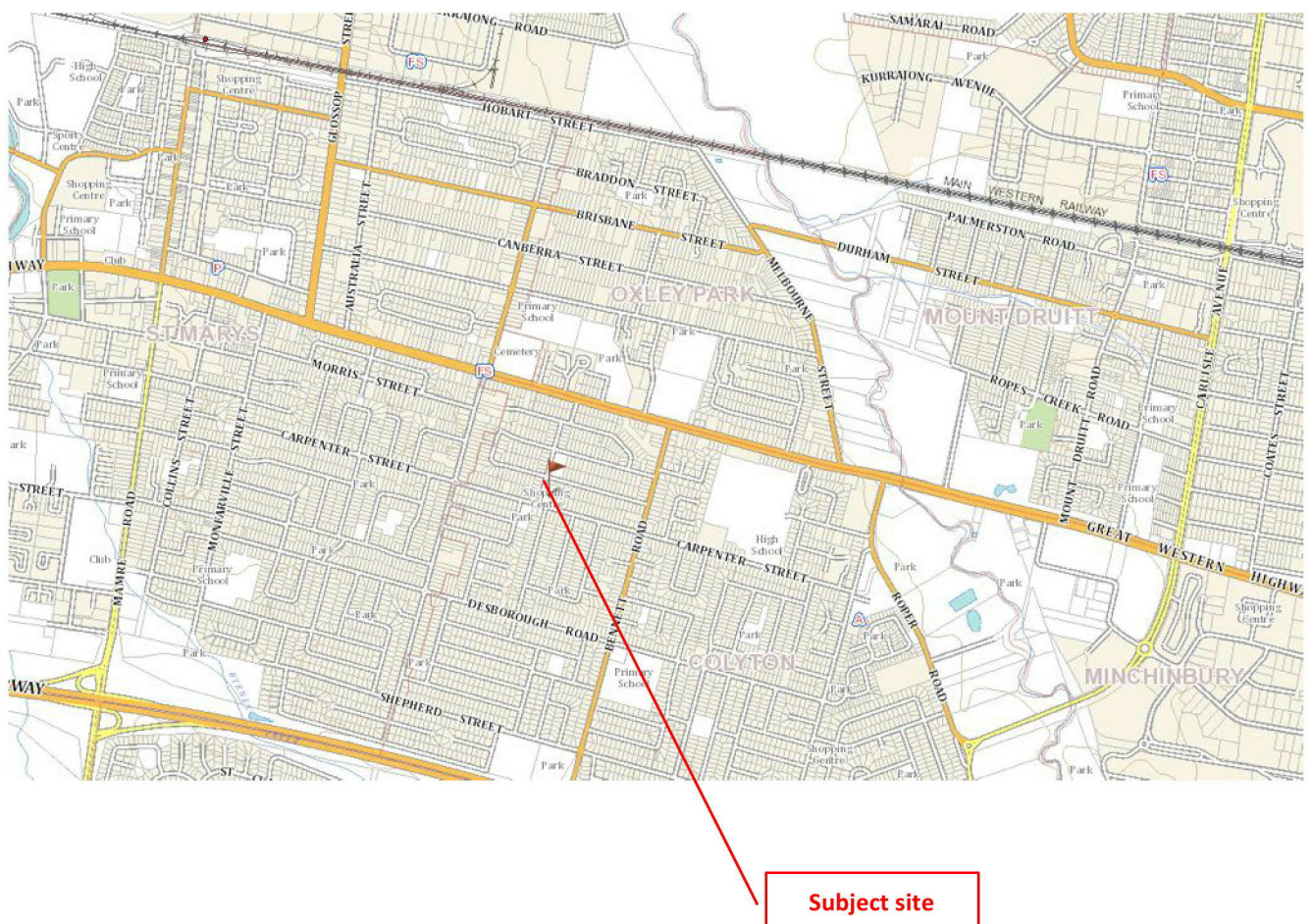


FIGURE 2: SITE CADASTRAL BOUNDARIES

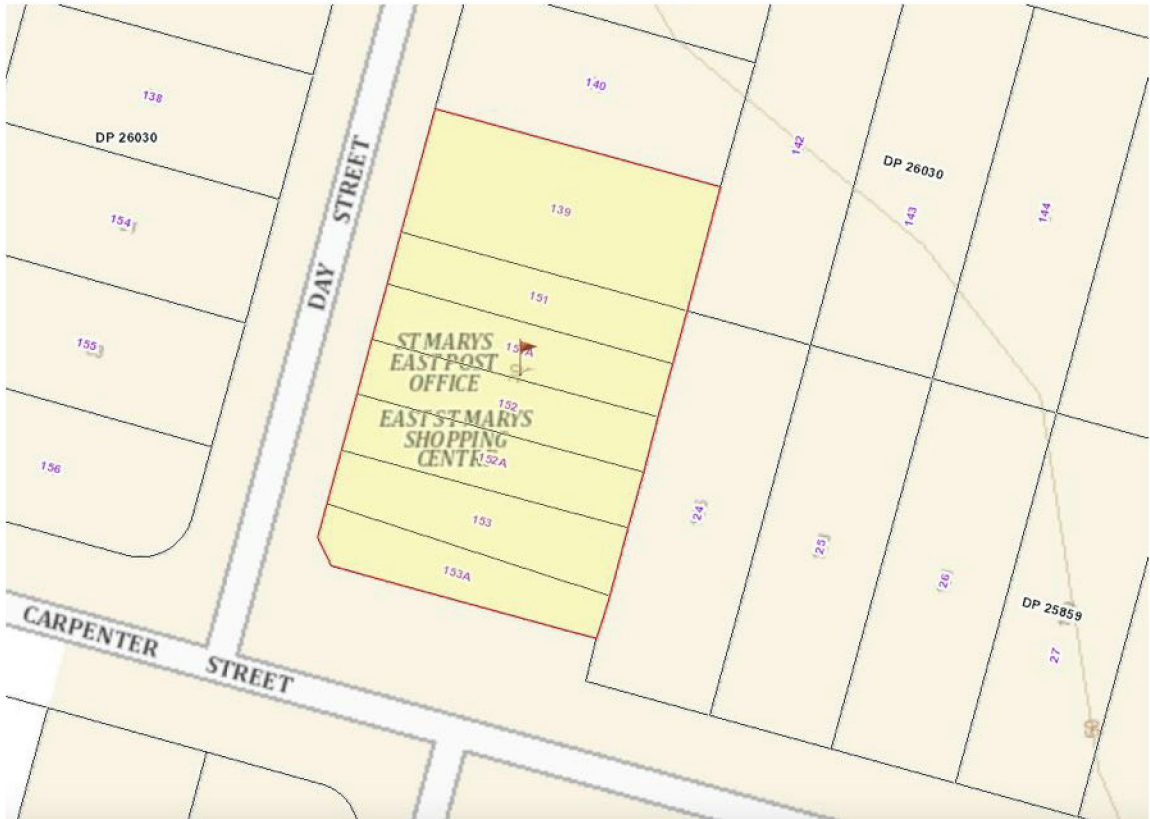


FIGURE 3: AERIAL PHOTO OF SITE



## **3.0 SITE ANALYSIS**

### **3.1 SITE DIMENSIONS**

The site is a large rectangular shaped parcel of land with a total area of area of 1943.7m<sup>2</sup>. It has a depth of 35m along its northern boundary and a frontage to Day St of 56m.

### **3.2 NATURAL ENVIRONMENT**

The site is located within an urban environment that has been highly modified over many decades of urban development. Therefore, neither the site nor the local environs accommodated any items of natural or ecological significance.

The site also sits in an area with limited undulations or topographic relief and is therefore very flat with limited grade. Spot levels are shown on the accompanying plans. Images of the site are provided at Figures 4-5.

### **3.3 BUILT ENVIRONMENT**

The site sits within a suburban environment that is characterised by a mix of low density residential development represented primarily as small to medium sized cottages.

It is also located in close proximity to two local parks located to the north and south of the site.

### **3.4 EXISTING DEVELOPMENT**

The site itself is represented as a neighbourhood business centre that provides a series of local convenience retail and commercial services across nine (9) different tenancies.

The rear of the site is vacant and utilised for informal parking and vehicle unloading.

The southern section of the site forms an open forecourt area to these hops with street furniture etc. This area actually forms parts of the road reserve to Carpenter St.

Images of the site are provided at Figures 4-7.

### **3.5 TRANSPORT AND CONNECTIVITY**

The site's location, forming part of a local neighbourhood centre, ensures that it enjoys excellent access to the local bus network with bus stops and services being provided directly adjacent to the site on Carpenter St.

These bus services provide good access to St Marys Railway station and the broader metropolitan rail network being located approximately 2km to the south-east of that station.

The site is also located only 400m south of the Great Western Highway, which provides further access to the regional road network and the local bus services.



FIGURE 4: CARPENTER ST RETAIL FRONTAGE



FIGURE 5: DAY ST RETAIL FRONTAGE

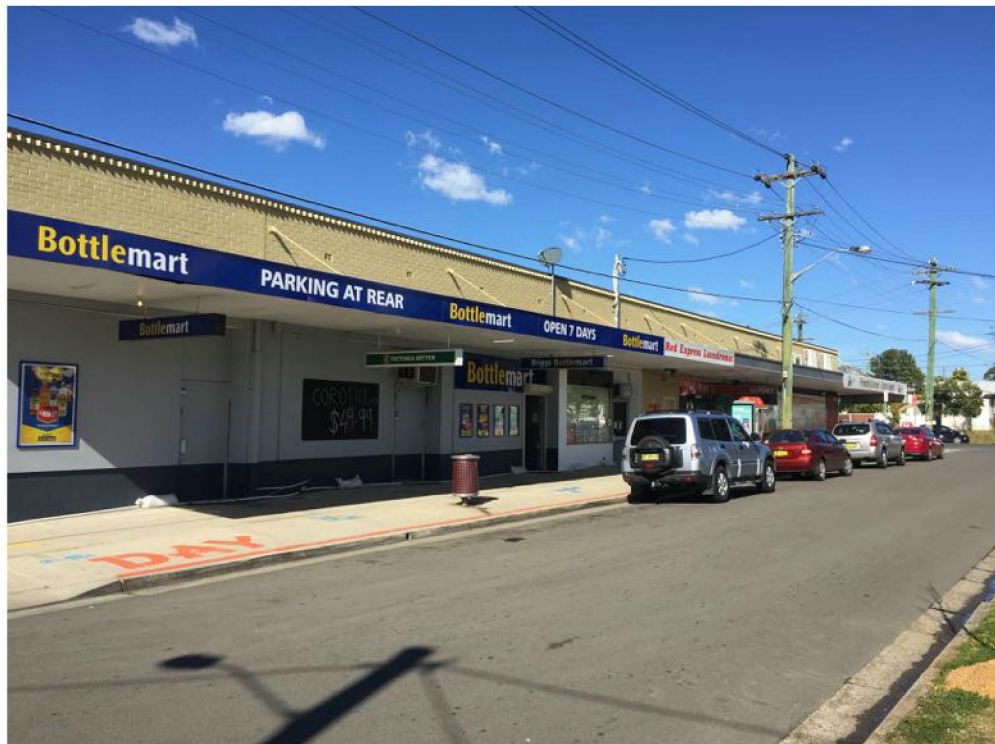


FIGURE 6: EXISTING VEHICULAR ACCESS



FIGURE 7: INFORMAL CAR PARK AT REAR



Accordingly, the area is considered to have excellent access to public transport services.

Day St and Carpenter St provide relatively wide and straight road corridors that afford excellent and safe vehicle access. An image of those corridors is provided at Figure 8-9

### **3.6 HAZARDS + NUISANCE**

The site is not identified as being bushfire prone or flood prone on the relevant Council maps.

The site is not exposed to any other known or likely hazard or nuisance.

FIGURE 8-9: ROAD CORRIDORS

Day St



Carpenter St



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## 4.0 DEVELOPMENT PROPOSAL

The development seeks council consent to the construction of twenty-four (24) new boarding rooms above the retail shops. Each boarding room provides their own bathroom and kitchens and a common lounge area and outdoor communal space is also provided on the first floor. Boarding Room #15 has been designated for occupancy by a manager/caretaker.

A new building entry is provided via Day St and a lift is also provided at this location and allows access to the upper floor.

Vehicle access will continue to be provided at the northern end of the site via Day St. This access point provides access to new at-grade parking at the rear of the site together with a basement area that provides additional parking for vehicles, motorbikes and bicycles.

Residential and commercial waste rooms are also provided at the ground floor area to the rear of the site, whilst new retail storage areas are also provided in the basement.

The existing neighbourhood shops will remain in place and trading during the construction and post development stages.

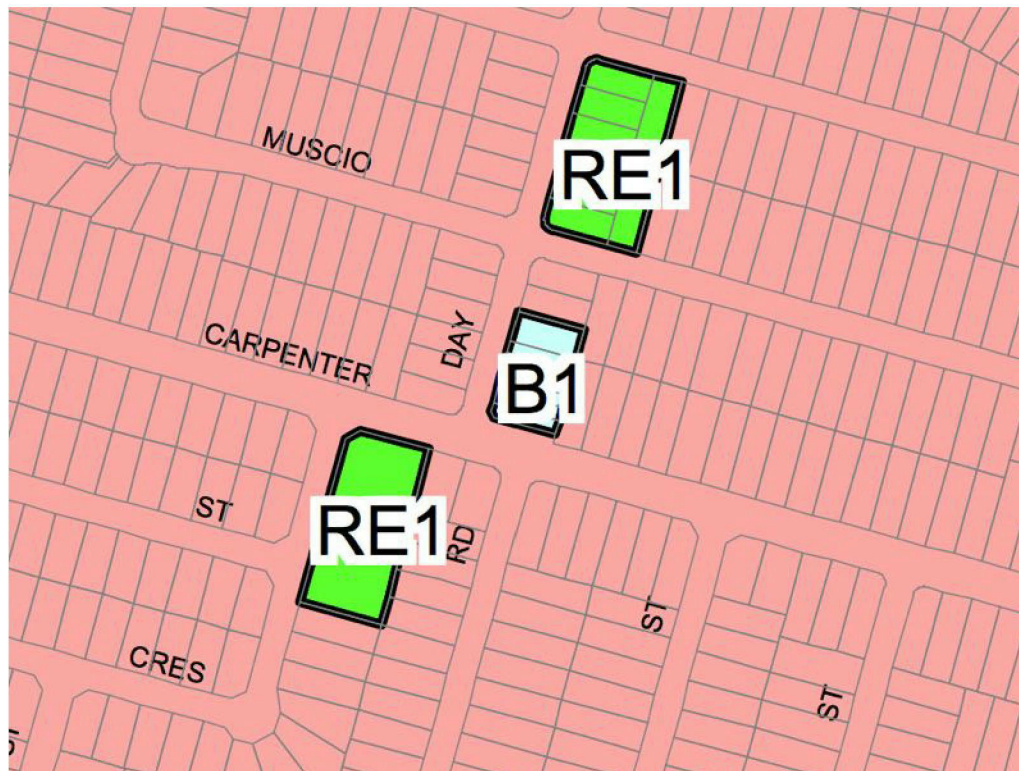
The development also proposes a refurbishment to the existing shopfronts and the awning.

## 5.0 STATUTORY SITUATION

### 5.1 PERMISSIBILITY IN ZONE

The site is zoned **B1 neighbourhood Centre** pursuant to Penrith LEP 2010. An extract of the relevant zoning plan is provided at Figure 10.

FIG 10: EXTRACT OF ZONING PLAN



The land use table to this zone identifies Boarding house as a permissible use in the zone. The dictionary to the LEP provides the following definition of a boarding house:

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*boarding house* means a building that:

- (a) is wholly or partly let in lodgings, and
- (b) provides lodgers with a principal place of residence for 3 months or more, and
- (c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and
- (d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers, but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

This definition is entirely consistent with that development identified at Section 4.0 of this report. Accordingly, it can be determined that the development is a permissible land uses in the zone.

## 5.2 SEPP (AFFORDABLE RENTAL HOUSING) 2009

This policy aims to facilitate the delivery of new affordable housing by providing incentives by way of expanded zoning permissibility and non-discretionary development standards etc.

Part 2 Division 3, clauses 26-27 of the SEPP identify the proposed development as being with a suitable zone and as such the SEPP applies to the subject site and its proposed development.

Clause 8-29 of the SEPP provides further development standards. An assessment of the development against these standards is provided in the following section of this report.

The site is also identified as being in an accessible area as defined by clause 4 of the SEPP. The relevant definition of an accessible area is provided below:

#### 4 Interpretation—general

##### (1) In this Policy:

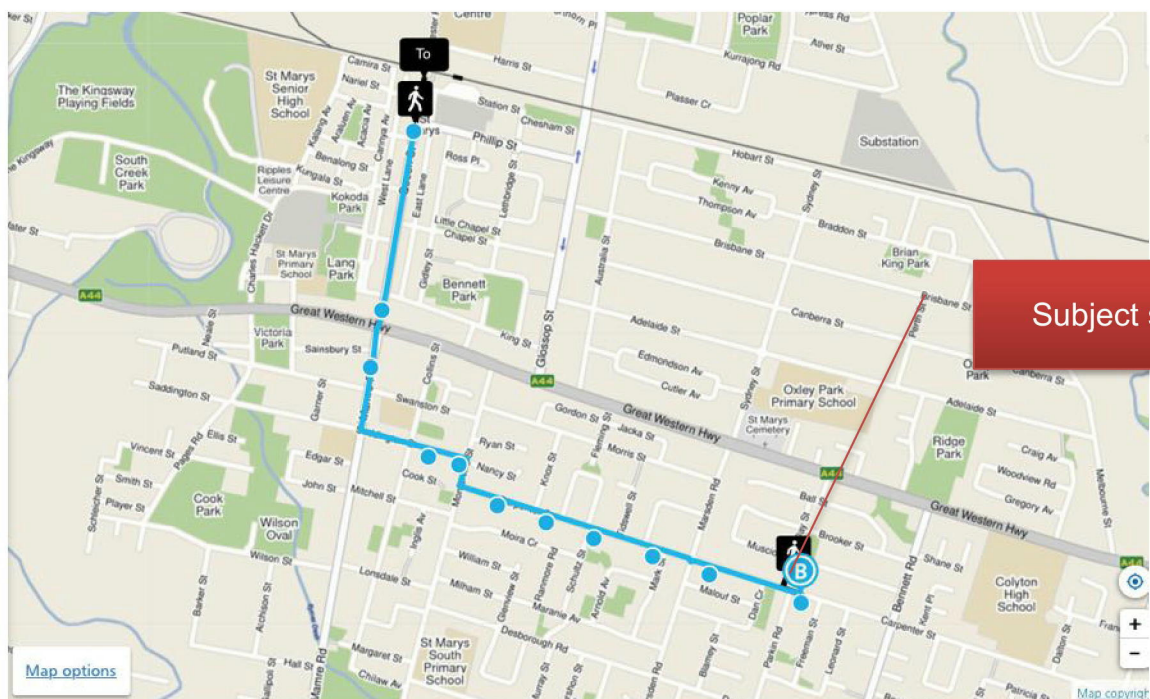
*accessible area means land that is within:*

**(c) 400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.**

The site is located a 100m or a 1 minute walk from a bus stop located on Carpenter St. This bus stop is served by several routes and demonstrated by the bus route and timetable information provided at Figure 11 and at Annexure A.

The timetable shows the site enjoys hourly access to bus services across the identified times of both weekday and weekend periods.

FIG 11: PROXIMITY TO BUS STOP AND BUS ROUTE



Source: Transport  
NSW  
website



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## **6.0 PLANNING ASSESSMENT**

### **6.1 THE PROVISIONS OF ANY ENVIRONMENTAL PLANNING INSTRUMENT**

#### **6.1.1 SREP 20 – HAWKESBURY NEPEAN RIVER**

*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 development seeks to manage all waste waters in a suitable manner and is therefore is not in conflict with this objective.

It is considered that any other risks relating to the protection of the Hawkesbury-Nepean River system would be considered and addressed through the implementation of any conditions of consent relating to the production process, and erosion and sediment control, and stormwater runoff mitigation.

#### **6.1.2 SEPP 55 - REMEDIATION OF LAND**

The object of this Policy is to provide for a State wide planning approach to the remediation of contaminated land. In particular, this Policy aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment:

- (a) by specifying when consent is required, and when it is not required, for a remediation work, and
- (b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and
- (c) by requiring that a remediation work meet certain standards and notification requirements

The site has been used for retail purposes for many decades and has no history of use that would raise any potential for contamination.

### **6.1.3 BASIX 2004 – BASIX**

BASIX seeks to ensure that new residential dwelling design meets the NSW Government's targets of up to 40% reduction in water consumption and a 35% reduction in greenhouse gas emissions, compared with the average home. The aim of this Policy is to ensure consistency in the implementation of the BASIX scheme throughout the State.

A holistic approach to building sustainability has underpinned the design of the development. As such a range of measures outlined in the accompanying BASIX report reveal that the development will achieve the required water and energy reduction of 40% targets.

## 6.1.4 PENRITH LEP 2010

### ***PART 2 PERMITTED OR PROHIBITED DEVELOPMENT***

#### ***2.3 ZONE OBJECTIVES AND LAND USE TABLE***

##### ***Zone B1 Neighbourhood Centre***

###### ***1 Objectives of zone***

- ***To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.***
- ***To provide retail facilities for the local community commensurate with the centre's role in the local and regional retail hierarchy.***
- ***To create opportunities to improve the public domain and encourage the integration of centres with public transport and pedestrian networks.***
- ***To ensure that development reflects the desired future character and dwelling densities of the area.***

###### **COMMENT:**

The development will maintain the continued provision of all the existing local retail and commercial services as part of the development.

It will also integrate new residential uses with the existing retail land uses and the local transport network. This will only serve to strengthen the role and viability of the existing retail and transport services.

The development is also of a two-storey scale which is consistent with the height controls of the existing and desired residential development in the local area.

## PART 4 PRINCIPAL DEVELOPMENT STANDARDS

### 4.3 Height of buildings


(2) *The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.*

An extract of the LEP map is provided at Figure 10 and demonstrates that the LEP provides a maximum building height of 8.5m.

The development sits beneath the maximum height line as demonstrated on the accompanying elevations and complies with the relevant development standard.

FIG 12: EXTRACT OF BUILDING HEIGHT MAP

Height of Buildings Map -  
Sheet HOB\_013

Maximum Building Height (m)	
A	0
C	5
I	8.5
J	9
K	10
M1	12
M2	12.5
O	15
P	18
Q1	19
Q2	20
R	21
S	24
T	27
U	32
Z	56
AB	80
	Refer to Clause 7.16, 8.2 & 8.4



#### 4.4 Floor space ratio

**(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.**

The LEP does not provide a FSR control for the subject site.

Nevertheless, the development provides a FSR of 0.96:1 which is considered to represent an appropriate quantum of GFA for the site and ensures that buildings are compatible with the bulk and scale of the existing and desired future character of the locality.

### PART 7 ADDITIONAL LOCAL PROVISIONS

PROVISION	COMMENT
7.1 Earthworks	Substantive earthworks are required to provide the basement parking. The proposal will not have a detrimental effect on neighbouring property or the environment as this is appropriately setback and contained from the property boundaries. Further, appropriate measures will be put in place to avoid, minimise or mitigate any impacts that may arise during the construction process.
7.2 Flood planning	The site is not affected by the 1 in 100 year mainstream flood level.
7.4 Sustainable development	The proposal has given consideration to the sustainable development principles referred to in this clause. A BASIX Assessment Report and a sustainable stormwater management strategy accompanies the application.
7.6 Salinity	The proposal is unlikely to have an impact on the salinity processes or salinity likely to impact the development. There is no known salinity on the site.
7.7 Servicing	The proposal will retain all the servicing that occurs on the site and connection to water,

sewer and electricity. Upgrades may be required to accommodate the use and this will be confirmed with the relevant agencies prior to construction.

Existing infrastructure within the area is considered sufficient to service the proposal in addition to contributions payable for local open space and district facilities.

#### **6.1.4 SEPP (AFFORDABLE RENTAL HOUSING) 2009**

##### ***Part 2 New Affordable Housing***

##### ***Division 3 Boarding houses***

##### ***26 Land to which Division applies***

***This Division applies to land within any of the following land use zones or within a land use zone that is equivalent to any of those zones:***

- (a) Zone R1 General Residential,***
- (b) Zone R2 Low Density Residential,***
- (c) Zone R3 Medium Density Residential,***
- (d) Zone R4 High Density Residential,***
- (e) Zone B1 Neighbourhood Centre,***
- (f) Zone B2 Local Centre,***
- (g) Zone B4 Mixed Use.***

The subject site is zoned B1 Neighbourhood Centre and therefore the division applies to the subject site.

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### **29 Standards that cannot be used to refuse consent**

Compliance with the development relevant development standards is identified at Table 1.

***(3) A boarding house may have private kitchen or bathroom facilities in each boarding room but is not required to have those facilities in any boarding room.***

The development does seek to provide a private kitchen and bathroom in each boarding room.

***(4) A consent authority may consent to development to which this Division applies whether or not the development complies with the standards set out in subclause (1) or (2).***

Compliance with all requirements is demonstrated at Table 1 over page.

### **30 Standards for boarding houses**

Compliance with all requirements is demonstrated at Table 1 over page.

**TABLE 1: KEY NUMERIC DEVELOPMENT STANDARDS COMPLIANCE**

DEVELOPMENT STANDARD	REQUIRED	PROVIDED
CLAUSE 29		
FSR	No FSR requirement under LEP 2010	0.96:1
Building height	Maximum 8.5m	8.5m
Landscaped area	Front setback is compatible with streetscape	<p>The development forms part of neighbourhood retail facility which, most appropriately, provides an active street frontage with 0m setback to both Day and Carpenter St.</p> <p>The proposed upper floor area therefore maintains these prevailing setbacks and is therefore considered to be consistent with the existing streetscape and landscape character.</p>
Solar access	Communal room receives at least 3 hours direct sunlight between 9AM and 3PM in mid winter	<p>The Communal room is provided with a window and sliding door in the eastern elevation, which shall received unrestricted access to sunlight over the morning periods.</p> <p>This room also benefits from a west facing clearstory window in the western elevation which will provide access to sunlight during the entire afternoon period.</p> <p>Finally, the communal lounge area is co-located with a communal open space that is provided with a direct northern aspect which</p>



		affords excellent solar access throughout the day even during mid winter periods.
Private Open Space for lodgers	One area of at least 20m <sup>2</sup> and minimum dimension of 3m available	The development provides a communal open space of 24m <sup>2</sup> and this area has a minimum dimension of 5.8m
Private Open Space for manager	One area of at least 8m <sup>2</sup> and minimum dimension of 2.5m available	Room #15 has been designated as the managers residence. This room enjoys access to a 12m <sup>2</sup> balcony. That has a 2.5m depth.
Parking	In accessible area 0.2 spaces per boarding room  In non-accessible area 0.4 spaces per boarding room  Not more than 1 parking space for resident employee	24 boarding rooms generate demand for 4.8 spaces. The development provides a total of 5 spaces in the basement for the boarding rooms.  Not relevant as site is in an accessible area  One of the 5 spaces can be dedicated for the on-site manager.
CLAUSE 30		
Communal living room	Must be provided if more than 5 rooms.	Communal lounge provided centrally to the development.
GFA of boarding room	Maximum of 25m <sup>2</sup>	Rooms range in size from 22m <sup>2</sup> -25m <sup>2</sup>
Number of lodgers per room	Maximum of 2	24 x Single bed rooms only
bathroom and kitchen	Adequate facilities available for each lodger	Each boarding room provide private bathroom and kitchen
On site managers boarding room	Required if 20 or more lodgers	Allocated at room #15.
Street frontage in commercial zone	No part of the ground floor of the boarding house that	Only a pedestrian entry is provided at the Day St frontage. In any event Penrith LEP

	fronts a street will be used for residential purposes unless another environmental planning instrument permits such a use,	2010 allows for such land use outcomes as part of 'shop top housing.
Bicycle and motorcycle parking	1 each per 5 boarding rooms.	5 x Motorcycle and 5 x Bicycle spaces provided in basement.

### 30A Character of local area

***A consent authority must not consent to development to which this Division applies unless it has taken into consideration whether the design of the development is compatible with the character of the local area.***

The character of the area is represented as a suburban environment providing small to medium sized cottages on large blocks with generous front and rear garden curtilages.

However, the subject site itself is a local neighbourhood centre that provides local retail and business services to its adjacent community. As such the character of the existing built form on site differs significantly from that of adjacent residential development.

Nevertheless, the proposed development seeks to maintain the existing spatial arrangements of the site including zero setbacks with active street frontages to both Day and Carpenter St, with vehicle access and parking provided to the rear of the site in areas screened from the public domain.

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The development also continues to maintain the pedestrian awning to both street frontage to afford excellent pedestrian amenity. Similarly, the development also maintains the widened footpath, planter boxes and street furniture at the Carpenter St frontage.

The retention of these features clearly assists maintaining the character of the site and the local area.

The most significant change to the built form is obviously the introduction of a second floor to the development. However, the local area already provides numerous dwellings with a two-storey scale and as such the introduction of this element on site does not cause any incompatibility with the character of the local area. Indeed, the additional floor provides a greater scale to the neighbourhood centre, which only serves to strengthen its visual presence and reinforce its important role as a key node and place for the local community. In this regard, the second storey actually maintains and promotes the character and role of the site.

The development also incorporates numerous design elements that ensure that the new second storey sits comfortably within the streetscape. These include:

- Balconies and windows overlooking public domain areas
- Legible, primary pedestrian entry from the street
- Well articulated facades and balanced use of recessed and protruding built elements that provide varying shadow and light across the elevation
- Strong corner feature
- Flat roof form to reduce the height, scale and bulk of new floor space

- 
- Use of diverse palette of external materials and finishes including louvers, glass bricks, glazing, sun shade structures etc

Therefore the development is considered to provide a built form that is compatible with the established local character of the area.

## 6.2 THE PROVISIONS OF ANY DRAFT PLANNING INSTRUMENT

There are no known draft planning instruments relevant to the site or its proposed development.

## 6.3 THE PROVISION OF ANY DEVELOPMENT CONTROL PLAN

### PENRITH DCP 2014

An assessment against the relevant sections of the DCP is provided at Table 2 below:

**TABLE 2: ASSESSMENT AGAINST DCP – PART C**

#### **C1: SITE PLANNING AND DESIGN PRINCIPLES**

A Site Analysis Plan accompanies the application at Section 3 of this report.

The design concept was discussed with Council at Council's pre-lodgement

meeting and identified issues have been addressed in the final DA plans submitted.

The proposal has also been designed having regard to Crime Prevention Through Environmental Design (CPTED) principles

### **1. Natural Surveillance**

- The development has been designed to ensure that the development provides passive surveillance of the adjacent street by providing windows and balconies that overlook both Day and Carpenter Streets.
- The development also maintains existing shop front tenancies at the ground level.
- Street lighting provides additional security and safety for users of the site at evening periods.
- Lighting of the rear car park will be required to provide safety to users of this area at evening periods.

### **2. Access Control**

- A new pedestrian entry is provided via Day St whilst a second entry is provided at the rear of the site in the south-eastern corner.
- The Day St entry is co-located with shop front entries and therefore provides a secure and safe environment, whilst the rear access is collocated and overlooked by the communal open spaces, which also provides natural surveillance.
- These pedestrian entries do not provide blind spots and allow for clear sight lines from the street and to the street and from the car park and to the car park respectively.
- The lift access is co-located with the building entry to ensure secure access.
- Entry to the basement area can be managed by a boom gate or similar control/

- All entries will have secure doors and access controls measures that will afford security to the site and its occupants
- The on site manager will also actively manage security of the premises as part of the standard operation procedures.

### **3. Territorial Reinforcement**

- The boarding rooms location on an upper floor creates a substantial physical separation from the street and public domain that reinforces the private/public space delineation and affords safety to the occupants.
- Ground level parking will be accessible to retail customers and their presence will activate this area and afford security.
- Access to basement areas will controlled by a boom gates and secure access

### **4. Space Management**

- The entire building will be actively managed by the both boarding room manager staff and strata management (shops) to ensure that adequate maintenance of the building occurs including graffiti removal.

## **C2: VEGETATION MANAGEMENT**

The site does not accommodate any trees or significant vegetation.

## **C3. WATER MANAGEMENT**

The site is not exposed to any flood hazard, or overland flow and is not located in proximity to any natural watercourse or riparian area.

A stormwater management plan has been prepared and this provides satisfactory outcomes for the management of both stormwater quality and volumes generated

by the development.

#### **C4 LAND MANAGEMENT**

Standard construction measures shall be implemented to ensure the site is protected from erosion and sedimentation during that stage of development.

An erosion and sedimentation control plan is provided as part of the development application.

The site presents no current or historical use that presents potential for contamination.

#### **C5.WASTE MANAGEMENT**

The development provides domestic and commercial waste storage rooms close to the street frontage. Further and improved commercial waste room is provided at ground level in the car park area.

he development application is also accompanied by a waste management plan.

#### **C6. LANDSCAPE DESIGN**

No significant opportunities for soft landscaping are provided, how a small landscaped strip is provided on the eastern boundary of the site.

#### **C7. CULTURE AND HERITAGE**

The site is not a heritage item nor does it adjoin or be site in close proximity to any heritage item or conservation area.

## C10. TRANSPORT ACCESS AND PARKING

The site achieves the relevant SEPP accessibility criteria as demonstrated at previous sections of the report.

The development provides for just 5 x car parking spaces for the new residential component and is therefore not expected to generate significant additional traffic volumes. Further, the existing road network operates satisfactorily and as such the proposed development is not expected to adversely impact upon the continued safe and efficient operation of that network.

Parking rates are required as follows pursuant to the DCP and SEPP:

Land use	Rate	Number/GFA	Spaces required
Boarding rooms	0.2	24 rooms	4.8
Retail	1/30m <sup>2</sup>	768m <sup>2</sup>	25.6
<b>TOTAL:</b>			<b>30.4</b>

The development provides a total of 31 parking spaces and therefore complies with the relevant controls.

Additional parking for bicycles and motorbikes is also provided in the basement.

Access to the parking is provided via a driveway located on the northern site boundary and this in turn provides access to the retail customer parking spaces which are located at-grade at the rear of the site.



A ramp then provides vehicle access to the basement where additional parking is provided for residents and staff of the retail spaces.

A detailed traffic and vehicle access assessment accompanies the DA inclusive of swept paths analysis and concludes the development incorporates suitable and appropriate vehicle access, internal circulation and servicing arrangements.

The development therefore provides a significantly improved parking outcome for the site as there is currently no formalised parking provided on site and as such the development now provides substantial new parking for retail customers, staff and boarding room residents.

## C12. NOISE AND VIBRATION

The accompanying Acoustic assessment report addresses the DCP and other relevant noise criteria and concludes the development will comply with all requirements.

Therefore the development is not expected to cause any adverse amenity impacts upon adjoining development and similarly future residents of the development will also enjoy a suitable noise amenity.

## C13. INFRASTRUCTURE AND SERVICES

The site is located in an established urban area and as such enjoys access to full suite of urban infrastructure and services including, water, energy utilities, telecommunication.

Penrith DCP 2014 does not provide specific DCP controls for boarding houses, and in any event many of the DCP's residential controls are superseded by the SEPP requirements. Nevertheless, for the purposes of completeness, an assessment against the key DCP controls for multi-unit housing is provided at Table 3.

**TABLE 3: ASSESSMENT AGAINST DCP – PART D2.4**

<b>D2.4 RESIDENTIAL DEVELOPMENT - MULTI DWELLING HOUSING</b>		
<b>Control</b>	<b>Required</b>	<b>Proposed</b>
2.4.5 Front and Rear setbacks	Rear Setback: <ul style="list-style-type: none"> <li>• 4m Single storey</li> <li>• 6m Two storey</li> </ul>	<ul style="list-style-type: none"> <li>• 9m to northern boundary</li> <li>• 0m setback to southern and western boundaries which matches the existing ground floor street setback at that location 6m</li> </ul>
	Front Setback: Average of adjacent two lots or 5.5m	Not relevant given the neighbourhood centre context of the site. This was also addressed as part of SEPP assessment.
2.4.19 Visual and Acoustic Privacy	For adjacent dwellings: at least 3m between any facing windows.	The development provides a 0m setback to the east which matches the ground floor setback. However, no fully transparent windows are provided in this eastern elevation of the upper floor. Rather, glass brick, high sill windows are provided and therefore there is no opportunity for direct overlooking and loss of privacy to the adjacent dwelling.  A single window is provided in the

		<p>northern elevation of the boarding room at this location and the balcony of this room is set back behind the respective boarding room.</p> <p>This design response ensures no direct overlooking or privacy loss cause to the adjacent dwelling to the east.</p> <p>The boarding rooms provided at the northern extent of the site are set back 9m from that adjacent residential boundary and windows to these rooms are provided as glass brick, high-sill type, which ensures no direct overlooking is caused to the adjacent dwelling to the north.</p> <p>The balconies of these boarding rooms are orientated to the west and east respectively and therefore also assist in limited overlooking is caused to the adjacent dwelling and its private opens spaces.</p>
<p>2.4.21 Access and Adaptability</p>	<p>Demonstrate that planning does not prevent access by people with disabilities</p>	<p>The development provides 2 x accessible units (#12 and #16).</p> <p>A report that demonstrates accessibility throughout the entire development also accompanies the development application.</p>

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## 6.4 LIKELY IMPACTS OF THE DEVELOPMENT

### 6.4.1 IMPACT ON NATURAL ENVIRONMENT

The subject site forms part of an established suburban area and as such has experienced significant site works as part of previous development over many decades. Accordingly, it accommodates no natural or ecological features of any significance.

Some small trees and shrubs currently located on the northern boundary will be removed by the development. However, these trees provide no ecological or aesthetic values.

Sustainability has been a fundamental objective of the entire design process and as such a raft of energy and water efficiency measures have been integrated into the development proposal.

The development will achieve all BASIX targets.

This demonstrates that the development will present an ecological footprint of a far lesser scale than standard housing developments previously being provided within the LGA.

Further, the stormwater management plan ensures no adverse impact is caused to local or broader water quality.

Accordingly, the development can be considered to have no adverse impact upon the natural environment.

## 6.4.2 IMPACT ON BUILT ENVIRONMENT

The subject site currently represents an important neighbourhood location for the surrounding suburb.

The development proposal represents an important urban renewal of this area that will serve only to strengthen its neighbourhood role for the local community.

The built form itself provides site planning, massing and building articulation that responds well to the site neighbourhood centre role.

The scale of the development together with design will ensure that an active street frontage is provided and this provides both continued (ground floor) and new (upper floor) passive surveillance opportunities to the important public domain areas.

Shadow diagrams demonstrate that the development causes limited new shadows over adjacent dwellings and their private open spaces and as such does not cause significantly adverse amenity impacts to adjacent development.

The development will attract only very limited additional traffic and the local traffic environment currently operates efficiently and therefore is considered to have sufficient spare capacity to accommodate any increased vehicle volumes.

On site parking for retail customers and staff is improved by the development through formalisation of on site parking at the rear of the site and the provision of a new basement car park.

It is considered that the proposed use will therefore have no adverse impact upon the local built environment and indeed being an urban renewal project has the potential to significantly improve the built environment of the precinct.

### 6.4.3 ECONOMIC IMPACT

The proposal is considered to have only positive impacts on the local economy and viability of the neighbourhood centre through the creation of additional on site customers that will also improved safety of the centre through passive surveillance.

The development will also create new local employment opportunities during the construction stage of the development.

### 6.4.4 SOCIAL IMPACT

Councils pre-lodgement process raised several social impact issues that were requested to be addressed. These are identified below together with an assessment of each matter:

- ***The transient nature of boarding house tenants, and the catchment from which tenants are likely;***

The issue of concerns raised by Council misinterprets the role this housing type seeks to provide within the local community, by wrongly assuming that its tenants will be transient in nature.

In this regard a review of Australian Bureau of Statistics Census Data – Household composition reveals that the local community already hosts a total of 516 (18.9%) single person households. However, the local dwelling type provision sees only 70 (2.5%) of all dwellings in the suburb providing for 1-bedroom or bed-sitter type dwellings. This data is demonstrated at Tables 4 and 5.

**Table 4: Colyton Household Composition**

Household composition	Colyton	%	New South Wales	%	Australia	%
Family households	2,114	77.6	1,874,524	72.0	5,907,625	71.3
Single (or lone) person households	516	18.9	620,778	23.8	2,023,542	24.4
Group households	95	3.5	109,004	4.2	354,917	4.3

**Table 5: Colyton Household Number of Bedrooms**

Number of bedrooms <i>Occupied private dwellings</i>	Colyton	%	New South Wales	%	Australia	%
None (includes bedsitters)	12	0.4	17,157	0.7	39,769	0.5
1 bedroom	58	2.1	157,194	6.0	411,252	5.0
2 bedrooms	195	7.2	577,675	22.2	1,562,759	18.9
3 bedrooms	1,672	61.5	970,001	37.2	3,403,190	41.1
4 or more bedrooms	707	26.0	816,405	31.3	2,670,758	32.2
Number of bedrooms not stated	73	2.7	65,888	2.5	198,351	2.4
Average number of bedrooms per dwelling	3.2	--	3	--	3.1	--
Average number of people per household	2.9	--	2.6	--	2.6	--

Source: ABS 2016 Census

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Accordingly, There is clearly a mismatch in the current provision of housing options for what is already a diverse local community. The development seeks to rectify this imbalance by providing new diverse housing opportunities for those existing lone person households who may well be long term residents, students or even essential workers such as police, nurses.

- ***Crime Prevention Through Environmental Design (CPTED) to ensure the safety of the tenants, their visitors and wider community, including access to any carpark and building;***

This matter has been addressed in preceding sections of this report as part of the assessment against the respective section of the Council DCP.

This assessment revealed that the development achieves the relevant DCP objectives for CPTED and as such the development causes no threat to safety to existing or future residents of the local community.

Indeed the presence of an on-site population that will provide passive surveillance of public domain areas of an important neighbourhood facility provide positive CPTED outcomes and as such has the potential to make the community safer.

- ***The social impact of developing affordable housing (for lower income tenants) above a bottle shop, and in close proximity to other bottle-shops in the area;***

Again the concern stated by Council in the pre-lodgement advice assumes that the development will attract



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disadvantaged and transient populations to the local area rather than simply providing new diverse household option for existing diverse community members.

It is also important to note that the existing bottle shop is a lawful use that operates comfortably within the local community without any adverse social impact. This is demonstrated by an analysis of NSW Bureau of Crime Statistics Research (BOSCAR), which shows that Colyton currently experiences relatively low levels of incidents of (non-domestic) assault when compared to other areas in the local government area. Domestic assault figures are not referenced in this report or analysis, as they are, by definition, not relevant to single person households proposed by the subject development. A crime 'hot-spot' map is provided at Figure 13 to demonstrate the low level of assaults that occur in the local area.

Further, the BOSCAR data allows for analysis of alcohol related crime and this data reveals that the Colyton are has a lower rate of Offenders of Alcohol Related Assault than other neighbouring areas. Indeed, it provides rates that are consistent with the broader Sydney metropolitan area. See Figure 14.

Figures 15-16 provides further data analysis that demonstrates that Colyton does not experience high levels of alcohol related crime.

Accordingly, there is no legitimate grounds for concern with the co-location of a boarding houses and liquor shop on site.

FIG 13: CRIME HOT SPOT MAP - BOSCAR

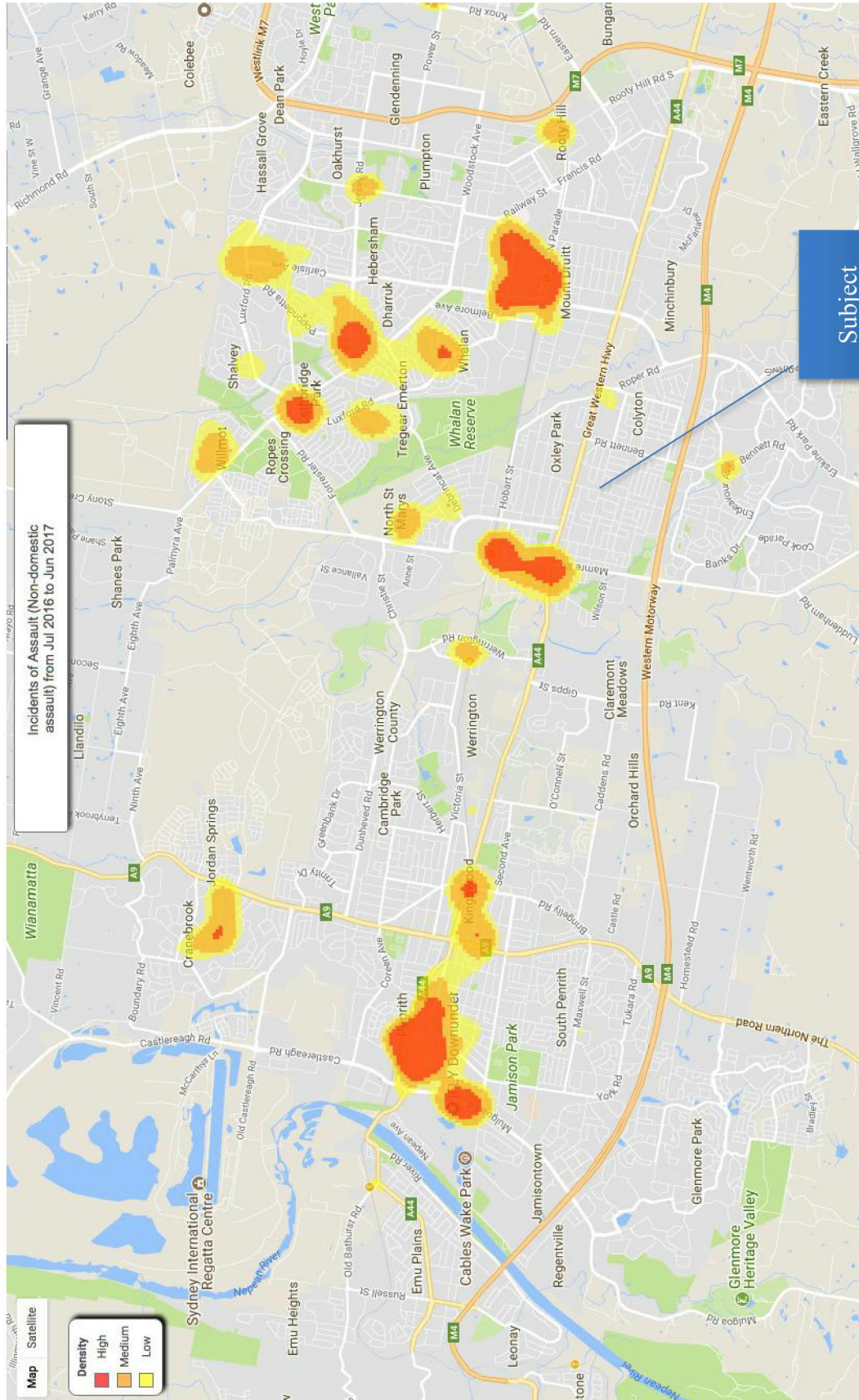
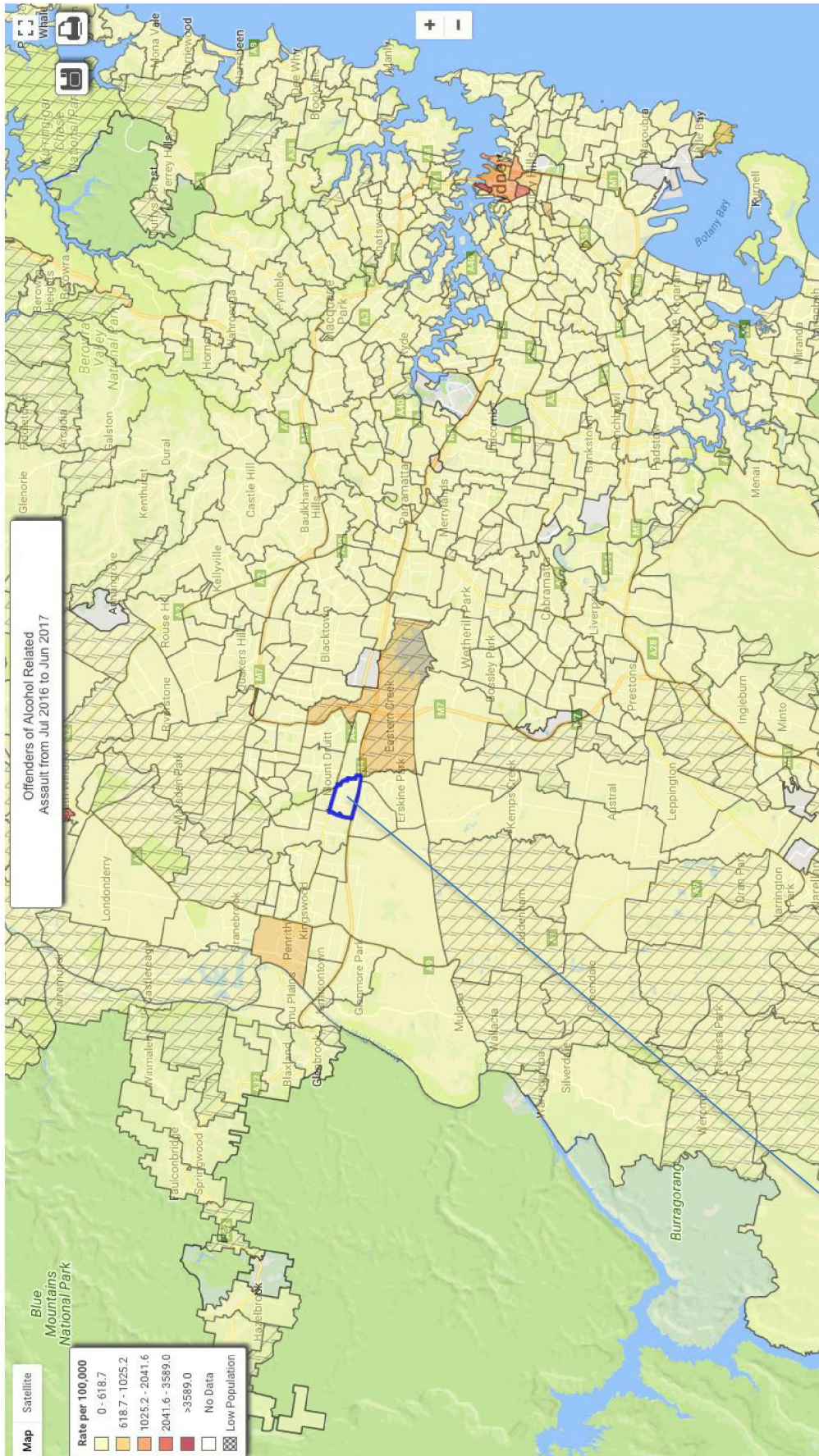


FIG 14: ALCOHOL RELATED ASSAULT

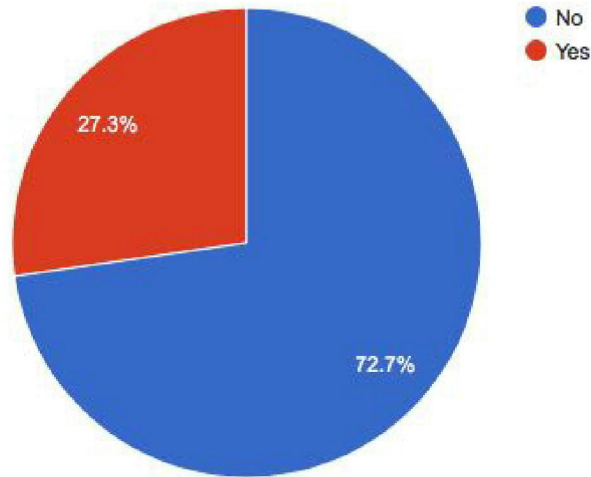


Source: NSW Bureau of Crime  
Statistics and Research



FIG 15: PROPORTION OF ALCOHOL RELATED ASSAULT

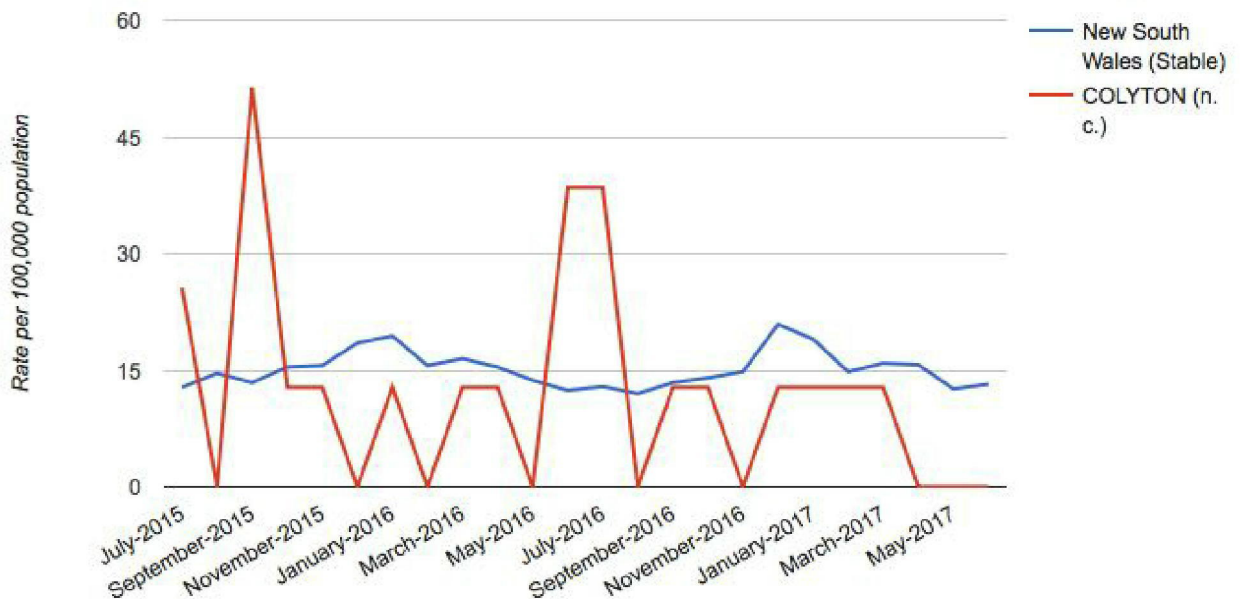
Offenders of Assault in Colyton suburb, Jul 2016 to Jun 2017 by Alcohol Related



Source: NSW Bureau of Crime Statistics and Research  
[Glossary](#)

FIG 16: COMPARISON RATES OF ALCOHOL RELATED ASSAULT

Offenders of Alcohol Related Assault in Colyton suburb, from July-2015 to June-2017



Source: NSW Bureau of Crime Statistics and Research  
[Glossary](#)

- **Current crime rates and level of disadvantage in the area;**

Relevant crime rates have been discussed in the previous section.

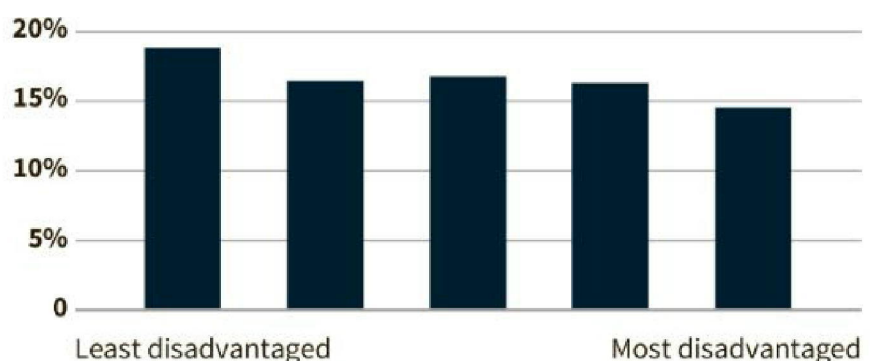
There is also no demographic evidence to suggest that Colyton experiences any significant level of disadvantage that would distinguish it from numerous other suburbs within the LGA. Indeed an analysis of the ABS Index of Relative Social-Economic Disadvantage (IRSD) reveals that the suburb of Colyton experience lower levels of disadvantage to those suburbs that immediately adjoin it to the north and west and lower levels of disadvantage than the those suburbs within the LGA that flank the Great Wester Highway and Western Railway Corridor. This is demonstrated at Figure 17.

Further, any suggestion that there is link between social disadvantage and poor health arising form alcohol is mistaken as a recent report from the Australian Health Policy Collaboration has shown that unlike most other health risk factors, drinking at risky levels is more prevalent in more advantage communities. See Table 6 below.

**Table 6: Link between alcohol health risk and levels of disadvantage**

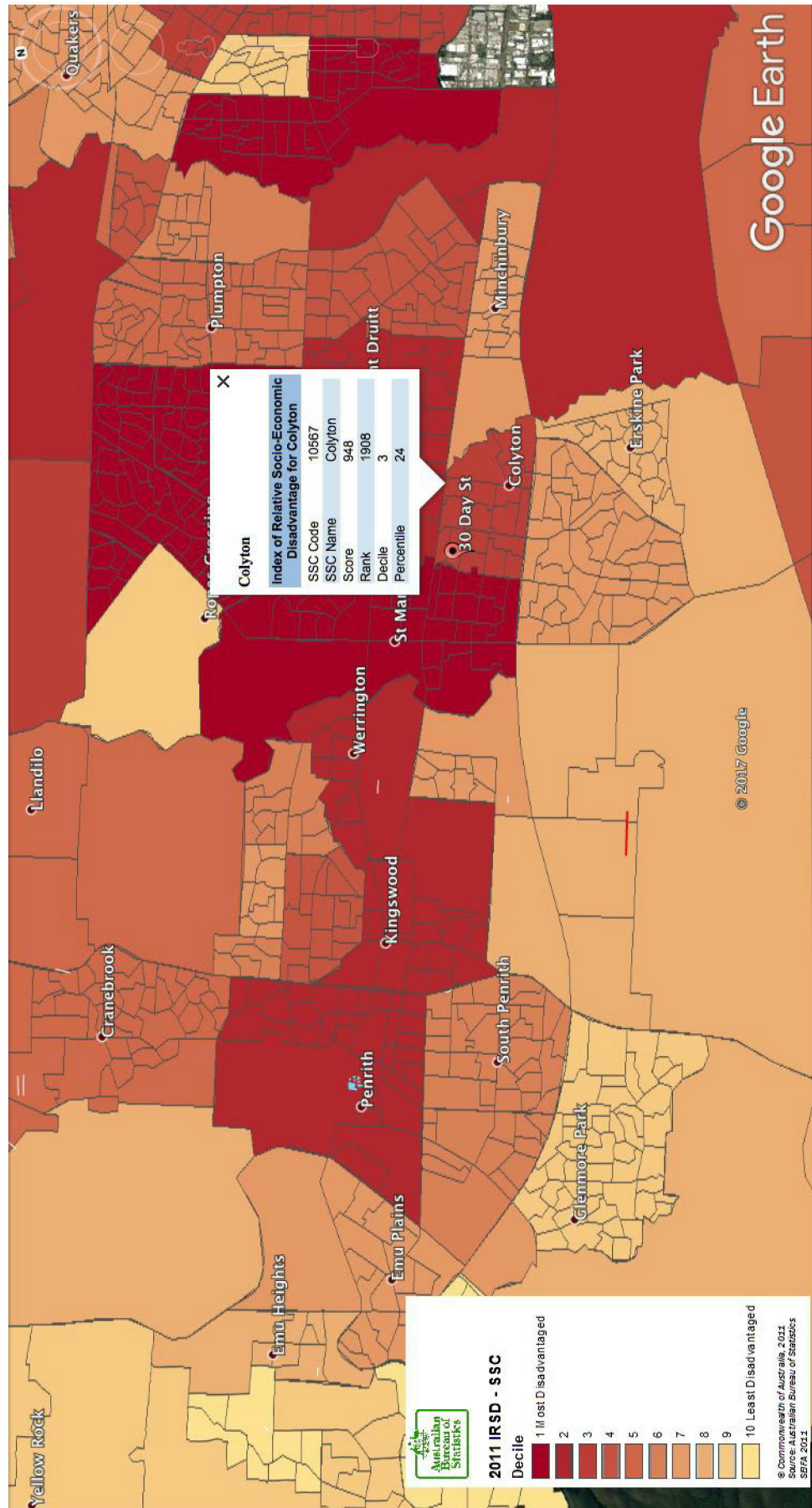
### Alcohol

Unlike most health risk factors, drinking at risky levels is more prevalent in higher socio-economic communities



Source: Australian Health Policy Collaboration

FIG 17: IDES OF RELATIVE SOCIO-ECONOMIC DISADVANTAGE



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- ***The likely impacts of disadvantaged population being concentrated in the proposed development, given best practice in social and affordable housing is to disperse accommodation throughout the community rather than concentrating the development in one location.***

The development seeks to provide new affordable housing opportunities in accordance with the objectives and provision of the *SEPP Affordable Rental Housing 2009* which is the NSW governments key planning strategy for affordable housing.

Further, Councils own residential strategy is best reflected in the *Penrith City Strategy*. This document states as follows in Section 1 – Housing:

*“As the number of people in each household gets smaller, more houses are needed. Apartments, townhouses and smaller dwellings will meet some community needs, including many of our younger residents who are looking for an ‘urban’ lifestyle. ”*

(Penrith City Strategy Page 14)

*“A greater diversity of housing types is required to better suit changing community needs, and we need to make sure that smaller housing options are available.”*

(Penrith City Strategy Page 14)

*“Housing affordability has been a significant issue in recent years. In 2006, 15.2% of households in Penrith*

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were facing housing stress (compared to only 13.6% in Sydney statistical district). Affordability issues for both renters and buyers will continue to increase demand for smaller, less expensive homes.

In 2005, a memorandum of understanding was signed with Housing NSW to work in partnership to research and plan for improved housing outcomes in Penrith City. The Centre for Affordable Housing assists Council in identifying strategies and options to develop new affordable housing opportunities for Penrith."

(Penrith City Strategy Page 14)

As such the Penrith City Strategy provides the following relevant response for Housing:

"Policy Response:

*Plan for housing that meets the needs with regard to supply, choice, design quality, sustainability and affordability*

Goals:

*H2 - An additional 25,000 dwellings between 2006 and 2031*

*H3 - A choice of housing that responds to a diverse community and changing household structure*

*H8 - Housing that is adaptable and accessible and will accommodate people of all ages and abilities, recognising that their needs change over time.*



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*H9 - Affordable housing through partnerships and Government initiative”*

(Penrith City Strategy Page 15)

Given that the development is consistent with both the primary State Government affordable housing planning policy (SEPP) and Council own housing strategy, it is almost inconceivable that Council officers could now suggest that the development is inconsistent with contemporary ‘best practice’ or planning policy.

Nevertheless, to respond to the issue raised by the pre-lodgement process, it is noted that the development provides 24 new affordable dwelling types, which in a suburb that currently provides 3,028 private dwellings, represents only 0.79% of that housing stock.

As such it cannot be considered that such a low proportion of new affordable housing dwellings could be considered to represent any significant ‘concentration’ of housing types.

- ***Methods to reduce/mitigate negative social impacts; and***
- ***A Plan of Management that will manage negative social impact on an ongoing basis***

The development seeks to provide new diverse and affording rental housing opportunities that are currently not widely available within the local area. The development is therefore entirely consistent with metropolitan and Councils own residential housing strategies.

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Accordingly, the development will provide a positive social impact and not any negative impacts as implied by Councils pre-lodgement advice.

Nevertheless, an operating Plan of Management has been prepared and accompanies the Development Application. This POM provides an outline of operational procedures inclusive of measures to manage any nuisance or disturbance. In this regard the presence of a full-time manager on site will greatly assist mitigate any potentially adverse social impacts.

## **6.5 THE SUITABILITY OF THE SITE FOR THE DEVELOPMENT**

The subject site is a large and under-developed parcel of land that represents a neighbourhood business centre. It also has close proximity to public transport routes and public open spaces.

The orientation of the site also ensures that its development will cause no adverse overshadowing impacts to adjacent residential development

It is therefore considered that the subject site is ideally suited to the proposed development.

## **6.6 THE PUBLIC INTEREST**

The redevelopment of the site provides an important urban renewal opportunity that will provide the following public interest benefits:

- Diverse housing

- Affordable housing
- Accessible housing
- Enhanced viability of neighbourhood centre
- Integration of land use and transport
- Urban renewal of neighbourhood centre
- Positive social impact

## 7.0 CONCLUSION

The application seeks council consent to the redevelopment of the site for a new boarding house.

The development proposal responds to both state and local planning strategies inclusive of the metropolitan strategy, by promoting diverse housing types within in existing centres and adjacent to major land uses, public transport nodes and corridors.

The report provides an assessment against the relevant planning instruments and demonstrates general consistency with the aims, objectives and provisions of that statutory planning framework inclusive of SEPP (Affordable Rental Housing) 2009, Penrith LEP 2010 and its accompanying DCP.

The development is well sited given its colocation with an existing neighbourhood centre and will cause no significantly adverse environmental impact. Indeed, it will provide a positive impact upon the built environment and makes an efficient and economic use of existing land and infrastructure.

As such it is considered there is good reason for Council to approve the subject Development Application.

## **ANNEXURE A: BUS ROUTE TIMETABLE**

# 770

## Mount Druitt to Penrith via St Marys



### How to use this timetable

This timetable is shown in 24-hour time.


### Download real-time transport apps

Take advantage of handy apps that let you plan your trip on different modes of transport and track many services in real-time. They offer information including:

- where your service is now
- estimated arrival times
- service updates
- the closest stations, stops, wharves and routes
- accessibility details

Every app offers something a little bit different. Find the latest apps at [transportnsw.info/apps](http://transportnsw.info/apps).

### Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the symbol  in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

### Who is providing my bus services?

The bus services shown in this timetable are run by Busways Western Sydney

### Fares made easy

Having the right fare for public transport couldn't be simpler. To travel by train, bus, ferry or light rail, in Sydney and surrounding regions, all you need is an Opal card.

An Opal card is a free smartcard you keep and reuse. You load value onto the card then tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, Central Coast, Southern Highlands, Hunter and the Illawarra.

### Opal card benefits

- Fares capped daily, weekly and on Sundays\*
- Discounted travel after eight paid journeys each week
- \$2 discount for every transfer between modes (train, ferry, bus or light rail) as part of one journey\*\*
- Off-peak train fare savings of 30%
- The option of auto top-up, so you're always ready to travel

### Which Opal card is right for you?

**Adult** - For customers 16 plus, who usually pay full fare and aren't entitled to any concessions.

**Child/Youth** - For children aged 4-15 and eligible secondary students over 16. All fares are half the price of Adult fares.

**Gold Senior/Pensioner** - For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers. Fares are capped at \$2.50 per day.\*

**Concession** - For eligible tertiary students, job seekers, apprentices and trainees. All fares are half the price of Adult fares.

### How to apply

Visit [opal.com.au](http://opal.com.au) or call 13 67 25 (13 OPAL).

Adult and Child/Youth Opal cards are also available at thousands of Opal retailers that display the Opal sign . To find your nearest visit [retailers.opal.com.au](http://retailers.opal.com.au).

For more information, visit [transportnsw.info](http://transportnsw.info)

\*Capped fares do not include the Sydney Airport station access fee.

\*\*To qualify as a journey, you must tap on to a different mode of transport within 60 minutes of tapping off. Transfer Discounts do not apply for transfers between light rail and ferry travel. Travel with Opal is subject to the Opal Terms of Use, available at [opal.com.au](http://opal.com.au) \$1 discount for Child/ Youth, Gold Senior/ Pensioner and Concession Opal card customers.

### Disclaimer

Information contained in this timetable is based on the latest details at the time of printing and is subject to change without notice.



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[transportnsw.info](http://transportnsw.info)

770

## Penrith to Mount Druitt via St Marys

B

Valid from: 29 May 2017

Creation date: 12 July 2017

NOTE: Information is correct on date of download.

Monday to Friday	♿											
Penrith Temporary Interchange - Stand A, Penrith	05:36	06:06	06:34	06:59	07:39	08:21	08:51	09:21	09:51	10:21	10:51	
Jamison Rd near Penrose Cr, Penrith	05:41	06:11	06:39	07:05	07:47	08:29	08:59	09:29	09:59	10:29	10:59	
Kingswood High School, Bringelly Rd, Kingswood	—	—	—	—	07:54	—	—	—	—	—	—	
Angophora Av near Casuarina Cct, Kingswood	05:44	06:14	06:43	07:09	07:56	08:34	09:03	09:33	10:03	10:33	11:03	
O'connell St near Second Av, Kingswood	05:48	06:18	06:47	07:13	08:01	08:39	09:07	09:37	10:07	10:37	11:07	
St Marys Interchange	ARR	06:01	06:31	07:00	07:27	08:17	08:53	09:21	09:51	10:21	10:51	11:21
St Marys Interchange	DEP	06:02	06:32	07:01	07:29	08:19	08:55	09:23	09:53	10:23	10:53	11:23
Monfarville St before Carpenter St, St Marys	06:06	06:36	07:06	07:34	08:24	09:00	09:29	09:59	10:29	10:59	11:29	
Hewitt St Before Roper Rd, Colyton	06:12	06:42	07:12	07:42	08:30	09:06	09:36	10:06	10:36	11:06	11:36	
Mount Druitt Station, Mount Druitt	06:23	06:53	07:23	07:53	08:41	09:18	09:47	10:17	10:47	11:17	11:47	

Monday to Friday		♿		♿	♿	♿		♿	♿			
Penrith Temporary Interchange - Stand A, Penrith	11:21	11:51	12:21	12:51	13:21	13:56	14:20	14:50	15:20	15:52	16:32	
Jamison Rd near Penrose Cr, Penrith	11:29	11:59	12:29	12:59	13:29	14:04	14:30	15:00	—	16:00	16:40	
St Nicholas of Myra School Lethbridge St, Penrith	—	—	—	—	—	—	—	—	15:26	—	—	
Penrith PS and HS, Lethbridge St, Penrith	—	—	—	—	—	—	—	—	15:28	—	—	
Kingswood High School, Bringelly Rd, Kingswood	—	—	—	—	—	—	14:35	15:05	—	—	—	
Angophora Av near Casuarina Cct, Kingswood	11:33	12:03	12:33	13:03	13:33	14:08	14:37	15:07	15:37	16:06	16:46	
O'connell St near Second Av, Kingswood	11:37	12:07	12:37	13:07	13:37	14:12	14:43	15:13	15:43	16:12	16:51	
St Marys Interchange	ARR	11:51	12:21	12:51	13:21	13:51	14:26	14:58	15:30	16:00	16:28	17:04
St Marys Interchange	DEP	11:53	12:23	12:53	13:23	13:53	14:28	15:00	15:32	16:02	16:30	17:06
Saddington St near Mamre Rd, St Marys	—	—	—	—	—	—	15:08	—	—	—	—	
Monfarville St before Carpenter St, St Marys	11:59	12:29	12:59	13:29	13:59	14:34	15:10	15:38	16:08	16:36	17:12	
Hewitt St Before Roper Rd, Colyton	12:06	12:36	13:06	13:36	14:06	14:41	15:19	15:47	16:17	16:43	17:18	
Mount Druitt Station, Mount Druitt	12:17	12:47	13:17	13:47	14:17	14:52	15:31	15:59	16:29	16:55	17:30	

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿
Penrith Temporary Interchange - Stand A, Penrith	17:02	17:32	18:02	18:32	18:58	19:23	19:53	20:23	20:53	21:23	21:53	
Jamison Rd near Penrose Cr, Penrith	17:10	17:40	18:10	18:40	19:04	19:29	19:59	20:29	20:59	21:29	21:59	
Angophora Av near Casuarina Cct, Kingswood	17:16	17:46	18:16	18:46	19:08	19:33	20:03	20:33	21:03	21:33	22:03	
O'connell St near Second Av, Kingswood	17:21	17:51	18:21	18:51	19:12	19:37	20:07	20:37	21:07	21:37	22:07	
St Marys Interchange	ARR	17:34	18:04	18:34	19:04	19:25	19:50	20:20	20:50	21:19	21:49	22:19
St Marys Interchange	DEP	17:36	18:06	18:36	19:06	19:27	19:52	20:22	20:52	21:20	21:50	22:20
Monfarville St before Carpenter St, St Marys	17:42	18:12	18:42	19:11	19:32	19:57	20:27	20:57	21:23	21:53	22:23	
Hewitt St Before Roper Rd, Colyton	17:48	18:18	18:48	19:15	19:36	20:01	20:31	21:01	21:27	21:57	22:27	
Mount Druitt Station, Mount Druitt	18:00	18:29	18:59	19:26	19:47	20:12	20:42	21:12	21:37	22:07	22:37	

Monday to Friday	♿											
Penrith Temporary Interchange - Stand A, Penrith	22:25											
Jamison Rd near Penrose Cr, Penrith	22:31											
Angophora Av near Casuarina Cct, Kingswood	22:35											
O'connell St near Second Av, Kingswood	22:39											
St Marys Interchange	ARR	22:51										
St Marys Interchange	DEP	22:52										
Monfarville St before Carpenter St, St Marys	22:55											
Hewitt St Before Roper Rd, Colyton	22:59											
Mount Druitt Station, Mount Druitt	23:09											

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿
Penrith Temporary Interchange - Stand A, Penrith	—	07:07	08:07	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	
Jamison Rd near Penrose Cr, Penrith	—	07:12	08:12	08:59	09:59	10:59	11:59	12:59	13:59	14:59	15:59	
Angophora Av near Casuarina Cct, Kingswood	—	07:15	08:15	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	
O'connell St near Second Av, Kingswood	—	07:20	08:20	09:09	10:09	11:09	12:09	13:09	14:09	15:09	16:09	
St Marys Interchange	ARR	—	07:32	08:32	09:21	10:21	11:21	12:21	13:21	14:21	15:21	16:21
St Marys Interchange	DEP	06:34	07:34	08:34	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:23
Monfarville St before Carpenter St, St Marys	06:40	07:40	08:40	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:29	
Hewitt St Before Roper Rd, Colyton	06:46	07:46	08:46	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	
Mount Druitt Station, Mount Druitt	06:56	07:56	08:56	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:46	

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## Penrith to Mount Druitt via St Marys

B

<b>Saturday</b>		♿	♿	♿	♿	♿	♿	♿	♿			
Penrith Temporary Interchange - Stand A, Penrith		16:52	17:52	18:36	19:42	20:42	21:42	22:36	23:36			
Jamison Rd near Penrose Cr, Penrith		16:59	17:59	18:41	19:47	20:47	21:47	22:41	23:41			
Angophora Av near Casuarina Cct, Kingswood		17:04	18:04	18:46	19:52	20:52	21:52	22:46	23:46			
O'connell St near Second Av, Kingswood		17:09	18:09	18:51	19:57	20:57	21:57	22:51	23:51			
St Marys Interchange	ARR	17:21	18:21	19:02	20:08	21:08	22:08	23:01	00:01			
St Marys Interchange	DEP	17:23	18:24	19:04	20:10	21:10	22:10	23:02	-			
Monfarville St before Carpenter St, St Marys		17:29	18:28	19:08	20:14	21:14	22:14	23:06	-			
Hewitt St Before Roper Rd, Colyton		17:36	18:33	19:13	20:19	21:19	22:19	23:11	-			
Mount Druitt Station, Mount Druitt		17:46	18:42	19:22	20:28	21:28	22:28	23:20	-			
<b>Sunday &amp; Public Holidays</b>		♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	
Penrith Temporary Interchange - Stand A, Penrith		08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35
Jamison Rd near Penrose Cr, Penrith		08:42	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:42	18:42
Angophora Av near Casuarina Cct, Kingswood		08:46	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:46	17:46	18:46
O'connell St near Second Av, Kingswood		08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:50
St Marys Interchange	ARR	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:02	19:02
St Marys Interchange	DEP	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:04	18:03	19:03
Monfarville St before Carpenter St, St Marys		09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:06	19:06
Hewitt St Before Roper Rd, Colyton		09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:11	19:11
Mount Druitt Station, Mount Druitt		09:26	10:26	11:26	12:26	13:26	14:26	15:26	16:26	17:26	18:21	19:21
<b>Sunday &amp; Public Holidays</b>		♿										
Penrith Temporary Interchange - Stand A, Penrith		19:35										
Jamison Rd near Penrose Cr, Penrith		19:42										
Angophora Av near Casuarina Cct, Kingswood		19:46										
O'connell St near Second Av, Kingswood		19:50										
St Marys Interchange	ARR	20:02										
St Marys Interchange	DEP	20:03										
Monfarville St before Carpenter St, St Marys		20:06										
Hewitt St Before Roper Rd, Colyton		20:11										
Mount Druitt Station, Mount Druitt		20:21										



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## Mount Druitt to Penrith via St Marys

B

Monday to Friday		♿										
Mount Druitt Station, Mount Druitt		05:14	05:44	06:14	06:37	07:04	07:26	07:59	08:40	09:10	09:40	10:10
Hewitt St after Roper Rd, Colyton		05:20	05:50	06:20	06:44	07:11	07:34	08:07	08:48	09:18	09:48	10:18
Saddington St at Monfarville St, St Marys		05:27	05:57	06:27	06:51	07:19	07:43	08:16	08:56	09:25	09:55	10:25
St Marys Interchange	ARR	05:32	06:02	06:32	06:58	07:26	07:51	08:26	09:05	09:34	10:04	10:34
St Marys Interchange	DEP	05:34	06:04	06:34	07:00	07:28	07:53	08:28	09:07	09:36	10:06	10:36
Second Ave after O'Connell St, Kingswood		05:44	06:14	06:44	07:11	07:40	08:07	08:42	09:20	09:47	10:17	10:47
Angophora Av near Casuarina Cct, Kingswood		05:48	06:18	06:48	07:16	07:45	08:12	08:47	09:25	09:51	10:21	10:51
Kingswood High School, Bringelly Rd, Kingswood		—	—	—	—	—	08:15	—	—	—	—	—
Jamison Rd near Penrose Cr, Penrith		05:52	06:22	06:52	07:22	07:52	08:21	08:56	09:31	09:57	10:27	10:57
St Nicholas Church, High St, Penrith		—	—	—	—	—	08:25	—	—	—	—	—
Penrith Temporary Interchange - Stand A, Penrith		06:02	06:32	07:02	07:32	08:02	08:32	09:08	09:43	10:08	10:38	11:08

Monday to Friday			♿	♿	♿	♿	♿	♿	♿	♿	♿	
Mount Druitt Station, Mount Druitt		10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:45	15:45	16:15
Hewitt St after Roper Rd, Colyton		10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:55	15:55	16:25
Saddington St at Monfarville St, St Marys		10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	15:02	16:02	16:32
St Marys Interchange	ARR	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:11	16:11	16:40
St Marys Interchange	DEP	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:13	16:13	16:42
Second Ave after O'Connell St, Kingswood		11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:48	15:26	16:26	16:54
Angophora Av near Casuarina Cct, Kingswood		11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:52	15:30	16:30	16:58
Kingswood High School, Bringelly Rd, Kingswood		—	—	—	—	—	—	—	14:54	—	—	—
Jamison Rd near Penrose Cr, Penrith		11:27	11:57	12:27	12:57	13:27	13:57	14:27	15:00	15:36	16:36	17:03
Penrith Temporary Interchange - Stand A, Penrith		11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:12	15:48	16:48	17:15

Monday to Friday		♿			♿	♿	♿	♿	♿	♿	♿	
Mount Druitt Station, Mount Druitt		16:45	17:15	17:47	18:17	18:47	19:09	19:39	20:09	20:37	21:07	21:37
Hewitt St after Roper Rd, Colyton		16:55	17:25	17:57	18:27	18:54	19:16	19:46	20:16	20:43	21:13	21:43
Saddington St at Monfarville St, St Marys		17:02	17:32	18:02	18:32	18:59	19:21	19:51	20:21	20:47	21:17	21:47
St Marys Interchange	ARR	17:10	17:40	18:10	18:40	19:06	19:28	19:58	20:28	20:54	21:24	21:54
St Marys Interchange	DEP	17:12	17:42	18:12	18:42	19:08	19:30	20:00	20:30	20:56	21:26	21:56
Second Ave after O'Connell St, Kingswood		17:24	17:54	18:24	18:54	19:17	19:39	20:09	20:39	21:05	21:35	22:05
Angophora Av near Casuarina Cct, Kingswood		17:28	17:58	18:28	18:58	19:21	19:43	20:13	20:43	21:09	21:39	22:09
Jamison Rd near Penrose Cr, Penrith		17:33	18:03	18:32	19:02	19:25	19:47	20:17	20:47	21:13	21:43	22:13
Penrith Temporary Interchange - Stand A, Penrith		17:45	18:15	18:42	19:12	19:34	19:56	20:26	20:56	21:22	21:52	22:22

Monday to Friday		♿	♿
Mount Druitt Station, Mount Druitt		22:10	22:40
Hewitt St after Roper Rd, Colyton		22:16	22:46
Saddington St at Monfarville St, St Marys		22:20	22:50
St Marys Interchange	ARR	22:27	22:57
St Marys Interchange	DEP	22:29	22:59
Second Ave after O'Connell St, Kingswood		22:38	23:08
Angophora Av near Casuarina Cct, Kingswood		22:42	23:12
Jamison Rd near Penrose Cr, Penrith		22:46	23:16
Penrith Temporary Interchange - Stand A, Penrith		22:55	23:25

Saturday		♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	
Mount Druitt Station, Mount Druitt		06:10	07:10	08:00	08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40
Hewitt St after Roper Rd, Colyton		06:15	07:15	08:07	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47
Saddington St at Monfarville St, St Marys		06:20	07:20	08:14	08:54	09:54	10:54	11:54	12:54	13:54	14:54	15:54
St Marys Interchange	ARR	06:26	07:26	08:23	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03
St Marys Interchange	DEP	06:27	07:27	08:25	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05
Second Ave after O'Connell St, Kingswood		06:36	07:36	08:37	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:17
Angophora Av near Casuarina Cct, Kingswood		06:40	07:40	08:41	09:21	10:21	11:21	12:21	13:21	14:21	15:21	16:21
Jamison Rd near Penrose Cr, Penrith		06:46	07:46	08:47	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27
Penrith Temporary Interchange - Stand A, Penrith		06:58	07:58	08:59	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39

Saturday		♿	♿	♿	♿	♿	
Mount Druitt Station, Mount Druitt		16:42	17:52	18:52	19:52	20:52	21:52
Hewitt St after Roper Rd, Colyton		16:49	17:59	18:58	19:58	20:58	21:58
Saddington St at Monfarville St, St Marys		16:56	18:06	19:03	20:03	21:03	22:03
St Marys Interchange	ARR	17:05	18:15	19:09	20:09	21:09	22:09
St Marys Interchange	DEP	17:07	18:17	19:09	20:09	21:09	22:09
Second Ave after O'Connell St, Kingswood		17:19	18:29	19:16	20:16	21:16	22:16
Angophora Av near Casuarina Cct, Kingswood		17:23	18:33	19:20	20:20	21:20	22:20
Jamison Rd near Penrose Cr, Penrith		17:29	18:39	19:26	20:26	21:26	22:26
Penrith Temporary Interchange - Stand A, Penrith		17:41	18:51	19:37	20:37	21:37	22:37

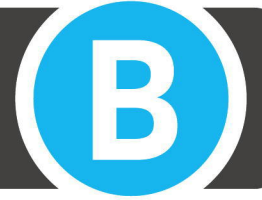
**770****Mount Druitt to Penrith via St Marys****B**

<b>Sunday &amp; Public Holidays</b>												
Mount Druitt Station, Mount Druitt		08:03	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:03
Hewitt St after Roper Rd, Colyton		08:09	09:09	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09
Saddington St at Monfarville St, St Marys		08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:14
St Marys Interchange	ARR	08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:24	18:22
St Marys Interchange	DEP	08:26	09:26	10:26	11:26	12:26	13:26	14:26	15:26	16:26	17:26	18:24
Second Ave after O'Connell St, Kingswood		08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	18:33
Angophora Av near Casuarina Cct, Kingswood		08:41	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:36
Jamison Rd near Penrose Cr, Penrith		08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:40
Penrith Temporary Interchange - Stand A, Penrith		08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	18:48


<b>Sunday &amp; Public Holidays</b>		
Mount Druitt Station, Mount Druitt		19:03
Hewitt St after Roper Rd, Colyton		19:09
Saddington St at Monfarville St, St Marys		19:14
St Marys Interchange	ARR	19:22
St Marys Interchange	DEP	19:24
Second Ave after O'Connell St, Kingswood		19:33
Angophora Av near Casuarina Cct, Kingswood		19:36
Jamison Rd near Penrose Cr, Penrith		19:40
Penrith Temporary Interchange - Stand A, Penrith		19:48

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# Mount Druitt to Penrith via St Marys



**Explanation of definitions and symbols**

 Wheelchair Accessible