



Neighbourhood Character Analysis

Railway Street Werrington 2747

Subject Property:

10 -11 Railway Street, Werrington

Version Date:

20 September 2021

Prepared for:

Level Architects



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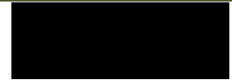
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Purpose of Neighbourhood Character Analysis

The purpose of this Neighbourhood Character Analysis is to understand and attempt to transcribe the key elements that make up the Werrington neighbourhood as it currently stands and consider the desired future character of the Werrington neighbourhood.

The structure of this analysis follows the set of key elements that contribute to consideration of local and neighbourhood provided in Part 5D of the Penrith Development Controls Plan (DCP) 2014:

- A) Surrounding land uses
- B) Social and Historic Context
- C) Scale and Built Form
- D) Natural Environment
- E) Density
- F) Amenity
- G) Safety and Security
- H) Social dimensions and housing affordability
- I) Aesthetics

These key neighbourhood elements are discussed in detail further within this analysis.

Subject site

The neighbourhood analysis is prepared to inform a development proposal at 10-11 Railway Street, Werrington (subject site).

Proposed development

The current consideration for the subject site is for a boarding house, which is a permitted land use on the subject site. Although the description of boarding houses evokes a negative sentiment to many, the contemporary use of a boarding house is more akin to a co-living housing opportunity for young and time poor professionals, or students requiring low maintenance and cost efficient housing.



Werrington Suburb

Werrington is a suburb in the Penrith Local Government Area, located 5.4 km east from the Penrith CBD and 45.8 km west from the Sydney CBD. The suburb is generally located between the suburbs of Kingswood to the east and St Marys to the west and is bound by Werrington Creek to the north and east, South Creek to the west, and the Great Western Highway to the south.

The suburb covers an area of about 45,000m² and includes the following notable land uses:

- Werrington Train Station,
- the Western Sydney University's Werrington campus,
- Cobham Youth Justice Centre,
- Colonial Golf Course,
- part of South Creek Park inclusive of the Kingsway sports field,
- part of Werrington Lake Reserve and
- Werrington Public School,
- Kurrambee School,
- Thorndale School, and
- residential neighbourhoods around the train station and north of rail corridor.

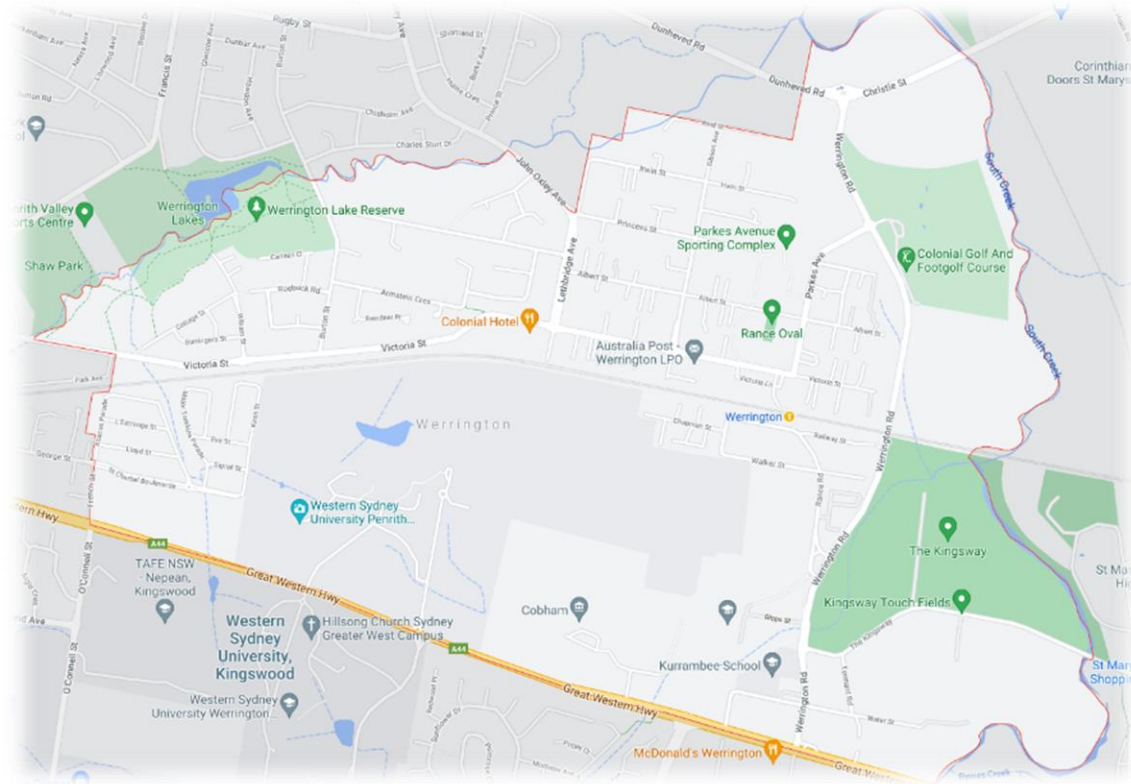


Figure 1 - Aerial image of the boundaries of the Werrington suburb (google maps)

Refer to Figure 1.

The suburb boundaries of Werrington are used to understand the community composition, population trends and strategic objectives that impact on the immediate neighbourhood that is the subject of this analysis.

Werrington demographics

The relevant high level demographic constitution of Werrington, as informed by the 2016 census and summarised on the Australian Bureau of Statistics (ABS) website, is discussed as follows:



Population

The 2016 census estimated the residential population of Werrington to be 4,136 and the ABS 2020 estimated residential population increases this to 4,918. From 2019 to 2020 the population of Werrington grew about 5.3%, which is a much faster growth rate than the average of greater Sydney (1.1%).

The fastest growing age group within the Werrington (2011 to 2016) was the young work force category (age 25 to 34), which is also represents the second largest age group (15.5%) behind parents and homebuilders (20.5%) within the community.

Comment: A boarding house typology will support the fastest growing age group being young work force members as they commence their career and look for affordable accommodation with high chances of social interaction.



Employment Industries

The top employment industries for the residents of Werrington include Health Care and Social Assistance (12.8%), retail trade (11.6%) and construction (8.4%). Although these statistics are dated back from 2016, each of the noted employment industries continues to be key employment areas for Penrith, and therefore considered to remain a relevant consideration in this neighbourhood analysis.

Comment: A low upkeep style of accommodation such a modern boarding house will support workers in these employment industries as these roles tend to be time intensive (Health Care, Retail, and Constructing), and tend to employ for people earlier within their career.



Household types

The largest household type in Werrington are lone persons households which make up 27.7% of the community, and couples with children are the second largest household type making up 25.5% of the community. This community make up is quite a stark difference to the general household makeup of greater Sydney average where lone persons make up 20.4% of households and couple with children make up 35.3%.

Comment: Appropriately located accommodation such as a boarding house would provide a warranted and desirable housing stock for the lone person household population of Werrington.

Neighbourhood Character Elements (as prescribed by the Penrith DCP)

A) Surrounding Land uses

General surrounding land uses

The environment and urban context of the subject site is heavily influenced by the following notable urban elements:

1. The rail corridor (T1 North Shore & Western line) being located across the road from the subject site.
2. Werrington Train Station being located about a 170m walk along station street.
3. The regionally significant Kingsway Park being located an easy 120m east.
4. The Werrington Western Sydney University (Penrith Campus) being located 1km south-west.
5. Werrington neighbourhood shop being a 330 metre walk.
6. Great Western Highway being located 900m south along Werrington Rd.

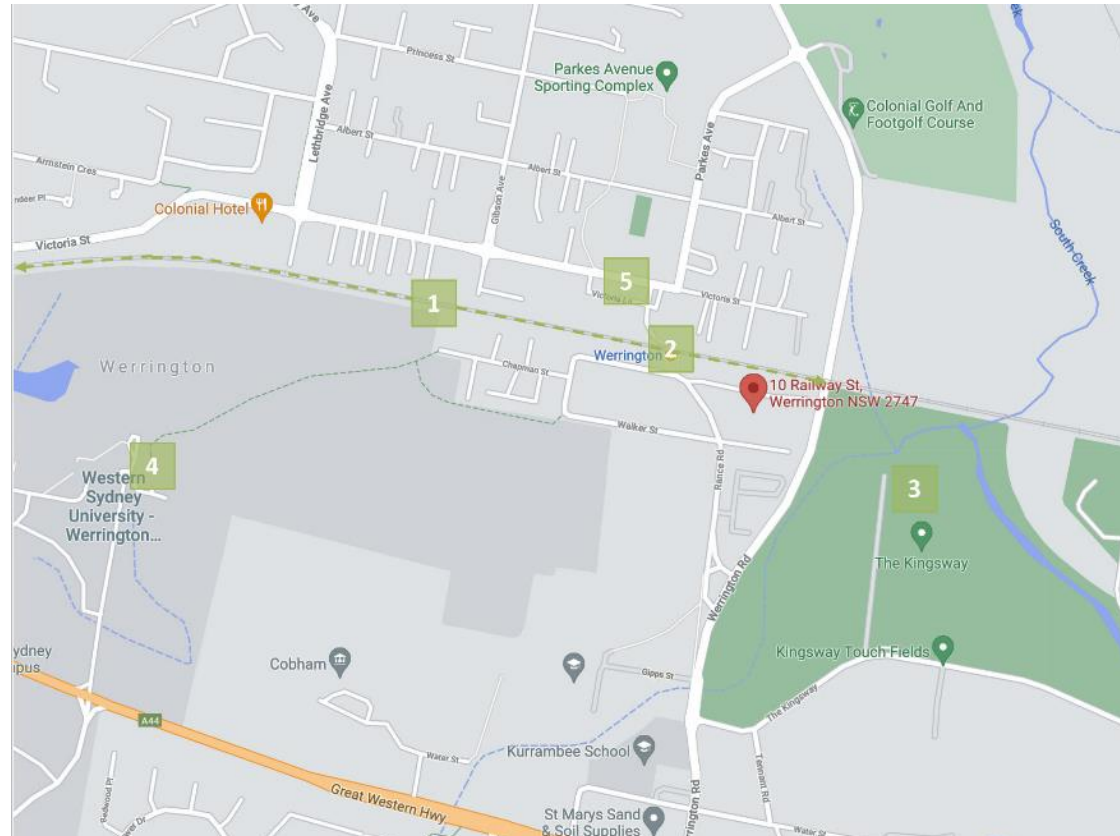


Figure 2 – Context map showing key urban elements within proximity of the subject site (identified by red market)

Comment: The site has excellent connectivity to a mass transport system, being Werrington Train Station, and is located within walking distance to neighbourhood shops and the recreation lands with proximity to Kingsway Park.

Surrounding land use zones

The subject site is zoned R3 (Medium Residential Density). To the north, directly across from the rail corridor, the land is zoned R4 (High Density Residential), and directly to the south of Walker Street the land is also zoned R4 (High Density Residential).

Further south of the Walker Street R4 zoning is land zoned IN2 (Light Industrial) which currently accommodates the Wollemi College.

Land to the west is of the R3 zoning subdivision blocks has been zoned R1 (General Residential) in which higher order residential development is permissible (e.g. Residential Flat Buildings / Apartments). This R1 zoned land, however, is currently vacant.

Further east of the R1 zoned land is the Werrington Western Sydney University campus which is zoned B7 (Business Park).

Land Zoning Map - Sheet LZN_013

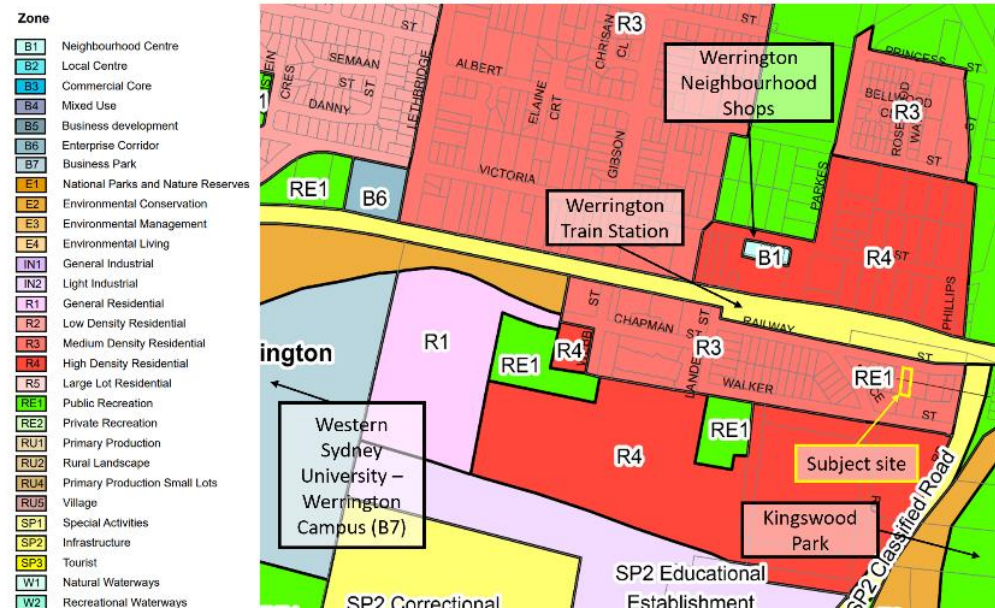


Figure 3 – Land Use Zone Map illustrating surrounding land uses intentions (Penrith Local Environmental Plan 2010)

Comment: The local area exhibits a veritable tapestry of land use zones within a relatively confined area (residential, special purposes, industrial, education, and environmental).

The subject site itself is located in an isolated portion of R3 (Medium Density Residential) zoning which is surrounded by higher order residential land use zonings (R4 and R1). These higher order land zones currently permit a maximum building height of 15m (R4) and 10m (R1), whereas the subject R3 zoning is limited to 8.5m.

It should be noted that the appropriateness of the current maximum height standards, and even the existing land use zoned within the local area, will likely be re-evaluated in light of the Penrith Local Strategic Planning Statement and the Penrith Local Housing Strategy, which has identified Werrington as strategically located land being within the Penrith East-West Economic Corridor, and in proximity of the proposed North-South Rail Line.

B) Social and Historic Context

The land that currently makes up Werrington was granted to Mary King (land north of the rail corridor), and Mary Putland (land south of the rail corridor) in 1806 at which time the land was primarily used for farming and grazing purposes. By the 1880s the land was subdivided for residential and small farming lots.

The name of the suburb is derived from the Werrington House, which was the home of Mary King (the daughter of the third Governor of NSW) and her husband. The house was built in 1832. The Penrith Heritage Study (2008-2009) provides a good overview of the historic establishment of Werrington.

The social context of Werrington will continue to operate and function in a cohesive manner notwithstanding future development. There are various green open spaces and outdoor activity centres within walking distance from the subject site that will allow the occupants of the new development opportunities for social interaction (see Figure 4, indicated by red stars).

Nearby is Werrington Lakes, which is one of the largest passive recreational areas in Penrith and is a haven for wildlife and outdoor activities.

Comment: The occupants of the new development will benefit from the positive social context of Werrington.

Werrington house, being the nearest heritage listed home, is located 1.8km from the subject site. A heritage conservation zone is further not adopted in the subject or adjoining neighbourhoods. In this instance, and in accordance with *Project Venture Development Pty Ltd v Pittwater Council*, there is limited consistency with style, scale, or materials to be used.

This allows for the urban fabric to be malleable to change and develop to elevated modern designs with new housing stock.

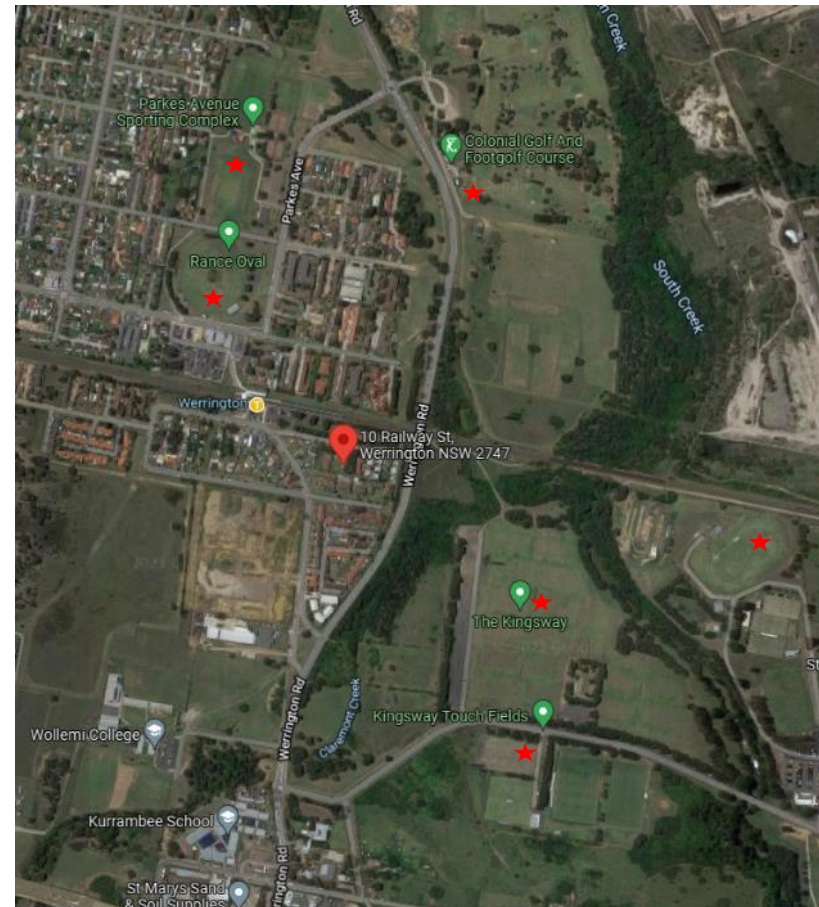


Figure 4 - Aerial image of the local area around Werrington showing opportunities for recreation and subsequent social interaction

C) Scale & Built Form

Existing Scale

The scale of the development within the local area of Werrington is primarily informed by the zoning, and maximum building height standard as permitted by the *Penrith Local Environmental Plan 2010*.

For the subject site and the immediate R3 zoned subdivision block, the scale of development is limited to 8.5m in height. The 8.5m height limit within neighbourhood, however, has not consistently been applied by Council with numerous height variations approved in nearby developments.

In general, the subject site is adjoined by larger and more intensive residential developments (apartment block and townhouse development), with a small pocket of detached dwellings located on the eastern end of the subject subdivision block (see Figure 5).

The scale of development increases in the subdivision blocks north of the rail corridor, and south of Walker Street, which both include residential flat buildings (apartments) that are 2 and 3 storeys in height.

Comment: The scale of development located within the subject subdivision block is variable and includes a range of typologies, those being apartment blocks, town houses and detached dwellings. A boarding house would not be in conflict within the existing housing diversity and will likely follow a similar footprint and scale as the existing apartment blocks.

Built form

The built form expression within the local area and subject neighbourhood is guided by the *Penrith Development Control Plan 2010* which provides development controls specific to the 'land use' or proposed development. This means that there is variability between the controls applied to detached housing, multi-dwelling housing and boarding houses.

Built form is an integral element in the establishment of a streetscape character. Naturally, the streetscape character evolves over time as is guided by further future development permitted by the relevant planning instruments and controls, as well as from architectural changes resulting from newer construction methods, materials and design styles.

The existing built form, with consideration of future built forms, within the immediate streetscape is discussed in the following.



Figure 5 - Aerial image showing existing residential typologies within the local area of Werrington (adapted google map image)

- **Subject site: 10-11 Railway Street**

The subject site is vacant. In the background of Figure 6 you can see the unarticulated length of the residential apartment buildings at 16 Rance Rd (see Figure 6).

A Development Application (DA) has previously been approved for the subject site (DA12/0282) for 13 x residential units with basement car parking (See Figure 7). This DA was approved with an exceedance to the 8.5m height limit.



Figure 6 - South view looking into property at 10-11 Railway Street - i.e. the subject site (google street view image Jan 2019)



Figure 7 - Rendered image of approved DA for subject property (DA12/0282)

- **West adjoining property: 12-13 Railway Street**

The land immediately to the west of the subject site is also currently vacant.

A DA has been approved at this site (DA14/0936) for demolition of existing structures and construction of a Residential Flat Building (RFB) (two storey) comprising 8 units and associated basement parking, drainage, and landscaping works.



Figure 8 - south view looking into property at 12-13 Railway Street - i.e. west adjoining site (google street view image Jan 2019)



Figure 9 - Rendered image of approved DA for property at 12 -13 Railway Street (DA14/0936)

- **Further west adjoining property – 14 Railway Street and 2 Rance Rd**

The property at 14 Railway Street includes a two storey detached dwelling, and single storey dwelling at 2 Rance Road (see Figure 10).

Both these dwellings form part of the pocket of low density development within the subject residential block described earlier.



Figure 10 - South view into property at 14 Railway Street, and 2 Rance Road (google street view Jan 2019)

- **East adjoining property 8 Railway Street:**

The property at 8 Railway Street includes a 1970-80s style red brick two and three storey walk up residential flat buildings (apartment blocks) with ground level parking (Figure 11).

The maximum height of this development is understood to exceed 8.5m.



Figure 11 - South view looking into property at 8 Railway Street - i.e. the east adjoining site (google street view image Jan 2019)

- **East adjoining property – 6-7 Railway Street**

The property at 6-7 Railway Street includes multiple two storey terrace homes to the rear and two terraces fronting Railway Street (see Figure 12).

This development was constructed in 2005 and includes more modern articulation elements such as recessed first floor levels, skillion and lean-to roof types which are indicative of modern designs that achieves consistency with the future character of the immediate vicinity.



Figure 12 - South view looking into property at 6-7 Railway Street - i.e. the further east adjoining site (google street view image Jan 2019)

- **North side of Railway Street**

The land immediately across Railway Street from the subject site and adjoining development is currently a vacant and fenced off site and owned by Sydney Trains (see Figure 13).

The Penrith Urban Study Strategy (2008-2009) marked this land as potential retail opportunities.



Figure 13 - North view of the vacant Sydney Trains land (google street view image Jan 2019)

Comment: The subject site is surrounded by residential flat buildings, two storey terraces, vacant land, and single dwelling houses. In this regard, there is limited observed consistency in the scale and built form within the immediate neighbourhood of the subject site.

The planning principal for 'compatibility with surrounding development' established in *Project Venture Development Pty Ltd v Pittwater Council* (2005 NSWLEC 191) identifies that compatibility with urban environment does not mean sameness but capable of existing in harmony, and that it is generally accepted that buildings can exist together in harmony without having the same density, scale or appearance.

Accordingly, for a new development to be visually compatible with its context, it should contain, or at least respond to, the essential elements that make up the character of the surrounding urban environment, which includes:

- *Height plane* - buildings do not have to be the same height to be compatible, however any change in height should be gradual in order to better achieve compatibility,
- *Setbacks* - uniformity in the streetscape is established through consistent front setbacks, and the urban rhythm of buildings and void is informed by side setbacks.
- *Landscaping* – strive for consistency with key urban landscape qualities, particularly whether landscape dominates buildings or buildings dominate the landscape.

In this regard, a boarding house development within the context of the subject neighbourhood, could easily demonstrate harmony with existing urban environment in terms of scale and built form as supported by appropriate street and side setbacks, contributing landscaping and continuance of a sympathetic gradual height plane.

D) Natural Environment

Natural environment elements in Werrington

The local area of Werrington is benefited by a wealth of accessible natural environments (see Figure 14), the most notable:

- the riparian corridor of South Creek as protected by the E2 (Environmental Conservation) zoning,
- the Colonial Golf and Footgolf course,
- Kingsway sporting fields,
- Rance Oval and the Parkes Sporting Complex,
- Werrington Lake Reserve (not in Figure 4).

Natural environment elements in Railway Street

Mature tree (eucalyptus) plantings, reaching heights of up to 18 metres, are present on the northern side of Railway Parade (see Figure 15). Smaller street trees are present on the southern side of Railway Street.

The landscaping within the front setback areas of the properties within Railway Street is generally low in scale dominated by lawn area which is supported by limited plantings.

There is no perceived consistency in plantings and front fence treatment within the streetscape of the analysed area.

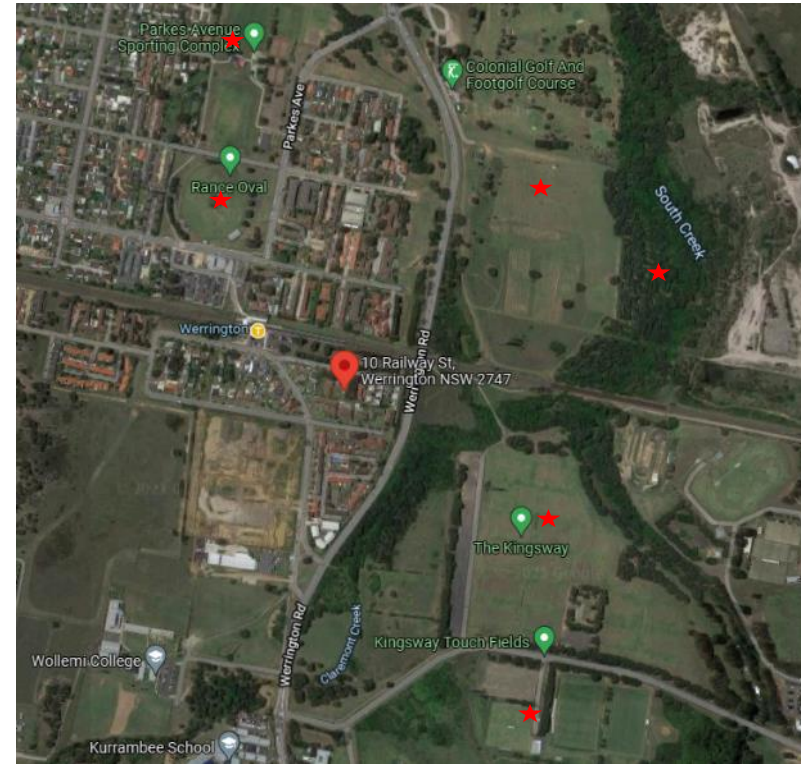


Figure 14 - Aerial image of the local area around Werrington showing natural environment elements within the vicinity of the subject site.



Figure 15- Street view images along Railway Street (google street view image Jan 2019)

E) Density

Density existing

The current density of the immediate area is underpinned by the existing urban fabric which is primarily comprised of two and three storey apartment blocks to the east and south and detached dwelling houses further west. North across the rail corridor are two and three storey apartment blocks (see Figure 16).

Much of the established urban fabric contains aged housing stock and will likely be experiencing smaller scale redevelopment soon, particularly noting the land use permissibility for the higher order residential development (see detached dwellings in Figure 16 which is zoned for medium density residential development).

Comment: The existing density in the local area is considered to be an underrepresentation of the density permitted by the existing planning controls as illustrated by the large vacant high density residential zoned land south of Walker Street and the renewal of aged housing stock in the established residential blocks.

Accordingly, the density of the local area will naturally increase even without further zoning changes as contemplated in the Penrith Local Strategic Statement.



Figure 16 - Existing urban density representation of south Werrington (adapted google map image)

Density – future

The future density of the local area, at a minimum, is informed by underlying capacity afforded by the land use zoning (see discussion under Density – Existing above), and at a maximum, the density will increase in line with the strategic objectives and desires of the Penrith Local Strategic Planning Statement and Local Housing Strategy, both of which earmark Werrington as a strategic location to accommodate additional growth (see Figure 17).

It is evident that the local area will experience significant urban morphological change with the imminent development of the vacant high density zoned land located south-west of the site, and furthermore any changes initiated by the current strategic planning for the area.

This change will bring with it a change to the character of the local area and subsequently of the existing neighbourhoods in Werrington.

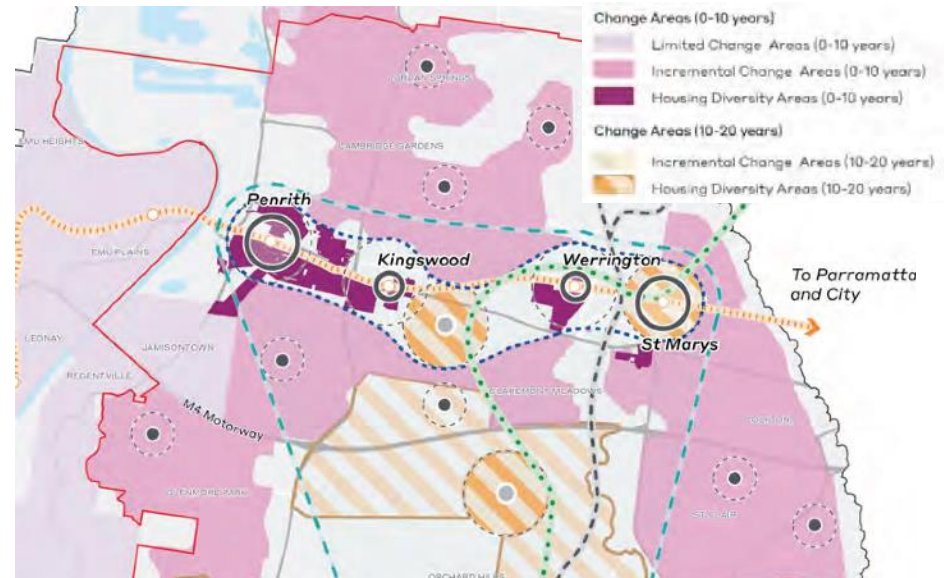


Figure 17 - Extract of Figure 3 of the Penrith Housing Strategy (2009), identifying Werrington as a 'Housing Diversity Area'.

Comment: The Penrith Local Housing Strategy (2019) notes Werrington as a Housing Diversity Area and acknowledges that change will occur over in the near term (0-10 years). Such change has a significant bearing on the consideration of future density and subsequently will inform future desired character. The strategy further notes that Forecast Demand by Location-Werrington (+4,000 residents), which is the fourth largest suburban increase demand behind Penrith, St Mary's, Jordan Springs.

Key relevant recommendation of the Penrith Local Housing Strategy (2009) includes:

- (A8) Support the revitalisation of existing centres in a manner that will deliver high quality built form outcomes and enhance the public domain and provide community benefit.
- (A10) Support medium density housing within proximity to Local Centres across Penrith's infill and new release areas to promote housing diversity.

The growth earmarked for Werrington will influence the ultimate neighbourhood character. The assessment of development within the subject neighbourhood will need to appropriately consider the influence Council's strategic direction has on the future desired character, most notably as a strategic area to accommodate greater growth and housing diversity.

F) Amenity

The concept of amenity will generally include, where applicable, consideration of views, noise, odours, privacy, and solar access. The key elements currently impacting the amenity of the neighbourhood include:

- Noise impact of the operational rail corridor (north),
- Direct accessibility to a mass transport system with Werrington Train Station being within walking distance,
- Noise impacts from Werrington Road (to the east),
- Accessibility to the open space with Kingsway sporting fields to the east,
- Accessibility to the local neighbourhood with Werrington Neighbourhood Shops being within walking distance.

Comment: The neighbourhood currently provides a high degree of amenity to all occupants. Through appropriate design, the noise impacts of the rail corridor and nearby main roads can easily be mitigated.

G) Safety and Security

The developments in the immediate vicinity and surrounding suburb of Werrington appear to have adequate security measures in place to ensure the occupants are safe.

Comment: This will be continued in the proposed development on the subject site.

H) Social dimensions and housing affordability

Co-living dwellings are considered appropriate living arrangements for housing affordability under the State Environmental Planning Policy (SEPP) (Affordable Rental Housing) 2009.

Comment: The Penrith Local Housing Strategy (2009) notes that 19% of Werrington households are under housing stress which is significantly greater than the average of greater Sydney (11.8%). In this regard, a boarding house development will provide an appropriate housing typology that can assist with people in housing stress.

I) Aesthetics

The subject site is bound by residential development to the south, west and east and the railway line to the north. The aesthetics of Werrington, and particularly the developments along Railway Street, are generally old housing stock, notwithstanding the relatively modern development of Terrace houses at 6-7 Railway Street.

Comment: A proposed boarding house on the subject site represents an amazing opportunity to contribute to the aesthetics of the Railway Street streetscape and deliver more affordable housing typology in an area benefited by high quality natural aesthetic environment.

General community sentiment – past consultation

Past community engagements undertaken by Penrith Council in response to draft precinct strategies, and more recently strategic planning documents, have been reviewed to better understand the community's future desired character. These are discussed as follows:

Werrington Enterprise Living + Learning (WELL) Precinct Strategy 2004

This report presents a Strategic Plan for the Precinct which outlines a framework within which the areas potential can evolve into realisable quality urban outcomes for the City of Penrith and greater metropolitan region. Importantly, it seeks to provide a blueprint for the future of the area which is understood and endorsed by landowners, the local community and government (see Figure 18).

To inform the future development of the WELL Precinct, forums were held with the community in July – August 2003. Although a little dated, the responses received from the community demonstrated a willingness to rethink and develop the vacant land in the Werrington Area.

A key issue raised by the community and stakeholders as part of the forum included the 'scale, design and social character of medium density housing in Kingswood / Werrington'. The community noted that much of the medium density housing in the Kingswood and Werrington localities are poorly designed and have resulted in undesirable social outcomes, and that some new multi-unit forms of housing should be established, including student housing and home based business activities would be appropriate.

Comment: A boarding house proposed at 10-11 Railway Street delivers on the desired multi-unit form housing expressed in the community concern. The landowner looks forward to working with Council to deliver a development that is of a high standard and will present an attractive streetscape image.



Figure 18 - The precinct boundary of the Werrington Enterprise Living + Learning Strategy

Penrith Urban Design Study 2008-2009

The Penrith Urban Design Study (2008-2009) was prepared to identify issues, opportunities and constraints for accommodating growth in existing urban and new release areas within the Penrith local government area (LGA).

In the development of this study internal and external stakeholders were consulted. The internal stakeholders consisted of Penrith City Council staff, who represent the various strategic planning, engineering, development, and community sectors of the council. The external stakeholders consisted of community service providers, who provide "on the ground" services to a wide range of sectors within the Penrith LGA community.

The key issues facing Penrith as identified by the consulted stakeholders, which are relevant to subject analysis, included:

- *Housing and housing affordability* – due to high levels of housing stress experienced in the Penrith LGA, the stakeholders identified the need for housing to meet the changing needs of the population, and that future planning to include sustainable communities linked into services and facilities.
- *Housing Strategies* – a need for a range of housing types to enable aging in place and housing for the life span.
- *Urban Design Strategies* – a need to identify character statements for all existing and future form and design of development.
- *Infrastructure* – incentivise development in well serviced areas.

Comment: A boarding house development within the subject neighbourhood will assist in tackling the relevant key issues identified with the Penrith Urban Design Study. A boarding house will provide an additional housing typology that is suitable for younger, or time poor professionals, and students, living within the community.

As identified within this neighbourhood analysis, a harmonious and relatable neighbourhood character has not yet been established within the subject neighbourhood. The addition of a more contemporary designed co-living housing typology can provide a positive contribution to the development of the non-legible neighbourhood character of the immediate area, particularly noting the future change that is likely to be experienced within the local area of Werrington.

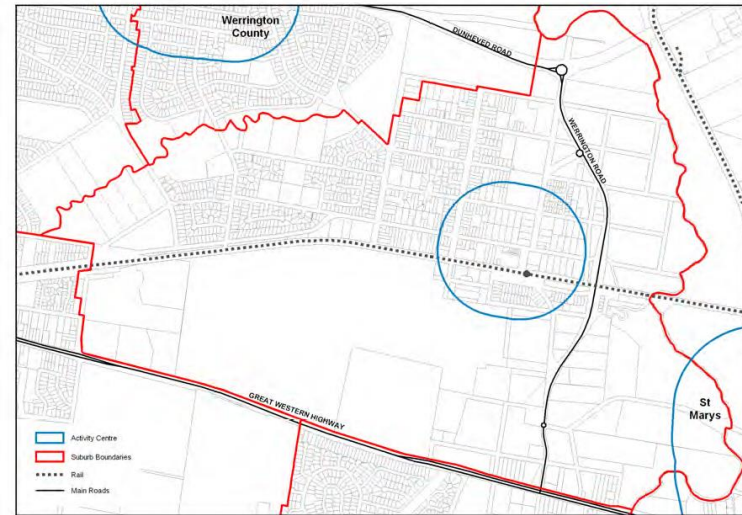


Figure 19 - Extract of Figure 5.9.1 of the Penrith Urban Design Study (2008-2009)

The Penrith Local Strategic Planning Statement (LSPS) 2019

A range of community consultation activities for the draft Penrith LSPS 2019 were undertaken between September – November 2019. The activities included receiving written submission through a dedicated website, drop-in sessions, and weekly advertisement in the local paper.

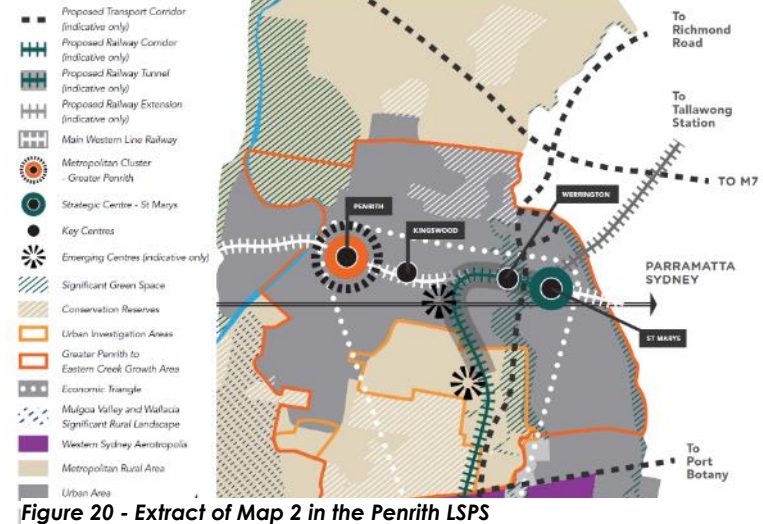
The key relevant comments made, and ideas raised by the community in response to the draft Penrith LSPS (2019) included:

- *Facilitate Sustainable Housing* – Provide housing in suitable locations of high amenity and accessible transport.
- *Facilitate Sustainable Housing* – Enrich the distinctive character of the residential and rural areas of Penrith Area and understanding the communities values and strengths.
- *Provide new homes to meet the diverse needs of our growing community* – Provide diverse localities through varying planning controls to support the various desires of a diverse community. This encourages Council to consider additional opportunities to provide housing which aligns with the delivery of proposed infrastructure such as the North-South Rail Line and the rapid transit connection between Penrith and Western Sydney Airport.
- *Western Sydney University submission* – this submission is supportive of the LSPS objectives and the inclusion of the Werrington campus as a site for high density / mixed use around the rail-based centres.

Furthermore, in response to a community criticism of boarding houses, Council acknowledged the importance of boarding housing in delivering affordable accommodation for students and hospital workers close to key strategic centres.

Comment: The subject site is located in an area with high amenity, with direct access to Werrington Train Station, is within the area of the proposed North – South Rail line (see Figure 20).

Furthermore, the existing zoning applied to the subject site and associated neighbourhood is likely to be reviewed since it sits within three LSPS defined growth areas: the proposed North – South Rail Line, the East to West Economic Corridor, and a key centre – Werrington. In this regard, it is a highly appropriate area to accommodate an increased density.



Conclusion

The completed Neighbourhood Character Analysis has determined the following:

- The population of Werrington is changing with higher growth rates than compared to the average of greater Sydney with a burgeoning lone household population (27.7%).
- A large segment (19%) of the Werrington population is experiencing housing stress.
- The immediate neighbourhood lacks a consistency in urban fabric and landscape treatment which has generally resulted in a neighbourhood that lacks a uniform character and area of relevance to the community.
- South Werrington is set to experience significant development with large vacant areas of the Western Sydney University (Werrington Campus), and the old Sydney Water site (corner of Walker Street and Rance Road) ripe and ready for construction of high density residential premises. The development of these vacant parcels will have an immediate positive impact on the neighbourhood character of Werrington.
- Future planning for the local area has, on multiple occasions, earmarked Werrington as a key centre capable of accommodating additional housing and greater housing diversity.
- General community sentiment derived from past consultations confirms the community is supportive of increasing residential density within or nearby strategic centres, and particularly within proximity of mass transport systems.
- Past community sentiment has further expressed a desire for greater housing diversity in appropriately located areas to support the changing needs of the community.

Comment: This analysis suggests that a boarding house development is highly appropriate within the neighbourhood that has been analysed as it will support a growing population, provide additional housing opportunities for the large lone household segment of the population, and community members affected by housing stress.

The physical design, adopting a more contemporary style with the provision of contributory landscape treatment, will have a direct benefit to the undeveloped and incoherent streetscape within immediate vicinity, and subsequently will assist in anchoring the maturation of the greater neighbourhood character to becoming a more active, safer and pleasant neighbourhood that delivers against the desired character of Werrington suburb and objectives of the Penrith local government area.