



7 June 2012

Sam Haddad
Director General
Department of Planning and Infrastructure
23-33 Bridge Street
SYDNEY NSW 2000

Attention: David Gibson

Dear Mr Haddad,

**North Penrith Defence Site, Stage 3A – State Significant Development
Request for Director General's Requirements**

Landcom is progressing with development of the North Penrith Defence site, with Stage 1 civil works well underway and the Stage 2A development application to be lodged shortly.

The purpose of this letter is to request the Director General's Requirements (DGR's) for the preparation of an Environmental Impact Statement (EIS) for the future Stage 3A of the North Penrith project. Requests relating to the other remaining stages of the project are also being submitted concurrently to enable Landcom to proceed with planning for all future stages of the project.

A report prepared by JBA Planning is attached to this application which provides the necessary information in support of this request, including an overview of the proposed development; the statutory context; and the key environmental and planning issues associated with the proposal.

Stage 3A of the North Penrith project seeks to further implement the necessary infrastructure and public domain works to support future residential, community and recreational development as envisaged by the approved Concept Plan. North Penrith forms part of the State Government's commitment to delivery 10,000 lots in Western Sydney and the ongoing development of this project will make an important contribution to this target.

We trust that the information detailed in this letter is sufficient to enable the Director-General to issue the DGRs for the preparation of the EIS and look forward to receiving these in due course. Please feel free to contact me on 9841 8707 if any further information is required.

Yours sincerely,

A handwritten signature in blue ink, appearing to be "MW", is written over a faint blue line.

Mike Williams
Acting Development Director

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NORTH PENRITH STAGE 3A - COREEN AVENUE, NORTH PENRITH

1.0 INTRODUCTION

Landcom has recently commenced the Stage 1 subdivision and civil works and is in the process of finalising the Environmental Impact Statement for Stage 2A which will be lodged shortly. This report provides an overview of the proposed development of Stage 3A; the statutory context; and the key likely environmental and planning issues associated with the proposal. It supports Landcom's request for Director General's Requirements (DGR's) for the preparation of an Environmental Impact Statement (EIS) for this stage of the North Penrith project.

2.0 SITE DETAILS

The North Penrith site is located approximately 50 km from the Sydney CBD on the northern side of Penrith CBD (refer to Figure 1). It is legally described as follows (with Stage 3A being bolded):

Property Description	Area
Lot 1 in DP 1020994	4,815m ²
Lot 2 in DP 1020994	1.357ha
Lot 4 in DP 1020994	987m ²
Lot 5 in DP 1020994	1.863ha
Lot 6 in DP 1020994	1,179m ²
Lot 3 in DP 1017480	2,795m ²
Lot 4 in DP 1017480	446m ²
Part Lot 1 in DP 33754	32.64ha
Lot 1 in DP 33753	1.977ha
Lot 1 in DP 532379	1.788ha
TOTAL AREA	40.6 ha

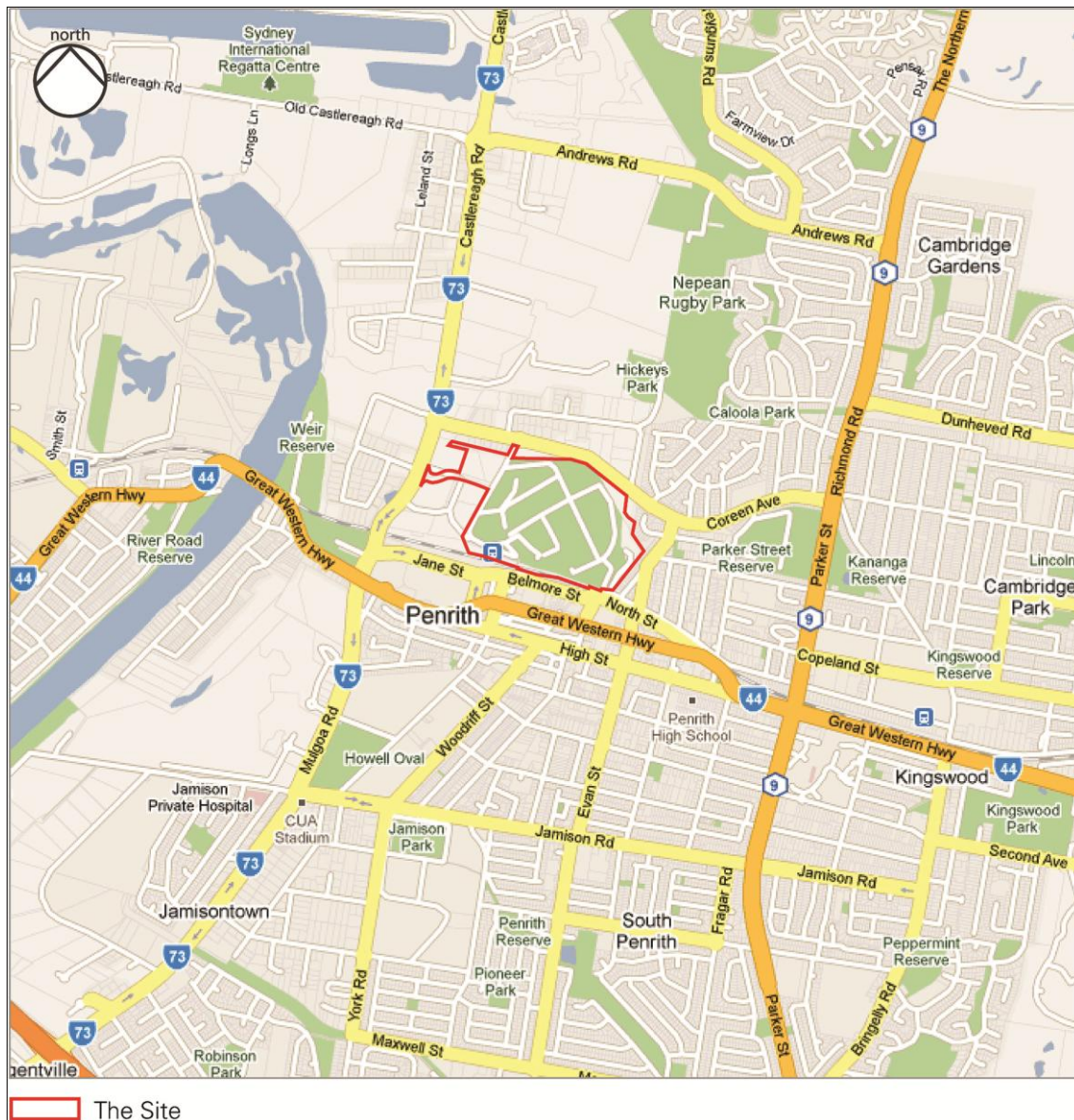


Figure 1 – North Penrith Site Location Plan

Situated in the southern half of the North Penrith site adjacent to the Railway Line, the Stage 3A Site is intended to be developed as the new North Penrith Village Centre with capacity for approximately 10,625m² of commercial floor space (Figure 2). A maximum of 4,500m² of retail uses, including a 2,000m² anchor supermarket is intended to meet new residential and worker demand generated by the Concept Plan.

The Village Centre, and accordingly the land to which Stage 3A applies, will ultimately be the focus of activity and will comprise a mix of land uses, including local retail, residential, office, and community and educational facilities, with a high level of integration between uses and functions. The mixed use nature of the Centre will allow living, learning, working and playing to strongly integrate. Importantly, it will also contain some higher density residential uses such as shop top housing and residential flat buildings, ensuring that people will live in the Village Centre as well as work, shop and play there. The intended provision of commercial and mixed use buildings within convenient walking distance of the railway station is a key principle of the North Penrith Concept Plan that will further support the viability of commercial floor space and promote the use of public transport.

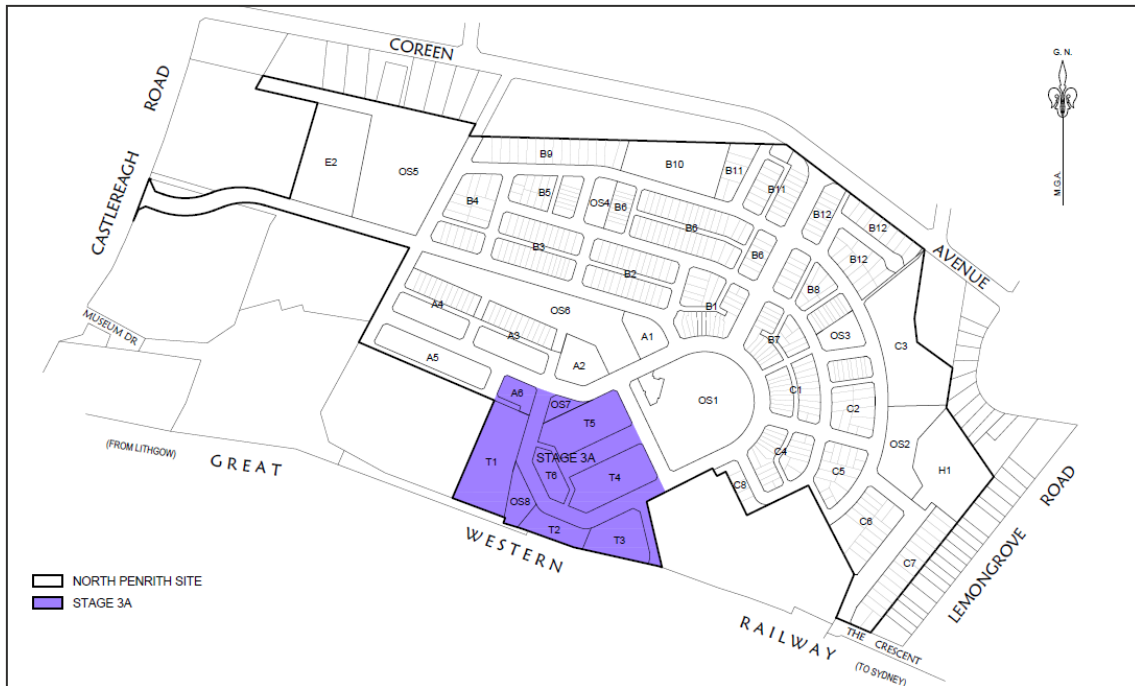


Figure 2 – Stage 3A Site Location Plan

The Stage 3A Site is bounded to the south by the Western Railway Line and the Penrith CBD beyond that, the Penrith Training Depot to the east, the approved Smith's Paddock and Stage 1 residential subdivision to the north and the future Stage 2A (residential uses) and the commuter car park to the west.

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

The application for SSD will seek development approval for:

- subdivision of the Stage 3A Site to create 7 super lot sites yielding approximately 330 apartment dwellings (including seniors living); 4,500m² retail uses; and 10,625m² commercial uses;
- open space construction of the 'Village Square / Station Plaza' – a paved civic space comprising outdoor seating areas for cafes/ restaurants, linear water features, a lawn area, and central sculptural feature, and that connects the development to the existing railway station; and
- traffic and access arrangements comprising the internal road network and streetscapes.

4.0 PERMISSIBILITY AND STRATEGIC PLANNING

The following strategic plans are relevant to the proposal:

- Metropolitan Plan for Sydney 2036; and
- Draft North West Subregional Strategy.

The following legislation and planning instruments are relevant to the proposed development:

- *Environmental Planning and Assessment Act 1979*;
- State Environmental Planning Policy (State and Regional Development) 2011;
- State Environmental Planning Policy (Infrastructure) 2007; and
- Penrith City Centre Local Environmental Plan 2008.

Also relevant to the proposal are the North Penrith Concept Plan and North Penrith Design Guidelines, approved in November 2011.

4.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the assessment framework for State Significant Development. Under Section 89D of the Act the Minister for Planning is the consent authority for State Significant Development. Section 78A (8A) requires that a development application for SSD is to be accompanied by an Environmental Impact Statement (EIS).

4.2 State and Regional Development SEPP 2011

The State and Regional Development SEPP identifies development which is declared to be State Significant. Clause 11 of Schedule 2 of the Policy provides that a principal subdivision establishing major lots or public domain areas, or the creation of new roadways and associated works on the North Penrith site as described herein, is State Significant Development.

As the proposal is for the purposes of subdivision to create major lots and the Water's Edge and Common public domain areas, and also proposes the construction of roads and associated infrastructure, it would be considered SSD.

4.3 Infrastructure SEPP 2007

Under the Infrastructure SEPP development proposals that are adjacent to rail corridors must address the *Interim Guidelines for Development Near Rail Corridors and Busy Roads*, and are required to be referred to Railcorp for comment. The site abuts the Western Railway and accordingly Landcom will engage with Railcorp and address the Interim Guidelines. DoPI will also need to refer the DA/EIS to Railcorp for comment during the assessment process.

4.4 Current Zoning and Development Framework

Penrith City Centre Local Environmental Plan 2008

Penrith City Centre Local Environmental Plan 2008 (PCCLEP) currently applies to the site. The Site is zoned B2 Local Centre under the provisions of PCCLEP (refer to Figure 3). Development for the purposes of a range of residential, retail, business, entertainment and community uses are permissible within the underlying land use zone. Accordingly, the proposed development is permissible with consent.

There are no other provisions in PCCLEP that apply to the Stage 3A Site.



Figure 3 – Zoning Plan

North Penrith Concept Plan

The Minister for Planning approved the North Penrith Concept Plan on 9 November, 2011 (MP 10-0075). Landcom's approved North Penrith Concept Plan provides for a transit orientated and cohesive mixed uses development incorporating residential, retail, commercial, business, civic, community, industrial and recreational uses as broadly shown in the illustrative plan at Figure 4.

The Concept Plan provides the framework within which the proposed Stage 3B Development Application will be based. As outlined above, Stage 3B will be characterised by predominantly mixed uses to facilitate commercial and retail uses to support local residents and will be underpinned by the Village Square - North Penrith's key gathering space.



Figure 4 – North Penrith Illustrative Master Plan

North Penrith Design Guidelines

Development controls including target dwelling yields, minimum lot sizes, and set backs are controlled by the North Penrith Design Guidelines, approved as part of the Concept Plan.

Part 4.0 of the Design Guidelines specifically relates to the Village Centre and contains controls relating to built form, access, parking and circulation. Landcom will prepare the DA/EIS with regard for these requirements.

5.0 PRELIMINARY IMPACT IDENTIFICATION AND RISK ASSESSMENT

The Concept Plan comprehensively addressed a wide range of environmental issues associated with the development. The following issues are considered directly relevant to the Stage 3A DA, and are discussed further below:

- urban design;
- public domain and landscaping;
- railway interface, noise and vibration;
- water cycle management;
- traffic and access; and
- construction impacts.

The following issues were sufficiently addressed in the Concept Plan and are not considered directly relevant to Stage 3A:

- European and Aboriginal heritage; and

- ecological issues (flora and fauna).

The following impacts and risks associated with the proposal are summarised below and will be addressed in detail in the EIS. Overall, the risks from the proposal are minimal and can be appropriately managed.

5.1 Urban Design and Built Form

The proposed Stage 3A Site is a key component of the over North Penrith master plan and will be designed to complement the existing Penrith CBD. The Village Square is intended to be a key public domain area that will facilitate the movement of commuters to and from the Station through the site towards the commuter car park and residential dwellings via commercial, retail and support services.

The Stage 3A DA/EIS will therefore identify, address and provide an urban design solution for:

- well designed spaces that transport, engage and activate the community;
- interfaces with, and relationships to, the existing CBD, commuter car parking, Penrith Training Depot, Western Railway Corridor (discussed further below), approved Stage 1 area (including Smith's Paddock) as well as the adjoining future Stage 2B and Stage 3B lands; and
- providing well connected linkages, nodes and destinations.

5.2 Public Domain and Landscaping

As outlined above, the proposal involves the creation of the Village Square and McHenry Park. The approved Concept Plan contains conceptual Landscape Plans for both parks which will be further refined as part of the Stage 3A DA/EIS. It will also provide a detailed analysis of how the proposed landscaping is consistent with the approved Conceptual Plans for these key open space areas.

5.3 Development Adjacent to Railway, Noise and Vibration

Consistent with the Statement's of Commitment approved under the Concept Plan, Landcom's DA/EIS for Stage 3A will be supported by:

- a Geotechnical and Structural Report, and excavation and construction methodology that meets RailCorp's requirements;
- detailed cross section drawings showing ground surface, rail tracks, sub soil profile, and any structures adjacent to the rail corridor;
- a services search confirming the existence and location of any rail services/utilities;
- drainage diagrams that confirm discharge will be directed away from the railway corridor;
- any electrolysis risk; and
- confirmation that any proposed fencing or landscaping within 20m of the rail corridor is supported by RailCorp.

The DA/EIS will also be prepared to address the approved findings of the Noise and Vibration Assessment prepared by Benbow and approved under the Concept Plan. In particular, the DA/EIS will consider the potential impacts of the Western Railway Corridor on the Village Centre, and vice versa, and identify the main noise and vibration generating sources and activities associated with the proposed works. The DA/EIS will also identify any management measures required at the subdivision stage to minimise and mitigate the potential noise and vibration impacts on future occupants of the Village Centre from identified noise generating sources, including the Railway line.

These issues will be addressed at a level of detail suitable for this application relating to infrastructure and subdivision, noting that form built form applications will also be required to address these issues in greater detail.

5.4 Water Cycle Management

The Stage 3A stormwater management system will address the Stormwater Management Strategy and Stormwater Management Report approved under the Concept Plan. The proposed works will be designed to comply with the targets for annual post development loads, water quality and water quantity established by the Concept Plan.

5.5 Traffic and Access

The impacts on the surrounding road network and the functioning of other nearby intersections were modelled and approved under the Concept Plan approval and TMAP. Notwithstanding this, the DA will reaffirm that the approved traffic and access arrangements remain valid through an updated to the approved TMAP that will accompany the DA/EIS. Accordingly, the risks of the proposal are considered to be small.

Noting its intended future use and proximity to the Railway Station, Stage 3A offers the greatest potential to promote sustainable means of transport including public transport usage and pedestrian and bicycle linkages. The main 'loop' road through Stage 3A provides for a bus route to the station as approved under the Concept Plan, and this will be further addressed in the DA/EIS along with other transport issues.

5.6 Construction Impacts

Noise, dust, traffic and waste impacts will obviously result from construction. However, these are short term impacts and ones that will be managed in accordance with standard practice. It is intended that the construction works be programmed to coincide to reduce impacts and increase economies in disposal of cut/fill.

The risk of disruption from the proposal is small and will be managed through augmentation of the existing Environmental Management Plan(s) in place on the site, in accordance with relevant Australian Standards and Occupational Health and Safety legislation.

6.0 CONSULTATION

The EIS will detail consultation with key stakeholders and relevant authorities. In preparing the proposal, Landcom has already commenced consultation with relevant officers of Penrith City Council and will continue to do so as the project evolves through regular project meetings.

During preparation of the DA/EIS, Landcom and its consultant team will also engage with the following stakeholders as relevant:

- Transport for NSW;
- Railcorp;
- Office of Environment and Heritage; and
- Surrounding landowners.

7.0 CONCLUSION

Stage 3A of the North Penrith Development seeks to further implement the necessary infrastructure and public domain works to encourage and support future residential, community and recreational development as envisaged by the approved Concept Plan. The delivery of the Village Centre will be the final stage in Landcom's commitment to deliver the North Penrith Development and the built vision established by the Concept Plan. We trust that the information detailed in this report is sufficient to enable the Director-General to issue the DGRs for the preparation of the EIS.