



12366
3 March 2014

Daniel Keary
Director - Industry, Key Sites and Social Projects
Department of Planning and Infrastructure
23-33 Bridge Street
SYDNEY NSW 2000

Attention: Thomas Mithen

Dear Daniel

**SSDA 5348 - RESPONSE TO SUBMISSIONS
COREEN AVENUE, NORTH PENRITH**

I refer to the State Significant Development Application No.5348 for subdivision, civil and infrastructure works and construction of a kiosk in Stage 3A of the North Penrith project, which was publicly exhibited between 19 September 2013 and 4 November 2013, and the meeting on 14 February 2014 attended by UrbanGrowth NSW Departmental and JBA representatives to discuss the North Penrith project generally.

The purpose of this letter is to respond to the issues raised during public exhibition of SSDA in accordance with clause 85A of the *Environmental Planning and Assessment Act, 1979* (EP&A Act). UrbanGrowth NSW and its specialist consultant team have reviewed and responded to all issues raised in the ten (10) submissions received by the Department of Planning and Infrastructure during the recent exhibition period, as well as the Department's own letter dated 14 November 2013.

As discussed at the meeting, UrbanGrowth NSW and its consultant team have continued reviewing the proposal, and undertaking further detailed design and planning work in responding to the issues raised during exhibition. UrbanGrowth NSW now seeks to amend SSDA 5348 as it has made a small number of changes to the proposal currently before the Department to take advantage of opportunities to improve the scheme and ensure the scheme reflects the ongoing detailed design. These changes can be summarised as follows:

- Revisions to the proposed super lot subdivision to create:
 - the central parking street approved as part of the Concept Plan Approval;
 - an additional public, McHenry Place, as approved under the Concept Plan; and
 - five (5) additional super lots for future residential apartment, commercial and retail uses;
- Deletion of the kiosk as proposed in the exhibited EIS;
- Design refinements to the proposed shade canopy; and
- Minor amendments to the proposed landscaping scheme to reflect the revised subdivision layout.

The proposed amendments are considered worthy of incorporation into SSDA 5348 as part of the UrbanGrowth NSW response to submissions, as McHenry Park and the central parking street represent the last two pieces of the public domain that are yet to be approved. Rather than doing a standalone SSDA for these components (they satisfy Schedule 2, clause 11(a) of the SRD SEPP and therefore will need to be approved under the SSD process), it is more efficient to package up

the works into the existing SSDA. UrbanGrowth NSW has consulted with Council, and Council has confirmed that it has no issue with this approach.

In support of the proposed amendments, we submit the following updated plans and documentation:

- a table summarising the issues raised in each submission received by the Department of Planning and Infrastructure and UrbanGrowth NSW's response to each issue raised (**Appendix A**);
- revised Draft Plan of Subdivision prepared by Craig and Rhodes (**Appendix B**);
- revised Engineering Plans prepared by J. Wyndham Prince illustrating the configuration of the central parking street (**Appendix C**);
- revised Landscaping Plans prepared by PLACE (**Appendix D**); and
- Revised shade canopy plans prepared by Allen Jack + Cottier (**Appendix E**).

The proposed amendments are of merit as discussed in the following sections.

1.1 Subdivision

UrbanGrowth NSW is now seeking a more refined subdivision plan as there is now greater certainty regarding the layout and design of future residential, commercial and retail uses to be located within Stage 3A. The proposed subdivision and additional lots is entirely consistent with the Concept Plan approval and the relevant provisions of the approved Design Guidelines. In particular:

- The proposed subdivision creates Development Blocks T1, T2, T3, T4, T5, and T6 (Proposed Lots 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009 and 3010) in the location and configuration approved under the Concept Plan and Figure 6 of the approved Design Guidelines;
- Development Block T1 is proposed to be further subdivided into three super lots (Proposed Lots 3003, 3004 and 3005) which is not inconsistent with the approved Concept Plan and Design Guidelines;
- The proposed subdivision creates future open space areas OS7 (McHenry Park) and OS8 (Station Plaza) as identified in the approved Concept Plan and Figure 6 of the approved Design Guidelines (Proposed Lots 3012 and 3013);
- The creation of Development Blocks T3-T6 (Proposed Lots 3001, 3006, 3007, 3008, 3009 and 3010) creates future residential apartments blocks as identified in Figure 15 which are capable of being developed in the future in accordance with the provisions set out at Section 3.11 of the Design Guidelines;
- The future uses of the Proposed Lots are generally consistent with the preferred uses illustrated in Figure 18 of the Design Guidelines; and
- The central parking street establishes the preferred public parking area for the future Village Centre as identified in Figure 23 of the Design Guidelines.

1.2 Engineering Plans

The revised Engineering Plans illustrate:

- The location and proposed configuration of the 25m wide central parking street capable of accommodating approximately 50 standard car parking spaces and 4 disabled spaces, and comprising:
 - 3.6m wide verges on either side;
 - 5.4m long 90° parking spaces; and
 - 7m wide central aisle
- Typical cross section for the central parking street;

- The 19m articulated vehicle path which confirms the future supermarket access can be accommodated within the proposed road network; and
- Indicative parking restrictions proposed to be erected throughout the development site, and disabled car parking spaces and typical dimensions within the central parking street.

The inclusion of the central parking street is the only change in terms of the revised scheme. The proposed 25m road reserve differs from the typical cross section approved as part of the Concept Plan (refer to North Penrith Stage 1 Tender Design Road Typical Cross Sections SK14 prepared by Worley Parsons and submitted with the Concept Plan Preferred Project Report). In particular, the approved design contemplated one aisle of 90° parking, one aisle of parallel parking, two travel lanes, and verges of 4.2m and 1m wide. The revised design as now proposed by SSDA 5348 is an improved outcome as:

- the narrowed road reserve ensures that the future residential buildings to be constructed on Development Blocks T4 and T5 (Proposed Lots 3007 and 3009) can be SEPP 65 compliant in terms of building depth; and
- greater efficiency can be achieved in providing 90° car parking.

In addition, the central parking street as now proposed by SSDA 5348 is consistent with the objectives established for that street under the approved Concept Plan to set out:

- provision of regulatory No Stopping zones;
- provision of public transport services (bus stops and taxi ranks);
- accommodation of loading activities off-street;
- provision of short-stay parking for people shopping, undertaking personal business or attending meetings; and
- protection of on-street parking from being inefficiently taken up by long-stay commuters using Penrith Train Station.

1.3 Landscaping and Shade Canopy

Revised landscaping plans have been prepared by PLACE that show the landscaping concept for McHenry Place. McHenry Place is proposed to be 1,019m² in area and will be a grassed area with low maintenance plants suitable for passive recreation with multiple seating and gathering opportunities. McHenry Place will offer visual respite to the high density residential and commercial uses that will be located within this part of the North Penrith site.

McHenry Place is entirely consistent with the principles established under the Concept Plan approval and therefore raises no new or additional issues beyond those already approved and deemed acceptable as part of the Concept Plan approval.

After further consultation, UrbanGrowth NSW and Council have agreed to delete the originally proposed kiosk. This agreement reflects Council concerns about the cost and viability of such a facility. The shade canopy however is retained in the same location that will provide shade and seating. The revised shade canopy plans prepared by Allen Jack + Cottier illustrate these amendments.

It should be noted that the current intention for street trees is that Crepe Myrtle will be used in the central parking street, and London Plane trees will be planted on Lord Sheffield Circuit. Chinese Pistacia is proposed only for the trees at the pedestrian crossing.

1.4 Conclusion

In conclusion, this letter and supporting appendices in conjunction with the exhibited EIS have demonstrated that UrbanGrowthNSW's SSDA for Stage 3A of the North Penrith Development will have minimal adverse environmental effects. The benefits of the proposed development and the absence of any adverse environmental impacts confirm that SSDA 5348 is worthy of approval.

Should you have any queries about this matter, please do not hesitate to contact me on 9409 4957 or sballango@jbaplanning.com.au.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ballango', with a stylized flourish at the end.

Stephanie Ballango
Associate

cc: Michael Williams, UrbanGrowth NSW