

HERITAGE IMPACT STATEMENT



Amending State Significant Development Application
Nos. 160, 162 and 172 Lord Sheffield Circuit, North Penrith
February 2025 | J5836_01

**Weir
Phillips**
Heritage

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Cover Image: The proposal
SJB

We acknowledge that the land on which we live, learn and work as the traditional country of the Gadigal people of the Eora Nation. We acknowledge these traditional owners of this land and acknowledge their living cultures and the unique roles they have played in maintaining life, language, and culture in this region. We pay respect to their Elders past, present and emerging and all Aboriginal people.

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1 INTRODUCTION

1.1 Preamble

This updated Heritage Impact Statement (HIS) accompanies an Amending State Significant Development Application (SSDA) for the site at Nos 160, 162 and 172 Lord Sheffield Circuit, North Penrith, New South Wales. The applicant seeks consent for modifications to the approved DA22/1086. The existing approval is as follows:

Construction of Ten (10) Storey Mixed Use Commercial & Residential Development including Two (2) Storey Podium containing 14 Ground Floor Retail Premises & First Floor Commercial Floor Space, Two (2) x Eight (8) Storey Residential Towers containing 287 Residential Apartments (East Tower – 152 Units; West Tower – 135 Units), Rooftop Communal Open Space, Three (3) Levels of Basement Car Parking & Public Domain Works.

This report has been prepared in response to the requirements contained within the Secretary’s Environmental Assessment Requirements (SEARs) dated 18 December 2024 and issued for the SSDA (SSD-78665709). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Item	Description of Requirement	Section Reference (this Report)
19. Environmental Heritage	<ul style="list-style-type: none">Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated	Section 5.

The site is located within the Penrith City Council area. The principal environmental planning instrument for the site is the *Penrith Local Environmental Plan 2010 (LEP 2010)*. The site is not listed as a heritage item, nor is it located in a Conservation Area as defined by Schedule 5 Parts 1 and 2 of the *LEP 2010*. The site is, however, located adjacent to a heritage item listed by this Schedule. It is also located adjacent to an item listed on the State Heritage Register under the *NSW Heritage Act 1977*.

Under Part 5.10 of the *LEP 2010*:

(4) Effect of proposed development on heritage significance

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment

The consent authority may, before granting consent to any development:

(a) on land on which a heritage item is located, or

(b) on land that is within a heritage conservation area, or

(c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

In order to assess the potential impacts of the DA on heritage items, a heritage management document must be submitted with the DA. The appropriate heritage management document, in this instance, is a Heritage Impact Statement (HIS) and this document is submitted in satisfaction of this requirement.

This statement has been prepared at the request of the owners of the site and accompanies updated plans prepared by SJB Architects, dated December 2024.

1.2 Authorship and Acknowledgements

This updated HIS was prepared by Elliot Nolan, B.A. (Anc.Hist.Hons), M. Mus.Herit.Stud. Grad.Dip.Herit.Cons., and James Phillips, B.Sc. (Arch.), B.Arch., M.Herit.Cons. (Hons.), of Weir Phillips Heritage.

1.3 Limitations

As the site is not subject to any statutory heritage listings, a history has not been prepared.

No Aboriginal or historical archaeology was carried out on the site.

1.4 Methodology

This assessment has been prepared with reference to the *NSW Heritage Manual update Statements of Heritage Impact (2023)* and with reference to the Council planning controls listed under Section 1.6.

1.5 Physical Evidence

This report is based on a desktop study.

1.6 Documentary Evidence

1.6.1 Heritage Listing Sheets

- 'Penrith Council Chambers (former)', Heritage NSW State Heritage Inventory ID No. 2260189.
- 'Penrith Railway Station group', Heritage NSW State Heritage Register ID No. 5012132.
- 'Red Cow Hotel', Heritage NSW State Heritage Inventory ID No. 2260690.
- 'Station Master's House (former)', Heritage NSW State Heritage Inventory ID No. 2260187.
- 'TAFE Building', Heritage NSW State Heritage Inventory ID No. 2260189.

1.6.2 Planning Documents

- *Penrith Development Control Plan 2014.*
- *Penrith Local Environmental Plan 2010.*

1.7 Site Location

Nos. 160, 162 and 172 Lord Sheffield Circuit, North Penrith is located on the southern side of Lord Sheffield Circuit (Figure 1). The site is identified as follows:

- No. 160 Lord Sheffield Circuit (Lot 3011, D.P. 1184498).
- No. 162 Lord Sheffield Circuit (Lot 3001, D.P. 1184498).
- No. 172 Lord Sheffield Circuit (Lot 3002, D.P. 1184498).

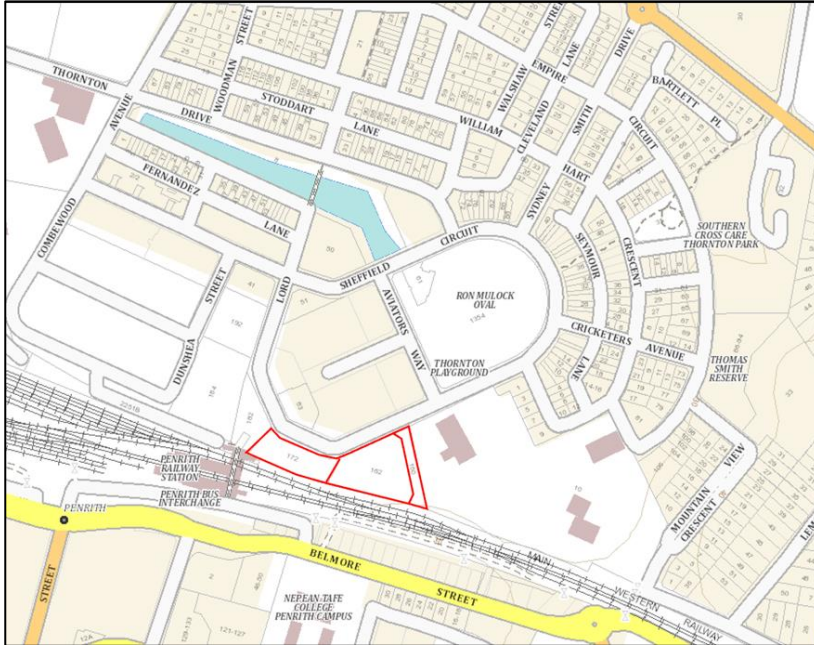


Figure 1: Nos. 160, 162 and 172 Lord Sheffield Circuit. The site location is outlined in red.

SIX Maps, 2025

2 SITE ASSESSMENT

2.1 The Site

For the following, refer to Figure 2, an aerial photograph over the site, and to the survey that accompanies this application.



Figure 2: Aerial photograph of Nos. 160, 162 and 172 Lord Sheffield Circuit. The site is outlined in red.
SIX Maps 2025

The site comprises three irregularly shaped allotments with frontage to Lord Sheffield Circuit to the north and to the Great Western Railway corridor to the south. The site boundaries are approximately as follows: north, 170m; south, 205m; east, 95m; and west, 40m. The total site area is approximately 8,305m². The site is vacant with no built structures, however, has lawn and irregularly spaced trees.

Refer to Figures 3 to 5 which illustrate the site.

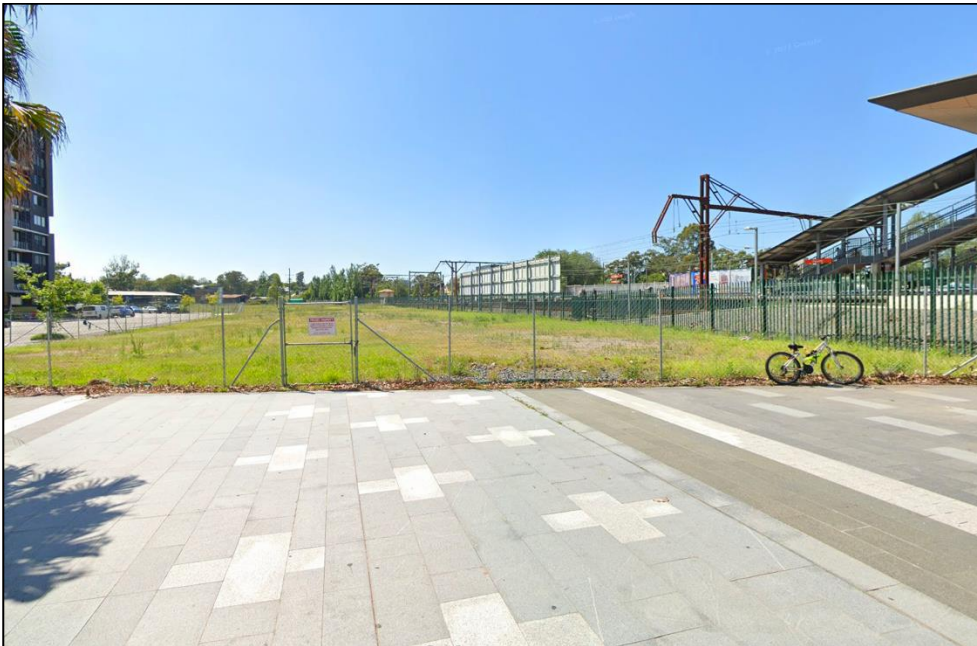


Figure 3: Looking towards the site from the west, adjacent to Penrith Station.
Provided by the client



Figure 4: Looking towards the site from the east on Lord Sheffield Circuit.
Provided by the client

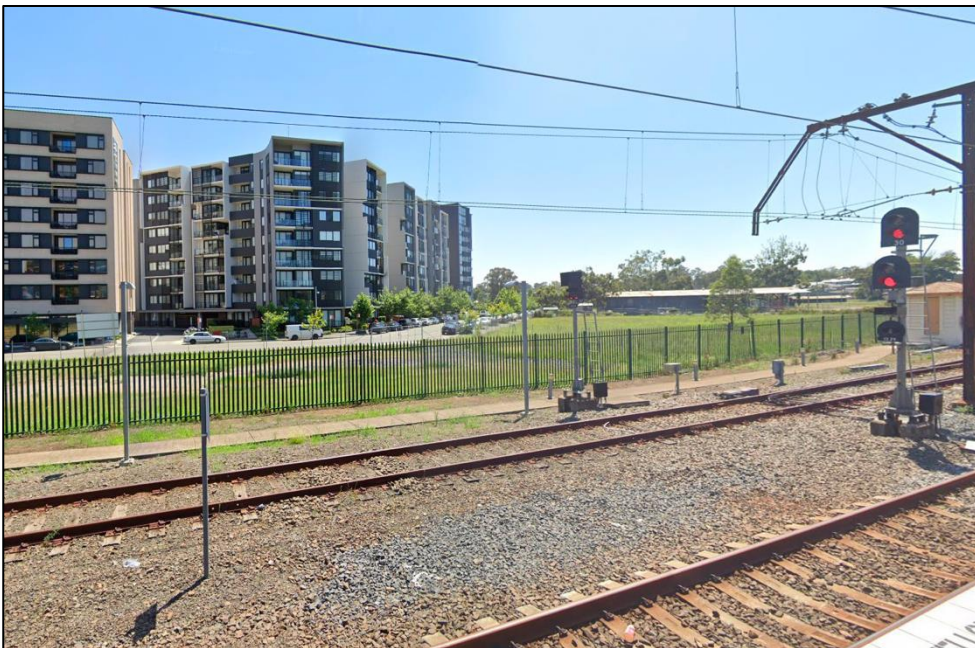


Figure 5: Looking towards the site from within the adjacent railway corridor.
Provided by the client

2.2 The Surrounding Area

2.2.1 The General Area

For the following, refer to Figure 6, an aerial photograph of the site and its surrounds.

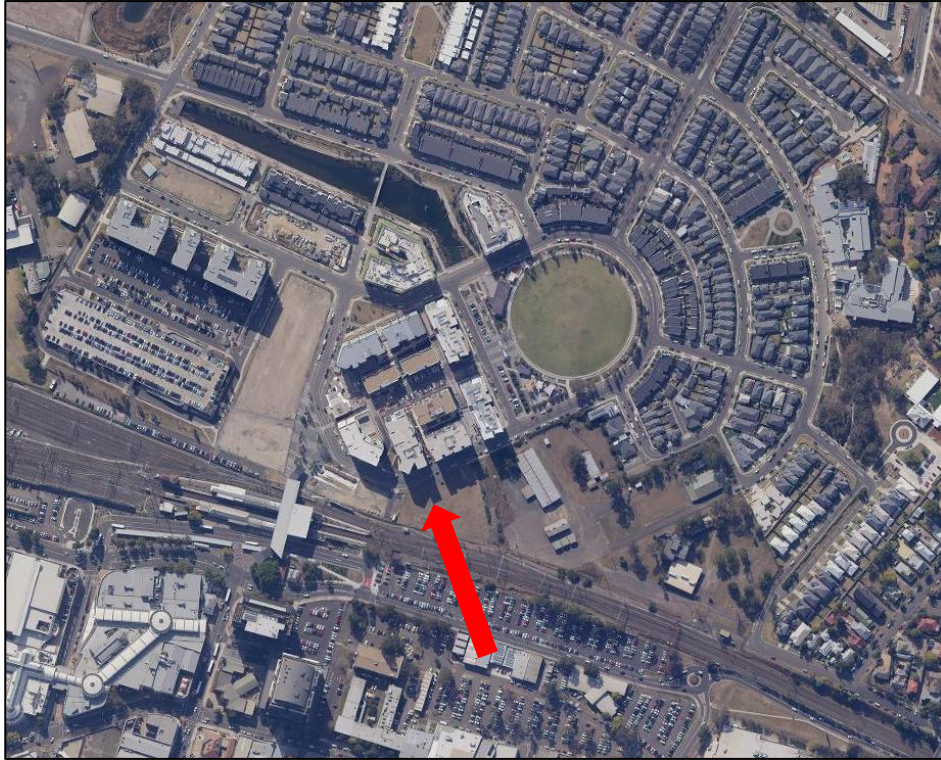


Figure 6: Aerial photograph of surrounding area. The site location is indicated by the red arrow.

SIX Maps, 2025

The site is located within the North Penrith Precinct as defined by Part E of the *Penrith Development Control Plan 2014 (DCP 2014)*. The land was historically owned by the Commonwealth Department of Defence and was sold to UrbanGrowth NSW (now Infrastructure NSW) in 2012, which rezoned the land to facilitate residential and commercial development. The site is zoned B2: Local Centre and has a maximum height of 32m. Surrounding land uses include RE1: Public Recreation and R1: General Residential.

2.2.2 North Penrith Precinct

The *DCP* provides the following expected outcomes for the North Penrith Precinct:

- 1) Transport and Accessibility
 - a) A residential density, urban structure and parking provision that supports the establishment of a model transit oriented development.
 - b) An integrated and legible network of open space and pathways to encourage pedestrian and cyclist activity, particularly to and from the train station.
- 2) Urban Design
 - a) A dense and interconnected mixture of land uses which include residential, recreational, employment, retail, office and business services.
 - b) Create a transit oriented, cohesive development incorporating retail, commercial, business, civic, community, recreation, residential and employment uses.
 - c) Create a safe and convenient pedestrian network formed by a closely spaced grid of streets interconnected with public open spaces.
- 3) Housing and Community
 - a) A vibrant urban community of around 900 to 1,000 dwellings.
 - b) Meet the growing and ageing population of Penrith through the provision of a diverse range of housing types and sizes.

-
- c) Around 7ha of open space/canals including a new oval with outdoor recreational facilities, canal edge boardwalk and local parks.

 - 4) Economic
 - a) Generate up to 770 direct jobs on the site and over 1,100 flow-on jobs.
 - b) Deliver a high level of self-containment in terms of employment generation and retail expenditure, reducing the trip generation of residents, workers and commuters visiting North Penrith.
 - c) Cater for the daily needs and services of the North Penrith community and commuters using Penrith Railway Station.
 - d) Provide opportunities for employment generating development within a close proximity to public transport services.

 - 5) Environmental
 - a) Retention of identified key stands of existing trees.
 - b) Mitigation and management of existing flooding issues on the site.

 - 6) Heritage
 - a) Enhance the heritage characteristics of Thornton Hall.
 - b) Respect the Combewood curtilage.
 - c) Protection of environmental heritage by incorporation of the heritage features and vistas into the road and open space network.¹

2.2.3 Lord Sheffield Circuit

Lord Sheffield Circuit runs off Combewood Avenue to the west. The road carries two-way traffic with provision for street parking on both sides. Concrete footpaths with grass verges and street trees line either side. The street is characterised by contemporary high-density multi-storey mixed-use and residential flat buildings. Buildings in the streetscape include Nos. 81-83 Lord Sheffield Circuit to the north of the site. This comprises a pair of nine-storey residential flat buildings and an eight-storey serviced apartment building. To the east is No. 231 Lord Sheffield Circuit, a 11-storey serviced apartment building.

Refer to Figures 7 and 8 which illustrate the streetscape.

¹ *Penrith Development Control Plan 2014, Part E – Key Precincts.*



Figure 7: An example of nine-storey residential flat buildings to the north of the site.

Google Maps



Figure 8: An example of an 11-storey serviced apartment building to the east of the site.

Google Maps

3 ASSESSMENT OF SIGNIFICANCE

3.1 Summary of Statutory Heritage Listings

Nos 160, 162 and 172 Lord Sheffield Circuit, North Penrith:

- Is not listed as a heritage item by Schedule 5 Part 1 of the *Penrith LEP 2010*.
- Is not located within a Conservation Area by Schedule 5 Part 2 of the *Penrith LEP 2010*.
- Is not listed as an item on the State Heritage Register under the *NSW Heritage Act 1977*.

3.2 Heritage Items Within the Vicinity of the Site

For the following, ‘within the vicinity’ has been determined with reference to physical proximity, existing and potential view corridors and the nature of the proposed works.

Refer to Figure 9 which reproduces a map from the NSW Planning Portal showing items listed on the State Heritage Register within the vicinity of the site. In this map, State Heritage items are hatched blue and numbered and local heritage items are coloured brown and numbered. The site is outlined in red.

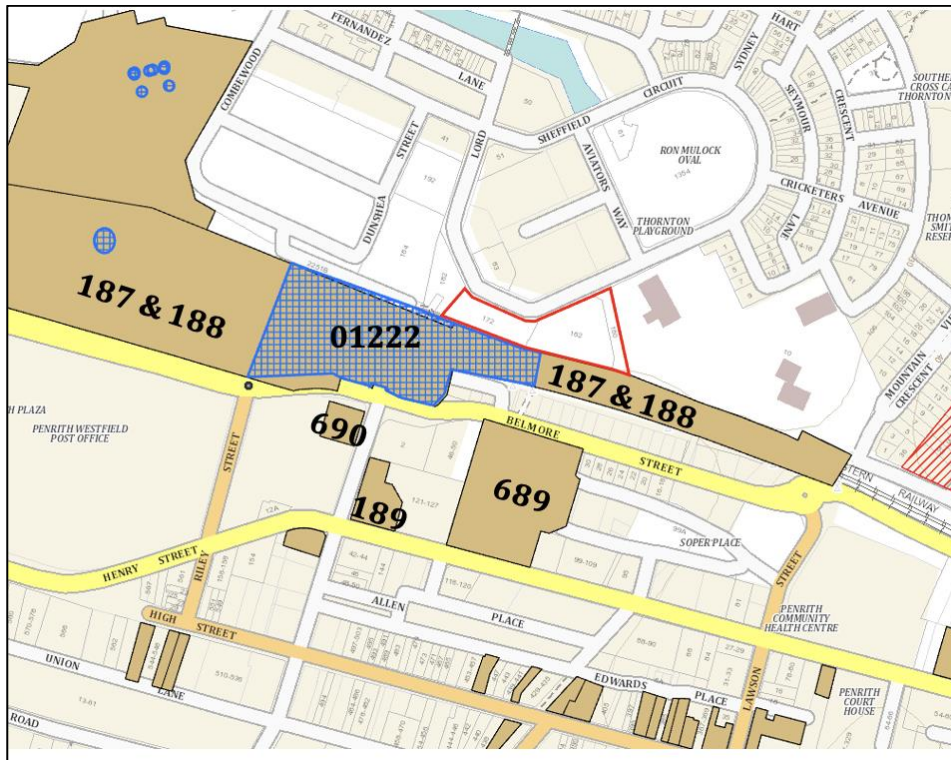



Figure 9: Detail, map showing local and State Heritage items in relation to the site. The site is outlined in red.

NSW Planning Portal, 2025. Annotations by WPH.

There are five heritage items listed by Schedule 5 Part 1 of the *Penrith LEP 2010* and one item listed on the State Heritage Register under the *NSW Heritage Act 1977* within the vicinity of the site.

Listing	Description	Significance
<p><i>Penrith Railway Station group', Great Western Railway, Penrith</i></p> <p>Listed on the State Heritage Register ID No. 01222.</p> <p>Listed on the <i>Penrith LEP 2010</i>, Item No. I87.</p>	<p>This item is located adjacent to the south. It comprises a c. 1863/1890 railway station with several built elements, most of which are located to the west of the site. The closest element is a c. 2000s footbridge which extends across the railway corridor.</p>	<p>The State Heritage Register provides the following Statement of Significance for this item:</p> <p><i>Penrith Railway Station is of state significance as an early railway site with buildings dating from the 1860s and as a former terminus for a number of years during the extension of the railway line over the Blue Mountains. The 1860s and 1890s station buildings are relatively</i></p>

	<p>The item is highly visible in view corridors to and from the site. The setting surrounding the item is characterised by multi-storey contemporary buildings to the north and 19th and 20th century period buildings on the south side, interspersed with infill development.</p> 	<p><i>intact examples of Victorian second-class and third-class station buildings and remain as important landmarks in the townscape of Penrith. The station was instrumental in the development of the main western railway line across the mountains and an important terminus for changing locomotives to cross the Blue Mountains as well as pushing trains towards Sydney.</i></p> <p><i>The Penrith station master's residence is of state significance for its long association with Penrith station since 1878 and as only one of four known two storey residences constructed in the metropolitan region demonstrating its importance as a major terminus station on the NSW network. The residence is of aesthetic significance as a landmark within the Penrith station precinct and the town centre of Penrith providing a tangible link with the establishment of Penrith as an important railway location. Its simple Victorian Georgian detailing and lack of embellishment demonstrate the design and construction techniques of late 19th Century railway residences where aesthetic qualities and embellishments were restricted due to a balance between status and financial restraint.</i></p> <p><i>The Penrith signal box is significant as evidence of Penrith station's role in assisting the railway traffic management between Sydney and the Blue Mountains since 1956. It is an unusual example of post World War II period Functionalist style railway signal boxes due to its polygonal signal tower presenting a design more like an airport control tower than a signal box. The signal box is a dominant feature within the station's setting when approached from the Down side.</i></p>
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		<p><i>The turntable at Penrith is significant as a railway relic from the early days of the operation of the locomotive depot that once existed immediately west of the Penrith station until 1956 and as the last physical reminder of what was a large locomotive depot and later coaling facility. While dating from 1896, the turntable represents an important function that was in existence at the station opening in 1863 when it was an important terminus.</i></p> <p><i>The water tank, filler spout and water column are important surviving items of infrastructure supporting steam locomotive operation, denoting the close affiliation Penrith station has with steam train operations over the Blue Mountains.²</i></p>
<p><i>'Station Master's House (former)', Jane Street, Penrith</i></p> <p>Listed on the State Heritage Register, ID No. 01222.</p> <p>Listed on the Penrith LEP 2010, Item No. 188.</p>	<p>This item is located to the south of the site and is separated from it by the railway corridor. It comprises a c. 1878 former residence.</p> <p>The item has little visibility from the site as it is concealed by vegetation and the railway corridor. The setting surrounding the item is characterised by multi-storey contemporary buildings to the north and 19th and 20th century period buildings on the south side, interspersed with infill development.</p> 	<p>Refer to the listing sheet above for further information.</p>
<p><i>'Penrith Council Chambers</i></p>	<p>This item is located to the south of the site and is</p>	<p>The State Heritage Inventory provides the following</p>

² 'Penrith Railway Station group', Heritage NSW State Heritage Register ID No. 5012132.

<p><i>(former)', Nos. 129-133 Henry Street, Penrith</i></p> <p>Listed on the <i>Penrith LEP 2010</i>, Item No. 189.</p>	<p>separated from it by intervening structures and vegetation. It comprises a c. 1959 building.</p> <p>It has no visibility from the site as it is obscured by a taller building to the north. The setting surrounding the item is characterised by 19th and 20th century period buildings, interspersed with infill development.</p> 	<p>Statement of Significance for this item:</p> <p><i>The former Penrith City Council chambers completed in 1959 was the first chambers of the newly incorporated City of Penrith Council, and formed the focus for the planning and administration of post war expansion in the Nepean region. The former chambers demonstrate a phase in the development of the Nepean region following the amalgamation of numerous rural councils and marked a return to a form of centralised government on which Penrith had been founded in the early nineteenth century. The building is an example of the inter-war Moderne /Functionalist style of architecture set within a landscaped forecourt.</i>³</p>
<p><i>'TAFE Building', Nos. 115-119 Henry Street, Penrith</i></p> <p>Listed on the <i>Penrith LEP 2010</i>, Item No. 689.</p>	<p>This item is located to the south of the site and is separated from it by intervening structures and vegetation. It comprises a c. 1961 building.</p> <p>The item has limited visibility from the site. The setting surrounding the item is characterised by multi-storey contemporary buildings to the north and 19th and 20th century period buildings on the south side, interspersed with infill development.</p> 	<p>The State Heritage Inventory provides the following Statement of Significance for this item:</p> <p>The TAFE building is one of the first post 1960 modern civic buildings erected in Penrith designed in the international style, at the onset of the growth of the town into a regional city. The building is an excellent example of the work of the NSW Government Architect at the time and is rare within the LGA. The building is located within a precinct of former centres of local and county levels of government administration, this building demonstrating a layer of state government administration. The role of the building in providing instruction in trades and services coincides with the importance of Penrith as a place of industry.⁴</p>

³ 'Penrith Council Chambers (former)', Heritage NSW State Heritage Inventory ID No. 2260189.

⁴ 'TAFE Building', Heritage NSW State Heritage Inventory ID No. 2260689.

<p><i>'Red Cow Hotel', Nos. 566-592 High Street, Penrith</i></p> <p>Listed on the <i>Penrith LEP 2010</i>, Item No. 690.</p>	<p>This item is located to the south of the site and is separated from it by intervening structures and vegetation. It comprises a c. 1865 hotel building.</p> <p>It has no visibility from the site as it is concealed from view by the railway corridor and station. The setting surrounding the item is characterised by multi-storey contemporary buildings to the north and 19th and 20th century period buildings on the south side, interspersed with infill development.</p> 	<p>The State Heritage Inventory provides the following Statement of Significance for this item:</p> <p><i>Completed around 1865, the Red Cow Inn is rare in Penrith LGA for its historic association with a family of note in the region and in eloquently demonstrating the impact of the coming of the railway had on the development of commerce. The building is unique in Penrith as an extant inn of the mid nineteenth century. The building forms part of a precinct of buildings with historic associations with the railway station.⁵</i></p>
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4 THE PROPOSAL

This Amending SSDA seeks approval for amendments to the development consent at Nos 160, 162 and 170 Lord Sheffield Circuit. Consent is sought for the following:

- An additional four (4) storeys to the consented buildings. This will increase the number of storeys from 10 to 14.
- An increase in the number of residential units from 289 to 431.
- Construction of an additional basement level to accommodate the additional carparking and waste requirements. The carparking will increase from 421 to 602.

5 EFFECT OF WORK

5.1 Methods of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with Council's numerical controls except where non-compliance would result in a heritage impact. Refer to the Statement of Environmental Effects that accompanies this application. The following assessment is made with an understanding of the objectives and controls provided by the *Penrith LEP 2010* and the *Penrith DCP 2014*.

5.2 Effect of Work on Heritage Items Within the Vicinity

'Penrith Railway Station group', Great Western Railway, Penrith

⁵ 'Red Cow Hotel', Heritage NSW State Heritage Inventory ID No. 2260690.

The proposed modifications will have a minimal and acceptable impact on this item for the following reasons:

- There will continue to be no impact on the fabric of this item, which is sufficiently separated from the site.
- There will continue to be no impact on significant view corridors towards this item. Views from within the railway corridor and from Jane Street and Lord Sheffield Circuit, will continue to be retained.
- The proposed modifications are compatible with the approved development which will continue to retain its well-articulated facades, tower elements and podium forms.
- The proposed additional storeys will have a minimal and acceptable impact as it will continue to be sufficiently removed from the setting of the item. It will be visible in the background of the item, where it will present as consistent with the approved buildings with regards to its form, design and materiality.
- The proposed additional basement level will have no impact as the basement will continue to be well removed from the boundary of the item, with entry and exit via the approved roads. There will be no physical impact on the item.
- For the above reasons, there will be no impact on the ability of the public to understand and appreciate the heritage significance of this item.

'Station Master's House (former)', Jane Street, Penrith

The proposed modifications will have a minimal and acceptable impact on this item for the following reasons:

- There will continue to be no impact on the fabric of this item, which is sufficiently separated from the site.
- There will continue to be no impact on significant view corridors towards this item, which are obtained from Jane Street.
- The proposed modifications are compatible with the approved development which will continue to retain its well-articulated facades, tower elements and podium forms.
- The proposed additional storeys will have a minimal and acceptable impact as it will continue to be sufficiently removed from the setting of the item. It will be visible in the background of the item, where it will present as consistent with the approved buildings with regards to its form, design and materiality. The visual impact will be further mitigated by the separation distance of approximately 70m.
- The proposed additional basement level will have no impact as the basement will continue to be well removed from the boundary of the item, with entry and exit via the approved roads. There will be no physical impact on the item.
- For the above reasons, there will be no impact on the ability of the public to understand and appreciate the heritage significance of this item.

'TAFE Building', Nos. 115-119 Henry Street, Penrith

The proposed modifications will have a minimal and acceptable impact on this item for the following reasons:

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- There will continue to be no impact on the fabric of this item, which is sufficiently separated from the site.
 - There will continue to be no impact on significant view corridors towards this item, which are obtained from Henry Street.
 - The proposed modifications are compatible with the approved development which will continue to retain its well-articulated facades, tower elements and podium forms.
 - The proposed additional storeys will have a minimal and acceptable impact as it will continue to be sufficiently removed from the setting of the item. It will be visible in the background of the item. The visual impact will be mitigated by the separation distance of approximately 90m.
 - The proposed additional basement level will have no impact as the basement will continue to be well removed from the boundary of the item, with entry and exit via the approved roads. There will be no physical impact on the item.
 - For the above reasons, there will be no impact on the ability of the public to understand and appreciate the heritage significance of this item.

'Red Cow Hotel', Nos. 566-592 High Street, Penrith

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will continue to be no impact on the fabric of this item, which is sufficiently separated from the site.
- There will continue to be no impact on significant view corridors towards this item, which are obtained from High Street.
- The proposed modifications are compatible with the approved development which will continue to retain its well-articulated facades, tower elements and podium forms.
- The proposed additional storeys will have a minimal and acceptable impact as it will continue to be sufficiently removed from the setting of the item. It will be visible in the background of the item, where it will present as consistent with the approved buildings with regards to its form, design and materiality. The visual impact will be further mitigated by the separation distance of approximately 90m.
- The proposed additional basement level will have no impact as the basement will continue to be well removed from the boundary of the item, with entry and exit via the approved roads. There will be no physical impact on the item.
- For the above reasons, there will be no impact on the ability of the public to understand and appreciate the heritage significance of this item.

'Penrith Council Chambers (former)', Nos. 129-133 Henry Street, Penrith

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will continue to be no impact on the fabric of this item, which is sufficiently separated from the site.
- There will continue to be no impact on significant view corridors towards this item, which are obtained from Henry Street.

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- The proposed modifications are compatible with the approved development which will continue to retain its well-articulated facades, tower elements and podium forms.
 - The proposed additional storeys will have a minimal and acceptable impact as it will continue to be sufficiently removed from the setting of the item. It will be visible in the background of the item, where it will present as consistent with the approved buildings with regards to its form, design and materiality. The visual impact will be further mitigated by the separation distance of approximately 170m.
 - The proposed additional basement level will have no impact as the basement will continue to be well removed from the boundary of the item, with entry and exit via the approved roads. There will be no physical impact on the item.
 - For the above reasons, there will be no impact on the ability of the public to understand and appreciate the heritage significance of this item.

5.3 Mitigation Measures

The proposal has successfully mitigated the impact on heritage items in the vicinity in the following ways:

- The separation of the buildings into two distinct forms which angle away from each other.
- The use of increased setbacks for the upper floors to reduce bulk, scale and overshadowing of heritage items.
- The use of landscaping including deep soil planting to provide amenity and improve the setting of heritage items.

6 CONCLUSION

This updated Heritage Impact Statement (HIS) accompanies an Amending State Significant Development Application (SSDA) for the site at Nos 160, 162 and 172 Lord Sheffield Circuit, North Penrith, New South Wales. The applicant seeks consent for modifications to the approved DA22/1086. The site is located within the Penrith City Council area. The principal environmental planning instrument for the site is the *Penrith Local Environmental Plan 2010 (LEP 2010)*. The site is not listed as a heritage item, nor is it located in a Conservation Area as defined by Schedule 5 Parts 1 and 2 of the *LEP 2010*. The site is, however, located adjacent to a heritage item listed by this Schedule. It is also located adjacent to an item listed on the State Heritage Register under the *NSW Heritage Act 1977*.

The proposed modifications are fully compatible with the approved development on the site. There will continue to be no impact on the fabric of, or significant view corridors towards heritage items in the vicinity. The additional basement floor will have no visibility from heritage items and will continue to be well removed from their boundaries. The additional floors will have a minimal and acceptable impact as they will be consistent with the form, design and materiality of the approved buildings. The visual impact will be further mitigated by separation distance. For these reasons, there will be no impact on the ability of the public to understand and appreciate the heritage significance of the items.

The proposed works fulfil the aims and objectives of the *Penrith LEP 2010* and the *Penrith DCP 2014*.