

# Environmental Impact Statement

State Significant Development Application



SSD 80875966

Mixed-use development (including  
in-fill affordable housing)  
68-80 O'Connell Street, Caddens

Prepared for Caddens Estate Pty Ltd

Submitted to the Department of Planning  
Housing and Infrastructure

October 2025

## Overview and declaration

Project details			
Project name	68-80 O'Connell Street, Caddens		
SSD number	SSD-80875966		
Address	68-80 O'Connell Street, Caddens		
Applicant details			
Applicant name	Caddens Estate Pty Ltd		
Applicant address	2-4 Giffnock Avenue, Macquarie Park NSW 2113		
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Declaration by Registered Environmental Assessment Planner (REAP)			
I declare that this EIS:			
<ul style="list-style-type: none"><li>• has been prepared in accordance with sections 190 and 192 of the <i>Environmental Planning and Assessment Regulation 2021</i></li><li>• contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates</li><li>• does not contain information that is false or misleading</li><li>• addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project</li><li>• identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments</li><li>• has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement</li><li>• contains a simple and easy to understand summary of the project, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development</li><li>• contains a consolidated description of the project in a single chapter of the EIS</li><li>• contains an accurate summary of the findings of any community engagement</li><li>• contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.</li></ul>			
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# Executive Summary

This Environmental impact statement (EIS) has been prepared by *Keylan Consulting Pty Ltd* on behalf of *Caddens Estate Pty Ltd* (the Applicant) to support a State Significant Development application (SSDA) for a mixed-use development, including in-fill affordable housing, on land at 68-80 O'Connell Street, Caddens in the Penrith local government area (LGA).

The proposal is classified as State Significant Development (SSD) in line with Chapter 2 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning System SEPP). Under Schedule 1, Clause 26A of the Planning Systems SEPP, development for the purposes of in-fill affordable housing, in which the residential component has an Estimated Development Cost (EDC) of more than \$75 million is SSD.

This EIS has been prepared in line with the Secretary's Environmental Assessment Requirements (SEARs), issued by the Department of Planning, Housing and Infrastructure (DPHI) on 14 March 2025 and in line with its '*State Significance Development Guidelines – Preparing an Environmental Impact Statement*' as required by Part 8 of the *Environmental Planning and Assessment Regulation 2021*.

## Site and context

The site is known as 68-80 O'Connell Street, Caddens. It has a total site area of 81,290.72m<sup>2</sup> and a redevelopment site area of 53,941m<sup>2</sup>. The site is legally described as Lot 1 and 2 in DP 1268507.

The western portion of the site (68 O'Connell Street) currently comprises an existing commercial shopping centre development and associated carpark, commonly known as 'Caddens Corner'. It is zoned E1 Local Centre pursuant to the *Penrith Local Environmental Plan 2010* (PLEP 2010).

The eastern portion of the site (80 O'Connell Street) is a cleared vacant lot, historically occupied by the Kingswood drive-in cinema and Western Sydney University. It is zoned R4 High Density Residential pursuant to the PLEP 2010

The site is located within the Penrith LGA and the Caddens Precinct identified in the *Penrith Development Control Plan 2014*.

### *Concept and Stage 1 Approval*

On 20 December 2018, a Concept Development Application (DA) (DA17/0995) was approved for the site by the *Sydney Western City Panel*. In summary, the Concept DA approved the following at the site:

- Stage 1 works for construction of a commercial shopping centre, shop top housing (19 units) and associated bulk earthworks and advertising signage
- Stage 2 concept development for future commercial and retail tenancies

It is noted the shopping centre, car parking, road access and new infrastructure proposed under the concept DA have been completed and are operational.

### *Amendments to Concept and Stage 1 Approval*

This SSDA also seeks to modify the Concept DA (DA17/0995) pursuant to Section 4.17(5) and Section 4.24(4) of the EP&A Act. The proposed changes include:

- amending the description of the works to remove references to the Concept DA, removing the shop-top housing component from Stage 1 and deletion of and Stage 2 works
- amendment to Condition 1 and the deletion of Condition 88 and Condition 89

These changes are intended to resolve any inconsistencies between the proposed works on the existing at-grade car park and the southwestern corner of the site, in relation to the current approval.

Further, despite the removal of the shop-top housing component (19 units) from the Concept DA, the proposed SSDA seeks approval for 482 units of which 15% will be for affordable housing.

Further details on the proposed modification are provided in Section 3.2.9 and Appendix 38.

### **Project description**

The SSDA seeks development consent for a mixed-use development, including in-fill affordable housing, comprising a combination of shop-top housing, residential flat buildings, commercial/retail premises, medical centre and recreation facility (indoor) at 68-80 O'Connell Street, Caddens. The proposed works include site preparation works, excavation, infrastructure, construction of the buildings and associated landscaping works.

Specifically, the SSDA seeks development consent for:

- demolition of an existing at grade car park and structures
- construction of 4 x 4 - 7 storey shop top housing buildings on the E1 Local Centre zoned land (68 O'Connell Street), comprising:
  - 177 residential dwellings
  - ground floor commercial, retail, medical uses and recreation facility (indoor)
- construction of a single storey commercial premises (shop) located at the southwestern corner of the E1 Local Centre zoned land (68 O'Connell Street), comprising two tenancies (which will be subject to future planning approval relating to the fit out)
- construction of basement carparking to service the shop top housing and commercial premises located on the E1 Local Centre zoned land (68 O'Connell Street)
- construction of 11 x 4 – 7 storey residential flat buildings on the R4 High Density Residential zoned land (80 O'Connell Street), including
  - 305 residential dwellings
  - basement carparking to service the proposed residential flat buildings

- internal roads (to be dedicated to Council as part of a separate process).
- associated infrastructure and services on the development site
- retention of Threatened Ecological Community (TEC) area in the north-eastern part of the site
- landscaping and communal open spaces including community park in the north-east, communal open spaces throughout and through site links.
- construction of public plaza used for events, markets and community gathering

The proposal also incorporates 15% affordable housing (73 units) and seeks to utilise the incentive controls under Chapter 2, Part 2, Division 1, Section 18 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) to achieve 30% additional building height.

A Clause 4.6 request is submitted as part of this SSDA which addresses the variation from the applicable building height standard.

The SSDA also seeks to modify the existing development consent at the site (DA17/0995) pursuant to Section 4.17(5) and Section 4.24(4) of the EP&A Act.

These changes are intended to resolve any inconsistencies between the proposed works on the existing at-grade car park and the southwestern corner of the site, in relation to the current approval.

## **Community engagement**

In accordance with DPHI's *Undertaking Engagement Guidelines for State Significant Projects*, stakeholder engagement has been undertaken by Community Insights Consulting to inform the proposal.

The project team met with Penrith City Council (Council), DPHI and the State Design Review Panel (SDRP) as part of the pre-lodgement engagement.

Community engagement included:

- Community information line
- Project email address
- Project webpage
- Door knock and letter drop
- Community survey
- Community pop-up information stalls
- Flyers
- Newsletter
- Posters

## **Assessment and mitigation of impacts**

This EIS provides a comprehensive assessment of the potential impacts associated with the development and issues identified in the SEARs. The EIS is supported by several specialist consultant reports to consider the potential impacts of the proposal.



Impacts considered within the EIS include:

- Built form including height, scale and communal open space
- Overshadowing
- Visual impacts
- Landscaping
- Ground and water including earthworks, geotechnical, and stormwater management
- Contamination
- Traffic, transport and road safety
- Noise and vibration
- Sustainability
- Biodiversity including fauna and flora management
- Waste management
- Social and Economic impact
- Flood risk
- Archaeology.
- Wind assessment.
- Air quality
- Hazards and risks
- Crime prevention through environmental design

This EIS demonstrates that the development comprises an appropriate use of the site, complies with the majority of relevant controls and that potential environmental impacts are minimal and can be appropriately managed through a series of mitigation measures as set out below.

### **Project justification**

The EIS has assessed the proposal in line with the strategic planning framework and statutory planning framework and has also considered the likely environmental impacts and the required mitigation measures as a result. The EIS concludes that the proposal is justified and will result in significant public benefit as set out below:

- The proposal supports the development of a vacant and/or underutilised site within the Caddens Precinct, which has been strategically identified by Council for urban renewal and higher density residential and mixed-use development
- The proposal is consistent with the strategic planning context including the following policies and strategies:
  - *Greater Sydney Regional Plan - A Metropolis of Three Cities*
  - *Western City District Plan*
  - *Housing 2041 - NSW National Housing Strategy*
  - *Connecting with Country Framework*

- *Penrith Local Strategic Planning Statement 2020*
- *Penrith Development Control Plan 2014*
- The proposal will deliver 482 new dwellings in a well-located area, contributing to a significant portion of Penrith Council's housing targets under the National Housing Accord
- The proposal will deliver 73 affordable housing units, providing critical infrastructure to support diverse communities and supply affordable housing within Penrith
- The proposal will facilitate a \$341,695,013 investment into the development of the site, contributing to an additional 3,461m<sup>2</sup> of employment generating floor space within the Caddens Precinct Centre.
- The development will support over 600 jobs onsite over the construction period and 81 full time equivalent (FTE) jobs onsite during operation resulting in significant social benefits for Caddens and the Penrith LGA
- The site is suitable for the development considering:
  - The site is strategically identified and well-suited to accommodate higher-density housing in line with the strategic planning objectives outlined above.
  - The proposed development supports a sustainable urban form within the Caddens Precinct, responding appropriately to the gradual growth and emerging character of the precinct.
  - The range of specialist reports accompanying this EIS demonstrate that the development carried out on the site without any significant environmental impacts, in relation to matters including architecture and design, landscape and public domain, traffic and ecology.

# 1 Introduction

This Environmental Impact Statement (EIS) supports a State Significant Development Application (SSDA) for the proposed mixed-use development at 68-80 O'Connell Street, Caddens (the site) within in the Penrith local government area (LGA).

The application is lodged under section 4.38 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The SSDA seeks development consent for a mixed-use development, including in-fill affordable housing, comprising a combination of shop-top housing, residential flat buildings, commercial and retail premises, medical centre and recreation facility (indoor) at 68-80 O'Connell Street, Caddens. The proposed works include site preparation works, excavation, infrastructure, construction of the buildings and associated landscaping works.

Specifically, the SSDA seeks development consent for:

- demolition of an existing at grade car park and structures
- construction of 4 x 4 - 7 storey shop top housing buildings on the E1 Local Centre zoned land (68 O'Connell Street), comprising:
  - 177 residential dwellings
  - ground floor commercial, retail, medical uses and recreation facility (indoor)
- construction of a single storey commercial premises (shop) located at the southwestern corner of the E1 Local Centre zoned land (68 O'Connell Street), comprising two tenancies (which will be subject to future planning approval relating to the fit out)
- construction of basement carparking to service the shop top housing and commercial premises located on the E1 Local Centre zoned land (68 O'Connell Street)
- construction of 11 x 4 – 7 storey residential flat buildings on the R4 High Density Residential zoned land (80 O'Connell Street), including
  - 305 residential dwellings
  - basement carparking to service the proposed residential flat buildings
- internal roads (to be dedicated to Council as part of a separate process).
- associated infrastructure and services on the development site
- retention of Threatened Ecological Community (TEC) area in the north-eastern part of the site
- landscaping and communal open spaces including community park in the north-east, communal open spaces throughout and through site links.
- construction of public plaza used for events, markets and community gathering

The proposal also incorporates 15% affordable housing (73 units) and seeks to utilise the incentive controls under Chapter 2, Part 2, Division 1, Section 18 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) to achieve 30% additional building height.

A Clause 4.6 request is submitted as part of this SSDA which addresses the variation from the applicable building height standard.

The SSDA also seeks to modify the existing development consent at the site (DA17/0995) pursuant to Section 4.17(5) and Section 4.24(4) of the EP&A Act.

These changes are intended to resolve any inconsistencies between the proposed works on the existing at-grade car park and the southwestern corner of the site, in relation to the current approval.

The proposed changes include:

- amending the description of the works to remove references to the Concept DA, shop top housing (comprising 19 units) and Stage 2 works
- amendment to Condition 1 and the deletion of Condition 88 and Condition 89

These changes are intended to resolve any inconsistencies between the proposed works on the existing at-grade car park and the southwestern corner of the site, in relation to the current approval.

The EDC for the project is estimated at \$341,695,013. The residential component is estimated to be \$279,531,919. An EDC report is at Appendix 6.

On 14 March 2025, the Secretary's Environmental Assessment Requirements (SEARs) were issued, and the project was assigned the application number SSD 80875966.

Consideration of the SEARs is at Appendix 1.

The Applicant's details are provided in the table below.

Applicant	Details
Name	Caddens Estate Pty Ltd
Address	Unit 2 2-4 Giffnock Avenue, Macquarie Park, NSW, 2113
ABN	34 645 809 338

Table 1: Applicant details

## 1.1 Site description

The site is located at 68-80 O'Connell Street, Caddens, in the Penrith LGA. It is legally described as Lot 1 and 2 in DP 1268507. The site has a total site area of 81,290.72m<sup>2</sup> and a redevelopment site area of 53,941m<sup>2</sup> (Figure 1) and is generally rectangular in shape.

The western portion of the site (68 O'Connell Street) currently comprises an approved shopping centre development and associated carpark, commonly known as 'Caddens Corner'. It is zoned E1 Local Centre pursuant to the *Penrith Local Environmental Plan 2010* (PLEP 2010). A portion of 68 O'Connell Street, that is currently used for at-grade carparking, is subject to this SSDA.

The eastern portion of the site (80 O'Connell Street) is a cleared vacant lot, was previously used for an open-air theatre known as 'Kingswood Drive-in'. It is zoned R4 High Density Residential pursuant to the PLEP 2010.

The site is located on Dharug Country, a low-lying valley rich with food resources and a route along which tribes travelled to reach the mountains.

The site location is shown in Figures 1 - 2 below.

The site is located within the Caddens Release Area within the *Penrith Development Control Plan 2014* (PDCP 2014) and in accordance with the Caddens Release Area Structure Plan, the site is strategically identified as the precinct centre with adjoining residential areas (Figure 4).



Figure 1: The site (Source: Near maps)

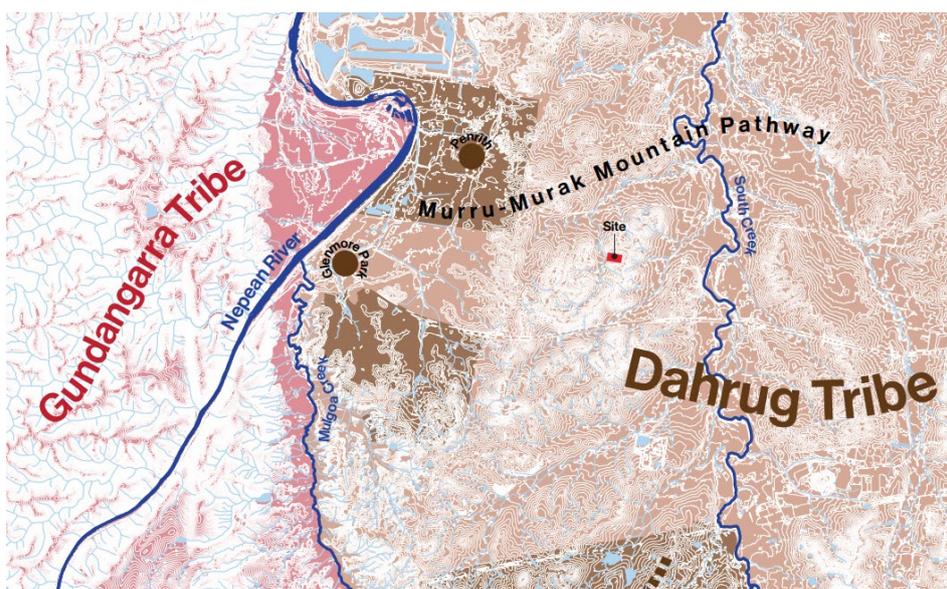


Figure 2: Country context (Source: Group GSA)



Figure 3: Site zoning (Source: ESpatial Viewer)



Figure 4: Caddens Release Area Structure Plan (Source: PDCP 2014)

Figures 4 - 9 were taken during a site visit on 29 January 2025 and provide a visual representation of the site's current context and condition. These images highlight key features, including the existing commercial/retail area, at-grade parking, vacant lot, topography and the site's relationship to its surrounding environment.

There are no registered restrictions or covenants located within the site which restrict development based on Survey Plan prepared by Ramsay surveyors (Appendix 47).



Figure 5: Caddens Corner - facing North (Source: Keylan)



Figure 6: Caddens Corner and at-grade car park - facing west (Source: Keylan)



Figure 7: Existing at-grade car park - facing southeast toward O'Connell Street (Source: Keylan)



Figure 8: Existing at-grade car park - facing southeast toward O'Connell Street (Source: Keylan)



Figure 9: Existing view from O'Connell Street - northwest (Source: Keylan)



Figure 10: Existing view from O'Connell Street - north (Source: Keylan)

The site's topography includes a steep rise (14m) in ground level from north to south, towards O'Connell Street that runs along the southern boundary of the site. This can be seen in Figure 5-10 above.

The site does not adjoin or contain any heritage items, nor is it located within a Heritage Conservation Area; however, it is located to the east of the 'Teacher's residence (former)' (Item 670), a local heritage item which is identified under Schedule 5 of the PLEP 2010 located at 56 Second Avenue Kingswood.

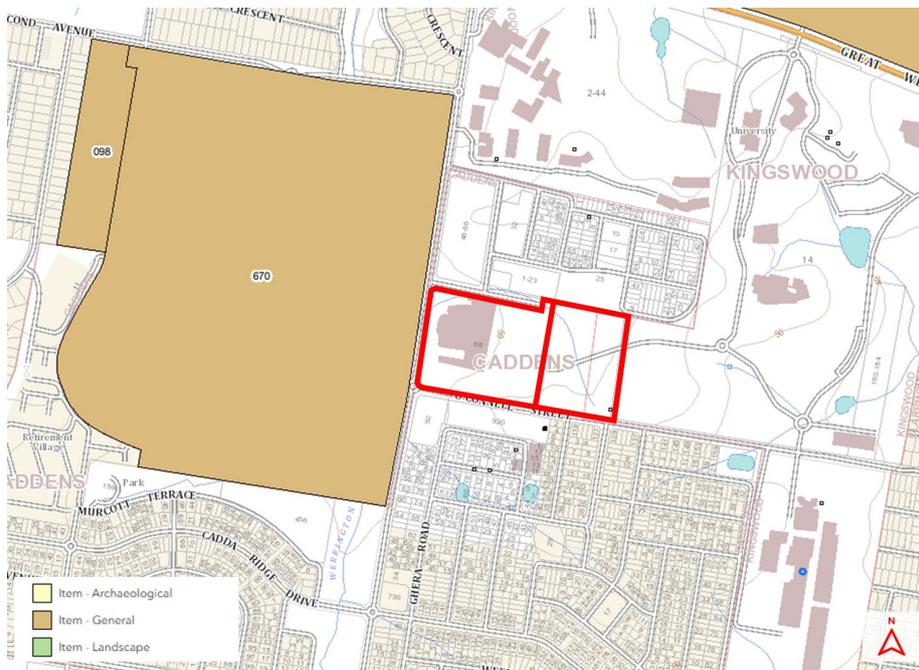


Figure 11: Heritage map (Source: ESpatial viewer)

High biodiversity value land is present at the north-eastern corner of the site, pursuant to the *Biodiversity Conservation Act 2016*. This threatened ecological community (TEC) forms part of the Cumberland Plain Woodland (CPW) TEC that extends into the neighbouring property to the north of the subject site (Figure 11).

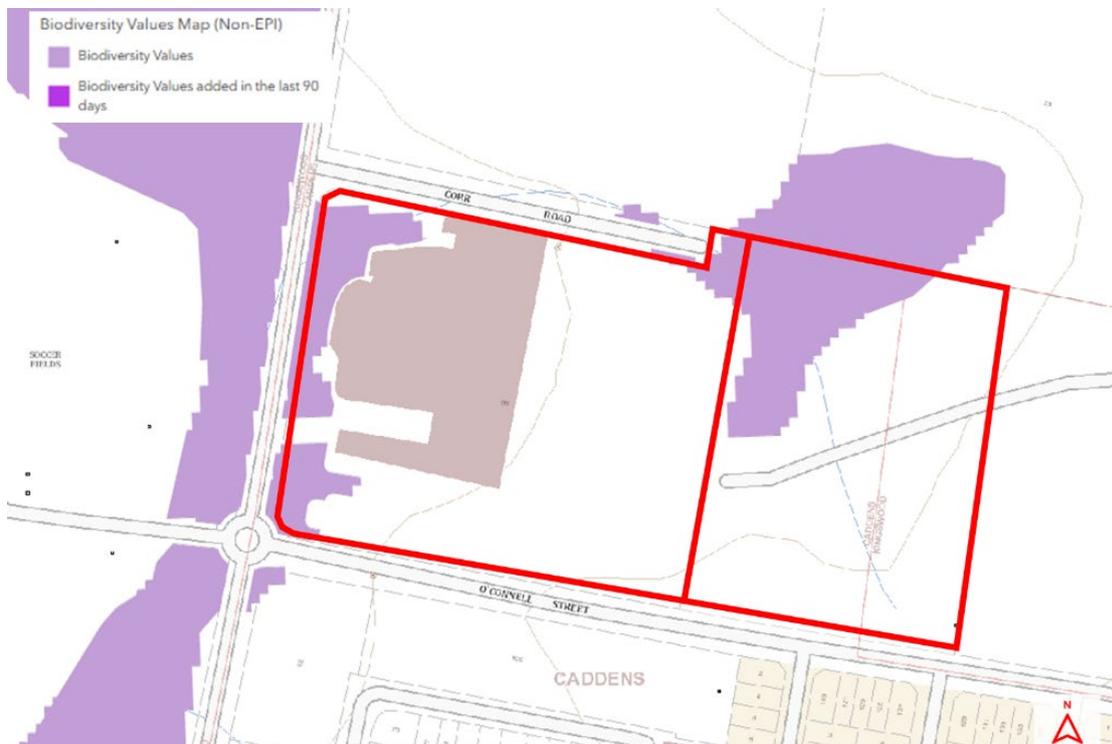


Figure 12: Biodiversity values map (Source: ESpatial viewer)

## 1.2 Surrounding locality

The site is approximately 2.2 kilometres (km) from Werrington Station and 1.8km from Kingswood Station. It is also well serviced by local buses with stops in proximity to the site along O'Connell Street in both directions.

The site is surrounded by established and newly developed low density residential areas of Caddens, Claremont Meadows, Werrington and Kingswood, as envisioned by the Caddens Release Area Structure Plan within the PDCP 2014. The surrounding context includes:

- North: To the north is Westwood Estate Development area at 46-66 O'Connell Street. This area includes an approved staged residential subdivision for 119 residential lots (DA21/0323) and approval for a residential development of sixteen attached dwellings and twelve semi-detached dwellings (DA23/0797). Additionally, TAFE NSW and Great Western Highway are located further to the north, beyond Westwood Estate.
- South: The low-density residential area of Caddens Hill Quarter is located on the opposing side of O'Connell Street which bounds the site to the south.
- East: Land to the east of the site, under ownership of Western Sydney University, is currently undeveloped.

- West: Grounds of the Western Sydney University, Kingswood, neighbour the site to the west. These grounds include Werrington Creek and sporting fields.

The site is located 5.5km east of Penrith City Centre and 30km west from Parramatta CBD.

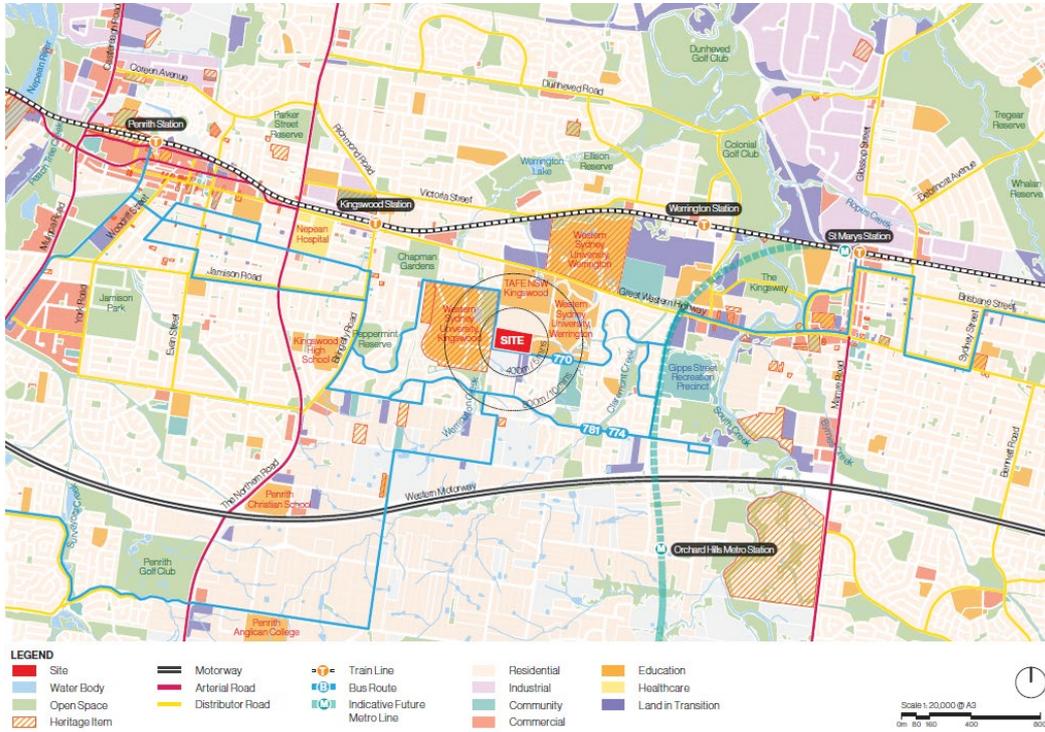


Figure 13: Surrounding context (Source: Group GSA)

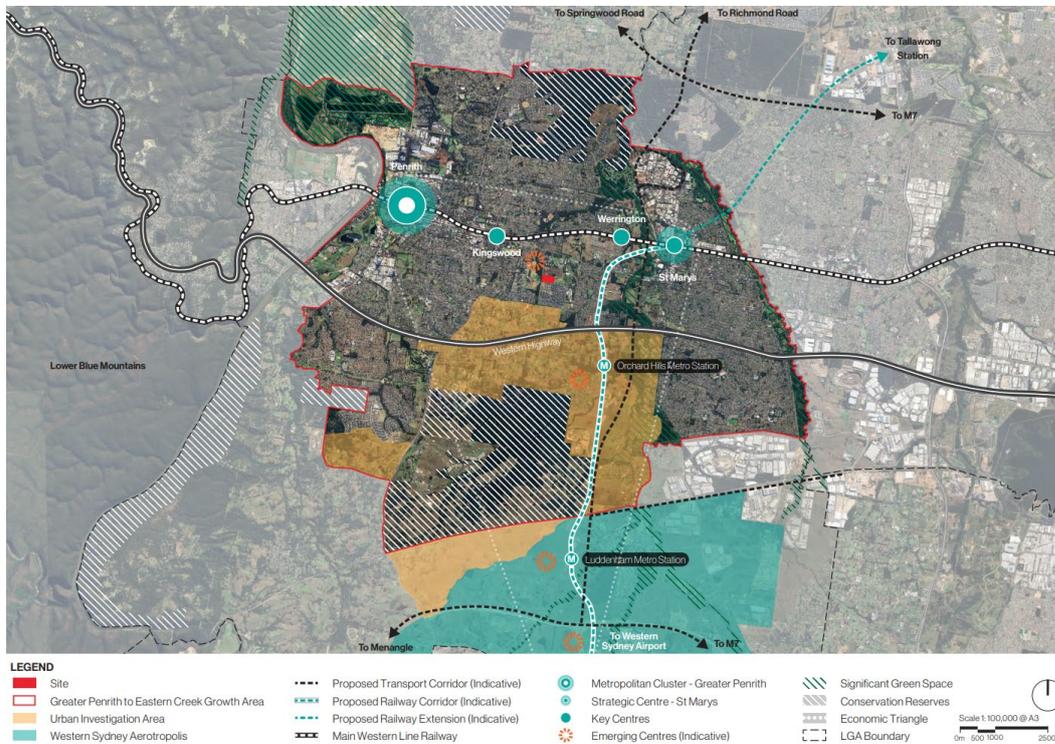


Figure 14: Surrounding context (Source: Group GSA)



Figure 15: Adjoining site to the east (14 Great Western Highway, Kingswood) (Source: Keylan)



Figure 16: Residential dwellings opposite the site to the west on O'Connell St (Source: Keylan)



Figure 17: O'Connell St, facing east (Source: Keylan)



Figure 18: Residential dwellings on O'Connell St (under construction) (Source: Keylan)

## 1.3 Background

### 1.3.1 Relevant history

#### ***Concept and Stage 1 DA (DA17/0995)***

On 20 December 2018, a Concept Development Application (DA) (DA17/0995) was approved for the western portion of the site (68 O'Connell Street) by the Sydney Western City Panel. In summary, the Concept DA approved the following at the site:

- Stage 1 works for construction of a commercial shopping centre, shop top housing (19 units) and associated bulk earthworks and advertising signage.
- Stage 2 concept development for future commercial and retail tenancies



Figure 19: Concept proposal under DA17/0995 (Source: Council)

It is noted that the shopping centre, car parking, road access and new infrastructure proposed under the concept DA have been completed and are operational.

This SSDA also seeks to modify the existing development consent at the site (DA17/0995) pursuant to Section 4.17(5) and Section 4.24(4) of the EP&A Act. The proposed changes include:

- amending the description of the works to remove references to the Concept DA, shop top housing (comprising 19 units) and Stage 2 works
- amendment to Condition 1 and the deletion of Condition 88 and Condition 89 of the Approval

These changes are intended to resolve any inconsistencies between the proposed works on the existing at-grade car park and the southwestern corner of the site, in relation to the current approval.

Further, despite the removal of the shop-top housing component (19 units) from the Concept DA, the proposed SSDA seeks approval for 482 units, delivering a substantial uplift in housing on the site.

Further details on the proposed modification are provided in Section 3.2.9 and Appendix 38.

### ***Modification DA (DA17/0995.02)***

On 21 December 2020, a Modification Application (DA17/0995.02) seeking amendment of the Concept DA was approved by Penrith City Council.

In summary the Modification approved the following:

- minor change to include “food and drinks premises” in development description
- amendment of conditions 1 and 8 of Development Consent No. DA17/0995

### ***DA 23/0281***

On 27 April 2023, a DA was submitted to Council seeking approval for the staged construction of a mixed-use development, including 18 buildings, 469 residential units, 5 commercial premises and associated car parking and earthworks.

On 28 June 2024, the Western City Planning Panel DA refused this DA on the basis of:

- inconsistency with planning controls in the Penrith LEP and DCP
- residential flat buildings are prohibited in the E1 Local Centre zone
- exceedance of the development standards in Clauses 4.3 Height of Building and 7.12 Maximum gross floor area of commercial premises of the Penrith LEP
- inconsistency with the height, density, bulk and scale of the character of the locality.

This SSDA has carefully considered the previous refusal reasons and has addressed the issues raised by Council. Extensive engagement has been undertaken with Council throughout the process to ensure this SSDA appropriately responds to their concerns and previous reasons for refusal.

This proposed development addresses these reasons for refusal as outlined below:

- while the proposed development is subject to the planning controls of the Housing SEPP, it has been designed with careful consideration of the relevant provisions of the Local Environmental Plan (LEP) and Development Control Plan (DCP), ensuring alignment with the broader planning objectives of the locality.

- residential flat buildings are solely located within the R4 High Density Residential zone on site.
- the site is subject to in-fill affordable housing bonuses under the Housing SEPP which allows for an increase in height of building on site. The proposal includes a minor variation to the height of buildings, which has taken into consideration consultation with Council to redistribute height and density across site with the removal of Building A. As such, a Clause 4.6 Variation Request accompanies this SSDA for the variation in height of building standard.
- the proposal remains in line with the bulk and scale of the character of the locality, taking into consideration the emerging future character of the Caddens Precinct.

## 1.4 Related development

A summary of planning and development applications that relate to the site are summarised below.

Reference	DA summary	Status	Comment
PP-2025-415 Penrith Employment Zones Review	<ul style="list-style-type: none"> <li>• Council have prepared a Planning Proposal to amend the PLEP 2010 to make housekeeping changes and align with current strategic directions.</li> <li>• Notably, the Planning Proposal seeks to remove Clause 7.12 maximum gross floor areas for commercial premises from the PLEP 2010.</li> <li>• Clause 7.12 comprises provisions which limit the gross floor area on land which includes the site, as follows: <i>46–66 O’Connell Street, Caddens, being Lot 3, DP 1103503 and certain land at Western Sydney University, Great Western Highway, being Lot 100, DP 1194481 - Maximum GFA = 10,000sqm</i></li> </ul>	Gateway implementation	PP received gateway approval on 14/05/25.
DA16/1166	<ul style="list-style-type: none"> <li>• Demolition of existing structures, bulk earthworks and remediation works for the staged residential subdivision of 257 residential lots, 3 residue lots, 1 open space lot and a drainage lot.</li> </ul>	Approved 3/11/2016	Located approx. 600m southeast of site

Reference	DA summary	Status	Comment
117-127 O'Connell Street, 129-141 O'Connell Street, 143-159 O'Connell Street, 185 Caddens Road, 187 Caddens Road, 189 Caddens Road, 207 Caddens Road, 229 Caddens Road, 121 Evan Street			
DA15/0992 89a O'Connell Street 89b O'Connell Street	<ul style="list-style-type: none"> <li>Subdivision of 99 Torrens Title lots, 3 residue lots</li> </ul>	Court Approved 27/08/2015	Located immediately south of site

Table 2: Relevant planning applications

## 1.5 Key strategies and objectives

The overall vision for the proposed development is to deliver mixed use development, including high-quality market residential and affordable housing in a well-located urban area. The proposed development intends to achieve this vision as follows:

- Facilitate the delivery of a high-quality mixed-use development, at a strategically located site.
- Deliver a significant quantity of new housing, including affordable housing, to meet National, State and Local Government housing targets.
- Deliver a mix of retail and commercial offerings to support the Caddens precinct.
- Provide a built form outcome that is consistent with the existing and desired future character.
- Provide high quality and vibrant public, communal and private open spaces for residents and visitors to enjoy.

## 2 Strategic context

### 2.1 Strategic justification

As noted, the subject site is strategically identified within the Caddens Release Area Structure Plan (PDCP 2014) as a suitable location for the Precinct Centre to serve the community. The site is also identified suitable for higher density forms of housing to meet the needs of diverse age groups, family types and income levels.

The proposed development aligns with the overarching strategic context by diversifying housing options and commercial spaces within the Caddens precinct and the broader Penrith LGA. It leverages off existing transport infrastructure to accommodate growth and contribute to the long-term liveability and prosperity of Caddens.

There is compelling strategic merit for the proposal, as outlined below:

- the site is located within the Caddens precinct and the provision of additional housing supply and diversity, along with employment generating floor space, on a well-located site in relation to transport and services
- the proposal is consistent with the E1 Local Centre and R4 High Density Residential zone objectives
- the proposal is consistent with the general objectives and Character Area Design Principles as set out in Chapter E1 Caddens of the PDCP 2014
- the recent approvals and development in the locality reinforce that the land use and built form character is continuing to evolve into an attractive and high quality residential and mixed-use area
- the proposal results in significant public benefits including:
  - provision of diverse, accessible and affordable housing
  - investment into the economy as 600 onsite jobs are created during construction and 81 onsite jobs during operation
  - public and communal open spaces and conservation of TEC.

#### 2.1.1 Alignment to state, district and local strategic plans and policies

In addition to the above, the proposed development is aligned with the applicable state, district and local strategic plans and policies as set out below. An in-depth assessment of the proposal against each is at Appendix 3.

Type of strategy	Relevant plan/policy
Federal & State plans and strategies	<ul style="list-style-type: none"> <li>• National Housing Accord 2022</li> <li>• Greater Sydney Region Plan</li> <li>• Western City District Plan</li> <li>• Housing 2041 - NSW National Housing Strategy</li> <li>• Connecting with Country Framework</li> <li>• Better Placed</li> </ul>

Type of strategy	Relevant plan/policy
	<ul style="list-style-type: none"> <li>• Future Transport 2056</li> </ul>
State Environmental planning policies	<ul style="list-style-type: none"> <li>• (Biodiversity and Conservation) 2021</li> <li>• (Housing) 2021</li> <li>• (Planning Systems) 2021</li> <li>• (Resilience and Hazards) 2021</li> <li>• (Resources and Energy) 2021</li> <li>• (Sustainable Buildings) 2022</li> <li>• (Transport and Infrastructure) 2021</li> </ul>
Local plans and policies	<ul style="list-style-type: none"> <li>• Penrith Local Environmental Plan 2010</li> <li>• Penrith Local Strategic Planning Statement 2020</li> <li>• Penrith Development Control Plan 2014</li> <li>• Penrith Green Grid Strategy</li> <li>• Affordable Housing Strategy and Action Plan 2023-2026</li> </ul>

Table 3: Applicable state, district and local strategic plans and policies

## 2.2 Sydney Housing Crisis

Sydney is facing one of the most severe housing crises in its history, marked by soaring prices, record-low vacancy rates, and increasing difficulty for many residents to access affordable and appropriate housing.

ABS Census Data (2021) identifies that the proportion of lower income households spending more than 30% of their gross weekly income on housing costs was:

- *More than half (58%) of those renting from a private landlord (similar to 57% in 2017–18).*
- *Around 37% of owners with a mortgage (down from 41% in 2017–18).*
- *One in four (25%) for all dwelling owners in the Northern Territory, which is the highest across states and territories.*
- *More than half (51%) for all renters in New South Wales, which is the highest across states and territories*

The proposal directly addresses the ongoing housing crisis in Sydney by delivering 482 new dwellings, including 73 affordable dwellings, significantly contributing to the region's housing supply targets. By providing a mix of market and affordable housing, the development promotes greater housing diversity and supports social and economic inclusion.

The inclusion of affordable housing ensures that lower-income households have access to well-located, high-quality homes, helping to ease pressure on the rental market and reduce housing stress. This balanced approach aligns with state and local

planning objectives aimed at increasing housing availability, affordability, and choice in areas with established infrastructure and access to services.

## 2.3 Key features of the site and surrounding that could affect or be affected

### *Land use compatibility*

The locality is currently characterised by existing and future proposed low and medium density residential housing to the north and south.

As noted, the immediate surroundings are identified for residential development under the Caddens Precinct Structure Plan, which envisions a range of housing typologies, and densities focused around the Precinct Centre (the subject site). The area is currently transitioning in response to the Structure Plan.

The proposal supports this transition by providing uses that are reflective of the E1 Local Centre and R4 High Density Residential zones.

### *Topography*

The topography is a key feature of the site that guides the proposed design. The site experiences a steep rise (14m) in ground level towards O'Connell Street that runs along the southern boundary of the site, as shown in the Figure below. This rise in topography contributes to expansive views of surrounding lands and Blue Mountains. This topography also requires design considerations to work with the site contours to minimise cut and fill and appropriately locate buildings, private and public open space and pedestrian and vehicle access routes.

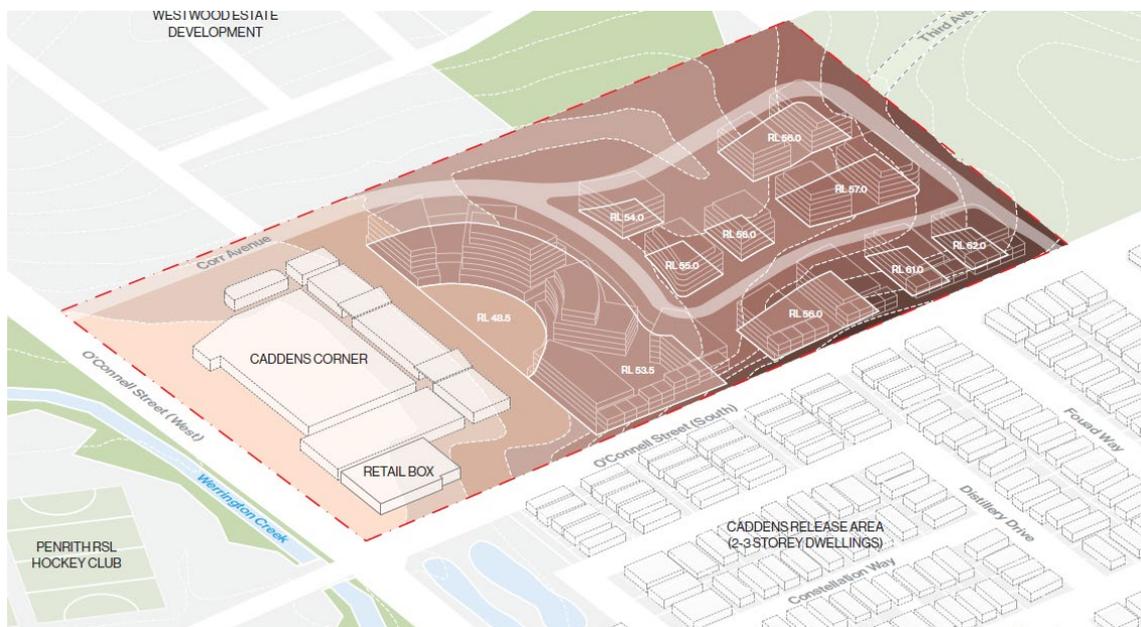


Figure 20: Site topography (Source: Group GSA)

Other features:

Other key features of the site include:

- Bush fire protection zones restricted to the western edge of the site
- Prevailing winds with south-east and south-west winds funnelled down the hillside
- Cumberland Shale Plain Woodlands and Swift Parrot Habitat located in the mid and north-eastern corner of the site to be preserved and protected
- Overland flow paths to be respected
- Views of the blue mountains from the hilltop and O'Connell Street and local views of the TEC
- The site is predominantly situated on Bringelly Shale.
- Contaminant concentrations in soil and groundwater were generally low, with levels in soil not exceeding adopted health-based criteria.

A site analysis plan is provided in the figure below:

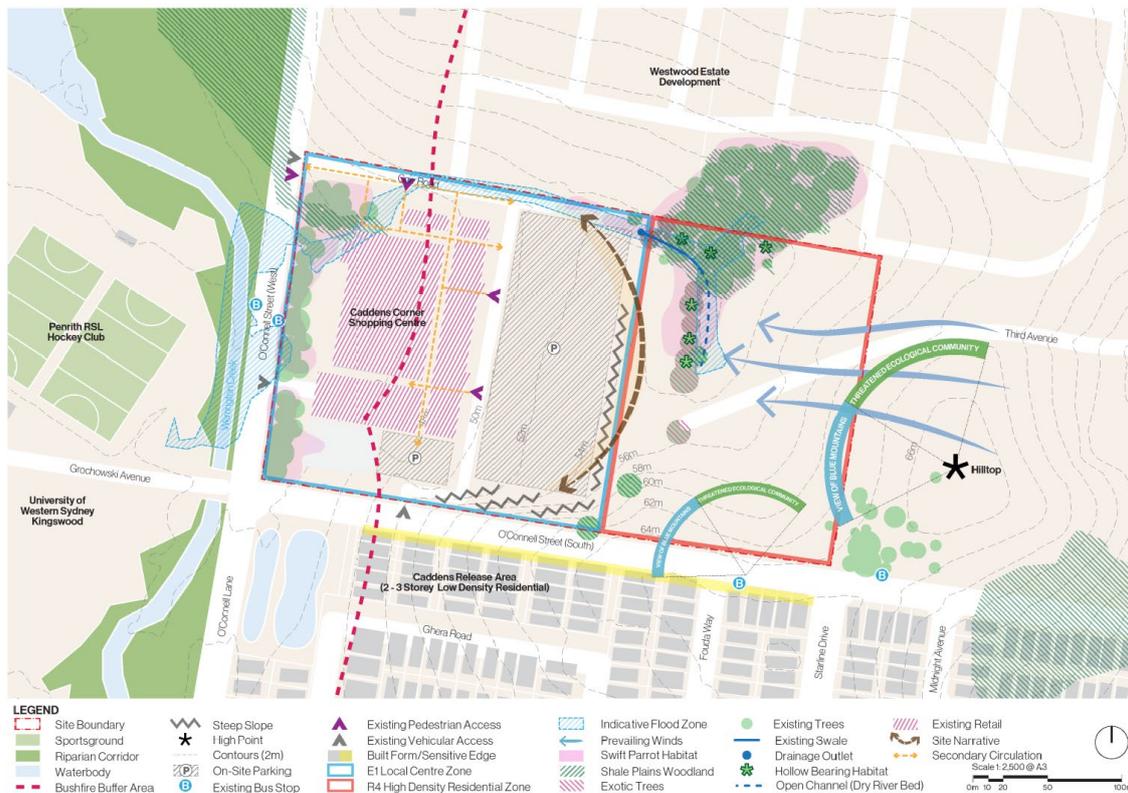


Figure 21: Site Analysis Plan (Source: Group GSA)

## 2.4 Potential cumulative impacts

The key potential cumulative impacts include:

- Staging and management of existing carpark and Caddens Corner to ensure limited disruptions to the existing retail and commercial operations
- Traffic generation
- Construction noise and vibration

- Visual impacts
- Biodiversity and vegetation
- Construction management, particularly regarding adjoining and nearby construction sites

The potential cumulative impacts of the project are addressed in Section 6 in accordance with the DPHI's *Cumulative Impact Assessment Guidelines for State Significant Projects*.

## 2.5 Agreements with other parties

The Applicant has commenced discussions with Council regarding the potential public benefits as part of this SSDA. These discussions are ongoing.

It is noted that section 7.7(2) of the Act states that: "A consent authority cannot refuse to grant development consent on the ground that a planning agreement has not been entered into in relation to the proposed development or that the developer has not offered to enter into such an agreement."

## 2.6 Analysis of feasible alternatives

Division 5 of Part 8, section 192 of the *Environmental Planning and Assessment Regulation 2021* requires an analysis of any feasible alternatives to the carrying out of the development, including any feasible alternatives.

The alternatives to the proposal are set out below.

### 2.6.1 Alternative 1 - Do Nothing

The 'do nothing' alternative is discounted as it would result in an underutilisation of zoned land within the Caddens Precinct which has been specifically identified in Council's strategic planning (Structure Plan) for additional diverse housing typologies, surrounding the Precinct Centre (subject site) and approved for new housing under DA17/0995.

Further, not developing the site would be directly inconsistent with the Housing SEPP and National Housing Accord 2022, as it would prevent the provision of housing supply and would also be inconsistent with general objectives of the Caddens Precinct to provide a Precinct Centre serving residents of Caddens and surrounding areas.

The 'do nothing' approach would prevent the highest and best use of the site to be achieved and contravene the overall objectives of the project to:

- provide a high-quality development that accommodates shop top and affordable housing
- provide appropriate commercial floorspace to serve the existing and future population of the area

- provide development that integrates into the surrounding context through proper planning and environmental considerations which respond to the emerging character of the area.

### 2.6.2 Alternative 2 - Alternative Design

In January 2025, an alternative design option was presented to Council. This option presented a fully height compliant development with all residential flat buildings ranging in height from three - four storeys. An extract of the alternative design is provided below:

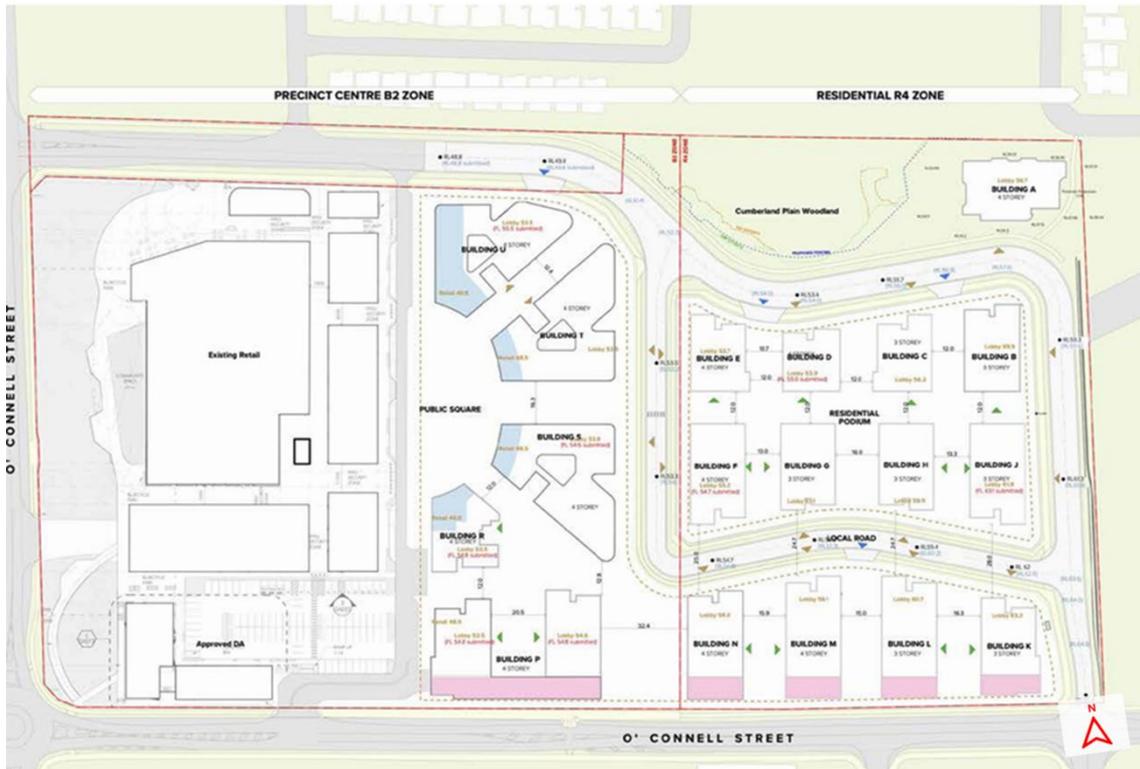


Figure 22: Site Plan of design presented to Council (Jan 2025) (Source: Turner)

As noted, the site is identified as comprising high biodiversity value land in the north-east corner, known as the Cumberland Plain Woodland (CPW) Threatened Ecological Community (TEC).

Following discussion with Council, it was concluded that the proximity of Building A (as shown on the plans) to the CPW TEC area would present potential adverse impacts on the protection and integration of this TEC.

Council suggested that with the removal of Building A, in the northeast corner of the site, there is merit in redistributing the height /density to buildings around the public square to facilitate greater variation in heights and lower heights around site boundaries.

By removing Building A from this location, it was suggested that the area of the CPW TEC could be integrated into the site more appropriately.

On account of the extensive consultation that has taken place with Council and subsequent design testing undertaken to-date, the removal of Building A and redistribution of height and GFA to other areas on the site was considered the preferred design. This design also allows further integration of the TEC into the broader site context and provides high quality communal open space. It was therefore considered appropriate to not explore an alternative design in principle to that of which is proposed. As such, this alternative design was discounted.

## 3 Project description

### 3.1 Project overview

The proposed SSDA seeks development consent for:

- demolition of an existing at grade car park and structures
- construction of 4 x 4 - 7 storey shop top housing buildings on the E1 Local Centre zoned land (68 O'Connell Street), comprising:
  - 177 residential dwellings
  - ground floor commercial, retail, medical uses and recreation facility (indoor)
- construction of a single storey commercial premises (shop) located at the southwestern corner of the E1 Local Centre zoned land (68 O'Connell Street), comprising two tenancies (which will be subject to future planning approval relating to the fit out)
- construction of basement carparking to service the shop top housing and commercial premises located on the E1 Local Centre zoned land (68 O'Connell Street)
- construction of 11 x 4 – 7 storey residential flat buildings on the R4 High Density Residential zoned land (80 O'Connell Street), including
  - 305 residential dwellings
  - basement carparking to service the proposed residential flat buildings
- internal roads (to be dedicated to Council as part of a separate process).
- associated infrastructure and services on the development site
- retention of Threatened Ecological Community (TEC) area in the north-eastern part of the site
- landscaping and communal open spaces including community park in the north-east, communal open spaces throughout and through site links.
- construction of public plaza used for events, markets and community gathering

The proposal also incorporates 15% affordable housing (73 units) and seeks to utilise the incentive controls under Chapter 2, Part 2, Division 1, Section 18 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) to achieve 30% additional building height.

A Clause 4.6 request is submitted as part of this SSDA which addresses the variation from the applicable building height standard.

The SSDA also seeks to modify the existing development consent at the site (DA17/0995) pursuant to Section 4.17(5) and Section 4.24(4) of the EP&A Act.

Further details regarding on this amendment are outlined in Section 3.2.9 below.

A summary of each element of the proposal is provided in the table below.

Key element	Description
Project area	<ul style="list-style-type: none"> <li>The has a total site area of 81,290.72m<sup>2</sup> and a redevelopment site area of 53,941m<sup>2</sup>.</li> <li>The site has a frontage of approximately 225m metres to O'Connell Street to the west, and 400m to the south.</li> </ul>
Proposed Gross Floor Area (GFA)	<ul style="list-style-type: none"> <li>53,463.9m<sup>2</sup> of GFA comprising: <ul style="list-style-type: none"> <li>49,500.9m<sup>2</sup> residential GFA (including 7,432.7m<sup>2</sup> affordable housing)</li> <li>3,461m<sup>2</sup> non-residential GFA</li> </ul> </li> </ul>
Maximum building height	<ul style="list-style-type: none"> <li>The proposed residential building heights range from 4 to 7 storeys, with a maximum height of 25.5m.</li> <li>A Clause 4.6 request is submitted as part of this SSDA which addresses the variation from the applicable building height development standard.</li> <li>The proposed commercial building (shop) comprises 1 storey</li> </ul>
Residential apartments	<ul style="list-style-type: none"> <li>A total of 482 residential dwellings are proposed, 73 (15.15%) of which are dedicated for affordable housing (pursuant to the Housing SEPP) <ul style="list-style-type: none"> <li>Buildings S, T, U and Building R1/R2/P (located in the E1 Local Centre zone) comprise 177 residential dwellings</li> <li>Buildings B, C, E - H, J, K - N (located in the R4 High Density Residential zone) comprise 305 residential dwellings</li> </ul> </li> <li>A combination of 1, 2 and 3 bedroom units are proposed.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>A total of 1,537 parking spaces are proposed within the 3 separate basement locations. An overview of the parking provision is outlined below:</li> <li>Building B-J (located in R4 High Density Residential zone): 251 <ul style="list-style-type: none"> <li>Apartments: 215</li> <li>Visitors: 36</li> <li>Service: 4</li> <li>Motorbikes: 20</li> <li>Bicycles: 5</li> <li>Acc. Spaces: 22</li> <li>Car wash: 4</li> </ul> </li> <li>Building K-N (located in R4 High Density Residential zone): 179 <ul style="list-style-type: none"> <li>Apartments: 152</li> <li>Motorbikes: 12</li> <li>Visitors: 24</li> <li>Bicycles: 10</li> <li>Service: 3</li> <li>Acc. spaces: 14</li> </ul> </li> </ul>

Key element	Description
	<ul style="list-style-type: none"> <li>○ Car wash: 3</li> <li>● Building P-U (located in E1 Local Centre zone) (<i>Residential</i>): 357 <ul style="list-style-type: none"> <li>○ Apartments: 316</li> <li>○ Visitors: 36</li> <li>○ Service: 5</li> <li>○ Motorbikes: 24</li> <li>○ Bicycles: 10</li> <li>○ Acc. spaces: 30</li> <li>○ Car wash: 4</li> </ul> </li> <li>● Building P-U (located in E1 Local Centre zone) (<i>Retail</i>): 750 spaces <ul style="list-style-type: none"> <li>○ Retail: 696</li> <li>○ Accessible: 28</li> <li>○ Allocated: 26</li> <li>○ Motorbikes: 63</li> <li>○ Bicycles: 35</li> </ul> </li> </ul>
Landscaping and communal space	<ul style="list-style-type: none"> <li>● 502m<sup>2</sup> of indoor communal / recreational space</li> <li>● 13,963m<sup>2</sup> communal open space (25.9%)</li> <li>● 9,989m<sup>2</sup> deep soil planting (18.5%)</li> <li>● 115 trees nominated for removal and replacement</li> <li>● 57 trees to be retained</li> <li>● 534 new trees to be planted</li> </ul>
Uses and activities	<ul style="list-style-type: none"> <li>● The proposal seeks approval for a mixed-use development including shop-top housing, residential flat buildings, and retail (shop), medical centre and recreation facility (indoor).</li> <li>● The fit out and operation of retail, medical centre and recreation facility (indoor) tenancies will be subject to future planning approval(s).</li> </ul>
Stages	<ul style="list-style-type: none"> <li>● The development is proposed to be carried out in 3 stages.</li> </ul>
Construction hours	<ul style="list-style-type: none"> <li>● The proposed development will be undertaken in accordance with the below construction hours: <ul style="list-style-type: none"> <li>○ Monday–Friday: 7 am to 6 pm</li> <li>○ Saturday: 8 am to 1 pm</li> <li>○ Sunday &amp; Public Holidays: No construction work</li> </ul> </li> </ul>

Table 4: Main elements of the project

## 3.2 Detailed description

### 3.2.1 Project area

The site is located at 68-80 O'Connell Street, Caddens and legally described as Lot 1 and Lot 2 in DP 1268507. The site is bounded by O'Connell Street to the west, Westwood Estate Development area to the north, O'Connell Street to the south, with Caddens Hill Quarter further to the south and undeveloped land to the east.

The has a total site area of 81,290.72m<sup>2</sup> and a redevelopment site area of 53,941m<sup>2</sup>. The extent of the site is shown in the area outlined within the Figure below.

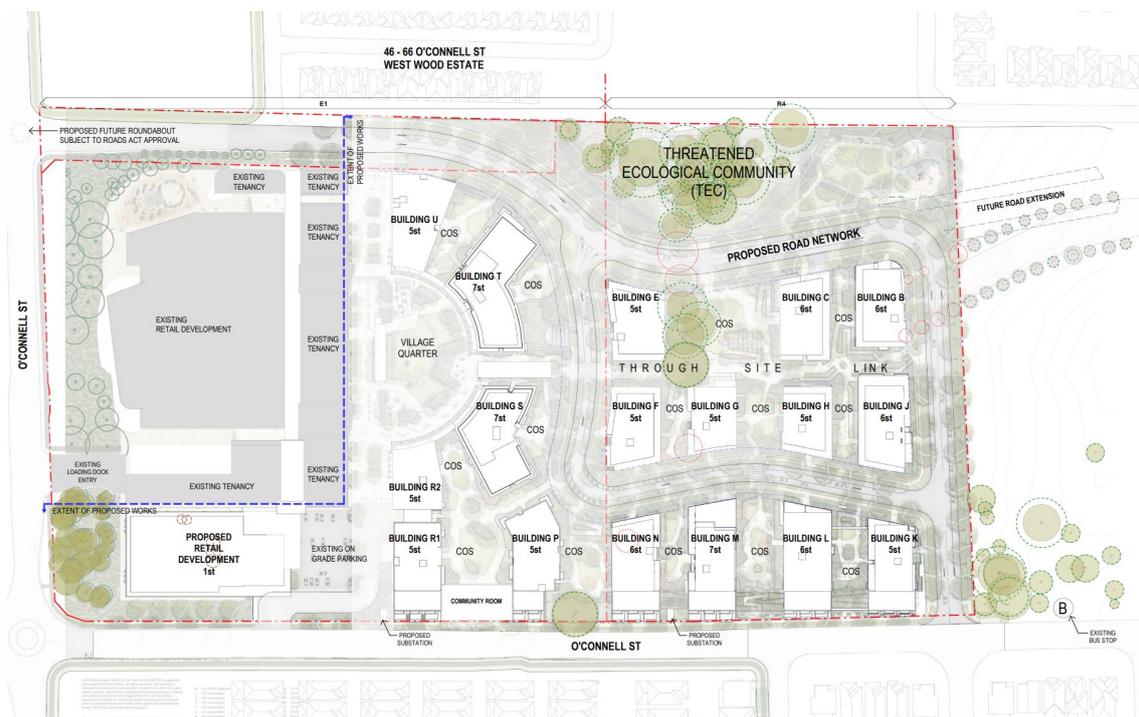


Figure 23: Site plan (Source: Group GSA)

### 3.2.2 Demolition

The proposed development includes the demolition of the at grade car park to the east and south of the existing retail area, as well as other existing structures on site. The existing shopping centre, 'Caddens Corner', is to be retained.

The demolition plan is provided at Appendix 8.

Demolition will be carried out in accordance with the Staging Plan at Appendix 8.

### 3.2.3 Physical layout and design

#### Built form

Architectural Plans and a supporting Urban Design Report have been prepared by Group GSA and included at Appendix 8 and Appendix 9 respectfully. The report discusses the proposed design, material selection, movements, and integration of the development within the immediate context.

The site layout has been carefully designed to optimise land use efficiency and maximise functionality, with clear spatial delineation between the various components of the development, including commercial and retail areas, shop-top housing, residential flat buildings (RFBs), and designated areas of open space.

Distinctive character areas have been established to respond to the natural and built character of the site context, as shown in the figure below. These areas include:

- Speciality retail
- Village quarter
- Urban living
- Landscape pavilions

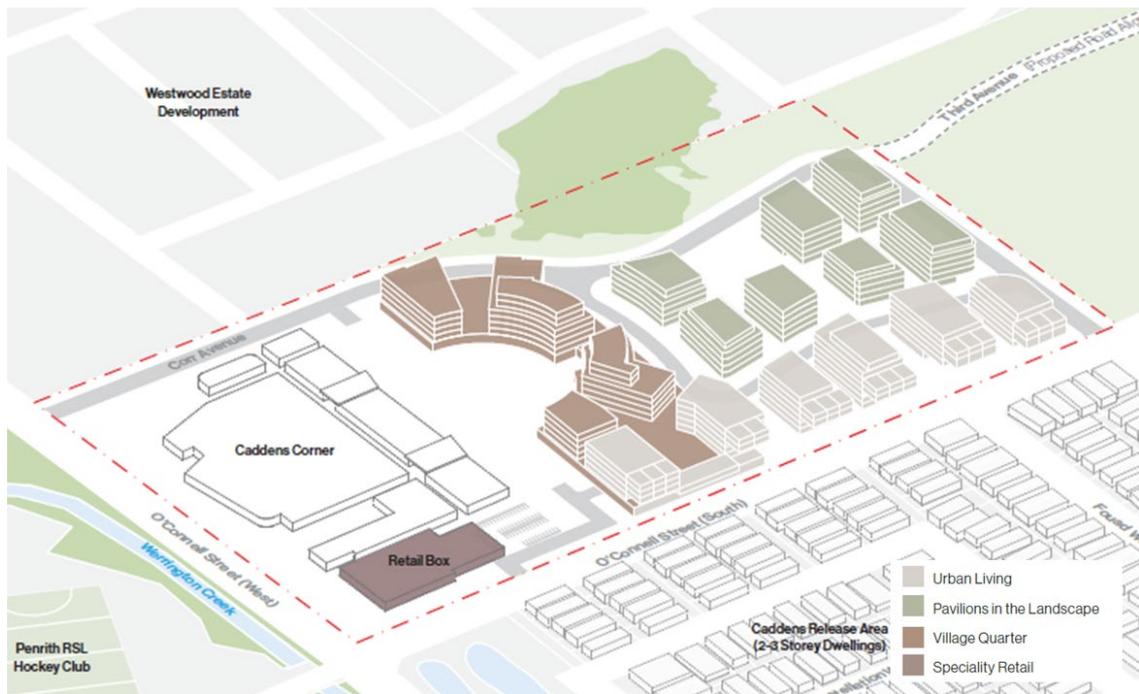


Figure 24: Character areas (Source: Group GSA)

### *Specialty retail:*

The proposal includes a single-storey retail premises (shop) located in the south-west corner of the site, directly adjoining the existing 'Caddens Corner' shopping centre. This addition provides expanded commercial and retail opportunities, referencing both the built form, materiality and the floating canopy roofs.

The proposed fit out and operational aspects will be addressed under a separate planning approval.



Figure 25: Indicative view toward proposed retail and existing shopping centre (Source: Group GSA)

### *Village quarter*

The proposed village quarter accommodates shop-top housing (Buildings P-R, S, T, and U) with direct frontage to the public plaza, creating an active interface between built form and public open space. It is noted that the buildings labelled P, R1 and R2 are a single building consisting of three interconnected elements. This design approach breaks down the bulk and scale of this building, delivering an appropriate urban design outcome.

The proposed height of buildings in the village quarter is largely compliant with the maximum building heights set out in the PLEP 2010 and the Housing SEPP, with the exception of the centrally located Building S and Building T with an exceedance of 6m above the 19.5m height plane.

This area has been strategically designed to serve as a transitional zone, seamlessly integrating the existing commercial uses located to the west with the residential (urban living precinct) to the east. By incorporating ground floor commercial, retail, and medical uses the public realm will become highly activated reinforcing the role as a mixed-use precinct centre.

The built form steps to define planted edges, support active frontages, and create a vibrant and welcoming public realm, as shown in the montage below:



Figure 26: Indicative view looking north from Public Plaza (Source: Group GSA)

The two tallest buildings are centrally located in the site around the public plaza. Building heights have been progressively reduced towards the southern boundary fronting O'Connell Street (running east-west) and the eastern boundary fronting a vacant lot, to minimise visual impact on surrounding land uses and to ensure a sensitive integration with the existing character of the wider area.

A Clause 4.6 variation request accompanies the SSDA to vary the height of buildings on site from 19.5m to 25.5m. The range of heights and uses responds to the site's characteristics and demand for residential accommodation in the area.

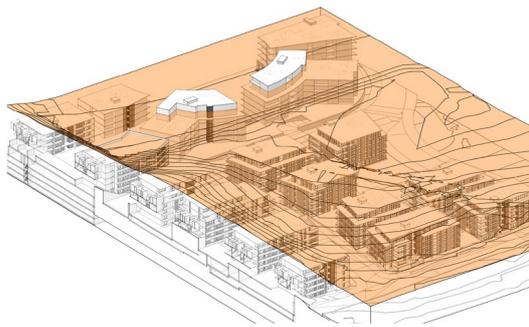


Figure 27: Proposed height exceedance looking northwest (Source: Group GSA)

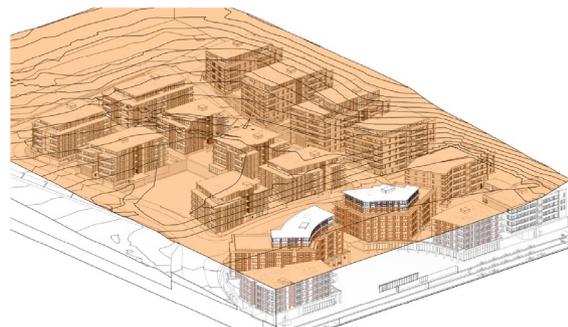


Figure 28: Proposed height exceedance looking southeast (Source: Group GSA)

### *Urban living:*

The urban living area comprises both the shop top housing (R1/P) and residential flat buildings (Buildings N, M, L and K) that interface O'Connell Street to the south. These buildings form a single integrated typology (appearing as 2 storey townhouses from O'Connell Street) that adopts a finely scaled architectural language through articulated brickwork, deep reveals, and expressed thresholds. The buildings provide an appropriate transition between the higher-density development within the site and low-density housing to the south.

Importantly, these buildings include compliant separation distances between each other, which assists in breaking up the built form along O'Connell Street and emphasising the view corridors towards the TEC and other open space areas within the site.



Figure 29: Indicative view from O'Connell Street (Source: Group GSA)

### *Landscape Pavilions*

The pavilions in the landscape precinct (Buildings (B, C, E, F, G, H and J) are defined by a collection of buildings that are inspired by the immediate bushland setting and the Blue Mountains beyond. The buildings are designed to visually recede into the landscape. The use of floating slab edges, transparent screening, and layered planting creates an architectural expression of lightness and openness that complements the natural setting.

The layout and massing of the buildings have been carefully considered to ensure appropriate scale, separation, and visual interest within the site.



Figure 30: Indicative view looking north-east from corner of Building E (Source: Group GSA)



Figure 31: Indicative view from Avenue Road toward Building C (Source: Group GSA)

## Materials and finishes

An overview of the colour and materials of each precinct is outlined below:

- Urban living: references the distinctive colours of the CPW tree trunks and combines that with contemporary urban living.
- Landscape Pavilions: references the distinctive colours of Cumberland Plain Woodland and local site ecologies. Subtle gradations capture the tonality of the

Cumberland Plain Woodland grading from dark to light, from the Blue Mountains towards the open reserve to the east of the site.

- Village quarter: references Caddens Corner and the distinctive colours of the tree trunks of the CPW.
- Specialty retail: Colour and Materials Palette references Caddens Corner

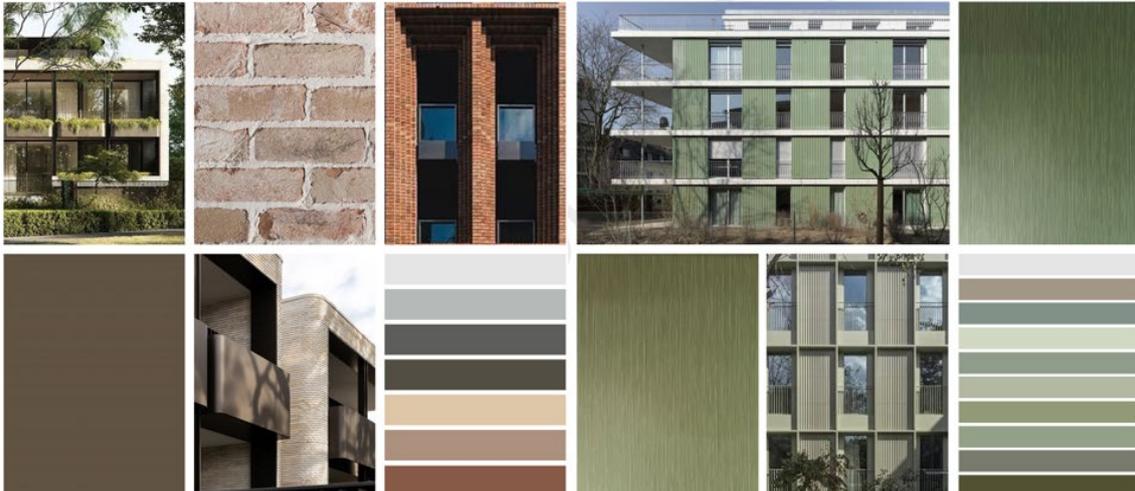


Figure 32: Materials and colours proposed (Source: Group GSA)

### 3.2.4 Uses and activities

Development consent is sought for a mixed-use development, comprising the following land uses:

- *Shop top housing*
- *Residential flat building*
- *Retail premises (shop)*
- *Medical centre*
- *Recreation facility (indoor)*

It is noted that the fit out and operation of the proposed retail component of shop top housing, shop, medical centre and recreation facility (indoor) will be subject to separate planning approval(s).

### 3.2.5 Landscaping

The proposed landscaping plan, shown in the figure below, provides 18,038m<sup>2</sup> of landscaped area. The proposed planting scheme and details are included in the Landscape plan and Design report at Appendix 19 and Appendix 18 respectively.

The intended outcome for the site is delivering a diverse and inclusive network of open spaces that cater to a broad range of community needs—balancing passive recreation, active use, ecological function, and cultural expression. The landscape masterplan emphasises both public and communal spaces, structured to serve residents, visitors, and the broader community.

The landscape masterplan has been prepared in consultation with local Dharug First Nations stakeholders, who identified the following emerging principles for the site:

- Respect country, landform and microclimate
- Maintain vantages and vistas
- Care for country
- Explore, restore and celebrate waterways
- Care for non-human kin
- Encourage community and culture

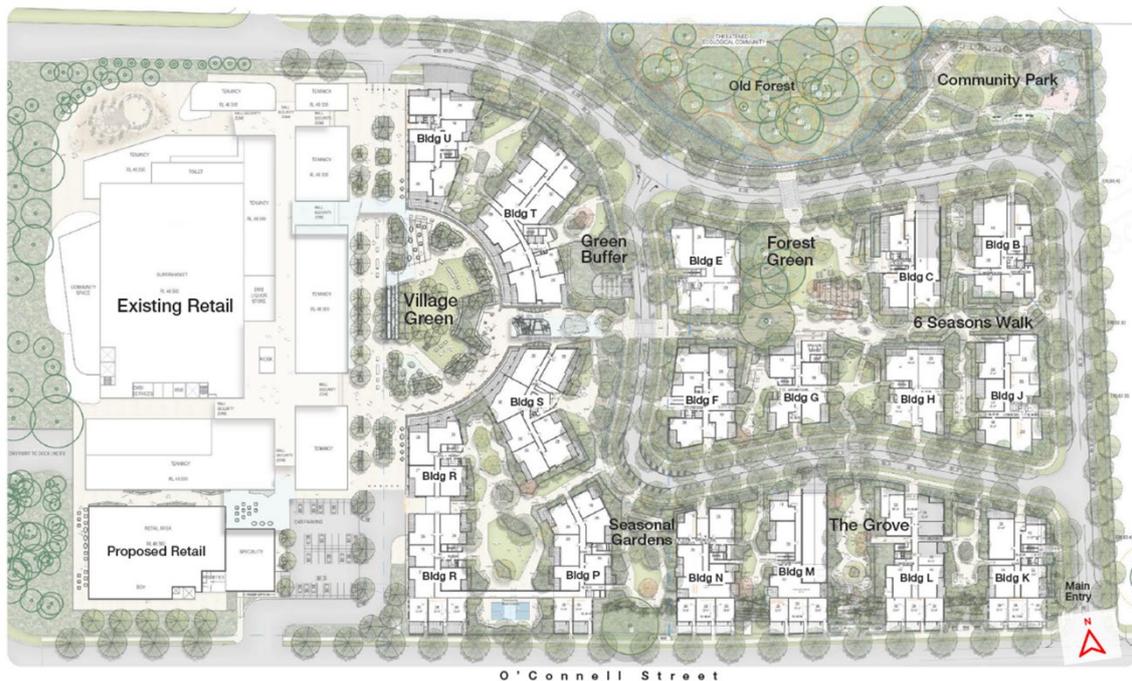


Figure 33: Landscape masterplan (Source: Site Image)

Based on these principles, the proposed landscape masterplan focuses on six key elements:

- Six Seasons Walk
  - A central landscaped spine inspired by Dharug seasonal cycles.
  - Features interpretive planting, wind sculptures, and public art celebrating First Nations knowledge.
- Community Park
  - Located adjacent to retained Cumberland Plain Woodland (TEC).
  - Offers a loop path, BBQ areas, playgrounds, exercise zones, and a dog park.
- Forest Green & Old Forest
  - Connects to TEC area, emphasizing ecology and biodiversity.
  - Retains the four large Poplar trees retained in the Forest Green open space area
- Village Green (Public Plaza)

- Encourages and supports substantial retail and pedestrian activation
- A civic gathering space referencing the site's former drive-in cinema.
- Includes opportunities for a cinema, market stalls, kids' play, public art, and extensive seating/dining
- The space offers outdoor dining, children's play, thematic wayfinding elements, open lawn for active and passive use, and substantial retail breakout.
- The Grove
  - Reinterprets the old creek line through integrated water-sensitive urban design (WSUD).
- Seasonal Gardens
  - Themed with native and exotic plantings to reflect multicultural and settler influences.

Importantly, the CPW TEC area is retained on the site, which continues and is part of a larger retained area on the adjoining site, as shown in the figure below:



Figure 34: Open space and landscaping linking to TEC (Source: Site Image)

View corridors and pedestrian links are also carefully integrated into the landscape masterplan. There are two primary journeys through the site - moving East-West and North-South.

The East- West journey is encouraged through the central spine of the precinct, Six Seasons Walk. This journey provides a clear direct link between the residential

buildings and open spaces, towards the new retail & plaza space and existing retail beyond.

The North-South journey provides access from O'Connell Street, down and through the open spaces and towards the TEC and Community Park.

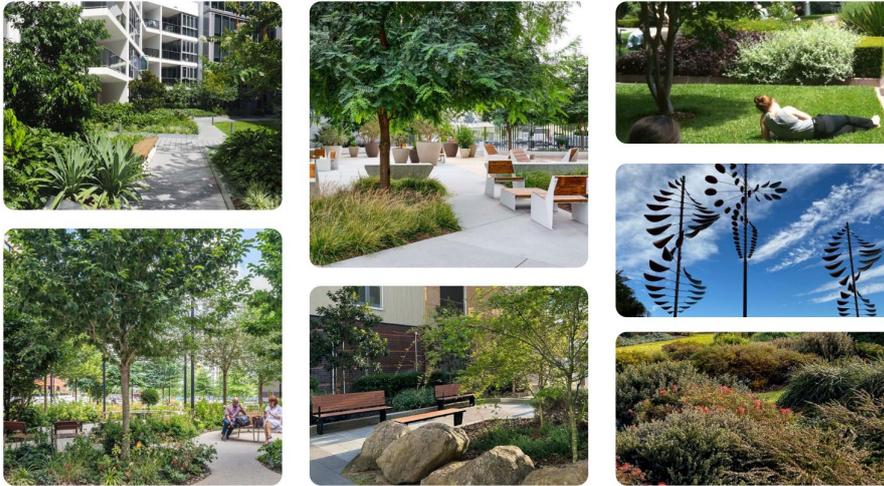


Figure 35: Landscape design character (Source: Site Image)

The development proposes the removal of 115 trees and retention of 57 trees. The Arboricultural Impact Assessment and Tree Management Plan prepared by Redgum AHorticultural (Appendix 17) identifies the specific trees nominated for removal and retention.

Additionally, the proposed landscaping scheme will comprise planting of 534 trees in the proposed open spaces and along the site's boundaries. The proposed tree canopy is a significant component of the overall landscape strategy, contributing to 39.1% (21,993m<sup>2</sup>) of the site area, as shown in the figure below.



Figure 36: Proposed canopy cover (Source: Site Image)

The planting strategy for the site has been developed with consideration to the broad range of spaces in terms of size, use, and expected performance outcomes.

### 3.2.6 Access and parking

Vehicular access to the site is provided from existing entry points on O'Connell Street bordering the site on the west and south boundary. Corr Road also provides vehicular access to the site from the northern boundary.

An additional access point will be provided at the south-eastern corner of the site from O'Connell Street that runs along the eastern boundary of the site.

The proposal comprises three separate basement carparks to support the existing Caddens Corner, proposed Village Quarter (including Buildings S, T, U and Building R1/R2/P), as well as the Urban Living (Buildings K, L, N and M) and Landscape Pavilions (Buildings (B, C, E, F, G, H and J).

The development provides a total of 1,537 car parking spaces. An overview of the parking provision is outlined below:

Location	Provision
<p>Carpark 1: Village Quarter (Buildings S, T, U and Building R1/R2/P) and Specialty Retail</p>	<p>Three levels of basement and part ground level parking</p> <p>Total residential: 357</p> <ul style="list-style-type: none"> <li>○ Apartments: 316</li> <li>○ Visitors: 36</li> <li>○ Service: 5</li> <li>○ Motorbikes: 24</li> <li>○ Bicycles: 10</li> <li>○ Acc. spaces: 30</li> <li>○ Car wash: 4</li> </ul> <p>Total retail: 750 spaces</p> <ul style="list-style-type: none"> <li>○ Retail: 696</li> <li>○ Accessible: 28</li> <li>○ Allocated: 26</li> <li>○ Motorbikes: 63</li> <li>○ Bicycles: 35</li> </ul>
<p>Carpark 2: Landscape Pavilions (Buildings B, C, E, F, G, H and J).</p>	<p>Two basement levels</p> <p>Total residential: 251</p> <ul style="list-style-type: none"> <li>○ Apartments: 215</li> <li>○ Visitors: 36</li> <li>○ Service: 4</li> <li>○ Motorbikes: 20</li> <li>○ Bicycles: 5</li> <li>○ Acc. Spaces: 22</li> <li>○ Car wash: 4</li> </ul>

Location	Provision
Carpark 3: Urban Living (Buildings K, L, N and M)	<p>Four basement levels</p> <p>Total residential: 179</p> <ul style="list-style-type: none"> <li>○ Apartments: 152</li> <li>○ Motorbikes: 12</li> <li>○ Visitors: 24</li> <li>○ Bicycles: 10</li> <li>○ Service: 3</li> <li>○ Acc. spaces: 14</li> <li>○ Car wash: 3</li> </ul>

Table 5: Proposed parking scheme

Retail parking is located on the three upper floors of the western car park, including the ground floor and is accessible via the access road from O’Connell Street to the south-west and from Corr Road to the north. This carparking comprises a combination of carparking required to facilitate the existing at-grade carpark servicing the Caddens Corner (which is proposed to be demolished), as well as the parking required to service the proposed retail and shop-top housing.

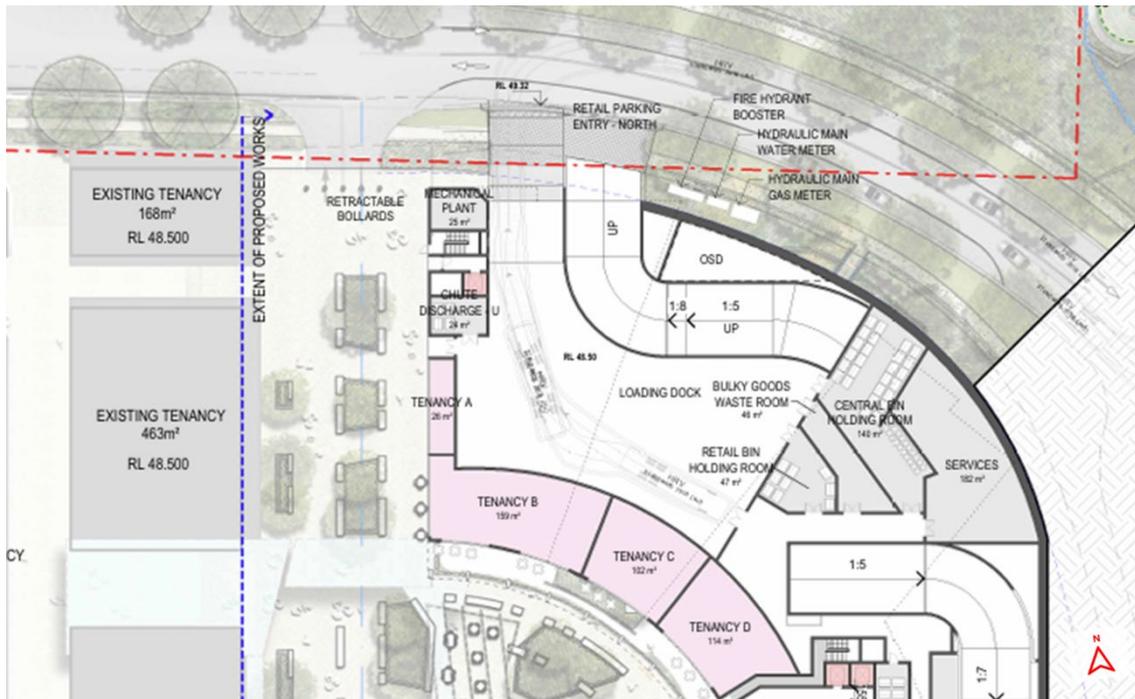


Figure 37: Parking access from the north (Source: Group GSA)



Figure 38: Parking access from the south (Source: Group GSA)

The lowest levels of the Carpark 1 are restricted to use by residents of Buildings S, T, U and Building R1/R2/P. A separate residential access point is provided to the east of the basement via the new internal road.

Carparks 2 and 3 will be solely used to facilitate the residential buildings.

Access points to basement parking have been designed to minimise driveway slopes, reduce congestion and include required sightlines for road and pedestrian safety.

### 3.2.7 Affordable housing

A total of 73 apartments (15% of GFA) will be dedicated for affordable housing, pursuant to Section 21 of the Housing SEPP and managed by a Registered Community Housing Provider (RCHP).

The affordable housing units are integrated throughout the development. The provision of affordable housing dwellings includes a mix of 1-, 2- and 3-bedroom apartments to provide a variation of affordable housing units. The dwellings are well distributed, achieve a high level of internal amenity, and benefit from equitable access to all of the proposed communal spaces.

A Letter from Bridge Housing Limited accompanies this EIS (Appendix 36). Bridge Housing is a Tier 1 Community Housing Provider registered under the National Regulatory System for Community Housing.

### 3.2.8 Staging and Delivery

The project will be delivered in 3 stages as set out in the table and figures below.

Staging has been planned to ensure minimal disruption to the day-to-day operation of the existing Caddens Corner shopping centre.

Stage	Deliverables
1a	<ul style="list-style-type: none"> <li>Demolish part of the existing at-grade carpark</li> <li>Construct avenue and local ring road</li> </ul>
1b	<ul style="list-style-type: none"> <li>Build basement B-J with all egress stairs and 2 lifts (including internal car wash facility); which is proposed to service as a temporary carpark until the construction of the basement P-U carpark. Once, P-U carpark is constructed (Stage 1e (detailed below)), Basement B-J will permanently service the residential flat buildings above.</li> <li>Enlarge carpark to south-west (including recycling facility)</li> <li>Build accessible walkway between the basement and the existing shopping centre</li> <li>Operate buggies every 5 minutes from the shopping centre to the basement carpark</li> </ul>
1c	<ul style="list-style-type: none"> <li>Demolish and make good car park</li> </ul>
1d	<ul style="list-style-type: none"> <li>Build all basement levels and all shop top housing units</li> <li>Retail can be handed over for fit out 2 months prior to completion of stage</li> </ul>
2	<ul style="list-style-type: none"> <li>Construct Buildings B-J within the R4 zone in the eastern portion of the site</li> <li>Construct Retail (shop) which is located within the E1 zone in the western portion of the site</li> </ul>
3	<ul style="list-style-type: none"> <li>Construct Buildings K-N within the R4 zone in the eastern portion of the site</li> </ul>

Table 6: Development stages

As detailed in Stage 1b, the basement B-J carpark will be constructed to provide temporary carparking for the shopping centre, until the construction and delivery of the basement carpark beneath Buildings P - U (Stage 1d).

Once Stage 1d is delivered, the Basement B-J will no longer temporarily service the shopping centre and will instead service the residential flat buildings associated (B-J), as shown in Stage 2.

Once the existing at-grade car park is demolished, buggies will be used to transport people and shopping carts to and from the temporary carparking areas, with services proposed to operate every 5 minutes.



## STAGE 3

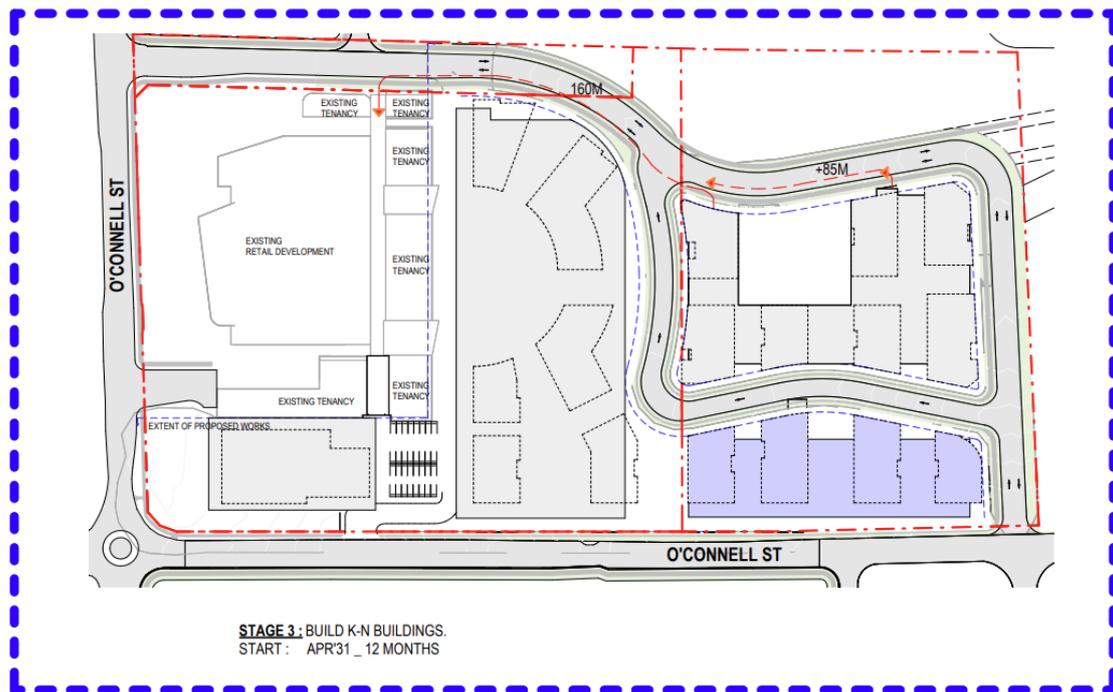


Figure 41: Stage 3 (Source: Group GSA)

### 3.2.9 Amendments to Concept and Stage 1 DA

As noted in Section 3.1, this SSDA also seeks to modify the existing development consent at the site (DA17/0995) pursuant to Section 4.17(5) and Section 4.24(4) of the EP&A Act.

The proposed changes include amending the description of the works to removing references to the Concept DA and Stage 2 works.

The words proposed to be deleted are shown in ***bold italics strikethrough***.

Description of development: ~~**Staged Concept**~~ Development Comprising ~~**Stage 1 Works Involving**~~ the Construction of Commercial Shopping Centre Development, ~~**Shop Top Housing**~~ and Associated Bulk Earthworks, Road Works, Car Parking, Landscaping, Drainage Works and Advertising Signage; ~~**and Stage 2 Concept Development for Future Commercial/Retail Tenancies**~~

These changes are intended to resolve any inconsistencies between the approved works under DA 17/0095 and the proposed works on the existing at-grade car park and the southwestern corner of the site.

For completeness, amendments are sought to Condition 1, relating to the stamped plans and the deletion of Condition 88 and 89.

Details of the proposed amendments are included in Appendix 38.

## 4 Statutory context

This application has been prepared pursuant to Part 4 of the EP&A Act. Further, this application is an SSDA pursuant to section 4.12(8) of the EP&A Act and requires development consent under section 4.2 of the EP&A Act.

The following legislation and environmental planning instruments (EPIs) are relevant to the proposal:

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2021*
- *Biodiversity Conservation Act 2016*
- *Roads Act 1993*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy (Housing) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Sustainable Buildings) 2022*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *Penrith Local Environmental Plan 2010*

The legislation and EPIs above have been addressed in detail at Appendix 4 and specific key considerations are addressed within the sections below.

Category	Comment
Power to grant approval	<p>The residential component of the development has an EDC of more than \$75 million and is therefore SSD pursuant to Section 26A, Schedule 1 of the Planning Systems SEPP as follows:</p> <p><b>26A In-fill affordable housing</b></p> <p><i>(1) Development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies if—</i></p> <p><i>(a) the part of the development that is residential development has an estimated development cost of—</i></p> <p><i>(i) for development on land in the Eastern Harbour City, Central River City or Western Parkland City in the Six Cities Region—more than \$75 million,</i></p> <p>The Minister for Planning and Public Spaces (or the Minister's delegate) is the consent authority pursuant to Section 4.5(a) of the EP&amp;A Act.</p>

Category	Comment
	<p>In accordance Section 2.6(2) of the Planning Systems SEPP, the proposed construction of a single storey commercial premises (shop) located at the south-western corner of 68 O'Connell Street is sufficiently related to the remainder of the proposal, as:</p> <ul style="list-style-type: none"> <li>• a single (multi-level) basement is proposed to be constructed underneath the shop-top housing buildings (Buildings P to U).</li> <li>• This basement is proposed to service the entire Caddens Corner Precinct (including the proposed shop).</li> <li>• it would be illogical from a planning approval and construction perspective to have separate parts of a single basement to be subject to separate planning approvals.</li> <li>• the proposed SSDA seeks to amend the Concept DA to facilitate the removal of the shop-top housing development currently approved under DA17/0995. This will be replaced by the proposed shop.</li> <li>• if the proposed shop were not considered 'substantially related', a further amendment to both the Concept DA and SSDA (once determined) would be required. Including the proposed shop within the SSDA, ensures this process is streamlined and avoids multiple revisions to the existing consent.</li> <li>• the proposed commercial premises is in keeping with the site's role as a precinct centre, as envisaged within the DCP and the concept approval, and will provide retail services to support the future residential population of the site and locality</li> </ul> <p>It is important to note that the proposed shop does not rely on the adjacent existing at-grade car park, this is used by the existing child-care centre. As detailed above, the proposed shop will be serviced by the proposed car park beneath the shop top housing (Buildings P to U).</p> <p>In light of the above, the proposed shop has both a physical and functional relationship with the other parts of the proposed SSD and is deemed sufficiently related for the purpose of Section 2.6 of the Planning System SEPP.</p>
Permissibility	<ul style="list-style-type: none"> <li>• The site is zoned E1 in the western portion and R4 in the eastern portion under the <i>Penrith Local Environmental Plan 2010</i> (PLEP 2010).</li> <li>• Development for the purposes of commercial, retail premises, medical centre, recreation facility (indoor) and shop top housing is permissible with consent in the E1 zone.</li> <li>• Residential flat buildings are permissible with consent in the R4 zone.</li> </ul>
Other approvals	<ul style="list-style-type: none"> <li>• <i>Biodiversity Conservation Act 2016</i>: A Biodiversity Development Assessment Report (BDAR) is attached at Appendix 22.</li> </ul>

Category	Comment
	<ul style="list-style-type: none"> <li>• <i>Heritage Act 1977</i>: The site is not State heritage listed and therefore, approval under S68 or S139 will not be required.</li> <li>• <i>Roads Act 1993</i>: Approval is required under the Roads Act 1993 in relation to the proposed access from O'Connell Street and the dedication of proposed roads to council. Under section 4.42 of the EP&amp;A Act, any approval under the Roads Act must be applied consistently with the SSD consent for this development, if granted.</li> <li>• <i>National Parks and Wildlife Act 1974 (NPW Act)</i>: Although an Aboriginal heritage impact permit under section 90 of the NPW Act is not required for SSD (per section 4.41(d) of the EP&amp;A Act), an Aboriginal Heritage Assessment Due Diligence Report has been prepared as part of the SSDA and is included at Appendix 27. The Due Diligence Report found that the site does not contain and is not likely to contain any Aboriginal objects and recommends that no further Aboriginal heritage assessment or investigation is required.</li> <li>• <i>Rural Fires Act 1997</i>: A small portion of the west of the site is located within bushfire buffer zone. A Bushfire Protection Assessment prepared by Eco Logical is provided in Appendix 26. The report concludes that the proposal is supportable subject to recommendations.</li> <li>• <i>Water Management Act 2000</i>: An Integrated Water Management Plan (IWMP) has been prepared by Telford Civil (Appendix 13)</li> </ul>
Pre-condition to exercising the power to gain approval	Pre-conditions to exercising the power to gain approval are discussed at Section 4.1.
Mandatory matters for consideration	Mandatory matters for consideration are discussed at Section 4.2.

Table 7: Statutory requirements relevant to the project

## 4.1 Pre-conditions

The table below outlines the pre-conditions to exercising the power to grant approval that are applicable to the project and the relevant section where these matters are addressed within this EIS.

Pre-condition	EIS ref.
Biodiversity Conservation Act 2016	

Pre-condition	EIS ref.
<p>In accordance with the BC Act 2016, biodiversity impacts must be assessed as part of any SSDA, including the provision of a Biodiversity Development Assessment Report (BDAR) where required. Section 7.14 of the BC Act requires the consent authority consider the likely impact of the proposed development on biodiversity values.</p>	<p>Section 6.9.1 Appendix 4</p>
<b>State Environmental Planning (Housing) 2021</b>	
<p>Section 20 of the Housing SEPPs requires the consent authority to consider whether the design of the residential development is compatible with the character of the local area, or for precincts undergoing transition—the desired future character of the precinct.</p>	<p>Appendix 4</p>
<p>Section 21 requires consent authority to be satisfied that for a period of at least 15 years commencing on the day an occupation certificate is issued for the development that will include the affordable housing component, and the affordable housing component will be managed by a registered community housing provider.</p>	<p>Appendix 36</p>
<p>Section 147 requires the consent authority consider the quality of the design evaluated in accordance with the design principles for set out in Schedule 9 of the Housing SEPP and the NSW Apartment Design Guide.</p> <p>Group GSA has prepared a compliance assessment against Schedule 9 of the Housing SEPP and the NSW Apartment Design Guide, as detailed in the Design Report.</p>	<p>Appendix 9</p>
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>	
<p>Section 4.6 of the Resilience and Hazards SEPP requires that a consent authority must not grant consent to the development on any land unless:</p> <ul style="list-style-type: none"> <li>• it has considered whether the land is contaminated.</li> <li>• if the land is contaminated, it is satisfied that the land is suitable in</li> <li>• its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and</li> <li>• If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.</li> </ul>	<p>Section 6.14</p>
<b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b>	
<p>Section 2.122 requires the consent authority to provide TfNSW with written notice of the development application for developments considered a 'traffic generating activity'. The proposed development is a 'traffic generating activity' pursuant to Schedule 3 as it is for the purposes of shop top housing (a form of residential accommodation) and proposes more than 75 dwellings.</p>	<p>Appendix 11</p>

Pre-condition	EIS ref.
Section 2.48 requires the consent authority must give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and take into consideration any response to the notice that is received within 21 days after the notice is given.	-
State Environmental Planning Policy (Sustainable Buildings) 2022	
Chapter 2 Standards for residential development - BASIX, is applicable to the proposed development. A BASIX Certificate has been provided at Appendix 26.	Appendix 21

Table 8: Pre-conditions

## 4.2 Mandatory considerations

The table below outlines the relevant mandatory considerations to exercising the power to grant approval, that are applicable to the project and the relevant section where these matters are addressed within this EIS.

Mandatory consideration	Comment	EIS ref
Environmental Planning and Assessment Act 1979		
<ul style="list-style-type: none"> <li>Relevant objects of the Act (Section 1.3)</li> </ul>	<p>The proposal is consistent with the objects of the Act for the following reasons:</p> <ul style="list-style-type: none"> <li>It delivers a range of diverse housing typologies, including in-fill affordable housing</li> <li>It provides employment opportunities throughout both the construction and operational phases, contributing to the local economy.</li> <li>It is consistent with strategic plans and permissible with consent and therefore allows for the orderly and economic development of the land</li> <li>It promotes social welfare through the inclusion of a diverse dwelling mix and affordable housing</li> <li>It has been designed in accordance with ESD principles</li> </ul>	-
<ul style="list-style-type: none"> <li>Relevant environmental planning instruments (Section 4.15)</li> </ul>	<ul style="list-style-type: none"> <li>The proposal seeks development consent under Part 4 of the Act. This EIS addresses all matters for consideration under Section 4.15 of the Act.</li> </ul>	-

Mandatory consideration	Comment	EIS ref
<ul style="list-style-type: none"> <li>State Environmental Planning Policy (Housing) 2021</li> </ul>	<ul style="list-style-type: none"> <li>The proposal seeks development consent under Chapter 2 Part 2 Division 1 In-fill Affordable Housing and Chapter 4 Design of Residential Apartment Development.</li> <li>An assessment against the provisions of Chapter 2 and Chapter 4 is included in Appendix 4. The proposed development is permissible in accordance with Section 15C of Chapter 2, Housing SEPP.</li> </ul>	<p>Appendix 4 Appendix 9</p>
<ul style="list-style-type: none"> <li>State Environmental Planning Policy (Biodiversity and Conservation) 2021</li> </ul>	<ul style="list-style-type: none"> <li>In accordance with the Biodiversity Conservation Act 2016 (BC Act), biodiversity impacts must be assessed as part of any SSD application, including the provision of a BDAR where required.</li> <li>Section 7.14 of the BC Act requires the consent authority to take into consideration the likely impact of the proposed development on biodiversity values as assessed in the BDAR. A BDAR has been prepared by Eco Logical and is provided in Appendix 22. The report concludes no targeted surveys or further assessment was required.</li> </ul>	<p>Appendix 22</p>
<ul style="list-style-type: none"> <li>State Environmental Planning Policy (Sustainable Buildings) 2022</li> </ul>	<ul style="list-style-type: none"> <li>Chapter 2 standards for residential development - BASIX are applicable to the proposed development. Chapter 3 Standards for non-residential development are applicable to the proposed development.</li> <li>An assessment against the relevant provisions of this SEPP is provided within the BASIX Reports provided at Appendix 21.</li> </ul>	<p>Appendix 21</p>

Mandatory consideration	Comment	EIS ref
<ul style="list-style-type: none"> <li>State Environmental Planning Policy (Transport and Infrastructure) 2021</li> </ul>	<ul style="list-style-type: none"> <li>Section 2.48 of the Transport and Infrastructure SEPP requires the consent authority to give written notice to the relevant electricity supply authority and take into consideration any response to that notice before granting consent to a development likely to affect an electricity transmission or distribution network. It is noted that DPHI will refer the application to the relevant electricity supply authority for consideration.</li> <li>Section 2.16 requires a public authority, or a person acting on behalf of a public authority, must consider Planning for Bush Fire Protection before carrying out the development in an area that is bush fire prone land. A Bushfire Protection Assessment prepared by Eco Logical in accordance with Planning for Bushfire Protection 2019 (PBP 2019) as a portion of the site is located within the bushfire buffer zone.</li> <li>Section 2.122 requires that before determining a development application the consent authority must give written notice of the application to TfNSW within 7 days after the application is made, and take into consideration any submission that RMS provides in response to that notice within 21 days after the notice was given. It also takes into consideration the accessibility of the site concerned, including the efficiency of movement of people and freight to and from the site, the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and any potential traffic safety, road congestion or parking implications of the development.</li> </ul>	<p>Section 6.10 Appendix 11</p>
<ul style="list-style-type: none"> <li>Penrith Local Environmental Plan 2010</li> </ul>	<ul style="list-style-type: none"> <li>A full assessment of the Penrith Local Environmental Plan 2010 is provided in Appendix 4</li> </ul>	<p>Appendix 4</p>

Mandatory consideration	Comment	EIS ref
<ul style="list-style-type: none"> <li>Relevant planning agreements or draft planning agreements (Section 4.15)</li> </ul>	<p>The Applicant has commenced discussions with Council regarding the potential public benefits as part of this SSDA. These discussions are ongoing.</p> <p>It is noted that section 7.7(2) of the Act states that: "A consent authority cannot refuse to grant development consent on the ground that a planning agreement has not been entered into in relation to the proposed development or that the developer has not offered to enter into such an agreement."</p>	-
<ul style="list-style-type: none"> <li>Development control plans (Section 4.15)</li> </ul>	<ul style="list-style-type: none"> <li>Development control plans do not apply to SSD under Section 2.10 of the Planning Systems SEPP.</li> </ul>	-
<ul style="list-style-type: none"> <li>Likely impacts of the development, suitability of the site, the public interest (Section 4.15)</li> </ul>	<ul style="list-style-type: none"> <li>The likely impacts of the development, the suitability of the site and the public interest considerations have been addressed in this application.</li> </ul>	Section 6
<ul style="list-style-type: none"> <li>Imposition of Conditions (Section 4.17)</li> </ul>	<ul style="list-style-type: none"> <li>This SSDA also seeks to modify DA17/0995 pursuant to Clause 4.17(5) of the Act.</li> </ul>	Appendix 38
<ul style="list-style-type: none"> <li>Status of concept development applications and consents (Section 4.24)</li> </ul>	<ul style="list-style-type: none"> <li>The concept development on site may be modified pursuant to Clause 4.4 of the Act. Details of amendments are addressed un this application.</li> </ul>	Appendix 37

Table 9: Mandatory considerations

## 4.3 Contributions

### 4.3.1 Housing and Productivity Contribution

The Housing and Productivity Contribution (HPC) came into effect in October 2023 to apply a State-wide contribution for new developments.

Under the HPC, a rate of \$10,000 per dwelling / lot for residential flat buildings and units) development is required.

Under the HPC, a rate of \$30 per square metre of new gross floor area for commercial development is required.

Any consent issued will impose the required contributions under the HPC.

### 4.3.2 Relevant Local Contribution Plans

As identified on the Development Contribution Plan Boundary Map, the contribution plans listed below apply to the site:

- Penrith City District Open Space Facilities Development Contributions Plan (2007)
- Cultural Facilities Development Contributions Plan (2003)

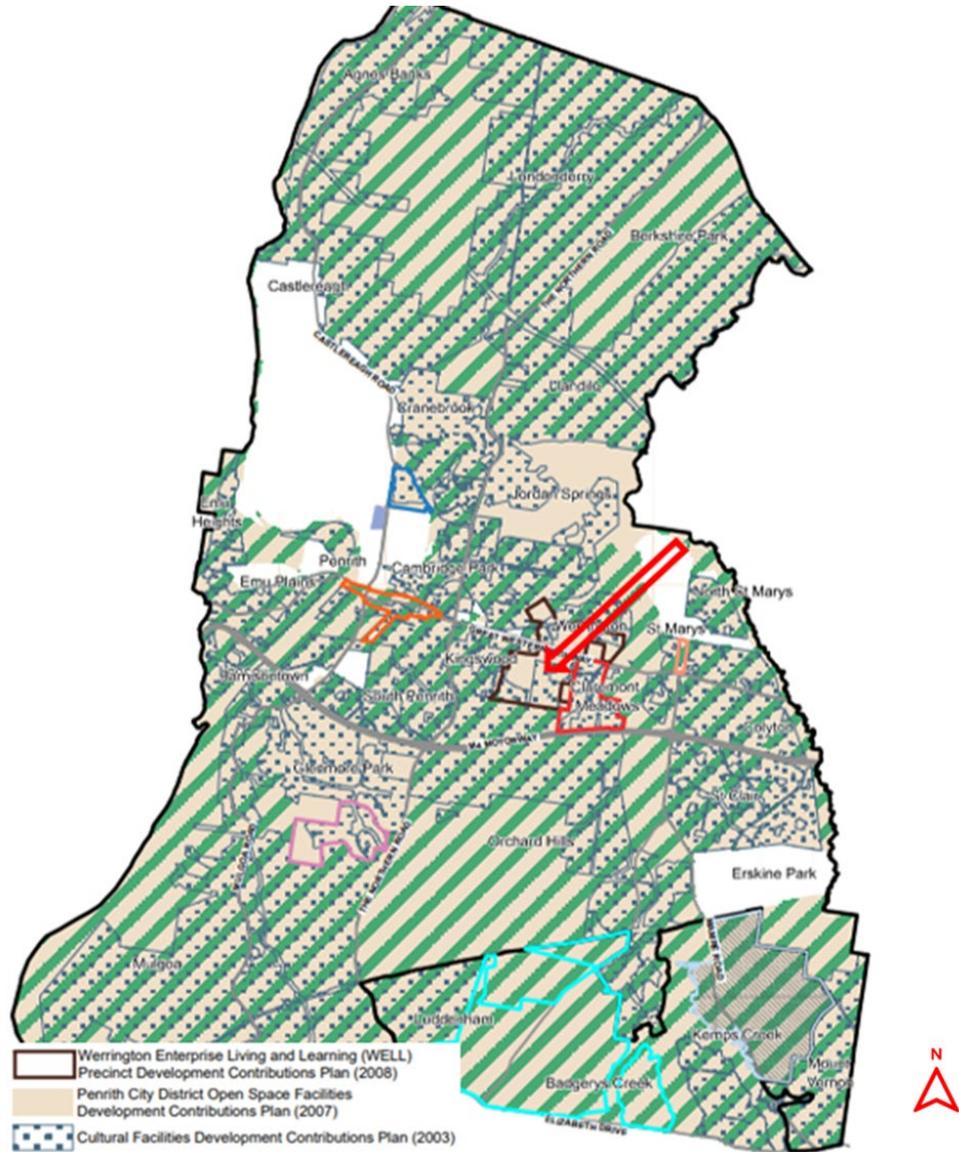


Figure 42: Penrith Development Contribution Plan Application Map (Source: Council)

### 4.3.3 Werrington Enterprise Living and Learning (WELL) Precinct S.94 Development Contributions Plan

The WELL Contributions Plan applies to this site, as the proposed development will provide a mixed-use development on a site identified within the WELL Precinct (Figure 40).

The Act permits councils, developers, and/or other planning authorities to negotiate voluntary planning agreements for the delivery of public purposes. Public purposes are defined in the Act as (without limitation):

- *the provision of (or the recoupment of the cost of providing) public amenities or public services;*
- *the provision of (or the recoupment of the cost of providing) affordable housing;*
- *the provision of (or the recoupment of the cost of providing) transport or other infrastructure relating to land;*
- *the funding of recurrent expenditure relating to the provision of public amenities or public services, affordable housing or transport or other infrastructure;*
- *the monitoring of the planning impacts of development; and*
- *the conservation or enhancement of the natural environment.*

It is noted that discussions with Council are ongoing.

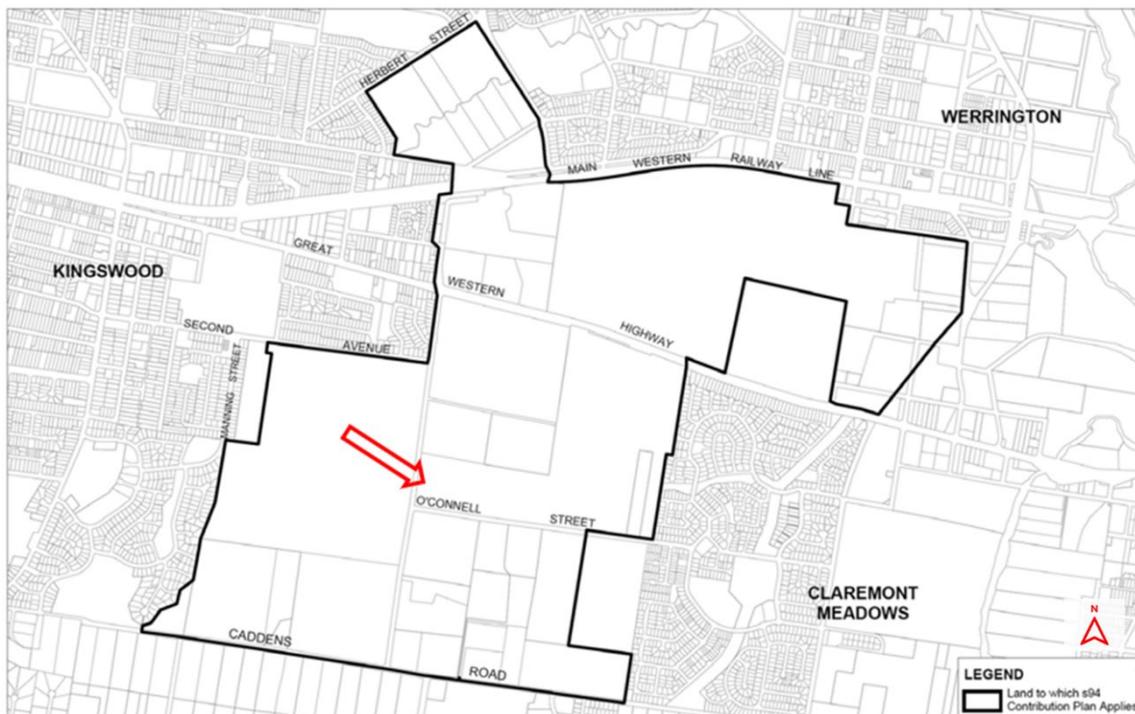


Figure 43: Area to which WELL s94 Contributions Plan Applies

# 5 Engagement

## 5.1 Engagement carried out

Details of the key stakeholders identified, and a summary of the consultation undertaken and relevant issues raised to date are set out in the table below.

The engagement program has been conducted in line with the Department of Planning, Housing and Infrastructure’s *Undertaking Engagement Guide: Guidance for State Significant Projects* and complied with the community engagement requirements in the SEARs.

A detailed Engagement Outcomes Report has been prepared by Community Insights Consulting and is at Appendix 7.

Stakeholder	Type of engagement	Key matters of discussion
Department of Planning, Housing and Infrastructure	<ul style="list-style-type: none"> <li>Email</li> <li>Meeting</li> </ul>	<ul style="list-style-type: none"> <li>Planning pathway for amendment to DA17/0995</li> <li>Ground floor use of the shop top housing component</li> <li>Clarification on the accessible area location</li> <li>Proposed height variations</li> <li>Carparking rates</li> <li>Requirement of BDAR</li> </ul>
State Design Review Panel (SDRP)	<ul style="list-style-type: none"> <li>Meetings</li> </ul>	<ul style="list-style-type: none"> <li>Connecting to Country</li> <li>TEC biodiversity area</li> <li>Boundary treatment</li> <li>Traffic and access</li> <li>Heights and built form</li> <li>Existing and proposed retail</li> <li>Open space</li> <li>Revised design</li> <li>Landscaping</li> <li>Height distribution</li> </ul> <p>A detailed overview of the comments and response is provided in the Design Report prepared by Group GSA (Appendix 9).</p>
Penrith City Council	<ul style="list-style-type: none"> <li>Email</li> <li>Meetings</li> </ul>	<ul style="list-style-type: none"> <li>Preliminary feedback on the proposal and key changes made since previous DAs</li> </ul>

Stakeholder	Type of engagement	Key matters of discussion
		<ul style="list-style-type: none"> <li>• Feedback following SDRP advice</li> <li>• Following initial discussion with council, a revised overview of the development was presented to address issues previously raised.</li> <li>• Discussion with contribution team to gain feedback on the proposal contributions (in-kind), land dedication and associated works.</li> </ul> <p>A detailed overview of the comments and response to Council is provided in the Table below.</p>
Shopping centre stakeholders	<ul style="list-style-type: none"> <li>• Meeting</li> </ul>	<ul style="list-style-type: none"> <li>• Overview and discussion of the proposed development to ensure limited disruptions to the business operations within the Caddens Corner</li> </ul>
Traditional Owner engagement	<ul style="list-style-type: none"> <li>• Walk on Country</li> <li>• Co-design Session</li> </ul>	<ul style="list-style-type: none"> <li>• Desire to maintain views through the site through a green line and the introduction of native trees</li> <li>• Acknowledging natural waterways through the site to assist with drainage and maintain ecological health</li> <li>• Opportunities for oral histories to be incorporated in architecture</li> <li>• Maintaining artefact sites within the site</li> <li>• Ensuring opportunities for meeting and gathering spaces</li> <li>• Re-build and maintain opportunities for native animals to return and/or thrive</li> <li>• Use of colours of Country.</li> <li>• Co-design workshop on the progression of the design</li> </ul>

Stakeholder	Type of engagement	Key matters of discussion
		A detailed overview of the comments and response to Council is provided in the Table below.

Table 10: Consultation undertaken to date with relevant stakeholders

## 5.2 Response to Council Pre-DA advice

A pre-lodgement meeting was held with Council on 20 May 2025, during which key issues were identified. The proposed design has carefully considered and responded to Council's feedback. A summary of the key discussions and response is outlined in the table below:

Issue raised	Design response
Planning considerations	<ul style="list-style-type: none"> <li>Design includes 2 storey interface with O'Connell Street south</li> <li>Revised traffic management and road/intersection modelling was undertaken to for increased safety of road network on site</li> <li>Plans provided demonstrate varying nature and arrangement of open space is sufficient to meet the resulting increased recreational needs to the additional density proposed. Refer to architecture and landscape plans (Appendix 8 and 19 respectively)</li> </ul>
Contribution and local infrastructure planning	<ul style="list-style-type: none"> <li>Discussions are ongoing with Council in relation to the dedication of n of land and infrastructure</li> </ul>
Environmental management & engineering design requirements	<ul style="list-style-type: none"> <li>A Noise and Vibration Impact Assessment Report has been prepared by Stantec (Appendix 12) which assesses the potential noise impacts generated during both construction and operational stages of the development.</li> </ul>
Traffic management and road infrastructure	<ul style="list-style-type: none"> <li>A Traffic &amp; Parking Assessment report has been prepared by TTPA (Appendix 11)</li> <li>Road network has been designed to meet Council's engineering design specifications and to create a safe network for pedestrians, motorists and waste operations.</li> </ul>
Waste management	<ul style="list-style-type: none"> <li>A CDWMP (Appendix 24) and OWMP (Appendix 48) has been prepared to address waste management on site.</li> </ul>

Issue raised	Design response
	<ul style="list-style-type: none"> <li>Swept paths successfully tested and verified in the Traffic and Parking Assessment report (Appendix 11).</li> </ul>
Economic analysis and hierarchy of centres	<ul style="list-style-type: none"> <li>An Economic Impact Assessment has been prepared by HillPDA to demonstrate the site's capacity for additional commercial uses, as well as the role of the Caddens Precinct with consideration of Penrith CBD and commercial centre hierarchy.</li> </ul>

Table 11: Response to Council pre-lodgement key issues

### 5.3 Response to SDRP advice

Following initial SDRP held in April 2025, a number of changes were made to respond to the issues raised by the panel and further strengthen the scheme. Additionally, a second SDRP was held on 22 May 2025. As a result of this, further changes were made to the proposed design

A detailed overview of the SDRP feedback and design response is included in the Design Report (Appendix 9) prepared by Group GSA. A summary of the key changes are outlined in the table below.

Issue raised	Design response
<b>SDRP 1</b> <ul style="list-style-type: none"> <li>Connecting with Country</li> <li>Site strategy</li> <li>Open space and landscape</li> <li>Architecture</li> <li>Sustainability and climate change</li> </ul>	<ul style="list-style-type: none"> <li>The revised scheme provides for improved visual connectivity to TEC and Connecting with Country, site wide legibility and wayfinding, pedestrian priority, safety, access and connectivity.</li> <li>Internal private community facilities are provided and distributed equally across the development for ease of access and equity.</li> <li>Daytime public access to parks and open spaces whilst maintaining privacy and security for residents in private courtyard spaces.</li> <li>The proposal is designed to contribute to the NSW's Net Zero emissions goal.</li> </ul>
<b>SDRP 2</b> <ul style="list-style-type: none"> <li>Connecting with Country</li> <li>Site strategy</li> <li>Bulk and scale</li> <li>Open space and landscape</li> <li>Architecture</li> <li>Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>The revised scheme provides for further increased activation of key open spaces and public domain interfaces which offers a more welcoming public domain improving site wide activation and CPTED.</li> <li>Continued integration of Connecting with Country within the design of the proposal.</li> <li>A more nuanced and granular approach to built form expression and materiality is embedded in the design whilst maintaining a unified precinct character.</li> </ul>

Issue raised	Design response
	<ul style="list-style-type: none"> <li>• Further traffic mitigation measures have been embedded in the scheme promoting pedestrian priority across the development.</li> <li>• Canopies and shelter structures have been consolidated and adjusted to improve wayfinding and provide for continuous shelter during rain events.</li> </ul>

Table 12: Response to key issues raised during SDRP 1 and SDRP 2

## 5.4 Community views

Key themes which arose during the community feedback is outlined below and further discussed in the Engagement Outcomes Report in Appendix 7.

Key issues raised include:

- some acceptance of the project noting local residents' acknowledgement that the area is growing
- concerns around local parking and traffic-flows through local streets
- concerns about reduction in open green space and potential impact on kangaroo population health as a result of reduced habitat
- concern over parking availability for the Caddens Corner shopping centre
- interest in new retail shops and restaurants
- concern over appropriateness of housing typology and perceived demographic shift brought about by apartments dwellers
- concern over impact of increased population density on local social infrastructure.

## 5.5 Engagement to be carried out

The Applicant will continue community and key stakeholder consultation during the public exhibition of the SSDA, and in subsequent stages of the planning process to ensure ongoing feedback is considered.

## 6 Assessment and mitigation of impacts

This section provides an assessment of the environmental impacts associated with the proposed development. The environmental assessment is based on a number of specialist studies undertaken for the development.

This section provides a summary of the results of the assessment undertaken for the key issues identified by SEARs.

Proposed mitigation measures are provided at Appendix 2.

### 6.1 Built form

The proposed architectural plans for the development are included at Appendix 8. In addition, a design report has been prepared by Group GSA and included at Appendix 9.

As noted, the site layout has been carefully designed to optimise land use efficiency and maximise functionality, with clear spatial delineation between the various components of the development, including commercial and retail areas, shop-top housing, residential flat buildings, and designated areas of open space.

The Master plan establishes four-character areas to respond to the natural and built character of the site context, as shown in the figure below. These areas include:

- Speciality retail
- Village quarter
- Urban living
- Landscape pavilions

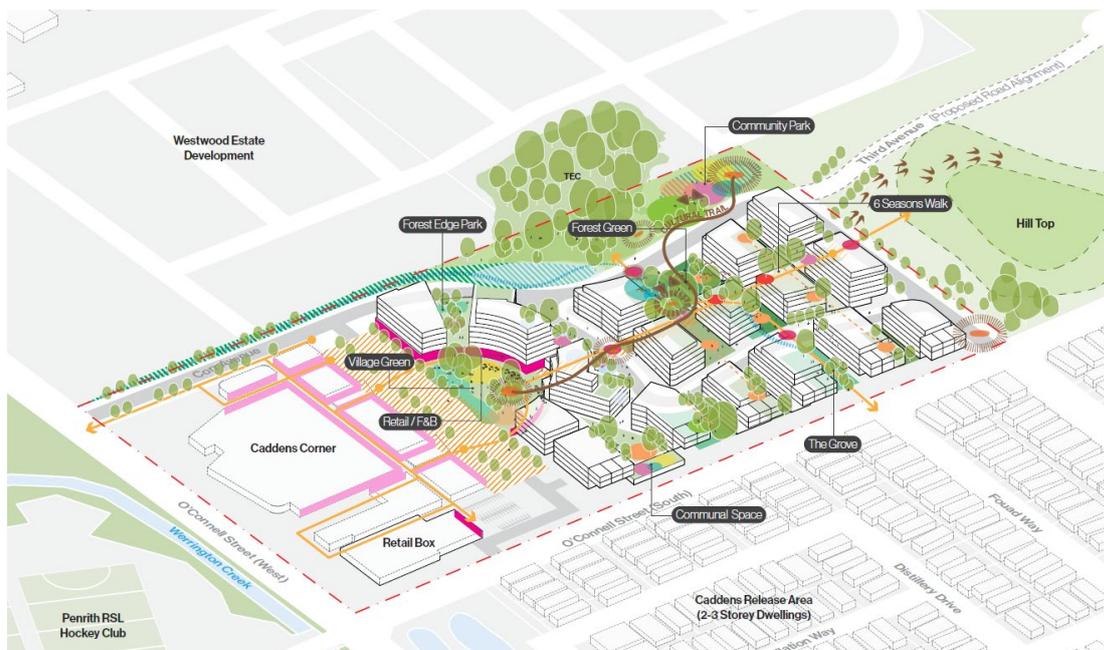


Figure 44: Proposed master plan vision (Source: Group GSA)



- ground floor retail, commercial, medical centre uses
- varying building height from 4 - 7 storeys
- Internal roads and footpaths
- Village green, including landscaping and open space

The layout and location of buildings has been designed to minimise cut and fill. This approach enhances the activation of the ground level and strengthens connections between public and private open spaces. Internal lobbies and private terraces provide opportunities for direct engagement with communal open spaces.

Taller building elements are positioned to minimise overshadowing and enhance the significant role of the Village Quarter in contributing to the Caddens Precinct Centre.

The proposed Village Green provides for flexible community use including passive recreation, seating and gathering and events. The Village Green becomes a key civic space which will remain publicly accessible. A pedestrian/ shared zone abuts the proposed Village Quarter, providing for enhanced pedestrian amenity, additional street tree planting and seating areas provide for a civic extension of both the Caddens shopping centre and Village Green.

Retail tenancies are located beneath residential uses and oriented west towards the Village Green and shared zone, leveraging the existing level change to create an at-grade continuation of the adjacent Caddens Shopping Centre.

### *Urban Living*

The key built form elements of the Urban Living precinct include:

- 4 x residential flat buildings, comprising:
  - Basement carparking and services
  - Varying building height from a 2-storey interface to O'Connell Street to 7 storeys
  - Internal communal / recreational space
- Internal roads and footpaths
- Landscaping and open space

The built form transitions in scale across the Urban Living precinct, ensuring compatibility between buildings within the site, as well as neighbouring development.

The proposal presents a 2-storey terrace style interface to O'Connell Street to the south, as shown in the Figures below, which aims to maintain a respectful relationship with the surrounding context.

The buildings fronting O'Connell Street are appropriately separated (between 18m and 24m), ensuring that important view lines from O'Connell St towards the community park and TEC area are provided. The setbacks also seek to provide visual relief in between the proposed buildings.

Planted zones between buildings with trees, shrubs and groundcovers enhance the streetscape and contribute to overall site biodiversity and canopy cover, providing amenity and privacy for residents.

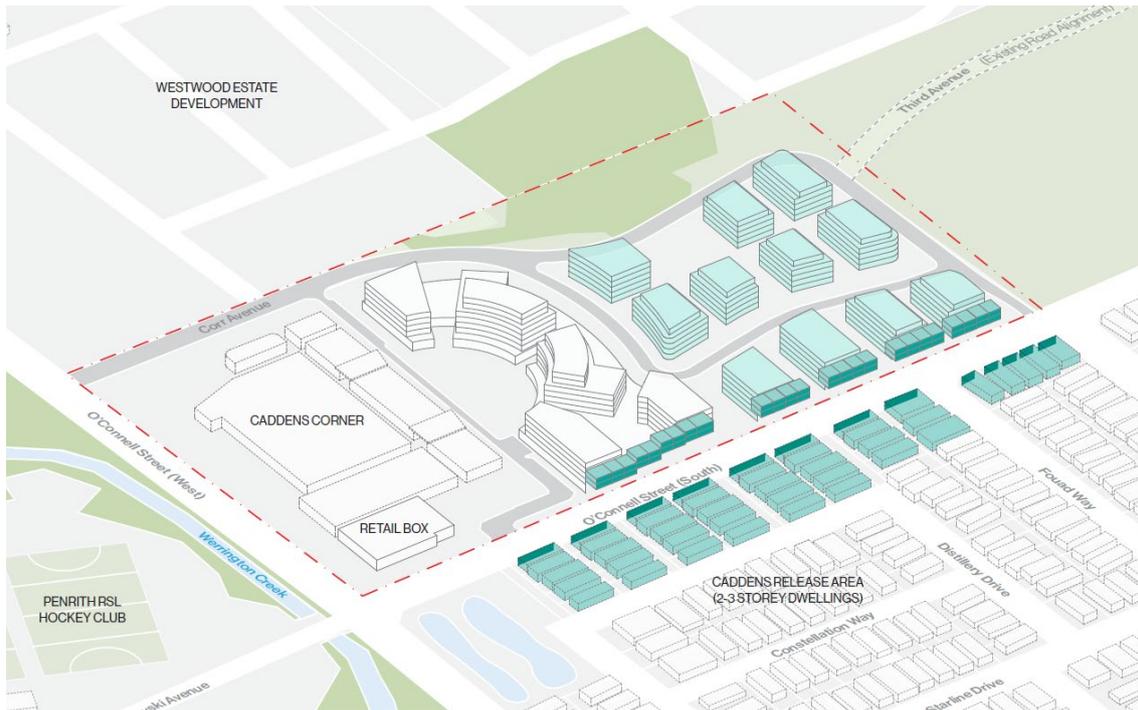


Figure 46: O'Connell Street design interface (Source: Group GSA)



Figure 47: Section Plan (Source: Group GSA)

### *Landscape Pavilions*

The key built form elements of the Landscape Pavilions comprise:

- 7 x residential flat buildings, comprising:
  - Basement carparking and services
  - Varying building height from 4 to 7 storeys
  - Internal communal / recreational space
- Internal roads and footpaths
- Landscaping and open space

The proposed development achieves a high-quality built form and urban design outcome that is consistent with the desired future of Caddens Precinct.

The location of the buildings within this precinct maximises deep soil zones and ensures extensive landscaping and the retention of the TEC areas.

Overall, the intended goal of the proposed development is to deliver an appropriate development solution that leverages the strategic merit of the site, enabling additional market residential and affordable homes that align with the objectives and vision of the applicable strategic planning framework and the principles of the Housing SEPP, of increasing housing density within a well-located area.

### 6.1.1 Height and scale

The proposed development includes 15% affordable housing and seeks to utilise the incentive controls to achieve 30% additional building height under the Housing SEPP. Therefore, the maximum height of building control is 19.5m.

While the proposed height of buildings is largely compliant with the maximum building heights, the proposal seeks to increase the maximum height of the building development standard to 25.5m. A Clause 4.6 Request is included at Appendix 5.

The proposed exceedance is outlined in the figure below.

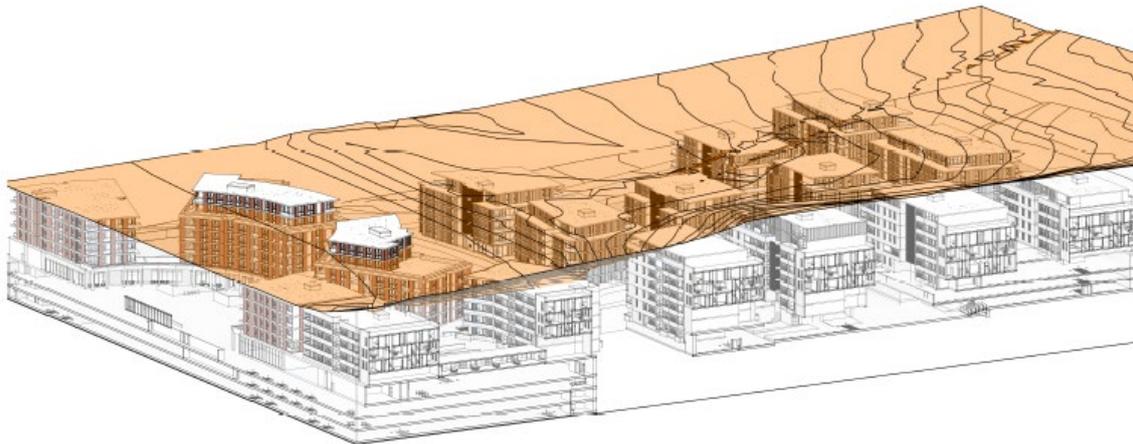


Figure 48: Proposed height exceedance (Source: Group GSA)

As noted, a range of building heights are proposed, and this is largely attributed to the sloping topography of the site. The building height responds to this topography, with varying height stepping down towards the different ground levels.

The increased height and density are localised and limited to Building S and Building T, which are located within the Village Quarter.

This additional height offers a varied building height and scale without contributing to excessive bulk of these structures. The location of the proposed additional height in the central part of the site is a specific design response to:

- Council's suggestion during pre-lodgement consultation to redistribute height with the removal of Building A (in order to protect and retain the TEC area) (Figure 47)
- The site's unique topography
- Minimise visual and amenity impacts on the surrounding area

- Maintain significant landscaping, deep soil and TEC areas
- Redistribute height and density amongst the site given the removal of Building A in the northeast of the site
- The existing retail land uses at 'Caddens Corner' on the western portion of the site

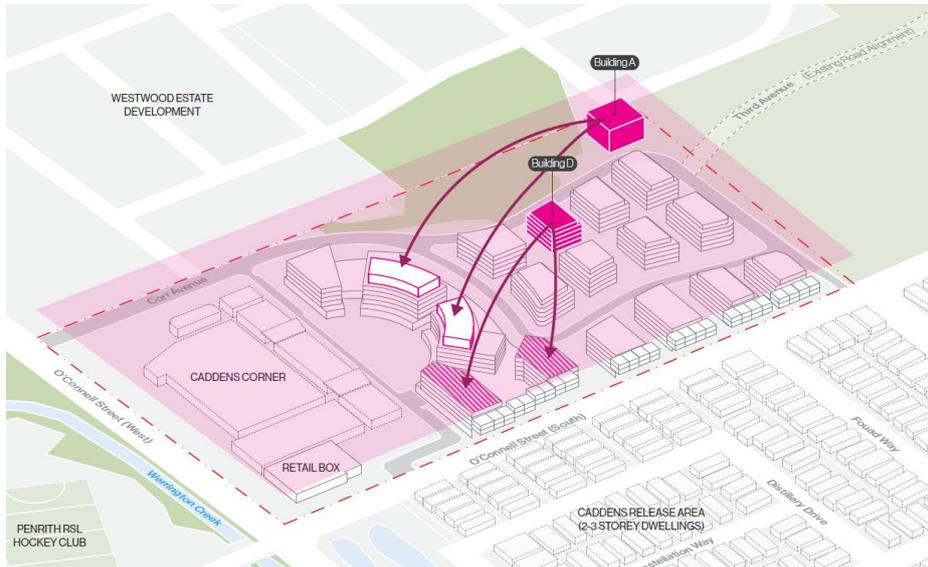


Figure 49: Proposed height relocation (Source: Group GSA)

As noted, the existing topography of the site is a key feature of the site and guides the proposed design. As the site experiences a steep rise of 14m in ground level towards O'Connell Street, the design of the built form tapers off in height from 6-7 storeys in the central portion of the site towards the site boundaries, achieving a two-storey interface with O'Connell Street to the south. This approach delivers a respectful relationship with the surrounding context (Figure 44).

Given the proposed height exceedance is located centrally within the site, it will not be readily visible from the public domain and will not noticeably add to the perceived bulk or scale of the development.

Furthermore, the additional height will not result in adverse overshadowing or privacy impacts to adjoining residential properties or areas of open space.

### 6.1.2 Material and finishes

A cohesive palette of materials, colours, and textures has been selected to reinforce the building's aesthetic while maintaining sensitivity to its setting. The Architectural Design Report (Appendix 9) includes a detailed summary of the materials and finishes.

The selection of materials and finishes has been informed by insights gained through the Walk on Country and Co-design workshops, reflecting an ongoing commitment to cultural sensitivity and place-based design.

As noted, the 4 distinctive precincts have been designed to respond to the natural and built character of site context. Variation in materiality across the different precincts buildings has been thoughtfully applied in response to each building's location within

the site, reinforcing a sense of place and contributing to a cohesive yet diverse architectural character.

An overview of the different precincts and varying materials is provided in the Figures below:



Figure 50: Landscape Pavilions - materials and external finishes (Source: Group GSA)



Figure 51: Urban Living - materials and external finishes (Source: Group GSA)



Figure 52: Village Quarter - materials and external finishes (Source: Group GSA)





Figure 53: Specialty Retail - materials and external finishes (Source: Group GSA)

The proposed approach to materials, finishes and articulation of the façade creates visual interest and ensures there are no elevations where the built form presents blank monotonous facades, ensuring a positive urban design outcome for the site.

### 6.1.3 Connecting with Country

A Connecting with Country report has been prepared by Artefact Heritage and Environment in accordance with the Government Architect New South Wales, 2023 *Connecting with Country framework*.

Stakeholders were identified through previous work undertaken by Artefact in the area. A discussion with those stakeholders helped identify additional key knowledge holders who should be included in the consultation process. A walk on Country was held on Friday 7 March 2025 and a co-design session was held on Monday 10 March 2025.

Following consultation, Aboriginal cultural heritage values and design principles were established for the report and design of the development. These include:

- *Built Form to Respond to Site Morphology*
- *Preserving and Enhancing Views and Vistas*
- *Expanding and Restoring Cumberland Plains Flora*
- *Enhancing Physical and Visual Connection to TEC*
- *Enhancing Connection To and Care of Local Waterways*
- *Enhancing Habitat for Wildlife and Insects*
- *Providing Community Gathering Spaces*
- *Celebrating Living Culture*

The following figure demonstrates the site response with consideration of the above principles.

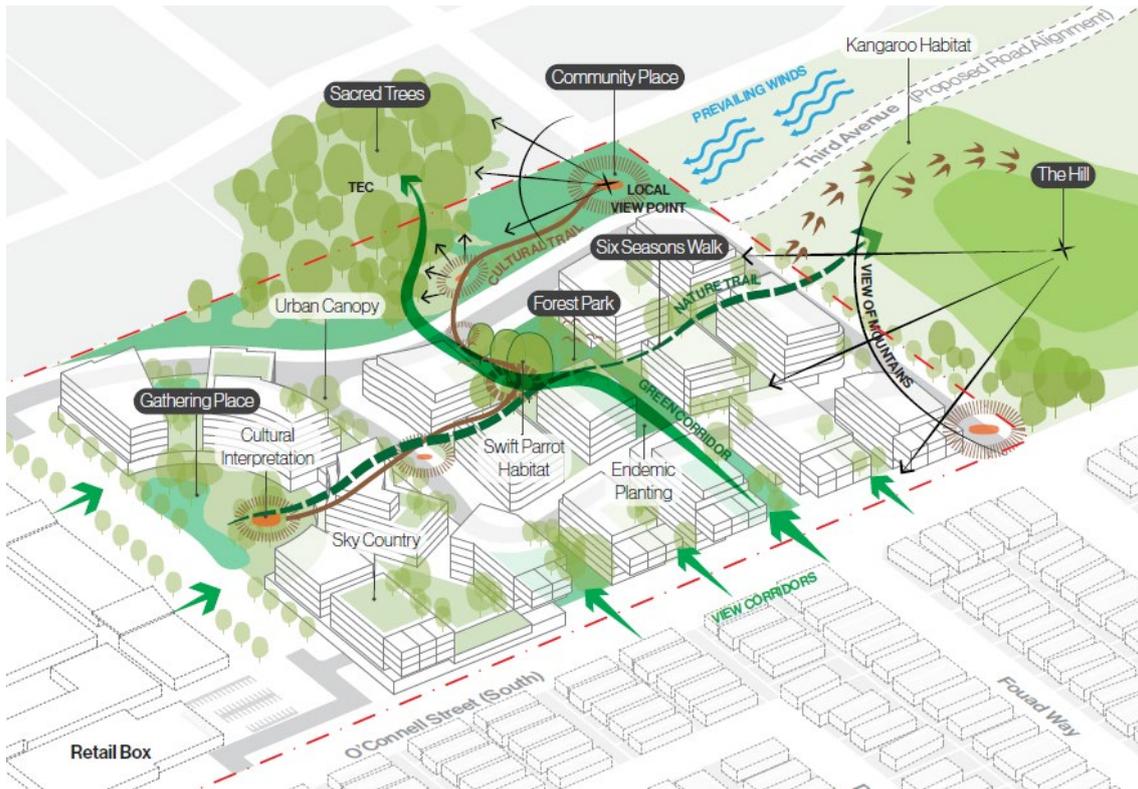


Figure 54: Connecting with Country site response (Source: Group GSA)

The Connecting with Country report identifies actions that have been taken into consideration during its preparation which demonstrates how the Country-centred approach has been achieved and provides recommendations for further actions required to start with Country.

Artefact make recommendations for the development as it moves forward including:

- *actioning appropriate recommendations from the Outcomes for Country*
- *facilitating ongoing consultation and design workshops with the Aboriginal stakeholders during subsequent key development stages.*
- *integrating meaningful interpretation/artwork/landscape elements within the design development stages of this project, through the development of a Heritage Interpretation and Art Strategy that requires consultation with key stakeholders.*
- *arranging Cultural Awareness Training for current and future project team members.*
- *updating Aboriginal stakeholders on the progress of the future development of the site.*

#### 6.1.4 Private, public and communal open space

A combination of private, public and communal open space is provided for residents, visitors and the local community. The proposal comprises the provision of three large open spaces available for public use, being the community park, forest park and the village green.

These spaces provide distinctively different functions, ranging from passive and active areas to community events and dedicated play areas.

The Central Green Spines connects the Village Green to the nature reserve to the east of the site.

An overview of the open space typologies is detailed in the figure and sections below:

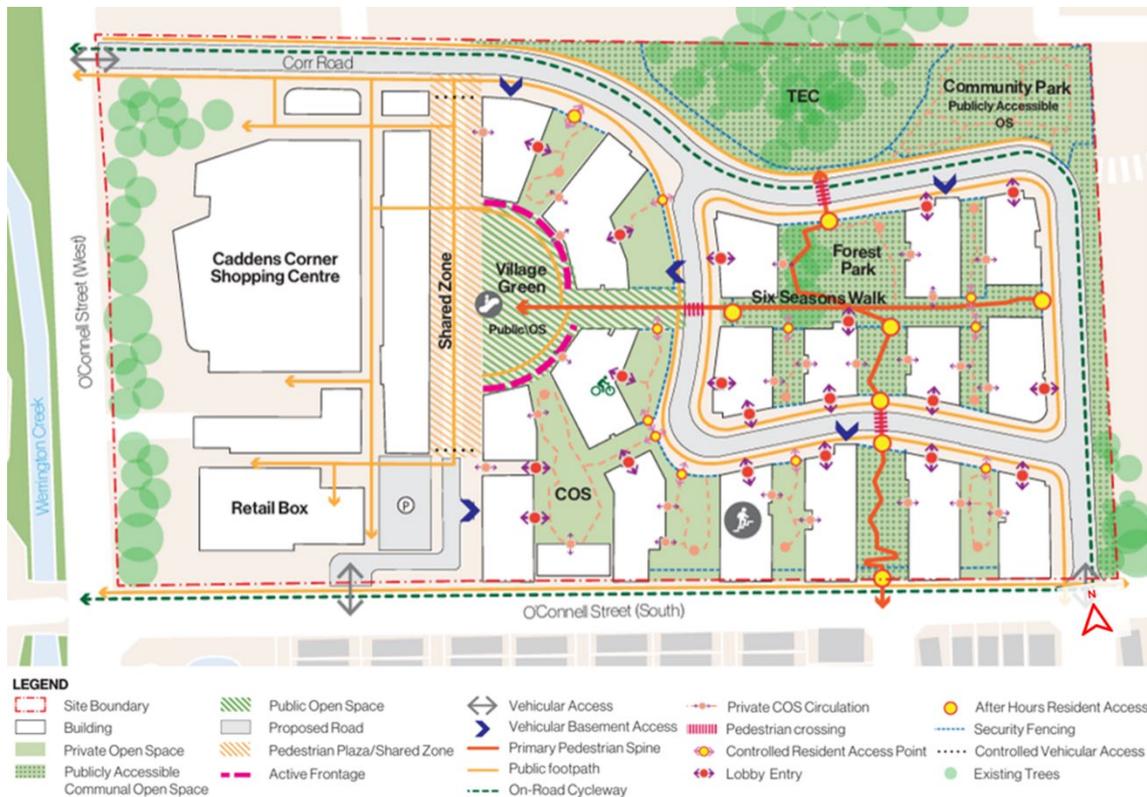


Figure 55: Proposed open space typologies (Source: Group GSA)

## Private

All proposed apartments have been designed with private balconies and/or rooftop spaces that comply with the minimum dimensions and area requirements set out in the Apartment Design Guide (ADG). These balconies provide residents with functional private open space, supporting residential amenity and contributing to a sense of privacy and personal retreat within a higher-density setting.

Ground level private open space for residents is secured with security fencing and controlled residential access points, as shown in the figure above. This will ensure the delivery of high-quality outdoor environment solely for use by future residents.

## Public

The proposed development incorporates a publicly accessible community park that delivers a diverse mix of active and passive recreational opportunities for both residents and the broader public.

In addition to this, a centrally located public plaza, the Village Green, will serve as a key social point, designed to activate surrounding retail and support a range of community events, such as outdoor cinema screenings, markets and cultural

ceremonies or celebrations. This space offers family-friendly amenities, including children's play, thematic wayfinding, and flexible open lawn areas for informal gatherings or recreational use.

A central 'Six Seasons Walk' forms a primary east-west pedestrian spine physically and visually connecting the Village Green to the Forest Green.

The Forest Green provides opportunities for small to large groups of people with ample seating, outdoor dining and BBQ areas and flexible use spaces set within a substantial landscape and bushland setting with large canopy trees providing for shaded seating areas.

The public open spaces provided by the development enhances local amenity and community engagement.

To mitigate potential impacts related to increased population density, urban heat, and community amenity, the proposal incorporates this comprehensive network of publicly accessible open spaces designed to support both active and passive recreation. These elements contribute to urban cooling, biodiversity support, and accessible recreation for all user groups.

### Communal

As previously mentioned, the proposed development delivers 13,963m<sup>2</sup> (25.9%) of communal open space (COS). The communal spaces in the proposed development feature high-quality landscape and planting features.

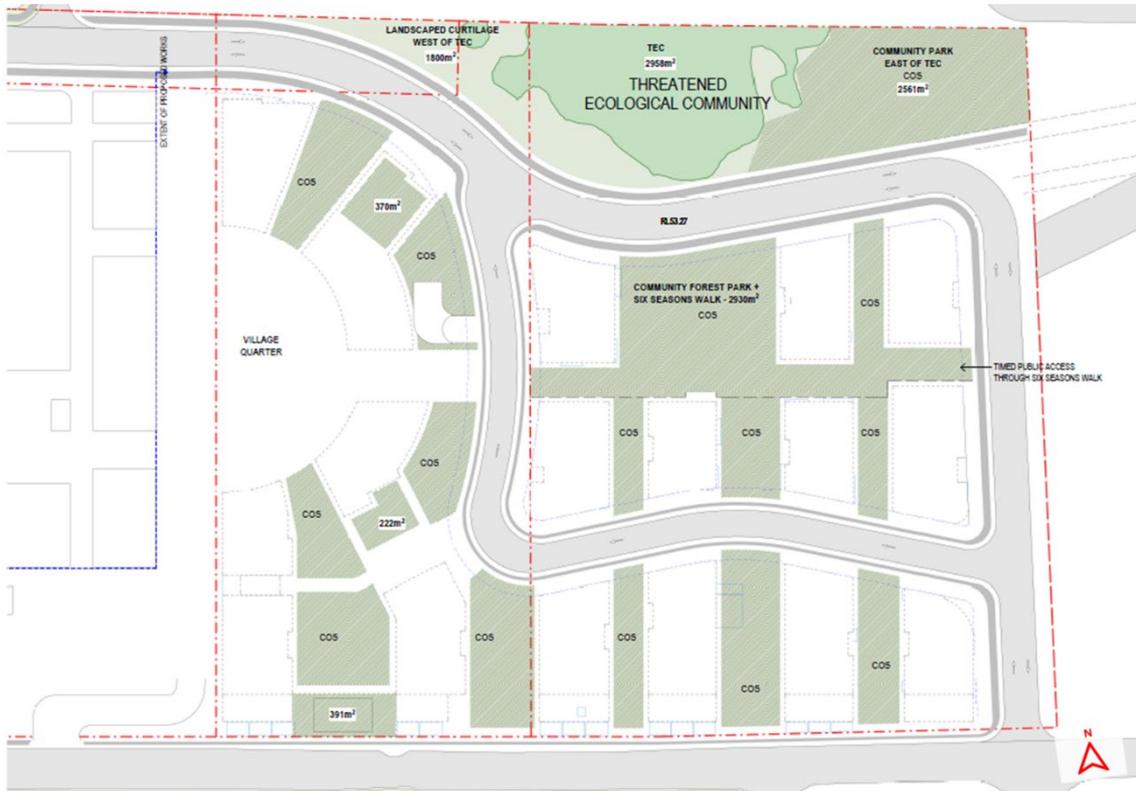


Figure 56: Proposed communal open space (Source: Group GSA)

Publicly accessible COS has been designed to accommodate a variety of recreational and social uses, featuring a mix of passive and light active amenities such as lawn areas for informal activities, integrated seating and outdoor dining opportunities, and a looped pathway to support pedestrian circulation and connectivity. These publicly accessible spaces include the:

- Village Green/Quarter,
- Community Park and
- The Forest Park.

Resident accessed COS has been a designed to include a variety of amenities including shared gardens, open lawn areas, seating and dining areas. The Six Seasons Walk, TEC, Community Park, and Forest Park have clear afterhours restrictions to public access. Street-level access to residential accessed COS allows public accessibility through secure gates during the day and controlled access implemented after hours, i.e. no public access afterhours, to maintain security and residential amenity.

Publicly accessible open spaces, residential communal open spaces and private open spaces are physically separated from each other through the use of 1.5m high palisade fencing, that will integrate with the landscaping in these spaces and will maintain visual connectivity of these spaces.

The provision of a range of COS areas serves to mitigate the impacts of increased density, deliver high-quality outdoor environments, and create a strong connection between public and private domains.

### **6.1.5 Residential amenity**

A detailed assessment of the proposed development against the provisions of the ADG has been undertaken as part of the Design Report at Appendix 9. This assessment demonstrates that the proposal generally far exceeds the ADG design criteria, as summarised below:

- 82.6% of living rooms and private open spaces receive 2 hours of sunlight between 9am and 3pm at mid-winter (the ADG recommends a minimum of 70%)
- 3.3% of apartments receive no direct sunlight between 9am and 3pm at mid-winter (the ADG recommends a maximum of 15%)
- 69.5% of apartments are naturally cross ventilated (the ADG recommends a minimum of 60%)
- 25.9% (13,963m<sup>2</sup>) of the site is provided as communal open space, including the forest park and six seasons walk and dedicated spaces (10,419m<sup>2</sup>), Building S and T rooftop (592m<sup>2</sup>), area located above the communal room (391m<sup>2</sup>) and the community park (2,561m<sup>2</sup>)
- additional open space (not included in the COS calculation) is provided within the TEC (2,958m<sup>2</sup>) and the Village Quarter (3,150m<sup>2</sup>) and landscaped curtilages (1800m<sup>2</sup>)

- 18.5% (9,989m<sup>2</sup>) of the site area is provided as deep soil area, significantly exceeding the minimum requirements under the ADG of 7%, the deep soil areas include the forest park, communal open space areas, community park and the TEC area
- Building separation distances exceeds the ADG recommendations.

In addition to the above, the proposal provides for a range of communal and community internal space to cater for future needs and amenity of all residents within the development and broader local community.

A 50m<sup>2</sup> community room is provided at the ground floor of building G, facing north onto the Forest Park, maximising solar access and providing activation along the Six Seasons Walk. This internal communal facility for residents of the whole precinct can be adapted and used for a variety of community uses as deemed most desirable by the residents.

A larger 450m<sup>2</sup> community space and recreational hub is located within the private open space for Building R and P. It provides equity across the site and takes advantage of existing level change to accommodate an internal area dedicated specifically as a recreational space for residents. The building has the potential to utilise the rooftop for additional recreational amenity such as a half-court basketball court, pickle ball court and/ or passive recreation.

### **6.1.6 Public art strategy**

As noted in the Architectural Design Report (Appendix 9), the proposal includes wayfinding elements, expressed through public art installations along the 'Six Seasons Walk' that runs east west through the site and within the public plaza, provide visual cues that enhance legibility and support navigation throughout the precinct.

The design aspect of this walk connects the proposal to Country and the Dharug People by taking into consideration the Walking on Country consultation. As a result, the walk provides artistic links to Country to the incorporation of themes including wind, sky, flora, fauna, and people.

## **6.2 Landscaping**

A Landscape Design Report and plans have been prepared by Site Image and are included at Appendix 18 and 19 respectively, which set out the landscape design for the proposed SSDA.

An overview of the landscape master plan is provided in the figure below:



Figure 57: Landscape Master plan (Source: Site Image)

The proposed landscape plan provides 18,038m<sup>2</sup> of landscaped area and identifies thematic areas for interpretive content and integrates elements of the landscape character into its design.

The landscaped areas of open space are characterised as follows:

- **Community Park** - This provides an elevated public park that offers views into the adjoining CPW TEC. Internal pathways provides quality accessibility to the amenities within the park. The active linkages and well designed boundary treatment helps create an interactive pocket of nature and that highlights Connecting to Country and existing environment given its location adjacent to the TEC.
- **Old Forest** - This area relates to the TEC in the northern portion of the site. Importantly this area is identified for protection under the proposal and as such will contribute to the conservation of ecology and habitats on site. The primary objective for this area is retention and conservation; accordingly, proposed works are limited in this area to support and align with these goals.
- **Forest Green** - This area also adjoins the TEC and is a notable space for tree retention, as four large poplar trees with hollows identified as parrot habitat, are proposed for retention in this open space. Additionally, the open space incorporates WSUD to allow for creek line continuity within the site design.
- **Forest Edge** - This roadside landscape area offers tall canopy trees to create an attractive streetscape as the site transitions from the shop-top housing component to the RFBs. This is a valuable landscape design feature to provide an appropriate transition and initiate the linkage between the two areas.
- **Six Seasons Walk** - This is a key central landscaped link through the site that includes substantial landscaping and a meandering path helps frame views towards

the Village Green and back towards Six Seasons Walk. This link heavily relates to the Darug People and is as a result of the Walking on Country consultation. As such this provides strong links to country to the incorporation of themes including wind, sky, flora, fauna, and people.

- Village Green - This is a focal space that has included landscaping to encourage social gathering for both residents and visitors to the site. This space is multi-purpose for activities such as night cinema, weekend markets, and as passive lunchtime seating lawn. The shape echoes the previous use as a drive-in cinema. This area will offer public art to tie with Connecting to Country themes identified above.
- The Grove - Similar to the Forest Green, this space includes WSUD that express an interpretation of the old creek line and integrate it with an integral park amenity.
- Seasonal Gardens - These spaces offer gardens for residents that include native and exotic species that are based on the with thematic content as mentioned above. This will provide communal areas to help ground the development at human level.

As noted above, the proposal retains and protects significant vegetation, including the CPW TEC located to the north of the site, as detailed in the landscape plans (Appendix 19) and within the figures below. This area will be managed to preserve existing native vegetation and habitat features, including tree hollows suitable for local parrot species.



Figure 58: Retention of TEC area (Source: Site Image)

The planting palette includes a detailed schedule of trees, shrubs, groundcovers, and grasses chosen to maximise ecological benefits, microclimate comfort, and cultural significance.

The proposed planting strategy exceeds Penrith Council's minimum canopy cover target of 25%, achieving a projected canopy coverage of 39% across the 53,941m<sup>2</sup> site. Tree species have been carefully selected to contribute to habitat enhancement and urban cooling.



Figure 59: Tree Canopy coverage (Source: Site Image)

The proposal provides 9,989m<sup>2</sup> (18.5%) of deep soil planting, which substantially exceeds the minimum ADG requirements. These deep soil areas are strategically located to support healthy vegetation and tree growth, enhance residential amenity, and assist in the management of water and air quality.

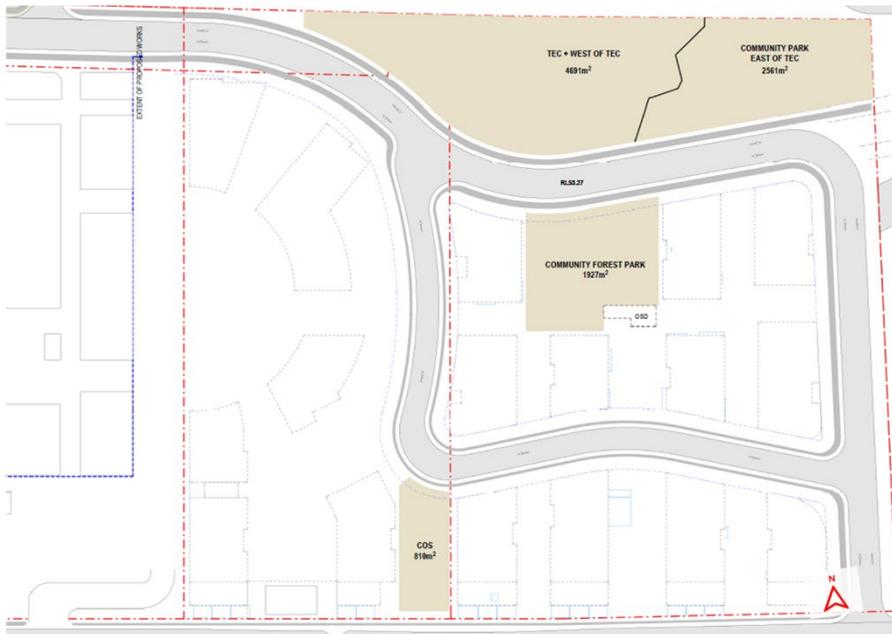


Figure 60: Proposed deep soil planting (Source: Group GSA)

The landscape design has incorporated Greener Places and Better Places principles throughout to create a landscape that respects the existing environment, microclimates and cultural significance on site.

Overall, the proposed landscaping scheme forms an integral component of the development, contributing to enhanced residential amenity, improved site permeability, and opportunities for recreational use.

### 6.2.1 Tree Removal

An Arboricultural Impact Assessment (AIA) has been prepared by Redgum Horticultural (Appendix 17). The AIA evaluates the potential impacts on trees and makes recommendations to reduce the impacts on the trees proposed for retention.

To facilitate the proposed redevelopment, a total of 115 trees is proposed for removal, with 57 trees retained in accordance with the findings of the AIA and Tree Management Plan prepared by Redgum Horticultural (Appendix 17). The assessment identifies individual trees for removal and retention based on criteria including health, structural integrity, species significance, and their location relative to the proposed built form and infrastructure.

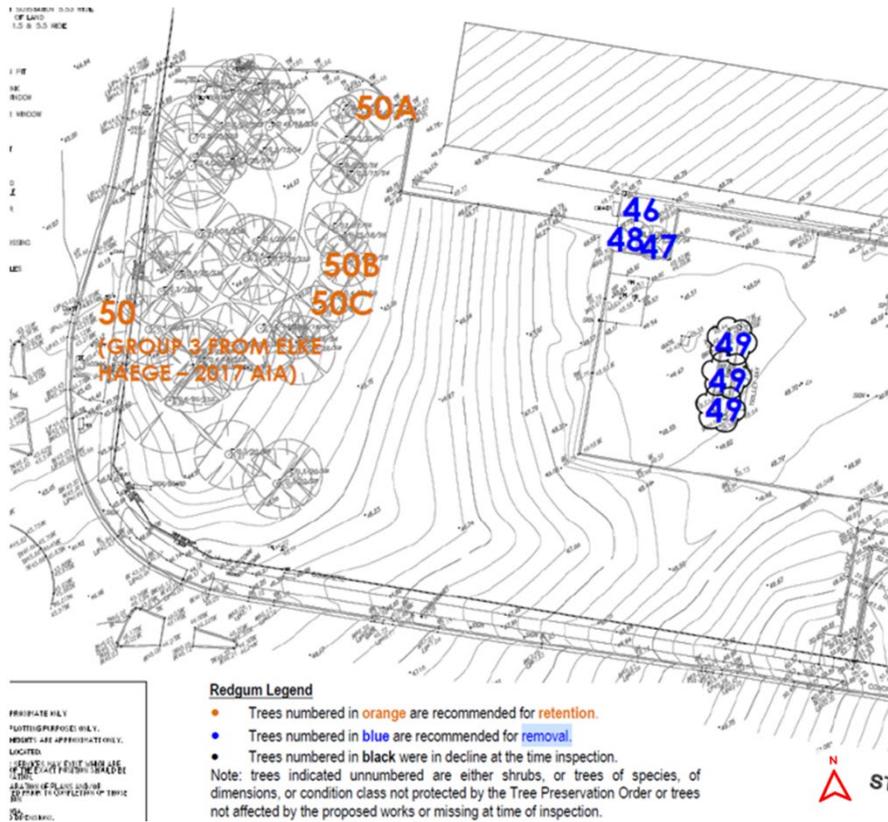


Figure 61: Trees identified for retention and removal on part of Lot 1 (Source: Redgum)

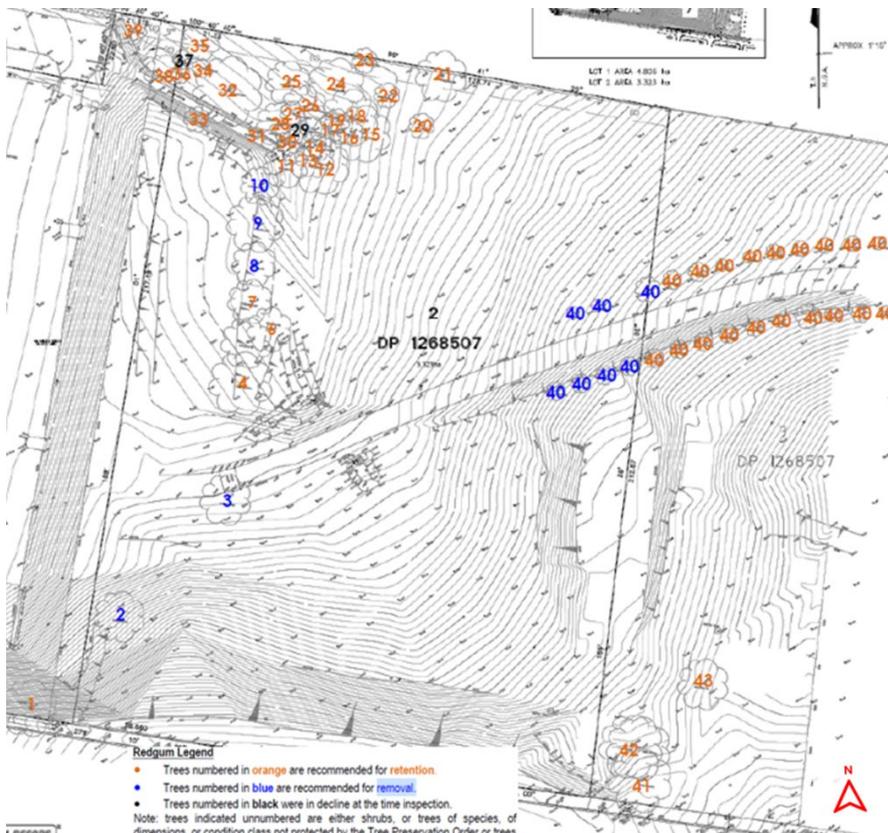


Figure 62: Trees identified for retention and removal on Lot 2 and part of Lot 1 (Source: Redgum)

Where feasible, existing trees of ecological, visual, or cultural value have been retained and integrated into the landscape design, particularly within open space areas and near site boundaries. To offset tree loss and enhance urban ecology, the proposal includes a Landscape Plan (Appendix 19) featuring 534 new tree plantings within publicly accessible open spaces, site boundaries and buffer zones, communal areas and pedestrian connections.

The proposed development balances necessary tree removal with substantial compensatory planting and long-term canopy outcomes. With the implementation of Arboricultural controls and a robust landscaping scheme, the project will achieve a net improvement in urban tree canopy, ecological value, and amenity over time.

### 6.3 Visual impacts

A Visual Impact Assessment was prepared by Distinctive Living Design (Appendix 10) to analyse the potential visual impacts of the proposed built form through a visual analysis of the development from key viewpoints within the public domain. The VIA considers likely future development and includes photomontages and perspectives showing the proposed development in its context.

The following viewpoints were analysed:

- Viewpoint 1: O’Connell Street (westbound), Caddens
- Viewpoint 2: O’Connell Street (eastbound), Caddens
- Viewpoint 3: Caddens Corner Shopping Village, Caddens
- Viewpoint 4: University of Western Sydney Kingswood Campus, Kingswood
- Viewpoint 5: TAFE NSW Kingswood Campus, Kingswood

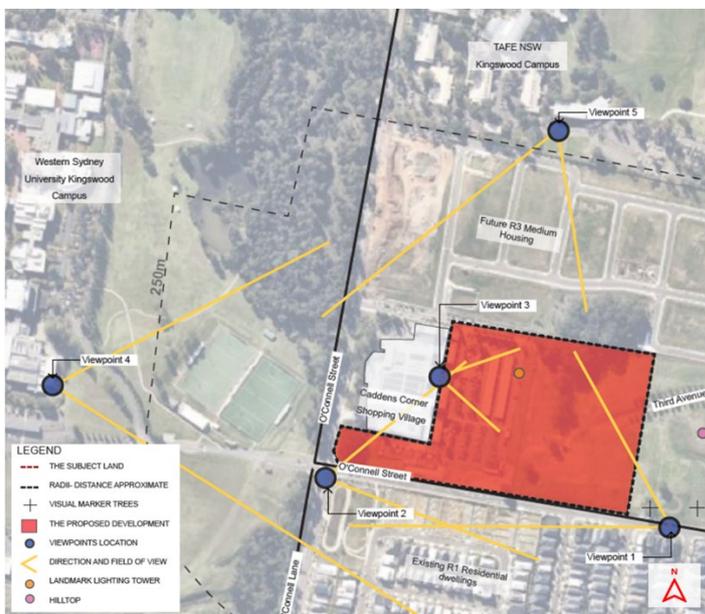


Figure 63: Viewpoints (Source: Distinctive Living Design)

The figures below provide an overview of the existing and indicative photomontage of the proposal.





Figure 64: Viewpoint 1; Existing (Source: Distinctive Living Design)



Figure 65: Viewpoint 1; Proposed (Source: Distinctive Living Design)



Figure 66: Viewpoint 2; Existing (Source: Distinctive Living Design)



Figure 67: Viewpoint 2; Proposed (Source: Distinctive Living Design)



Figure 68: Viewpoint 3; Existing (Source: Distinctive Living Design)



Figure 69: Viewpoint 3; Proposed (Source: Distinctive Living Design)



Figure 70: Viewpoint 4; Existing (Source: Distinctive Living Design)



Figure 71: Viewpoint 4; Proposed (Source: Distinctive Living Design)



Figure 72: Viewpoint 5; Existing (Source: Distinctive Living Design)



Figure 73: Viewpoint 3; Proposed (Source: Distinctive Living Design)

Each viewpoint has been assessed in accordance with the industry standard for assessing visual amenity, as set out in the *Australian Institute of Landscape Architects, Guidance Note for Landscape and Visual Assessment, 2018*. Each viewpoint was rated on;

- Visual Sensitivity of the view
- Visual Impact of the proposed development

Viewpoints have been separated into two categories based on their proximity and general context to the subject land as follows.

- Immediate – 0m and up to 50m from subject land, located within the immediate local environment
- Local – More than 50m, and up to 1km from subject land, located within the local contextual environment

**Immediate:**

Viewpoints 1 to 3 represent key vantage viewpoints within the immediate vicinity of the subject site, anywhere from 0m up to 50m from the subject land.

These viewpoints demonstrate that the subject site is visible from all viewpoints, with visual sensitivity ranging from low to moderately high. Visual impact of development within the subject site ranges from low to moderately high.

## Local:

Viewpoints 4 to 5 represent key vantage viewpoints within the local context from 50m up to 1km from the subject land. Each viewpoint aims to capture any visual impacts looking towards the subject site and surrounding landscape, captured in the local environment to the development.

These viewpoints demonstrate that the subject site is visible from all viewpoints, with visual sensitivity ranging from low to moderate. Visual impact of development within the site ranges from low to moderate.

The table below provides an assessment of the proposed viewpoints:

Viewpoint	Location	Visual sensitivity rating	Visual impact rating
1	O'Connell Street (westbound), Caddens	Moderately high	Moderately high
2	O'Connell Street / Lane roundabout, Caddens	Low	Moderate
3	Caddens Corner Shopping Village, Caddens	Low	Moderate
4	University of Western Sydney Kingswood Campus, Kingswood	Moderate	Low
5	TAFE NSW Kingswood Campus, Kingswood	Low	Low

Table 13: Viewpoint summary (Source: Distinctive Living Design)

As illustrated in the figures above, Viewpoints 1 and 2 demonstrate the proposal's key contextual response, a two-storey interface with O'Connell Street South, which reflects the site's topography and offers visual sensitivity towards surrounding context, particularly the adjacent residential developments to the south. This design consideration lessens the overall magnitude of impact by the development on the southern boundary and beyond.

While the magnitude of impact from Viewpoint 3 appears to be high, the view captures the proposed public open space accompanying the shop-top housing element of the development and demonstrates visual compatibility from this location within Caddens Corner Shopping Centre. Additionally, it creates increased visual interest and a visual terminus which promotes use of public open spaces and wayfinding.

As Viewpoints 4 and 5 represent long range views towards the site, they identify other urban features visible outside of the subject site which contribute to the broader visual context and diminish the dominance of the proposal within the overall view.

It is noted only the upper levels of the proposal are visible in Viewpoint 4 and therefore, poses a minimal visual impact from this location.

Viewpoint 5 offers a view towards the proposal that illustrates the proposed high-quality design, particularly the variation in building heights and setback from the surrounding area which are considered fundamental to ensuring a positive visual and built form outcome and ultimately minimising adverse visual impacts.

The VIA notes that proposed street tree planting on O'Connell Street provides some visual relief for existing residential units facing the proposal and, therefore, softens the visual impact within the immediate environment. It also highlights that the proposed landscape design is expected to provide reasonable mitigating effect in softening the visual impact of the built form, particularly when viewed from the public domain.

Overall, the Visual Impact Assessment (VIA) acknowledges that the character of the proposed development is sympathetic to both the broader regional context and of the immediate environment, characterised by existing and emerging higher density local centre (commercial and residential) surrounded by low to medium housing and institutional education facilities.

It is concluded that the proposal incorporates a well-considered scale and form that responds sensitively to its context. Through the proposed articulation, massing, and landscaping, the development minimises visual bulk and integrates harmoniously with the established and evolving character of the area, being one that is strategically identified for increased density.

## **6.4 Soil and water**

### **6.4.1 Geotechnical**

A Geotechnical Investigation Report was prepared by EI Australia (Appendix 14) to assess the existing site surface and subsurface conditions, and to provide preliminary geotechnical advice and recommendations.

The report outlines that bulk excavation to depths of up to 11 metres below existing ground level (BEGl) is required to accommodate the basement levels.

To assess subsurface conditions, 13 boreholes were drilled to depths of up to 20.7m BEGL, with groundwater monitoring wells installed at selected locations. The site is predominantly situated on Bringelly Shale.

Groundwater was encountered at variable depths, typically above the proposed excavation levels. Infiltration is anticipated to be manageable using conventional sump and pump dewatering systems.

To mitigate potential impacts associated with excavation and construction, the report makes a number of recommendations relating to the following elements:

- Dilapidation surveys
- Excavation methodology, assessment and monitoring
- Groundwater considerations
- Excavation retention including support systems and retaining wall design parameters

- Foundations
- Basement floor slab
- Subgrade preparation and engineered fill
- Pavement design

The report considers the importance to maintain the stability of all adjacent structures and infrastructures during demolition, excavation and construction works.

For excavation retention temporary batters at a maximum slope of 1V:1H are feasible where space permits. Steeper batters require engineered support systems (e.g. shotcrete and soil nails) and slope stability analysis.

Where batters are used, backfill must be carefully compacted in thin layers using light equipment to minimise settlement and avoid excessive pressure on retaining walls.

In space-limited areas, such as near site boundaries, an anchored or propped soldier pile wall with shotcrete is recommended, founded into low to medium strength bedrock. Installation should be staged with excavation. Bored piles are preferred, with tremie pumps used if groundwater inflows occur. Pile locations must consider existing services, and contractors should be consulted with the geotechnical report.

To support the ongoing refinement of the design and ensure construction-phase risk mitigation, additional geotechnical investigation is recommended. This includes supplementary boreholes, extended groundwater monitoring, pre-construction dilapidation surveys, and real-time construction monitoring. Subject to the above, the proposal is considered supportable on geotechnical grounds.

#### **6.4.2 Stormwater management**

An Integrated Water Management Plan (IWMP) has been prepared by Telford Civil (Appendix 13) to assess the site's capacity to effectively manage stormwater quantity and quality in accordance with the *Penrith Development Control Plan 2014* and relevant best practice guidelines.

To mitigate runoff and control peak discharge rates, the proposal includes the installation of three on-site detention (OSD) systems in conjunction with a supporting pit and pipe network. These measures have been designed to meet the performance standards set by Council and are intended to effectively manage stormwater flows generated by the development.

The assessment confirms that the proposed stormwater infrastructure will accommodate design storm events up to and including the 1% Annual Exceedance Probability (AEP) event, ensuring no adverse impacts on downstream or adjacent properties.

The report outlines that water quality objectives will be achieved through the integration of treatment devices, including storm filter cartridges, filtration baskets and rainwater tanks. These measures will treat runoff from impervious surfaces, targeting the removal of pollutants such as sediments, nutrients, and gross pollutants, thereby protecting downstream waterway health.

## 6.5 Waste

### 6.5.1 Construction and Demolition

A Construction and Demolition Waste Management Plan (WMP) was prepared by Elephants Foot Consulting (Appendix 24). This plan has been prepared to guide the management of demolition and construction waste for the proposed development to align with the sustainability objectives of responsible resource use, minimisation of landfill contributions, and compliance with relevant Australian Standards, SEARs, and Council regulations.

The WMP incorporates measures to improve demolition and construction waste management, including:

- Compare projected waste quantities with actual waste quantities produced.
- Conduct waste audits of current projects (where feasible).
- Note waste generated and disposal methods.
- Look at past waste disposal receipts.
- Record this information to help in waste estimations for future waste management plans.

The WMP estimates that approximately 92% of construction and demolition waste will be diverted from landfill.

The report concludes the proposal promotes best practice waste management, minimizing waste generation, and maximizing reuse during the construction and demolition phase.

### 6.5.2 Operational

An Operational Waste Management Plan (OWMP) was prepared by Elephants Foot Consulting (Appendix 48). The OWMP provides estimated waste calculations based on generic general waste, recycling and Food Organics and Garden Organics (FOGO) rates. The figure provided below shows the estimated volume of general waste, recycling and FOGO that the proposed development may generate for each of the stages.

Type of Dwelling	# Units	Waste Generation Rate (L/Unit/Week)	Generated Waste (L/Week)	Recycling Generation Rate (L/Unit/Week)	Generated Recyclables (L/Week)	FOGO Generation Rate (L/Unit/Week)	Generated FOGO (L/Week)		
B	31	61.11	1894.4	61.11	1894.4	25.00	775.0		
C	22	61.11	1344.4	61.11	1344.4	25.00	550.0		
E	23	61.11	1405.6	61.11	1405.6	25.00	575.0		
F	28	61.11	1711.1	61.11	1711.1	25.00	700.0		
G	20	61.11	1222.2	61.11	1222.2	25.00	500.0		
H	19	61.11	1161.1	61.11	1161.1	25.00	475.0		
J	35	61.11	2138.9	61.11	2138.9	61.11	2138.9		
<b>TOTAL</b>	<b>178</b>		<b>10877.8</b>		<b>10877.8</b>		<b>5713.9</b>		
Bins and Collections		Waste Bin Size (L)	1100	Recycling Bin Size (L)	1100	FOGO Bin Size (L)	240		
		Waste Collections/Week	2	Recycling Collections/Week	1	FOGO Collections/Week	1		
		Bins Per Day	B	0.2	Bins Per Day	B	0.2	Bins and Collections	24
			C	0.2		C	0.2		
			E	0.2		E	0.2		
			F	0.2		F	0.3		
			G	0.2		G	2		
			H	0.2		H	2		
		J	0.3	J	2				
		Bins Per Collection	B	2	Bins Per Collection	B	2		
			C	2		C	2		
			E	2		E	2		
			F	2		F	2		
			G	2		G	2		
H	2		H	2					
J	2	J	2						

Figure 74: Estimated Waste and Recycling Volumes - Stage 1 (Source: Elephants Foot)

Type of Dwelling	# Units	Waste Generation Rate (L/Unit/Week)	Generated Waste (L/Week)	Recycling Generation Rate (L/Unit/Week)	Generated Recyclables (L/Week)	FOGO Generation Rate (L/Unit/Week)	Generated FOGO (L/Week)		
K	24	61.11	1466.7	61.11	1466.7	25.00	600.0		
L	32	61.11	1955.6	61.11	1955.6	25.00	800.0		
M	38	61.11	2322.2	61.11	2322.2	25.00	950.0		
N	34	61.11	2077.8	61.11	2077.8	25.00	850.0		
<b>TOTAL</b>	<b>128</b>		<b>7822.2</b>		<b>7822.2</b>		<b>3200.0</b>		
Bins and Collections		Waste Bin Size (L)	1100	Recycling Bin Size (L)	1100	FOGO Bin Size (L)	240		
		Waste Collections/Week	2	Recycling Collections/Week	1	FOGO Collections/Week	1		
		Bins Per Day	K	0.2	Bins Per Day	B	0.2	Bins Per Collection	14
			L	0.3		C	0.3		
			M	0.3		E	0.3		
			N	0.3		F	0.3		
		Bins Per Collection	K	2	Bins Per Collection	B	2		
			L	2		C	2		
			M	3		E	3		
			N	2		F	2		

Figure 75: Estimated Waste and Recycling Volumes - Stage 2 (Source: Elephants Foot)

Type of Dwelling	# Units	Waste Generation Rate (L/Unit/Week)	Generated Waste (L/Week)	Recycling Generation Rate (L/Unit/Week)	Generated Recyclables (L/Week)	FOGO Generation Rate (L/Unit/Week)	Generated FOGO (L/Week)		
P	32	61.11	1955.6	61.11	1955.6	25.00	800.0		
R1	20	61.11	1222.2	61.11	1222.2	25.00	500.0		
R2	19	61.11	1161.1	61.11	1161.1	25.00	475.0		
S	34	61.11	2077.8	61.11	2077.8	25.00	850.0		
T	48	61.11	2933.3	61.11	2933.3	25.00	1200.0		
U	24	61.11	1466.7	61.11	1466.7	25.00	600.0		
<b>TOTAL</b>	<b>177</b>		<b>10816.7</b>		<b>10816.7</b>		<b>4425.0</b>		
<b>Bins and Collections</b>		Waste Bin Size (L)	1100	Recycling Bin Size (L)	1100	FOGO Bin Size (L)	240		
		Waste Collections/Week	2	Recycling Collections/Week	1	FOGO Collections/Week	1		
		Bins Per Day	P	0.3	Bins Per Day	P	0.3	Bins Per Collection	19
			R1	0.2		R1	0.2		
			R2	0.2		R2	0.2		
			S	0.3		S	0.3		
			T	0.4		T	0.4		
		U	0.2	U	0.2				
		Bins Per Collection	P	2	Bins Per Collection	P	2		
			R1	2		R1	2		
R2	2		R2	2					
S	2		S	2					
T	3		T	3					
U	2	U	2						

Figure 76: Estimated Waste and Recycling Volumes - Stage 3 (Source: Elephants Foot)

Tenancy Type	GFA m <sup>2</sup>	Waste Generation Rate (L/100m <sup>2</sup> /Day)	Generated Waste (L/Week)	Recycling Generation Rate (L/100m <sup>2</sup> /Day)	Generated Recyclables (L/Week)
Café	1445	300	30334.5	100	10111.5
Retail: Non-Food	1445	50	5055.8	50	5055.8
<b>TOTALS</b>	<b>2889</b>		<b>35390</b>		<b>15167</b>
<b>Bins and Collections</b>		Bin Size (L)	1100	Bin Size (L)	1100
		Bins/Week	32.2	Bins/Week	13.8
		Collections/Week	3	Collections/Week	3
		Total Bins	11	Total Bins	5

Figure 77: Estimated Waste and Recycling Volumes (Source: Elephants Foot)

The OWMP details the waste disposal and collection procedures for both the residential and retail components. It is the responsibility of the building management to oversee and monitor the waste and recycling patterns of the development and collection will be undertaken by Council for the residential components, while a private waste collection contractor will be engaged to service the retail waste and recycling bins.

Overall, the report outlines robust on-site practices, responsible contractor engagement, and continuous monitoring, the development will meet its waste minimisation objectives in accordance with regulatory and planning requirements.

## 6.6 Flooding

The site is located on land that is subject to flooding.

A Flood Risk Consideration letter prepared by Telford at Appendix 31 provides an assessment of flood level information pertaining to the site against the design of the

proposal. The letter includes details of Flood Enquiry Certificate from Penrith Council which states that the 1% annual exceedance probability (AEP) affecting Lot 1 are estimated to vary from RL51.4m AHD at the north-eastern boundary to RL44.6m AHD at the north-western boundary, as indicated in Figure 76 below.

The letter also states that the 1% annual exceedance probability affecting Lot 2 are estimated to vary from RL55.1m AHD at the middle of the property to RL51.4m AHD at the north-western boundary, as indicated in Figure 77 below.

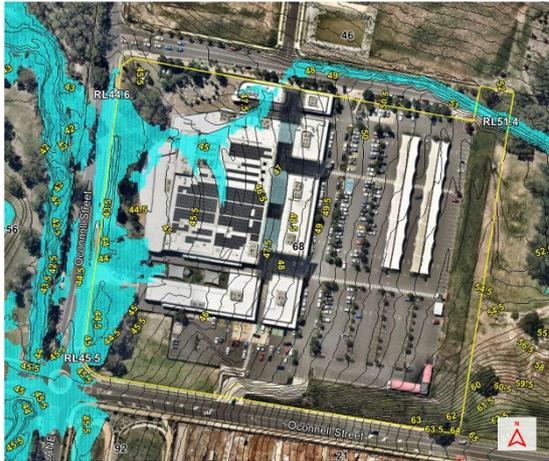


Figure 78: 1% annual exceedance probability Lot 1 (Source: Council)



Figure 79: 1% annual exceedance probability Lot 1 (Source: Council)

The Flood Risk Consideration outlines that civil plans have been developed to ensure that all overland flow is captured and safely conveyed through the proposed internal road network. The subdivision layout follows the natural overland flow paths, ensuring floodwaters are directed through the road reserve in accordance with best practice stormwater and flood risk management principles.

The 1% AEP flood risk areas identified in Figures 76 and 77 have been assessed against the site plan. As illustrated in Figure 76, the flood-affected portion within Lot 1 does not encroach upon the proposed building footprints (Figure 78).

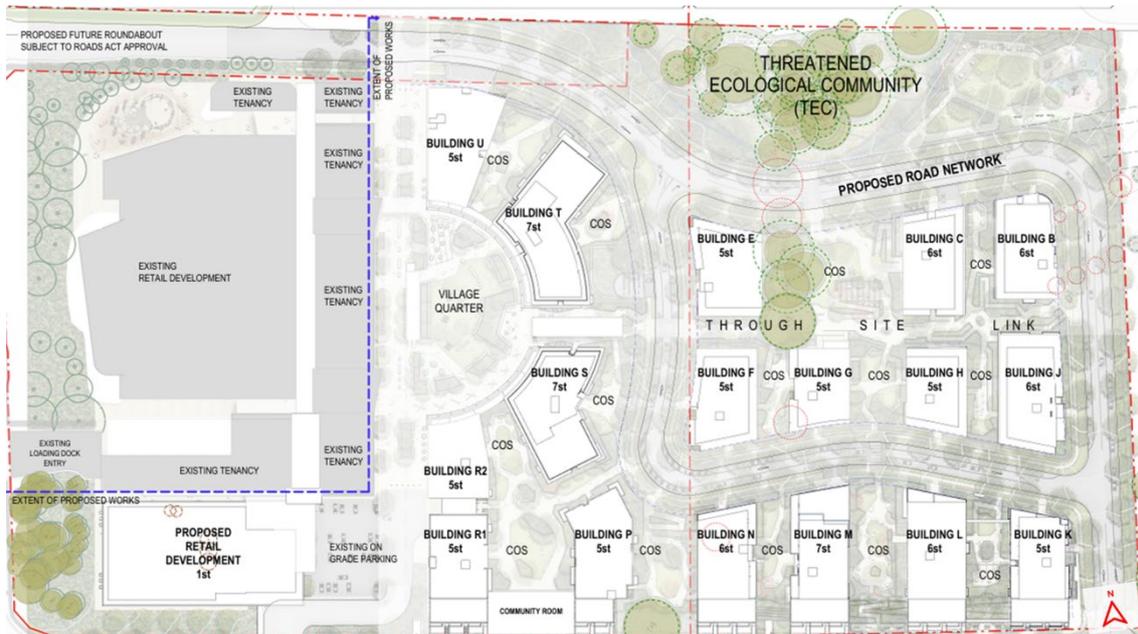


Figure 80: Site Plan (Source: Group GSA)

Figure 77 shows the flood risk area in closer proximity to the proposed residential flat buildings located centrally within the site. Buildings E, F, and G, those nearest to the mapped flood risk area, have ground floor levels (RLs) of 53.70, 55.60, and 56.50 respectively. These levels are above the RLs of the identified flood-prone land, indicating that the buildings are not at risk in 1% AEP event.

Further detailed design, including capture and conveyance of overland flow through the road system, will be confirmed and documented at the Construction Certificate (CC) stage. This will ensure the development appropriately manages local flood risk and complies with relevant guidelines.

Telford state that flooding has been appropriately addressed in the subdivision design and no further flood impact or risk assessment is required.

Overall, the identified flood risk areas are predominantly located within open space areas and at the low points associated with the local waterways. It is found that these are not likely to pose a significant risk or constraint to the proposed built form and residents.

Additionally, the proposal implements water sensitive urban design (WSUD) measures, including raingardens and bio-filtration swales as an expansion of existing overland flow paths and waterways, to direct flow across site into the proposed the local park area in the centre of the site and existing swales associated with the existing low lying flood prone areas.

## 6.7 Contamination

A Detailed Site Investigation Report (DSI) report has been prepared by EI Australia (EI) (Appendix 16) to assess the potential for contamination at the site and determine whether the site is suitable for the proposed residential development.

The DSI notes the site and surrounding lands within close proximity ( $\leq 250\text{m}$  radius) were free of statutory notices and licensing agreements issued under the *Contaminated Land Management Act 1997* and *Protection of the Environment Operations Act 1997*. The site and surrounding lands were not included on the List of NSW Contaminated Sites Notified to the EPA.

The findings of the DSI were as follows:

- No olfactory (smell) indicator of contamination was detected during the inspection
- One fragment of bonded asbestos containing material was observed on the exposed ground surface in the southern portion of the site (near to O'Connell Street). The fragment was removed for laboratory testing
- The potential for acid sulphate soils to be present on the site was very low
- The contaminant concentrations in soil samples did not exceed adopted health-based criteria
- The contaminant concentrations in majority of samples did not exceed adopted ecological criteria
- The concentration of potential contaminants in groundwater was low

Based on the findings of this DSI, EI concludes that the site is suitable for the proposed development subject to the recommendations for the construction phase of the development. No remedial action plan was deemed to be required. These recommendations include the following:

- *Under the proposed development, bulk excavation of site soils will be conducted, in order to construct the basements. Surplus soil that is designated for off-site disposal, including any VENM, must be classified in accordance the EPA (2014) Waste Classification Guidelines. The in-situ data generated by this DSI can be utilised for this purpose.*
- *Following pavement demolition and removal of associated wastes, an inspection of the exposed soil surface should be performed by a suitably qualified environmental consultant.*
- *Once appropriately classified, all waste materials are to be transported to EPA-licensed waste facilities by the appointed waste contractors. All tipping dockets supplied by the landfill companies are to be retained, to confirm the appropriate (lawful) disposal of wastes.*
- *Any material being imported to the site should be pre-validated as suitable for the intended use, in accordance with EPA guidelines. In particular, imported filling / landscaping material must be certified as meeting the VENM classification, prior to importation.*

## 6.8 Traffic and transport

A Road Safety Audit Report (Appendix 43) was prepared by Positive Traffic in direct response to request from Council at the pre-DA meeting. The findings of the audit

raised design issues with the initial design stage of the proposal. The audit identified the following matters to be addressed:

- sight distance O'Connell Street road connection
- retail exit ramp advisory signage
- pedestrian crossing no stopping zones
- pedestrian pathway link northern side of O'Connell Street
- residential building access ramp directional advisory signage
- drawing inconsistencies one way pavement arrows
- incorrect placement of pedestrian crossing / one way signage
- tree provision within new roads
- sight lines to pedestrians at vehicle access driveways
- no entry sign one way road connection at Corr Road

As a result of the Road Safety Audit Report, the road network of the proposal was revised in response to the items above and rectified issues for road users to reduce the potential of accidents and to increase safety performance of the development.

A Traffic & Parking Assessment has been prepared by TTPA to assess the traffic and parking implications for the proposed development and includes details of construction traffic management plans (Appendix 11). The report has been prepared in accordance with Transport for NSW's (TfNSW) *Guide to Transport Impact Assessment*.

### **6.8.1 Existing and future road network**

The existing road network surrounding the site includes a mix of arterial, sub-arterial and collector roads. The key road connections in proximity to the site include:

- M4 Western Motorway (principal arterial route)
- Great Western Highway (State Road and arterial route)
- The Northern Road/Parker Street (State Road and a sub-arterial route)
- Gipps Street/Kent Road (major collector road)
- O'Connell Street (collector route)
- O'Connell Lane (collector route)
- Caddens Road (collector route)
- Derby Street/Second Avenue (collector route)
- Corr Road (local access road)

The road hierarchy, under the Penrith DCP, for the road network serving the Caddens area is already largely completed (Figure 81). The proposed development will provide primary vehicle access points via O'Connell Street north-south and O'Connell Street east-west, aligning with the access points identified in the planned road hierarchy for Caddens as shown in figure below.



Figure 81: Penrith DCP Road network (Source: Council)

### 6.8.2 Internal road network

The proposed internal road system has been designed to support efficient vehicle circulation and pedestrian connectivity within the development. The proposed internal road network varies from the configuration outlined in the Penrith DCP, including the omission of Collector Road 1 (north-south) and minor adjustments to road alignments (refer to Figure 79). However, the revised layout remains to provide an avenue and local road that are better integrated with the overall site design (Figure 80).

This revised configuration responds sensitively to the presence of the TEC located to the north of the site and the topography of the site. Furthermore, it prioritises pedestrian and cyclist movement through the provision of high quality through-site links. These connections aim to encourage active transport and improve overall connectivity between residential areas, public open spaces, and the designated Precinct Centre, in alignment with the objectives of the Section 1.3.1 of Penrith DCP Volume 2 relating to the Caddens Precinct.

Additionally, key elements of the internal road layout include:

- The extension of Corr Road to form a new connection with O'Connell Street, slightly offset from Starline Drive, to facilitate improved access and traffic distribution.
- A one-way internal circuit road will connect to this new section of Corr Road, enhancing internal traffic flow and minimising potential conflict points.

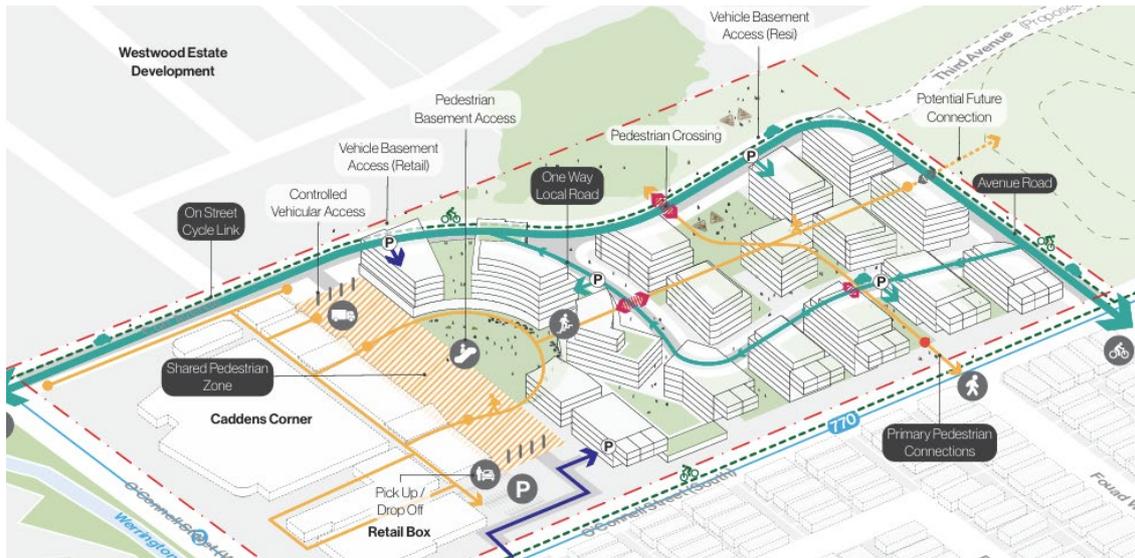


Figure 82: Access and road network (Source: Group GSA)

On-street parking has been provided as part of the proposal. Off-street parking has been provided for all residents, visitors, and retail patrons. Vehicular residential entries have been integrated within the built form and clear sightlines have been provided for safety.

Pedestrian access will be supported through the provision of a 1.5-metre-wide footpath along the northern side of O’Connell Street and throughout the internal road network, promoting accessibility, walkability and safe movement within the site.

The loading docks are located within basement levels, ensuring they are not visible from the street or public domain. These basement areas have been designed to accommodate efficient vehicle movements, with swept paths successfully tested and verified in the Transport and Traffic Planning Associates report (Appendix 11).

### 6.8.3 Traffic generation

The anticipated traffic generation for the development has been calculated based on:

- *RTA Development Guidelines (2002)*
- *RTA/RMS Update Studies*
- *TfNSW Guide to Transport Impact Assessments*
- *DPIE Planning for Metropolitan Growth Centres Single Dwelling BD*
- *TTPA Study for Glenmore Park Stage 2 Single Dwelling*

The total traffic generation of the proposed development (and the increased floor areas in the Caddens Corner Centre) is outlined in the table below.

Component	AM		PM	
	IN	OUT	IN	OUT
Residential	48	145	145	48

Component	AM		PM	
	IN	OUT	IN	OUT
Retail	36	30	74	91
<b>Total</b>	<b>84</b>	<b>298</b>	<b>219</b>	<b>139</b>

Table 14: Traffic generation (Source: TTPA)

Additionally, based on SIDRA modelling, the additional traffic generated by the proposed development is not expected to result in any unsatisfactory traffic movements and will have a minimal impact on the surrounding road network. The traffic generation is considered to be relatively low and largely unnoticeable in operational terms. The worst-case impact identified is an additional delay of just 6.5 seconds at the Gipps Street / Caddens Road intersection during the AM peak period, which remains within acceptable performance thresholds.

The operational performance of surrounding intersections has been assessed using SIDRA and included in the figure below.

<u>Existing</u>	AM		PM	
	LOS	AVD	LOS	AVD
GWH/ O'Connell Street	C	35.8	C	32.4
GWH/ Gipps Street	C	32.4	C	33.1
O'Connell Street/ Corr Road	A	9.2	A	9.0
O'Connell Street/ O'Connell Lane	A	8.7	A	9.9
O'Connell Lane/ Cadda Ridge Road	A	7.2	A	7.3
O'Connell Street/ Starline Drive	A	7.1	A	6.7
Gipps Street/ Sunflower Drive	B	19.8	B	20.3
Gipps Street/ Caddens Road	C	37.8	C	28.9

<u>Existing + Development</u>	AM		PM	
	LOS	AVD	LOS	AVD
GWH/ O'Connell Street	C	40.4	C	35.4
GWH/ Gipps Street	C	32.7	C	34.0
O'Connell Street/ Corr Road	A	10.9	A	10.4
O'Connell Street/ O'Connell Lane	A	8.9	A	9.1
O'Connell Lane/ Cadda Ridge Road	A	7.9	A	7.7
O'Connell Street/ Starline Drive	A	9.5	A	9.1
O'Connell Street/ Starline Drive (Roundabout)	A	7.9	A	8.6
Gipps Street/ Sunflower Drive	B	20.3	B	21.8
Gipps Street/ Caddens Road	C	44.3	C	31.8

Figure 83: Intersection performance SIDRA modelling (Source: TTPA)

It is noted that the Great Western Highway intersections will fail regardless of the development and the intersection of O’Connell Street and Corr Road fails during the afternoon peak hour due to an overestimation of vehicles exiting the development.

Overall, the proposed development is not expected to cause failure of the surrounding intersections, and while road upgrades may be necessary in the future, these are driven by wider network demands and not directly attributable to the development as proposed.

### 6.8.4 Parking

Details of parking are outlined within the Architectural Plans prepared by Group GSA, provided at Appendix 8 and the Traffic & Parking Assessment prepared by TTPA, provided at Appendix 11.

The existing Caddens Corner shopping centre provides a total of 506 parking spaces, which were approved and constructed under a previous DA. These spaces are proposed to be demolished and included within the proposed basement parking of the Village Quater.

A breakdown of parking provided is outlined below.

Building	BUILDINGS P-U	BUILDINGS K-N	BUILDINGS B-J	BUILDINGS P-U
Spaces	357 spaces; including: <ul style="list-style-type: none"> <li>residential: 316</li> <li>visitors: 36</li> <li>service: 5</li> <li>motorbikes: 24</li> <li>bicycles: 10</li> <li>acc. spaces: 30</li> <li>car wash: 4</li> </ul>	179 spaces; including: <ul style="list-style-type: none"> <li>residential: 152</li> <li>visitors: 24</li> <li>motorbikes: 12</li> <li>bicycles: 10</li> <li>service: 3</li> <li>acc. spaces: 14</li> <li>car wash: 3</li> </ul>	251 spaces; including: <ul style="list-style-type: none"> <li>residential: 215</li> <li>visitors: 36</li> <li>service: 4</li> <li>motorbikes: 20</li> <li>bicycles: 5</li> <li>acc. spaces: 22</li> <li>car wash: 4</li> </ul>	750 spaces; including: <ul style="list-style-type: none"> <li>retail: 696</li> <li>accessible: 28</li> <li>allocated: 26</li> <li>motorbikes: 63</li> <li>bicycles: 35</li> </ul>

Table 15: Proposed parking rates (Source: TTPA)

Overall, the proposal comprises a total of 1,537 parking spaces, complying with the Housing SEPP parking provision, as well as TfNSW’s *Guide to Transport Impact Assessments*.

A detailed assessment of the parking provisions is included in Appendix 11.

Overall, the Traffic and Parking Assessment prepared by TTPA concludes the following:

- The development is not expected to result in any adverse or unsatisfactory traffic impacts.
- The proposed parking provision is considered adequate and appropriate for the intended use.

- Vehicle access, internal circulation, and servicing arrangements are expected to operate satisfactorily and in accordance with relevant standards.
- A suitable construction methodology has been identified to enable development to proceed while maintaining ongoing operations at Caddens Corner.
- The site will benefit from convenient access to existing bus services and the shared path network, supporting a sustainable transport outcome.

### **6.8.5 Construction traffic and parking management**

As detailed in the Traffic & Parking Assessment (Appendix 11), truck movements associated with the excavation works will access and exit the site via the O'Connell Street frontage. All construction vehicles will utilise the designated State, Regional, and Local Road network to access the site. Given the scale of the works, concurrent truck arrivals and departures are not anticipated. No truck queuing or marshalling will be permitted on the surrounding road network. A call-up system will be implemented by the nominated contractor to manage vehicle arrivals.

On-street and on-site parking for workers is limited. Therefore, workers will be advised of appropriate drop-off points for tools and equipment, as well as on-site storage within designated sheds and amenities. They will also be encouraged to use the extensive public transport options available in the area.

The assessment outlines that a detailed CTMP along with a Traffic Guidance Scheme will be required to be submitted prior to the construction certification, and this will enable an engaged builder to provide a higher level of detail and confirmation in relation to the construction process.

## **6.9 Noise and vibration**

A Noise and Vibration Impact Assessment Report has been prepared by Stantec and is attached at Appendix 12.

Attended and unattended noise surveys were conducted in the locations shown in the below figure to establish the ambient and background noise levels of the site and surrounds. Noise surveys have been carried out in accordance with the method described in the *AS/NZS 1055:2018 'Acoustics – Description and measurement of environmental noise'*.



Figure 84: Noise monitoring locations (Source: Stantec)

### 6.9.1 Construction

The proposed construction hours are as follows:

- Monday to Friday: 7:00am to 6:00pm
- Saturday: 8:00am to 1:00pm
- Sunday and public holidays: no work
- Safety inspections are permitted from 7:00am

A preliminary construction noise assessment has been carried out based on typical plant and machinery expected throughout the construction stages. The preliminary noise assessment has been considered at the nearest existing residential receivers.

Construction activities may temporarily exceed standard noise management levels, however, predicted noise remains below thresholds for highly noise-affected areas. The figures below outlines predicted noise levels of both early works with demolition and structural works not expected to exceed >75dBA.

Receiver	Predicted Noise Level Range $L_{Aeq,15min}$	Noise Management Level $L_{Aeq,15min}$ dB	Noise Management Level Exceedance (dB)	Exceeds Highly Noise Affected Level? (> 75dBA)
R1	50-69	53 <sup>1</sup>	Up to 16	No
R2	50-70	50 <sup>1</sup>	Up to 20	No
C1	42-83 <sup>3</sup>	70 <sup>2</sup>	-	N/A
E1	39-59	55 <sup>2</sup>	Up to 4	No

Figure 85: Predicted noise levels early works & demolition (Source: Stantec)

Receiver	Predicted Noise Level Range - Without Mitigation L <sub>Aeq,15min</sub>	Noise Management Level L <sub>Aeq,15min</sub>	Noise Management Level Exceedance (dB)	Exceeds Highly Noise Affected Level? (> 75dBA)
R1	46-71	53 <sup>1</sup>	Up to 18	No
R2	46-71	50 <sup>1</sup>	Up to 21	No
C1	37-63 <sup>3</sup>	70 <sup>2</sup>	-	N/A
E1	36-62	55 <sup>2</sup>	Up to 7	N/A

Figure 86: Predicted noise levels structural works (Source: Stantec)

Recommended mitigation measures include site hoarding, temporary acoustic barriers, ongoing noise monitoring, scheduled respite periods, and the use of alternative reversing alarms where feasible.

Vibration from construction activities is expected to be manageable through monitoring and adherence to safe working distances. Comprehensive noise and vibration monitoring programs will be implemented throughout the construction phase to ensure compliance and adaptive management.

Overall, the assessment concludes that the proposed development is suitable for the site, with adherence to the recommended noise and vibration management measures ensuring protection of surrounding sensitive receivers and compliance with relevant statutory and planning requirements.

### 6.9.2 Operational

The NVIA notes that noise sources from general operation of the development site typically include mechanical services noise from air-conditioning equipment serving the retail and residential portions of the development, as well as car park exhaust fans.

These noise-sensitive receivers include the following and are identified in the figure above:

- Residential receivers R1 & R2
- Existing Local Retail Centre C
- Western Sydney University E1

The following noise sources are considered the most likely to cause an adverse noise impact to noise sensitive receivers if not treated effectively:

- External Condenser units located on the rooftop
- Retail Exhaust Fans and discharges
- Carpark supply fans and discharges
- Kitchen exhaust fans and discharges

The table presents the predicted noise levels anticipated from operation of the mechanical equipment to the nearest noise sensitive receivers:

Receiver	Criteria period	Predicted Noise level (worst case)	Night-time criteria (worst case)	Compliance
R1	Night-time (10:00pm – 7:00am)	41	42	Yes
R2	Night-time (10:00pm – 7:00am)	41	41	Yes
C1	When in Use	42	63	Yes
E1	Nosiest 1 hour	21	43	Yes

Table 16: Predicted noise level at noise sensitive receivers – Mechanical Equipment (Source: Stantec)

Noise generation by mechanical equipment in association with the proposed development is to be managed to ensure external noise emissions are not intrusive and do not impact the amenity of the nearest sensitive receivers. Nevertheless, to meet the external noise emissions requirements for noise generated by the mechanical plant and equipment, Stantec recommend the following typical practices to mitigate noise from operation of mechanical plant and equipment on rooftop plantrooms:

Where possible, locate plant as far away from possible noise sensitive receivers as practical to minimise the aggregate noise level.

Select low noise mechanical equipment, that meets the spectrum sound power level presented in Table 6-1.

Acoustic louvres or solid barriers are required, surrounding plant items on the rooftop. These barriers should achieve the minimum performance presented in Table 6-2 or better.

Where possible, locate noisy plant within an enclosed plant space.

Carpark exhaust fans are typically located in a plant room in a basement allowing for sufficient ductwork to allow for acoustic internal lining or an attenuator for supply and exhaust to meet environmental noise criteria.

A detailed acoustic assessment of the mechanical plant noise is recommended prior to Construction Certificate to ensure no adverse noise impacts from external mechanical plant

Further, to provide acoustic amenity to occupants of the proposed development and comply with the project specific internal noise limits, the noise impacts of surrounding roads were assessed at the façade of the residential spaces within the proposed development.

To achieve the internal noise levels established, the minimum recommended glazing types for the façades of the proposed development are presented below:

- 10.38mm Laminated glazing system for bedrooms fronting O'Connell Street facade



- *6.38mm Laminated glazing system for all bedrooms and living spaces on residential buildings (other than the above).*

#### *Operational Traffic Noise*

A traffic generation noise assessment has been undertaken in order to determine the potential noise impact of traffic generated by the proposed development. Based on the results of the assessment, there is predicted to be less than a 2dB increase in traffic noise levels, therefore the proposed development is expected to comply with the requirements of the NSW Road Noise Policy (RNP).

An assessment of the noise generated by activities within the Ground Level loading docks (such as, garbage collections and deliveries) has been conducted to determine the impacts on the surrounding noise-sensitive receivers.

The assessment found that the predicted noise levels of the loading dock satisfy the design criteria at the nearest residential receivers.

Notwithstanding, it is recommended that the waste collection and loading area activities shall be conducted with the implementation of the following management practices where feasible:

- *Waste collection should only be performed during the day period (7:00am to 6:00pm)*
- *Rubbish trucks and braking materials of vehicles associated with the operation of the facility should be maintained to minimize or eliminate noise (e.g., squeaky brakes, hoppers etc).*
- *Patrons and drivers should implement quiet work practices*

## **6.10 Biodiversity**

To address Biodiversity, this EIS is accompanied by the following technical reports:

- Biodiversity Development Assessment Report (BDAR) (Appendix 22)
- Fauna Management Plan (FMP) (Appendix 39)
- Vegetation Management Plan (VMP) (Appendix 23)

### **6.10.1 Biodiversity Development Assessment Report (BDAR)**

In accordance with the *Biodiversity Conservation Act 2016*, a BDAR has been prepared Eco Logical Australia Pty Ltd in accordance with the Biodiversity Assessment Method (BAM) under Section 6.7 of the *Biodiversity Conservation Act 2016* (BC Act) and is provided in Appendix 22.

The BDAR identifies and assesses the biodiversity values present on the subject land and outlines the measures proposed to avoid, minimise, and mitigate impacts from the development. The site has been historically cleared and is regularly maintained, with much of the vegetation being disturbed or planted native species.

Within the development footprint, one Plant Community Type (PCT 3320) Cumberland Plain Woodland was recorded in low condition. This community is listed as a Critically

Endangered Threatened Ecological Community (TEC) under both the BC Act and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

A second PCT, PCT 4025 Cumberland Red Gum Riverflat Forest, was identified within the subject land but lies outside the development footprint. This community is associated with the TEC under the BC Act, however, it did not meet EPBC criteria.

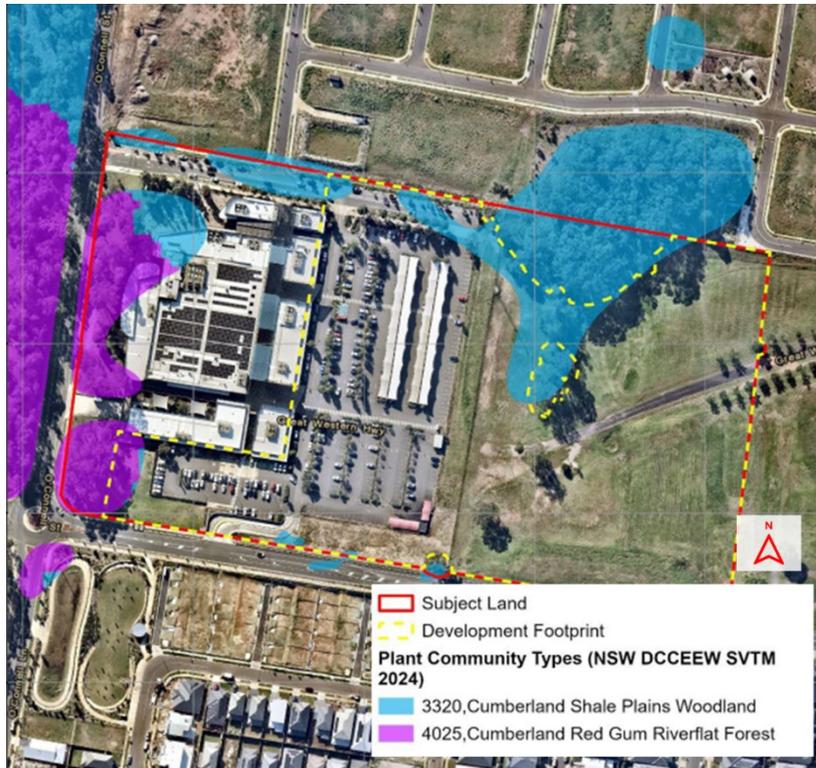


Figure 87: PCT (Source: Ecological)

The development will result in the loss of 0.02 hectares of PCT 3320. While the condition of the vegetation does not meet EPBC Act listing criteria, it is considered a Serious and Irreversible Impact (SAIL) entity under the BC Act.

As a mitigation measure, the development avoids the majority of PCT 3320 on-site, with 0.32 hectares of this community to be retained and managed in accordance with the Vegetation Management Plan (Appendix 22).

No direct impacts are expected on this TEC, and mitigation measures have been included to avoid indirect impacts, such as sedimentation or edge effects, from the proposed development.

In terms of fauna habitat, a small patch of Important Habitat for the swift parrot was identified in the northern portion of the site, which is listed under the EPBC Act. The majority of this habitat will be retained, with only 0.02 hectares impacted. One species credit will be required to offset this impact. No other candidate species credit species habitat was found on the site, and therefore no further targeted surveys were necessary.

Overall, the proposal has demonstrated efforts to avoid and minimise impacts to biodiversity, and appropriate measures have been incorporated to manage and mitigate residual impacts. The BDAR concludes no targeted surveys or further assessment was required.

### **6.10.2 Vegetation Management**

A Vegetation Management Plan (VMP) has been prepared Eco Logical and is provided at Appendix 23.

The VMP outlines that the majority of the native vegetation on site will be retained (0.32 ha of Plant Community Type PCT 3320) and conserved under the VMP and a small portion (0.02 ha) of the native vegetation will be removed for the proposed development.

The development will also result in the loss of one hollow-bearing tree, which will be offset through the installation of artificial habitat structures to support hollow-dependent fauna species. The VMP outlines three designated management zones where revegetation and ecological enhancement works will be undertaken. These actions are expected to improve the condition of the remaining native vegetation and increase native species diversity within the retained patch of PCT 3320.

The report outlines that the proposed development is suitable and warrants approval subject to the implementation of the following mitigation measures:

- Installation of fencing and signage of vegetation to be retained.
- Supervision of vegetation removal to protect fauna species.
- Reuse of materials such as logs into the VMP area.
- Replacement of artificial hollows or nest boxes at a minimum of two nest box for each hollow removed (estimated six will be required).

### **6.10.3 Fauna**

A Fauna Management Plan (FMP) has been prepared Eco Logical and is provided at Appendix 39.

The FMP outlines measures to avoid and minimise impacts to fauna, with particular emphasis on Eastern Grey Kangaroo (EGK) population management, habitat management and protection, and compliance with the Biodiversity Conservation Act 2016.

A Kangaroo Management Strategy (KMS) has been developed, detailing staged actions including fencing, guided herding, and permanent exclusion measures to ensure safe relocation and prevent fauna ingress during construction.

With regard to habitat management, the plan includes strategies such as a 2:1 replacement ratio of nest boxes for each hollow removed, phased clearing under ecological supervision, pre-construction habitat surveys, and fauna rescue protocols.

These mitigation measures are supported by implementation schedules and will be monitored throughout construction to ensure ecological safeguards remain effective.

Importantly, while broader landscape pressures may require future fauna connectivity solutions, the impacts associated with the proposed development are expected to be well managed under the FMP and do not result in significant residual impacts to native fauna.

## 6.11 Bushfire

A Bushfire Protection Assessment prepared by Eco Logical in accordance with *Planning for Bushfire Protection 2019* (PBP 2019) is included at Appendix 26.

The Bushfire Protection Assessment provides a detailed assessment of bushfire risk. The assessment outlines that the majority of the development is located greater than 140 m from bushfire prone vegetation, however, the proposed retail premises in the southwest corner is located within 140m of bushfire prone vegetation, as shown in the figure below:

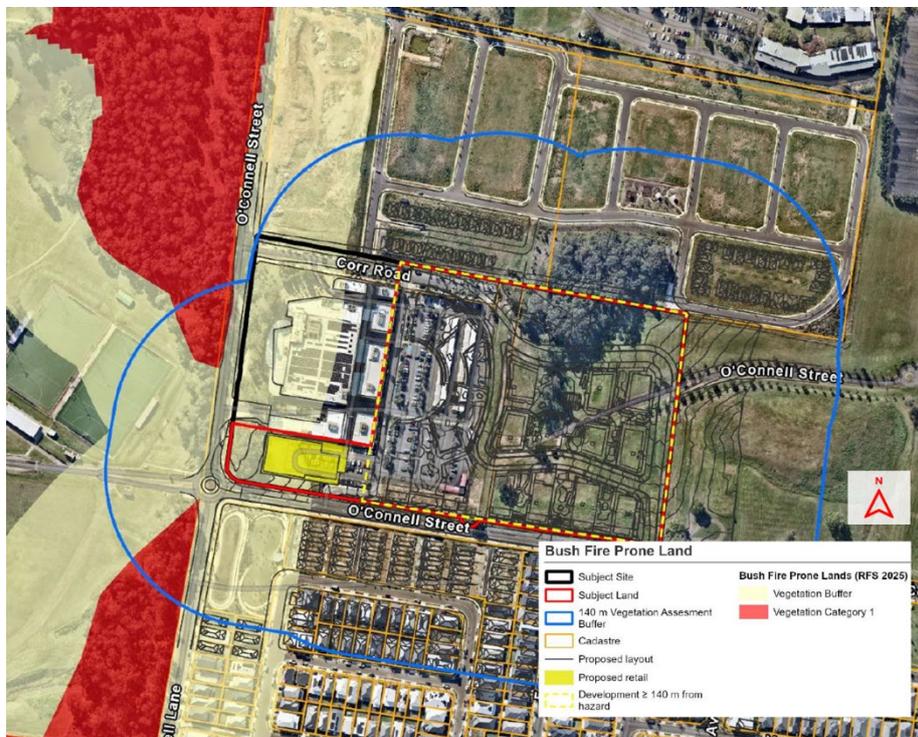


Figure 88: Bushfire prone land map (Source: Ecological)

The area located more than 140 metres from the identified bushfire-prone vegetation has been assessed in light of recent changes to adjoining lands, including the removal of the bushfire hazard and the classification of the small on-site remnant vegetation as ‘low-threat vegetation’—which is excluded under relevant guidelines. As such, this portion of the site is not considered bushfire-prone, and no specific bushfire protection measures are required for this part of the development.

In contrast, the proposed retail building located in the south-western portion of the site is situated within 140 metres of bushfire-prone vegetation and therefore requires assessment under the Planning for Bushfire Protection (PBP) framework. This report has reviewed the proposal against the aim and objectives of PBP and concludes that

the retail building is consistent with the intent of the policy, specifically by meeting the objectives for commercial development in bushfire-prone areas.

Guided by the principles in Chapter 7 of PBP, a set of bushfire protection measures has been developed that is appropriate to the level of risk. It is recommended that these measures be implemented as part of the development, and that approval be granted accordingly.

While the bushfire protection measures recommended for the retail building are considered performance solutions, as there are no Deemed to Satisfy provisions, the proposed development is assessed to meet the objectives of PBP.

The report includes Bushfire Protection Measures to be incorporated for the development, including:

- **Asset Protection Zones:** Existing separation provides >100 m from bushfire prone vegetation and no dedicated APZ is recommended.
- **Access:** The development is serviced by existing road infrastructure, ensuring safe and reliable access for emergency vehicles and evacuation. No new access proposed as part of the retail building development.
- **Water Supply:** A reticulated water supply is available to support firefighting operations.
- **Electricity Services:** Electrical infrastructure is to be installed underground,
- **Gas services (if proposed):** Should be installed to comply with AS/NZS 1596:2014, reducing the potential for ignition and improving safety.
- **Construction:** The retail building is to be designed to meet the general fire safety provisions of the National Construction Code (NCC)

Subject to the recommended bushfire protection measures, the report concludes that the proposal is supportable of bushfire grounds and should be approved.

## 6.12 Wind

A Pedestrian Wind Assessment Report has been prepared by RWDI Australia (Appendix 29). This desktop report provides a review of the potential wind conditions around the site and offers conceptual wind control measures and design advice to assist in the design of the development.

The report outlines that the site is generally subject to prevailing south-westerly and northerly winds, with local wind conditions characterised as calm to moderate, which is suitable for pedestrian activities ranging from strolling to standing. No wind gusts are predicted to exceed the safety threshold of 83 km/h for more than 0.1% of the year, indicating a low likelihood of wind-related safety hazards.

The report provides an assessment of both ground level and elevated areas. The assessment indicates that wind conditions around the site are expected to range from strolling to standing use. No areas are expected to exceed the safety and uncomfortable criteria.

Design advice is provided in the report to further improve wind conditions within trafficable areas to better align with targeted use. These recommendations are as follows:

- *To include densely foliating tree clusters with interlocking canopies throughout the ground and elevated communal open spaces to both reduce the strength of any direct or channelling winds and to provide shading for improved thermal comfort*
- *To increase the depth of the impermeable awnings between Buildings S and T. Alternatively, strategic landscaping along the awnings between Buildings S and T can also mitigate winds.*
- *To consider shading structures within the communal open spaces where calmer wind conditions are expected to increase thermal comfort.*
- *Localised impermeable or porous screening and hedge planting can be located around areas intended for sitting and long duration uses*
- *To incorporate 1.5m high impermeable screening along the perimeter of the rooftop terraces of Buildings R, S and T to reduce direct exposure to regional winds. Localised canopies or additional hard and soft landscaping elements are also recommended to provide buffer to the winds. Any seating areas should incorporate screening to provide protection from winds expected on the rooftop.*

### **6.13 Solar reflection**

A Solar Reflection Analysis Report has been prepared by RWDI Australia Pty Ltd (Appendix 45).

RWDI undertook a two-phase analysis to assess potential glare impacts from the proposed development, as follows:

- The first phase was a 'Screening Analysis' which predicted the frequency of occurrence of reflections from the Project for every hour of a full calendar year.
- A detailed assessment (second phase).

Based on the findings of the Screening Analysis, 18 receptor locations were selected for the Detailed Analysis, as shown in the figure below:

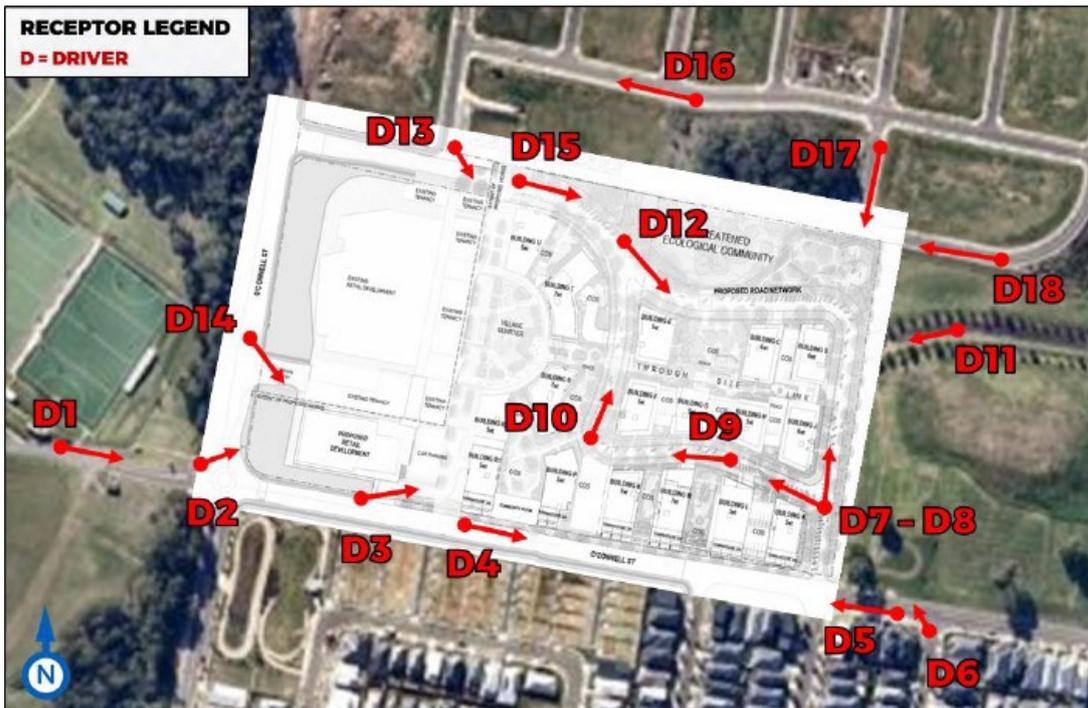


Figure 89: Receptor Locations (Source: RWDI)

Results from the detailed analysis identified the following:

- the screening analysis generally predicted a low potential for visual glare within the surrounding roads
- the most frequent reflections were predicted to be confined within the amenity area to the west of the proposed retail development along O’Connell Street
- on the roads, the localised area between Buildings E and T along the proposed road within the Project was predicted to have the most frequent reflections
- two receptor locations were predicted veiling luminance exceeded the industry threshold of 500 cd/m<sup>2</sup>:
  - Receptor D6 (intersection of Midnight Avenue and O’Connell Street): A maximum veiling luminance of 2207 cd/m<sup>2</sup> was predicted, occurring primarily during early morning and late afternoon periods. The exceedance was calculated to occur for approximately 125 minutes annually, representing 0.05% of total daytime hours
  - Receptor D14 (intersection of O’Connell Street and the Woolworths Caddens carpark entry): A maximum veiling luminance of 992 cd/m<sup>2</sup> was predicted, primarily in early evening periods, occurring for approximately 293 minutes per year (0.11% of daytime hours).

All other receptor locations were predicted to remain below the 500 cd/m<sup>2</sup> threshold, indicating low potential for adverse glare impacts in those areas.

To address the exceedances and further reduce potential glare impacts, a range of architectural and material-based mitigation strategies are proposed, including:

- Landscaping
- Vertical mullion fins

- Low reflectivity glazing (down to 4% reflectivity)
- Antireflective coatings or acid etching

## 6.14 BCA compliance

A BCA Report has been undertaken to assess the proposal against the provisions of the BCA by Ventura Building Surveyors and is provided at Appendix 44.

The report provides an assessment of the proposal against the following:

- *Environmental Planning & Assessment Act 1979*
- *Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021*
- *National Construction Code Building Code of Australia 2022 Volume One (BCA)*
- *Disability (Access to Premises-Buildings) Standards 2010 (Cth)*
- Other applicable State Legislation.

Notwithstanding, the report concludes that the proposed mixed-use development is suitable and warrants approval subject to the implementation of mitigation measures identified in the BCA report.

## 6.15 Hazards and risk

The site is not subject to any hazards that would impact on its construction and ongoing use.

## 6.16 Heritage

### 6.16.1 Aboriginal Cultural Heritage

This EIS is also accompanied by an Aboriginal Heritage Impact Assessment report (Appendix 27) and Connecting with Country report (Appendix 32) prepared by Artefact.

The Report found that the site does not contain and is not likely to contain any Aboriginal objects and recommends that no further Aboriginal heritage assessment or investigation is required.

Furthermore, as no Aboriginal heritage values will be harmed as result of the proposed works, an Aboriginal cultural heritage assessment report (ACHAR) is not recommended.

Recommendations outlined within the Connecting with Country report shall be implemented to mitigate against impacts of the proposed development. These recommendations include but are not limited to:

- Incorporate Aboriginal place names and artwork into design
- Continued consultation with Aboriginal community and stakeholders
- Design of development incorporates Aboriginal design

- Prior to construction commencing, an Unexpected Finds Protocol should be developed which should include a condition regarding consultation
- Provide employment opportunities for community and consider engagement of Aboriginal businesses
- Commission a Welcome to Country ceremony and organise a smoking ceremony at the beginning and completion of the project
- Incorporate native and endemic plants within the project landscaping design

Subject to the implementation of these recommendations, the proposal will result in an appropriate Aboriginal cultural heritage outcome.

### 6.16.2 European Heritage

The site does not contain any heritage items, nor is it located within a Heritage Conservation Area.

The site is located to the west of the 'Teacher's residence (former)' (Item 670), a local heritage item which is identified under Schedule 5 of the PLEP 2010 located at 56 Second Avenue Kingswood.

The existing shopping centre at Caddens Corner and O'Connell Street together with the existing buildings within the Western Sydney University Kingwood campus and existing bushland to the north-west of the site provide adequate buffer between the development site and the local heritage item. As such the proposal will have no unacceptable impact on the heritage curtilage of local heritage item 670.

## 6.17 Social Impact

A Social Impact Assessment (SIA) was prepared by HillPDA Consulting (Appendix 25). This report assessed the potential social impacts of arising from the proposal.

The SIA states an estimated population rise of approximately 800 persons as a result of the development. The report outlines its considerations of both potential positive and negative impacts as a result of the proposal.

The SIA outlines the proposal includes a wide range of positive impacts during both the construction and operational stages, including:

- *Provision of diverse housing, including affordable housing, in an area identified for greater density, in proximity to existing shops and services*
- *Delivery of communal facilities and open space areas within the development*
- *Increased access to natural areas through landscaping and planting*
- *Provision of parking and active transport facilities within the development*
- *Employment opportunities during both the construction and operation stages*

The SIA also identifies potential adverse impacts associated with the project. During the construction phase, temporary disruptions may affect residents, workers, and shoppers in the surrounding area. In the operational phase, increased demand on public transport services may result in reduced accessibility or capacity constraints for

certain existing social infrastructure. To manage potential risks, the SIA includes a range of project specific mitigation measures.

The SIA concludes that, while there will be some residual negative social impacts during construction phase, there will also be a range of positive social impacts once completed. On balance, the proposal has merit of social grounds and on this basis, is worthy of support.

## **6.18 Crime Prevention Through Environmental Design**

A Crime Prevention Through Environmental Design (CPTED) Report has been undertaken by Barker Ryan Stewart (Appendix 34). The CPTED focuses on potential crime risks within the surrounding environment, as well as the proposed security measures.

The assessment focuses on CPTED principles to minimise crime risk in the development. Additionally, the report outlines crime statistics from NSW BOCSAR (April 2024-March 2025) identifying varying crime threat levels with specific crime hotspots detailed, highlighting theft, break and enter, malicious damage, and motor vehicle theft in proximity to the site.

Key CPTED principles applied in design are surveillance (natural and formal including CCTV), access control (separate retail/residential access, gated semi-private spaces, controlled car parking access), territorial reinforcement (clear transitions between public/private spaces with signage and defined boundaries), and space management (maintenance, waste control, graffiti removal).

Specific design features include distinct retail and residential parking, well-lit public and private areas, landscaping to prevent offender concealment, controlled access via key/swipe cards, recommended CCTV placement at key locations, and communal space design to promote resident interaction and surveillance.

The report concludes the development is suitable for approval subject to implementing recommended CPTED measures to manage crime risk effectively.

## **6.19 Aviation**

An Aviation Compliance Letter was prepared by Avipro (Appendix 46) to provide an aviation compliance assessment in relation to the proposed development.

The letter concludes that the proposed development, including during the construction phase, is not likely to impact protected airspace, aerodrome operations, or strategically important heliports and all aviation-related regulations are met.

The letter recommends the site construction manager maintains occasional communications via email with Western Sydney Airport staff during construction stage to assure airport management that cranes, and other plant have not exceeded the maximum permissible elevation.

## 6.20 Ecologically Sustainable Development

The EIS is accompanied by an Environmentally Sustainable Design Assessment (ESD) prepared by SLR and included in Appendix 20. The ESD outlines the key sustainability initiatives that have been implemented into the proposed design of the development to respond to ESD requirements. The following ESD and energy efficiency features are proposed to be included in the design:

- Passive and active energy-saving measures such as operable windows to enhance natural ventilation through the apartments, where appropriate.
- Maximise solar access of residential units
- Thermal mass - Concrete slab construction is proposed for all floors throughout the development.
- LED energy-efficient lighting for all spaces
- Centralised energy-efficient gas fired boiler hot water system
- Single phase 4-star air conditioning is recommended for residential spaces
- For non-residential spaces, high efficiency air conditioning system complying with Section J requirements is recommended.
- Dishwasher units to be installed within each residential dwelling to have an energy efficiency rating of at least 4 stars.
- Clothes dryer units to be installed within each residential dwelling to have an energy efficiency rating of at least 4 stars.
- Water efficient bathroom and kitchen fittings.
- Light efficiency measures in the lobby using time clock and motion sensors.
- Low levels of volatile organic compounds (VOC) paints and floor coverings and low formaldehyde wood products where possible.
- Landscaped areas throughout the designated communal areas to provide added cooling during summer months.
- Predominantly indigenous plant species that can tolerate low water to reduce maintenance requirements.
- SLR recommends the installation of a solar PV system.

The assessment concludes that these energy efficient features ensure the proposed development aims to be a resilient, low-impact residential development contributing positively to the community and NSW's sustainability goals.

The ESD report concludes that the features will help achieve significant reductions in energy and water required at both construction and operation, to ensure that the residential units are pleasant spaces to reside. SLR recommend that the proposed ESD initiatives continue to be developed and implemented throughout this project.

## 6.21 Economic Impact

An Economic Impact Assessment (EIA) was prepared by HillPDA (Appendix 33) to assess the estimates the economic activity of the proposal during the construction and operational phase of the proposed development.

The EIA identifies that increasing the retail and commercial floorspace on site will contribute to the intended role and desired character of Caddens to create additional business and job opportunities associated with the employment floorspace.

In regard to the retail and centre hierarchy of Penrith, the EIA notes the Proposal would increase the total retail space provided within Caddens Village to around 10,00m<sup>2</sup>. If realised, the increased size of Caddens Village is significantly below that of a 'town centre', the next level in the hierarchy.

The proposal's inclusion would not exceed the maximum GFA for commercial premises in Caddens Village as detailed in Clause 7.12 of the PLEP 2010 (albeit this is proposed to be removed under PP-2025-415). Given that this limit is still maintained and not exceeded, HillPDA conclude that the proposal would contribute to Caddens Village fulfilling its intended role and not adversely impact Penrith's local commercial centre hierarchy.

Notwithstanding the approval of this proposal, it is noted the undeveloped E1-zoned land to the north, at 46-66 O'Connell Street (also subject to Clause 7.12) can still be developed unhindered by commercial GFA limitations.

The proposed development has the potential to generate approximately 81 FTE jobs on-site during operational phase, in addition to the 600 jobs created during its construction period.

Furthermore, the report outlines that the proposal would lead to the following outcomes.

- *Contribute to fulfilling its local centre function/role*
- *Provide a mini major anchor tenant*
- *Contribute to employment targets*
- *Increase the amount and mixture of housing available, contributing to dwelling projections and targets*
- *Help improve dwelling affordability*
- *Improve price competition and services.*

The report concludes that the proposal would result in an overall positive economical outcome.

## 6.22 Accessibility

An Accessibility Design Review has been prepared by ABE Consulting (Appendix 41). It addresses how the proposal is capable of complying with relevant accessibility

requirements. The review has been prepared with consideration of the following design documentation:

- Building Code of Australia (BCA)
- The Disability (Access to Premises - Building) Standards 2010
- Australian Standards
- Liveable Housing Design Guideline - 'Silver Level'

In accordance with the above design standards, the proposal includes 48 adaptable units, as well as 110 liveable units. Details of these units and floor plans are provided in the Architectural Plans prepared by Group GSA.

The report concludes that following a review of the aforementioned standards and by outlining recommendation / performance solutions proposed to be adopted by the proposal, the proposed mixed-use development can readily achieve compliance with the BCA provisions, is suitable and warrants approval.

## 7 Project justification

The section provides a justification for the proposed development with consideration of market demands and the economic benefits that may be gained if the proposal was to proceed. This section also provides an analysis of the proposal with regard to alignment with strategic planning framework.

This section also provides an analysis of the proposal with regard to economic, environmental and social impacts, and principles of ESD.

It assesses the potential benefits and impacts of the proposed development, taking into consideration the findings in the detailed assessments, stakeholder views and compliance with the relevant controls and policies.

The net social, economic and environmental impacts and benefits are further discussed in the following sections.

### 7.1 Design justification

The proposal is structured around the concepts of amenity, sustainability, accessibility and affordability. In summary, the key design principles include:

- Siting of buildings based on the existing topography of the site and providing appropriate transition from proposed RFBs and shop-top housing to existing retail area of 'Caddens Corner.
- Extensive landscape areas featuring new planting and landscaping along the site's boundaries.
- Varied building heights are provided to minimise the impacts on sensitive receptors in the surrounding area, such as overshadowing on neighbouring properties. Specifically, the tallest proposed structures on site, Buildings S and T, are located centrally within the site to minimise any impact of the proposed height exceedance on the immediate adjacent properties.

The proposed apartments are considered to meet the objectives and design criteria of the ADG.

The proposed development allocates a total of 25.9% of the site for communal open space and includes new planting and landscaped areas which assists in articulating the built form.

The proposed development has been assessed through CPTED and will contribute to a safe, secure and active environment for Caddens.

The proposed development will maximise site accessibility and circulation through a centrally located plaza and through site pedestrian links for future residents and visitors, linking to the existing retail component of 'Caddens Corner' for pedestrians. Site accessibility is maximised for vehicles and cyclists through a new road network and vehicular access into the basement levels.

## 7.2 Strategic justification

As demonstrated in Appendix 4, the proposed development meets the objectives and directions outlined in the relevant strategic policy framework for the site, locality and broader region. In particular, the proposal meets the objectives of the:

- **National Housing Accord 2022** - The proposal aligns with the Accord by assisting with the delivery of housing to meet the target of delivering 1 million new homes by 2029 and 377,000 new homes in NSW by 2029.
- **Greater Sydney Region Plan** - The proposal satisfies the 4 key themes of the Region Plan, including Infrastructure and Collaboration, Liveability, Productivity and Sustainability.
- **Western City District Plan** - the proposed development satisfies a number of planning priorities, particularly in relation to diverse housing, economic and employment opportunities in the Western City District.
- **Penrith Local Strategic Planning Statement 2036** - The proposal is consistent with the objectives of the Penrith LSPS, specifically, increasing housing supply, diversity, affordability, design, character and resilience.
- **Penrith Local Housing Strategy 2036** - The proposal responds to housing targets set by the NSW Government and supports the delivery of well-located, diverse, and sustainable housing options in alignment with broader metropolitan strategies.
- **Future Transport Strategy 2056 (2022 Version)** - The proposal contributes to a more connected and sustainable urban environment and supports the strategy's goals of enhancing liveability and accessibility.
- **Better Placed** - The proposed development aligns with 7 objectives of the Better placed design policy.

The site is strategically located in proximity to the emerging Aerotropolis and the newly zoned employment lands within the Western Sydney Employment Area, positioning it as a prime opportunity for future growth and investment. The location of the proposal offers access to future major transport infrastructure and planned economic hubs, making it ideally suited for a wide range of commercial, industrial, and employment-generating uses.

Additionally, the proposal presents a highly suitable opportunity for residential development, given its close proximity to the well-established local centre of Caddens Corner. This offers a comprehensive range of accessible amenities, such as a supermarket, childcare and gym, to meet the everyday needs of future residents. This level of amenity supports the development of the high-quality mixed-use proposal and aligns with strategic planning objectives for well-serviced, connected communities. As such, it is considered the proposal aligns with the relevant strategic planning for the Penrith LGA.

## 7.3 Statutory justification

As outlined in Section 4 and Appendix 4, the proposal aligns with all relevant statutory instruments which guide the development of the land. The proposal is permissible with consent under PLEP 2010 and utilises the provisions of the Housing SEPP to appropriately locate and fully utilise the site for the construction of 177 shop top housing units and 305 RFB units.

The proposal exceeds the height of building control under the PLEP 2010 and bonuses available under the Housing SEPP. A clause 4.6 request has been prepared and submitted with this EIS under a separate cover justifying the variation in height from the standard.

Overall, the proposal exemplifies design excellence and superior design outcomes through providing significant amenity to future residents by exceeding minimum requirements of the ADG for landscaped areas, solar access and cross ventilation.

## 7.4 Community views

Extensive community engagement has been undertaken as part of the pre-lodgement process for this application in accordance with the SEARs.

A summary of the engagement strategies and outcomes is provided in Section 5.

No significant concerns were raised during the engagement which is likely to be indicative of the community's support of the proposal which seeks to deliver significant affordable housing on a strategically located site.

## 7.5 Social, economic and environmental justification

### 7.5.1 Social

Based on the findings of the Social Impact Assessment prepared by Hill PDA (Appendix 25), the proposed development is expected to have a positive social impact on the local community.

Specifically, it will provide significant social benefits, including:

- The provision of new open space on the site at ground level in the form of a public plaza, community park, publicly accessible COS, through site walking link, forecourt space to community room and common open space for residents and a roof terraces on Buildings S and T.
- The proposed development will consist of a high-quality apartment design that reinforces the desired future character of the Caddens Precinct.
- The proposed development will provide diverse housing options in proximity to existing shops and services.
- The proposed development proposes 73 affordable homes targeting housing related livelihood benefits to people in need.

- The proposed development will incorporate CPTED elements into the building an open space design, enhancing surveillance and security for the area.
- The proposed development will provide ecologically sustainable design elements consistent with national ESD strategy.

### 7.5.2 Economic

The proposed development involves a significant capital investment of \$341,695,013 million in construction and associated costs.

The financial investment will facilitate the future development of a mixed use development, providing approximately 49,500m<sup>2</sup> of residential floor area and 3,461m<sup>2</sup> of retail/commercial floorspace.

The development would also support up to 600 jobs on site during construction and 81 during operation (Appendix 33).

### 7.5.3 Environmental

Under the National Strategy for Ecologically Sustainable Development (1992), ESD is defined as, 'using, conserving and enhancing the community's resources so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be increased.'

The *Environmental Planning and Assessment Act 1979* utilises the definition of ESD from Part 3, Clause 6(2) of the *Protection of the Environment Administration Act 1991*, wherein ESD can be achieved through the implementation of a set of principles and programs.

The proposal has been assessed under these principles in the below sections and additionally, under the accompanying Ecologically Sustainable Design Assessment at Appendix 20.

#### The precautionary principle

The precautionary principle states that if there are threats of serious or irreversible environmental damage, the lack of full scientific certainty should not be used as a reason for postponing measures to prevent said damage.

Detailed investigations relating to the geological, environmental, engineering, ecological and social aspects of the proposal have been undertaken with the aim to produce optimal project design and layout. The development of the site as outlined in this EIS and supporting technical assessments, provides the current optimised proposal, which takes into consideration all physical, environmental, social, cultural heritage and economic aspects which are required to be addressed.

The information supporting this proposal demonstrates that there is sufficient certainty of the environmental impacts associated with the proposal and that these impacts are acceptable and can be mitigated.

## **Inter-generational equity**

Inter-generational equity refers to the principle that the current generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations.

The proposed development has been thoroughly assessed and mitigation measures are recommended. It is considered that the principle of inter-generational equity is achieved as potential environmental impacts of the development are able to be avoided, minimised or mitigated. It will also significantly contribute to new housing supply, including affordable housing, thus contributing to housing accessibility and affordability for younger and future generations.

## **Conservation of biological diversity and maintenance of ecological values**

The third principle of ESD states that the conservation of biological diversity and ecological integrity should be a fundamental consideration in development applications.

The potential environmental impacts of the proposal have been detailed throughout this EIS, with mitigation measures and proposed offsets described.

The proposal has been the subject of a thorough ecological assessment as detailed in Section 6.9 and as informed by the Biodiversity Development Assessment Report contained at Appendix 22.

The proposal will not have any significant adverse impacts in terms of biological diversity and ecological values.

### **7.5.4 Suitability of the Site**

Taking the characteristics of the site and its surrounding context into consideration, the proposal is considered to be suitable for the site.

The site is capable of being developed in a manner that sensitively responds to, and minimises impacts on, the natural, historical, and environmental attributes of the surrounding area. The proposal will not give rise to any significant adverse environmental impacts, and any potential effects can be effectively managed and mitigated through appropriate measures.

The site in its current state represents an underutilised site within an accessible, well-serviced location that benefits from existing infrastructure and proximity to a range of amenities provided within 'Caddens Corner' retail area within the western portion of the site.

Furthermore, the surrounding context supports a diverse built form and can accommodate development of varying heights in line with the emerging future character of the area and as such contributes positively to local housing provision and affordability in line with strategic planning objectives.

### 7.5.5 Public interest

In consideration of the public interest, the proposed development is considered to be in the public interest for the following reasons:

- the proposal will contribute to the orderly and economically sustainable development of Caddens. While part of the site's E1 zoned land accommodates existing retail and commercial uses, a portion of the E1 zone, along with the adjoining R4 land, is significantly underutilised. The proposed development will maximise its potential, supporting both economic activity and residential growth in line with the future emerging character of Caddens.
- the development will deliver 482 new dwellings, including 73 in-fill affordable housing units, helping to address housing supply pressures within the Penrith LGA and contributing to a more diverse and inclusive housing mix amid the Sydney housing crisis.
- the proposal will enhance the visual appeal of the area through the delivery of high-quality built form and public domain outcomes. The design has undergone a comprehensive design process, including extensive consultation with Council, the State Design Review Panel and the Department, to achieve architectural excellence and alignment with urban design principles.
- the development will improve connectivity across the site, supported by well-integrated landscaped open spaces and the retention of the existing TEC, providing accessible public and communal open spaces and areas of respite for the members of the public and future residents.
- the proposal will generate employment opportunities during both the construction and operational phases, contributing to the local economy and supporting job creation across various sectors.
- the development will not result in any significant environmental impacts. Any potential impacts will be addressed through the implementation of mitigation measures as outlined in Appendix 2.

## 8 Conclusion

The EIS has been prepared to consider the natural environment, built environment and social and economic impacts of the proposed mixed-use development including in-fill affordable housing, on land at 68-80 O'Connell Street, Caddens in the Penrith LGA.

The EIS has assessed the issues raised in the SEARs and the proposal has been assessed in line with the strategic planning framework and statutory planning framework and has also considered the likely environmental impacts and the required mitigation measures as a result.

The EIS concludes that the proposal is justified and will result in significant public benefit as set out below:

- The proposal supports the development of a vacant and/or underutilised site within the Caddens Precinct, which has been strategically identified by Council for urban renewal and higher density residential and mixed-use development
- The proposal is consistent with the strategic planning context
- The proposal will deliver 482 new dwellings in a well-located area, contributing to a significant portion of Penrith Council's housing targets under the National Housing Accord
- The proposal will deliver 73 affordable housing units, providing critical infrastructure to support diverse communities and supply affordable housing within Penrith
- The proposal will facilitate a \$341,695,013 investment into the development of the site, contributing to an additional 3,461m<sup>2</sup> of employment generating floor space within the Caddens Precinct Centre.
- The development will support over 600 jobs onsite over the construction period and 81 FTE jobs onsite during operation resulting in significant social benefits for Caddens and the Penrith LGA
- The site is strategically identified and well-suited to accommodate higher-density housing in line with the strategic planning objectives outlined above.
- The proposed development supports a sustainable urban form within the Caddens Precinct, responding appropriately to the gradual growth and emerging character of the precinct.
- The range of specialist reports accompanying this EIS demonstrate that the development carried out on the site without any significant environmental impacts, in relation to matters including architecture and design, landscape and public domain, traffic and ecology.

## Appendix 1: Secretary's Environmental Assessment Requirements table

## Appendix 2: Mitigation measures table

## Appendix 3: Strategic planning assessment

## Appendix 4: Statutory compliance tables

## Appendix 5: Clause 4.6 Request

## Appendix 6: Estimated Development Cost

## Appendix 7: Engagement Report

## Appendix 8: Architectural Plans

## Appendix 9: Architectural Design Report

## Appendix 10: Visual Impact Assessment

## Appendix 11: Traffic & Parking Assessment

## Appendix 12: Noise & Vibration Impact Assessment

## Appendix 13: Integrated Water Management Plan

## Appendix 14: Geotechnical Assessment

## Appendix 15: Groundwater seepage analysis

## Appendix 16: Detailed Site Investigation Report

## Appendix 17: Arboricultural Impact Assessment

## Appendix 18: Landscape Report

## Appendix 19: Landscape Plans

## Appendix 20: Ecologically Sustainable Design Assessment

## Appendix 21: BASIX and Nathers

## Appendix 22: Biodiversity Development Assessment Report

## Appendix 23: Vegetative Management Plan

## Appendix 24: Construction and Demolition Waste Management plan

## Appendix 25: Social Impact Assessment

## Appendix 26: Bushfire Protection Assessment

## Appendix 27: Aboriginal Heritage Impact Assessment

## Appendix 28: Bus Timetables

## Appendix 29: Pedestrian Wind Assessment

## Appendix 30: Civil Engineering Plans

## Appendix 31: Flood risk consideration

## Appendix 32: Connecting with Country

## Appendix 33: Economic Impact Assessment

## Appendix 34: CPTED Report

## Appendix 35: Land owners consent

## Appendix 36: Registered Community Housing Provider Letter

## Appendix 37: Original Consent

## Appendix 38: Details of modification and draft changes

## Appendix 39: Fauna Management Plan

## Appendix 40: Building services report

## Appendix 41: Accessibility Design Review

## Appendix 42: Fire engineering report

## Appendix 43: Road Safety Audit

## Appendix 44: BCA report

## Appendix 45: Solar reflectivity

## Appendix 46: Aviation Report

## Appendix 47: Survey Plan

## Appendix 48: Operational Waste Management Plan

## Appendix 49: Embodied Emissions Form