

Our Ref: ECM 3787284
Contact: Belinda Borg
Telephone: (02) 4732 7505

20 December 2012

Department of Planning and Infrastructure
GPO BOX 39
SYDNEY NSW 2001

Attention: Ben Eveleigh

Dear Ben,

**Proposed Modification to Concept Plan & Stage 1 Project Application
Mixed Use Development, Nepean Health Precinct Kingswood
(MP09_0197MOD 1 & MP09_0220MOD 1)**

Thankyou for your referral of the above modified applications and the opportunity to comment on the proposals. Penrith Council generally supports the modifications to the proposal in principal, however a number of matters in relation to accessibility, Section 94 contributions, traffic and discrepancies between the plans need to be addressed by the applicant in order for it to be approved by the Department and these are outlined as follows:

Accessibility

While it is acknowledged that accessible entrances points to the site have been provided along the Greater Western Highway and Barber Avenue, the design of the development lacks an accessible entrance point within close vicinity of the intersection of Parker Street & the Great Western Highway. It is considered appropriate that an accessible entrance point be integrated within the Parker Street frontage to the site.

Section 94 contributions

The method of calculating the Section 94 contributions, as outlined within the Statement of Environmental Effects, is considered to be correct however the rate applied does not acknowledge CPI increases.

The following table reflects the current rates of Section 94 contributions applicable to the development.

Contribution Plan Name	Number of People	Rate	Amount
Cultural Facilities	86.4	\$123.00	\$10,627.00
Footpaths	86.4	\$81.00	\$124,344.00
Local Open Space	72	\$625.00	\$45,000.00
District Open Space	72	\$1727.00	\$124,344.00
Neighbourhood Centre	86.4	\$136.00	\$11,750.00
TOTAL			\$198719.00

Any condition of consent should also reflect future CPI increases.

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Traffic

The alterations to the design of Building B, within Stage 1, has outlined that there could be a possible conflict between the driveway entrance point to the building and accessing the bike storage area within the building.

It is most likely that users of this bike storage area that are accessing the site from Barber Avenue will utilise the driveway area to access the bike storage, rather than walking around the perimeter of Building B.

The driveway that links Barber Avenue to the basement car parking areas should be designed to include traffic calming measures and clearly identify shared pedestrian areas within the driveway to indicate that this is a shared zone within the site.

Discrepancies with the plans

The architectural and landscape plans submitted with the modified application raises two main discrepancies that need to be addressed, being:

- The landscape plans do not reflect the two accessible paths to the site within the Great Western Highway frontage to the site;
- The landscape plans do not reflect the slip lane to be constructed within Barber Avenue.

We trust that the Department will pay due regard to Council's submission in its assessment of the application. Please contact me if you have any questions further to the above.

Yours faithfully,

Belinda Borg
Senior Environmental Planner