



Our reference: ECM 9378378  
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26 November 2020

Jenny Chu  
Email: [jenny.chu@planning.nsw.gov.au](mailto:jenny.chu@planning.nsw.gov.au)

Dear Ms Chu,

**Request for SEARs Comments – SSD-11070211 – Mulgoa Rise Public School, Lot 1663 DP 1166869, 60-78 Deerubbin Drive, Glenmore Park**

I refer to the Department's request to provide comments in relation to SEARs for the subject development proposal. Thank you for providing Council with the opportunity to comment.

In addition to the matters referenced in the Department's draft SEARs, the following matters should be included for the applicant's consideration as part of the SEARs issued for the proposal.

**Planning Considerations**

<i>Surrounding Development</i>	<p>A Planning Proposal for Glenmore Park Stage 3 received a Gateway determination in September 2020 (Department Ref. PP_2020_PENRI_002_00).</p> <p>This development proposes 2550 – 2650 dwellings, a school, local centre, sports fields and environmental and recreation areas over a 206 hectare area south of the existing Glenmore Park suburb.</p> <p>The Planning Proposal's impact on future development adjoining the Glenmore Park suburb should be considered.</p>
<i>Strategic Context</i>	<p>The Western City District Plan (WCDP) is a key strategic planning policy relevant to the proposal. It provides a link with the Greater Sydney Region Plan at a district level and links regional and local planning.</p>

	The EIS should include the WCDP when considering key strategic plans. The WCDP has identified the Orchard Hills Urban Investigation Area. This area is located on the eastern side of The Northern Road, south of the M4 Motorway.
<i>Local Strategic Planning Statement (LSPS)</i>	In addition to considering the LSPS planning priorities and actions relevant to education, the EIS should consider those planning priorities related to sustainability, including: <ul style="list-style-type: none"> <li>• Create an energy, water and waste efficient city (PP19), and</li> <li>• Cool our city (PP20), related to addressing urban heat.</li> </ul>
<i>Statutory Context</i>	In addition to the relevant Commonwealth, State and local planning framework applying to the proposed development, the EIS should consider State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (obstacle limitation surface and wildlife buffer zone provisions).

### **Environmental Considerations**

All environmental impacts of the proposal will need to be identified in the EIS and supported by technical assessment reports prepared by appropriately qualified persons and in accordance with applicable legislation, guidelines and standards.

### **Access, Parking & Traffic Considerations**

The EIS shall be supported by a Parking and Traffic Assessment prepared by a suitably qualified person addressing:

- Traffic generation and impacts on the road network, parking, bus and drop-off / pick-up facilities, access and pedestrian facilities and safety.
- Bus and car drop-off / pick-up, waste and service vehicles, staff and visitor parking, accessible parking and bicycle parking / facilities, noting that:
  - Best development and road safety practice is that all vehicle movements are contained and managed fully within the site. This best practice principle shall be achieved by the development;
  - If any on-street parking is pursued, then the assessment shall justify this and include the requirements for bus zones with bays / indents, adequate on-street designated 'drop-off / pick-up' zones, intended parking bays and a long drop-off / pick-up parking zone.
- Identification of safe pedestrian routes of travel to and from the school and required facilities including raised pedestrian / children's crossings, pedestrian refuges, kerb ramps and widening of pathways, traffic calming and 40 km/h school zones and approach treatments. This shall include safe children pedestrian crossing points in the surrounding road network that shall be provided with pedestrian crossing safety treatments for children to cross



which may include widened DDA and Council complying footpaths, kerb ramps, traffic calming and pedestrian refuge treatments.

- Potential pedestrian links to the adjoining Mulgoa Rise playing fields car park.
- Locating the proposed car park driveway further west along Forestwood Drive to be further clear of potential traffic and pedestrian conflicts with the Mulgoa Rise playing fields car park.
- The impact of loss of parking fronting and nearby surrounding residences due to the proposed pedestrian facilities and possible on-street bus and car pick-up / drop-off zones as well as other on-street parking impacts associated with the school.

The EIS must demonstrate that access, car parking and manoeuvring details comply with AS 2890, Parts 1, 2 & 6 and relevant provisions of Penrith Development Control Plan 2014. This shall include all heavy vehicle (including buses, waste collection vehicles and service vehicles) movements through the car parking and pedestrian access areas being in a forward direction. Any undesirable heavy vehicle reversing shall be in a separate, fenced loading and manoeuvring area.

The EIS shall be supported by turning paths in accordance with AS 2890 clearly demonstrating satisfactory manoeuvring on-site and forward entry and exit to and from public roadways.

The proposed car park access off Forestwood Drive shall be located a minimum of 1m clear of the existing kerb inlet pit in this location.

The proposed pedestrian facilities fronting the development site including those on Darug Avenue and Deerubbin Drive shall be provided as raised thresholds incorporating splitter islands, pram ramps, pedestrian fencing and regulatory signage on both sides of the road and shall include a combined children's crossing / marked foot crossing (zebra) crossing (note that the proposed pedestrian facility on Deerubbin Drive has been conditioned as part of the shopping centre development to the north). The proposed pedestrian facility on Darug Avenue south of Forestwood Drive shall be a pedestrian refuge island at the existing pram ramps. Pedestrian / children's crossings or pedestrian refuges shall be assessed for possible provision in Darug Avenue north of Forestwood Drive, Forestwood Drive east of Darug Avenue and Forestwood Drive west of Parkwood Avenue.

If bus zones for drop-off / pick-up are proposed on-street, then bus shelters of suitable size for the school use and to Council's requirements shall be provided at the proposed bus zones and include the existing bus stops on Darug Avenue south of Deerubbin Drive (note that a similar condition has been imposed on the shopping centre development to the north).

Plans of proposed traffic and pedestrian facilities, signage and line marking shall be submitted to Council for approval through Council's Local Traffic Committee. A separate submission for approval and installation process shall be made to TfNSW for the provision of 40 km/hour school zone signage, school zone flashing lights and pavement markings.

The EIS shall include a Green Travel Plan to encourage staff, students and parents to access the site by walking, cycling or public transport. It is likely that strategies such as 'park and walk' would be realistic for the demographic profile. Locations should be identified where families can park their vehicle close by and walk the rest of the journey.



Street lighting around the school, identified pedestrian routes to the school in the surrounding road network, at pedestrian / children's crossings and at pedestrian refuge treatments shall be provided with lighting complying with Council's Public Domain Street Lighting Policy and Australian Standards.

A Section 138 Roads Act application shall be submitted to and approved by Council for any works required in road reserve areas.

## **Engineering Considerations**

### ***General***

- Council's engineering requirements for subdivisions and developments, including policies and specifications listed herein, can be located on Council's website at the following link:

<https://www.penrithcity.nsw.gov.au/Building-and-Development/Development-Applications/Engineering-requirements-for-developments/>

- All engineering works must be designed and constructed in accordance with Council's *Design Guidelines for Engineering Works for Subdivisions and Developments* and Council's *Engineering Construction Specification for Civil Works*.

### ***Stormwater***

- Stormwater drainage for the site must be in accordance with the following:
  - Penrith Development Control Plan 2014;
  - Council's *Stormwater Drainage Specification for Building Developments*;
  - Council's *Water Sensitive Urban Design Policy and Technical Guidelines*.
- A stormwater concept plan, accompanied by a supporting report and calculations, shall be submitted with the EIS.
- Council's preference is that all stormwater drainage from the site be connected directly to the road drainage system. Any stormwater outlets to the kerb and gutter (if required) shall have a maximum discharge of 25L/s for the 10% AEP storm event.
- A water sensitive urban design strategy prepared by a suitably qualified person is to be provided for the site. The strategy shall address water conservation, water quality, water quantity and operation and maintenance.
- A sediment and erosion control plan shall be submitted with the EIS. Adequate sediment and erosion control measures shall be provided to prevent sediment loads entering the bio-retention basins within the Glenmore Park riparian corridor which are already online.

### ***Earthworks***

- No retaining walls or filling are permitted for this development which will impede, divert or concentrate stormwater run-off passing through the site.
- Earthworks and retaining walls must comply with the provisions of Penrith Development Control Plan 2014.



Should you wish to discuss any of these matters further, please do not hesitate to contact me on (02) 4732 7593.

Yours sincerely

Robert Craig  
**Acting Development Assessment Coordinator**