

09414 - North Penrith SSS & Part 3A Concept Plan

RESPONSE TO COMMUNITY SUBMISSIONS



Issues Raised	Response
National Foods Pty Ltd	
<ul style="list-style-type: none"> Locating high density housing adjacent and close to the western edge of the site has the high potential for land use conflict with established nearby industry in terms of noise and amenity in the future which will impact the ability for National Foods to efficiently operate. 	<ul style="list-style-type: none"> As outlined in Section 4.1, Landcom has taken the opportunity to reconfigure and adjust the proposed land use distribution, and particularly the proposed industrial land uses on the site. In doing so, Landcom is able to minimise the land use conflict between residential and industrial uses.
<ul style="list-style-type: none"> The location of higher density housing close to established industry will place at risk the potential substantial investment in the existing facility including the possibility of expansion. 	<ul style="list-style-type: none"> The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered. The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed.
<ul style="list-style-type: none"> Place at risk the potential for additional local employment. 	<ul style="list-style-type: none"> The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered. The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed.
Hunter Valley Training Company Pty Ltd (HVTC)	
<ul style="list-style-type: none"> The medium density housing is proposed adjacent to the HVTC site which is zoned industrial. There could potentially be more restrictions on development consents on the HVTC land imposed by Council in terms of acoustic, visual, setbacks due to the proposed residential zoning. 	<ul style="list-style-type: none"> As outlined in Section 4.1, Landcom has taken the opportunity to reconfigure and adjust the proposed land use distribution, and particularly the proposed industrial land uses on the site. In doing so, Landcom is able to minimise the land use conflict between residential and industrial uses.
<ul style="list-style-type: none"> The 6 storey buildings immediately opposite an industrial area provides little or no opportunity for landscape screening. The HVTC should not bear any responsibility for screening their site from the residential use. 	<ul style="list-style-type: none"> Landcom is able to minimise the land use conflict between residential and industrial uses (refer to Section 4.1 of the PPR).

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<ul style="list-style-type: none"> Landcom should provide an adequate distance between the conflicting land uses including appropriate acoustic walls/barriers. 	<ul style="list-style-type: none"> Landcom is able to minimise the land use conflict between residential and industrial uses (refer to Section 4.1 of the PPR).
<ul style="list-style-type: none"> There are no recommendations to attenuate potential noise impacts on existing and future residences, nor from existing industrial land uses. 	<ul style="list-style-type: none"> Landcom is able to minimise the land use conflict between residential and industrial uses (refer to Section 4.1 of the PPR).
<ul style="list-style-type: none"> Any potential redevelopment of the site could be severely constrained by conditions of development consent imposing imposition of acoustic treatment that would not ordinary be required. This would add significant cost to future redevelopment and potentially reduce the cost of the land. This is unreasonable at the benefit of the Landcom site. 	<ul style="list-style-type: none"> Landcom is able to minimise the land use conflict between residential and industrial uses (refer to Section 4.1 of the PPR).
Penrith Valley Chamber of Commerce	
<ul style="list-style-type: none"> The Chamber would like to see Landcom make every effort during the implementation phase to increase the number of jobs achieved on the site. 	<ul style="list-style-type: none"> The SSS and Concept Plan provide the opportunity to future proof the North Penrith site through Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites.
<ul style="list-style-type: none"> Contributions should be paid from the development for road and intersection efficiency improvements. 	<ul style="list-style-type: none"> Section 6.13 of the exhibited EAR and the revised Statement of Commitments indicate that Landcom proposes to meets its obligations with respect to local development through the carrying out of works in kind, dedication of land and material public benefits. This approach is consistent with the contributions framework established elsewhere in Penrith City where contributions can be made via works in kind and dedication of land.
<ul style="list-style-type: none"> Future detailed plans for the site should investigate a vehicular underpass below the railway lines from the development through to the PCC. 	<ul style="list-style-type: none"> As outlined in Sections 6.8.3 and 8.7 of the exhibited EAR, the proposal provides for a bus underpass, which is proposed to be constructed by the State Government upon funding being finalised.

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<ul style="list-style-type: none"> Encourage the negotiation of the inclusion of the additional land identified as the "Penrith Training Centre" to ensure overall integrated development that maximises its opportunities. 	<ul style="list-style-type: none"> Landcom has consulted with the Department of Defence regularly during the preparation of the SSS and Concept Plan to investigate opportunities to incorporate the Penrith Training Depot into the proposal. AT this current time, the Department of Defence has advised that it is not interested in having the SSS and Concept Plan apply to the Depot. Notwithstanding this, Landcom has ensured that the SSS and particularly the Concept Plan have been designed to ensure that if and when the Penrith Training Depot is to be redeveloped, there are opportunities to extend the road network into the Depot from the North Penrith site. The SEPP and Concept Plan do not preclude the ability of the Depot to be developed.
Penrith City Centre Association (PCCA)	
<ul style="list-style-type: none"> There has not been adequate consultation with local businesses and community groups including the PCCA which is unacceptable. 	<ul style="list-style-type: none"> Disagree. The Land Use and Economic Assessment (submitted with the exhibited EAR at Appendix I) identifies the extensive and far ranging consultation that has been undertaken in the preparation of the EAR and development of the project. As outlined in Section 4.0 of the exhibited EAR, Landcom has met with relevant stakeholders frequently throughout the preparation of the proposal. Landcom has prepared and distributed newsletters to the local community, undertaken surveys, and established a hotline and website to provide information to the community and provide responses to queries. The statutory consultation period provided additional consultation opportunities with the local community. In addition, the public exhibition period facilitated by the Department of Planning was extended beyond the typical 30 day period. Accordingly, the consultation undertaken for this particular project exceeds typical consultation processes undertaken for similar projects.

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Issues Raised	Response
<ul style="list-style-type: none"> There is no cohesive view on the best outcome for the long-term development of the site. 	<ul style="list-style-type: none"> The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered . The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed. The SSS and Concept Plan also provide the opportunity to future proof the North Penrith site through Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites.
<ul style="list-style-type: none"> The mixed use proposal reflects yet another urban renewal project which does not capitalise on the best economic outcome for realising Penrith's vision. 	<ul style="list-style-type: none"> The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered . The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed.
<ul style="list-style-type: none"> The mixed use will encourage people to commute out of the region; a business park located adjacent to the railway would encourage workers to the region. 	<ul style="list-style-type: none"> A business park is not considered an appropriate land use given the existing traffic and transport constraints of the site as outlined in the exhibited EAR. In addition, the Land Use and Economic Assessment prepared by SGS Economics that supported the exhibited EAR (Appendix I) identified: <ul style="list-style-type: none"> there are possibly better sites in whole LGA; business parks are a lesser employment generator per m² than commercial uses, and therefore pursuing a business park on the North Penrith site would be inconsistent with achieving density outcomes; the North Penrith site is smaller than established business parks elsewhere throughout the Metropolitan region; the site does not exhibit the required transport and access arrangements required to establish a successful business park.

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Issues Raised	Response
<ul style="list-style-type: none">▪ The small size and scale of the commercial sections of the proposal will result in direct competition with the City Centre inhibiting economic growth of the City.	<ul style="list-style-type: none">▪ The Land Use and Economic Assessment prepared by SGS Economics that supported the exhibited EAR (Appendix I) identified specifically considered the North Penrith project's potential to compete with the Penrith CBD and concluded that the proposed retail and commercial components of Landcom's proposal would not compromise or undermine existing uses in the CBD.▪ The recommendation for flexible design controls to allow purpose built offices is aimed attracting institutions or service businesses with a regional catchment that would not ordinarily locate in the CBD. Further, the report concludes that in the longer term the impact of the proposed retail uses on all nearby centres is within the accepted impact threshold. This is due to projected population increases in the nearby travel zones which generate additional available expenditure, compensating for any immediate/short term loss in expenditure to North Penrith.▪ The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered . The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed.▪ The PPR demonstrates that there is sufficient retail and commercial GFA in the Penrith CBD and that the North Penrith site provides an opportunity to offer an alternative floor space/land use offer that cannot locate in the Penrith CBD.▪ In addition, Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites will further ensure that tenants are attracted to the site that complement but do not complete with the Penrith CBD.

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Issues Raised	Response
Penrith Business Alliance (PBA)	
<ul style="list-style-type: none"> The PBA support the development of a longer term strategy to be pursued on site, involving protecting the site through land use zoning for future business park tenants. A business park will achieve longer term feasibility. 	<ul style="list-style-type: none"> Noted, however a park is not considered an appropriate land use given the existing traffic and transport constraints of the site as outlined in the exhibited EAR. In addition, the Land Use and Economic Assessment prepared by SGS Economics that supported the exhibited EAR (Appendix I) identified: <ul style="list-style-type: none"> there are possibly better sites in whole LGA; business parks are a lesser employment generator per m² than commercial uses, and therefore pursuing a business park on the North Penrith site would be inconsistent with achieving density outcomes; the North Penrith site is smaller than established business parks elsewhere throughout the Metropolitan region; the site does not exhibit the required transport and access arrangements required to establish a successful business park.
<ul style="list-style-type: none"> It is recommended that the land immediately adjacent to Penrith railway station be zoned commercial with an appropriate density to allow future, intensive office development. 	<ul style="list-style-type: none"> The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered. The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed. The proposed B4 Mixed Uses zone objectives are consistent with the overall vision Landcom is proposing to deliver within the North Penrith town centre. In addition, the B4 Mixed Uses Zone provides greater flexibility in the range of permissible uses, that are capable of better attracting future tenants wishing to locate in the Penrith LGA.

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Issues Raised	Response
<ul style="list-style-type: none">▪ The proposed mixed use development for the site does not include forms of development. The proposal directly competes with the existing centre.	<ul style="list-style-type: none">▪ The proposed B4 Mixed Uses zone objectives are consistent with the overall vision Landcom is proposing to deliver within the North Penrith town centre. In addition, the B4 Mixed Uses Zone provides greater flexibility in the range of permissible uses, that are capable of better attracting future tenants wishing to locate in the Penrith LGA.▪ The PPR demonstrates that there is sufficient retail and commercial GFA in the Penrith CBD and that the North Penrith site provides an opportunity to offer an alternative floor space/land use offer that cannot locate in the Penrith CBD.▪ In addition, Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites will further ensure that tenants are attracted to the site that complement but do not complete with the Penrith CBD.
<ul style="list-style-type: none">▪ The proposal is in conflict with Councils own policy position.	<ul style="list-style-type: none">▪ It is unclear what is meant by this statement, however, the PPR demonstrates that there is sufficient retail and commercial GFA in the Penrith CBD and that the North Penrith site provides an opportunity to offer an alternative floor space/land use offer that cannot locate in the Penrith CBD.▪ In addition, Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites will further ensure that tenants are attracted to the site that complement but do not complete with the Penrith CBD.

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Issues Raised	Response
<ul style="list-style-type: none">Residential release area akin to any other part of the City, albeit at a higher detached/attached dwelling density.	<ul style="list-style-type: none">The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered. The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed.The North Penrith project presents the opportunity to provide a greater quantum of residential development in close proximity to the CBD (noting that there is almost no permanent residential floor space in the CBD presently). The introduction of residential uses creating and active and vibrant CBD.
<ul style="list-style-type: none">Request that Council lobby the NSW DoP to fulfil its obligations to Penrith as a Regional City through requiring appropriate land uses in support of stated employment objectives of the Government and local business organisations, that this is achieved through requiring a B7 Business Park zoning to be included in the land use plan for North Penrith site.	<ul style="list-style-type: none">It is up to Council to pursue this matter.
<ul style="list-style-type: none">The B4 mixed use zoning will not be effective in attracting new jobs/tenants to the LGA.	<ul style="list-style-type: none">The proposed B4 Mixed Uses zone objectives are consistent with the overall vision Landcom is proposing to deliver within the North Penrith town centre. In addition, the B4 Mixed Uses Zone provides greater flexibility in the range of permissible uses (retail, commercial and residential uses), that are capable of better attracting future tenants wishing to locate in the Penrith LGA.

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Issues Raised	Response
<ul style="list-style-type: none">▪ The proposal will attract small businesses relocations from the existing centre, failing to capitalise on the economic and employment opportunity the site can offer Penrith.	<ul style="list-style-type: none">▪ The proposed B4 Mixed Uses zone objectives are consistent with the overall vision Landcom is proposing to deliver within the North Penrith town centre. In addition, the B4 Mixed Uses Zone provides greater flexibility in the range of permissible uses, that are capable of better attracting future tenants wishing to locate in the Penrith LGA.▪ The PPR demonstrates that there is sufficient retail and commercial GFA in the Penrith CBD and that the North Penrith site provides an opportunity to offer an alternative floor space/land use offer that cannot locate in the Penrith CBD.▪ In addition, Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites will further ensure that tenants are attracted to the site that complement but do not complete with the Penrith CBD.
<ul style="list-style-type: none">▪ A large corporate tenant (including government) could be attracted to the site in order to stimulate jobs. This will require certainty about the longer term ability of the site to achieve a 'corporate address'.	<ul style="list-style-type: none">▪ Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites will ensure that tenants are attracted to the site that complement but do not complete with the Penrith CBD.
<ul style="list-style-type: none">▪ The likely length of time for a corporate tenant to be found for the site is likely to be longer than the time within which residential development will occur.	<ul style="list-style-type: none">▪ Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites will further ensure that tenants are attracted to the site that complement but do not complete with the Penrith CBD.

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Issues Raised	Response
<ul style="list-style-type: none">▪ The low scale and low density nature of residential will directly undermine efforts to focus demand for new housing projects in the existing centre.	<ul style="list-style-type: none">▪ It should be noted that the lot sizes shown on the exhibited plans are minimum lot sizes only and are capable of being consolidated. As such, there is nothing in the proposed SEPP Amendment or the Concept Plan that precludes "high rise" outcomes being achieved on the site.▪ Notwithstanding the above, Landcom is in the process of developing building envelopes and modules and is testing the most efficient building typology for each proposed development block. Landcom proposes to utilise these investigations in its negotiations with future developers and purchasers of super lots to ensure that the proposed mix of housing typologies, as envisaged by the Concept Plan, is realised.

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Issues Raised	Response
<ul style="list-style-type: none"> If Landcom were seeking a long term benefit on the site they would be working with all business and community stakeholders, seeking an appropriate planning regime, indicating a 10 year plus time frame, and would understand the needs of office/business park tenants. This is not being approached. 	<ul style="list-style-type: none"> The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered . The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed. A key component of the Concept Plan is to optimise the locational advantages of the site and promote efficient land use. Landcom seeks to "future proof" the North Penrith site by introducing new planning controls through the SEPP Amendment and the Concept Plan framework by providing maximum flexibility whilst encouraging built form outcomes that recognise the site's strategic location and potential synergies with the Penrith CBD. The "future proofing" of the site is proposed to be delivered through the controls which enable short term built form outcomes to be realised immediately, but are also flexible enough to accommodate additional land uses and development as a critical mass is delivered. For example, the Village Centre may initially be developed as two and three storey buildings, however over time, development is expected to achieve up to six storeys. Section 3.2.4 of the PPR provides a comparison of the SEPP controls and Concept Plan controls and demonstrates that Landcom's proposal can provide additional jobs if the site was developed to its full potential. In addition, the SSS and Concept Plan also provide the opportunity to future proof the North Penrith site through Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites.
<ul style="list-style-type: none"> Council should strongly urge the Minister to consider the full range of Government and Council policies that refer to North Penrith and that an open and independent strategic planning assessment of the site is conducted that reflects the opportunity the site offers, Government objectives and community aspirations. 	<ul style="list-style-type: none"> The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered . The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed.

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Issues Raised	Response
<ul style="list-style-type: none"> The PBA are disappointed that they are not mentioned in the MoU (stated in the report) as an organisation that will be invited by Council to help secure anchor tenants on the site. 	<ul style="list-style-type: none"> It is most appropriate for Landcom and Penrith City Council to be the parties in the MoU.
<ul style="list-style-type: none"> Unless the MoU includes appropriate land uses and development time frames that permit and encourage high order employment users to develop on the site, it will not be an effective tool in attracting the type of commercial investment Council's report claims it will. 	<ul style="list-style-type: none"> The framework proposed to be established in the SEPP Amendment and Concept Plan provide sufficient provisions to attract "high rise residential development" and higher order employment outcomes. Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council is explicitly intended to ensure large scale employment opportunities are explored in an attempt to secure appropriate tenants prior to submission of any relevant development application for built form development for the key mixed use sites. Landcom is committed to delivering high residential outcomes and is willing to work with Council to explore mechanisms to deliver such outcomes through the Residential Design Panel committed to in the revised Statement of Commitments. Landcom will rely on a MoU process to deliver residential outcomes, particularly as Landcom intends to seek expressions of interest from future developers to develop super lots. It should be noted however that the MoU process, as suggested by Council, relies on third parties agreeing at this early stage to provide "high rise residential" outcomes in the absence of planning approvals.
<ul style="list-style-type: none"> The MoU must further recognise a pivotal role of the PBA in performing investment attraction to the site. 	<ul style="list-style-type: none"> It is considered that Council ultimately determine the role of the PBA given their close working relationship.
Resident Submissions	

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Issues Raised	Response
<ul style="list-style-type: none"> The site is ideal for a Business Park and there should be more commercial and less residential 	<ul style="list-style-type: none"> Noted, however a park is not considered an appropriate land use given the existing traffic and transport constraints of the site as outlined in the exhibited EAR. In addition, the Land Use and Economic Assessment prepared by SGS Economics that supported the exhibited EAR (Appendix I) identified: <ul style="list-style-type: none"> there are possibly better sites in whole LGA; business parks are a lesser employment generator per m² than commercial uses, and therefore pursuing a business park on the North Penrith site would be inconsistent with achieving density outcomes; the North Penrith site is smaller than established business parks elsewhere throughout the Metropolitan region; the site does not exhibit the required transport and access arrangements required to establish a successful business park.
<ul style="list-style-type: none"> The traffic management acknowledges the problem for local intersections but provides no solution (Castlereagh Rd-Coreen Ave, Coreen Ave- Macquarie St and Coreen Ave – The Northern Road. 	<ul style="list-style-type: none"> The traffic solution includes a suite of road works and upgrades to mitigate the impacts of the development.
<ul style="list-style-type: none"> There is a naïve assumption that residents moving into the development are less likely to have cars. 	<ul style="list-style-type: none"> The North Penrith project is a transit oriented development that will maximise existing and future public transport connections. In addition, the Landcom's proposal aims to deliver a level of self containment by creating a Village Centre that can serve the immediate needs of the local resident and worker population therefore reducing the need for car trips. Accordingly a reduced reliance of private vehicular use is appropriate.

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Issues Raised	Response
<ul style="list-style-type: none"> The bus routes are only described through the development and do not extend to where else they will travel. 	<ul style="list-style-type: none"> The TMAP provides a detailed analysis of existing and future strategic bus corridors and servicing arrangements. Section 6.8.3 of the exhibited EAR illustrates Landcom's intention to construct the internal road work to accommodate short-term / long term-term bus routes, as follows: <ul style="list-style-type: none"> Stage 1 locates the bus corridor within the entry boulevard, around The Oval (Smith's Paddock) and back towards Coreen Avenue; Stage 2 locates the bus corridor within the entry boulevard, around the Village Centre, and towards the future rail underpass (to be constructed by others) – refer to Figure 41.
<ul style="list-style-type: none"> The EA acknowledges the public transport to North Penrith is poor but there are no suggestions to improve it. 	<ul style="list-style-type: none"> Section 6.8.3 of the exhibited EAR illustrates Landcom's intention to construct the internal road work to accommodate short-term / long term-term bus routes, as follows: <ul style="list-style-type: none"> Stage 1 locates the bus corridor within the entry boulevard, around The Oval (Smith's Paddock) and back towards Coreen Avenue; Stage 2 locates the bus corridor within the entry boulevard, around the Village Centre, and towards the future rail underpass (to be constructed by others) – refer to Figure 41. In addition, the revised Statement of Commitment require Landcom through conditions on its future sales and tenancy agreements, to produce Transport Access Guides for new residents and require commercial tenants to produce a Workplace Travel Plans for their employees and clients, which will encourage public transport and seek to reduce private car usage, where relevant.
<ul style="list-style-type: none"> No improvement is included for the access road to the commuter car park. 	<ul style="list-style-type: none"> The commuter car park does not form part of the North Penrith project. However roads within the North Penrith site have been designed to provide appropriate access having regard to the proposed Road Hierarchy Plan submitted with the exhibited EAR and attached at Appendix B of the PPR.

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<ul style="list-style-type: none"> Building medium to high density housing to a train station are problematic all over Sydney causing low socio-economic transient slums with high crime rates e.g. Kingswood and Werrington. 	<ul style="list-style-type: none"> The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered. The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed.
<ul style="list-style-type: none"> The proposed commuter car park appears to be a significant distance from station to entrance. 	<ul style="list-style-type: none"> The commuter car park is not part of the North Penrith site and is only 150m away.
<ul style="list-style-type: none"> No discussion on the arrangements provided for the commuter car park during construction period. 	<ul style="list-style-type: none"> The Stage 1 Project Application does not comprise land adjacent to the commuter car park. Future Project Applications will consider the impacts of construction and connections to the commuter car park, and where appropriate recommend management measures.
<ul style="list-style-type: none"> Concern over the proposed wall of the 14, 3 storey attached dwellings (attached townhouse with loft area) behind the heritage precinct Lemongrove Road. What is the space from the rear of the proposed dwellings to the boundary? Can the space from the proposed dwellings to the boundary be kept as an easement or public space? Could the dwellings only be 2 storeys and detached with a decent amount of space between each of them 	<ul style="list-style-type: none"> The Lemongrove Conservation Area is distinguished by its number of brick and timber cottages of the late-Victorian and inter-war eras. The buildings were principally erected in the nineteenth century and early part of the twentieth century and demonstrate the pattern of suburban settlement at this elevated locale. These properties imbue the area with high historic and aesthetic values as well as giving a sense of place to the edge of the city (Penrith Heritage Inventory). The proposed development of 2 and 3 storey dwellings at the boundary to heritage precinct is not considered to adversely impact on the above-mentioned significance, as the Area will continue to read as a cohesive and similar group of cottages. The nominated setbacks, individual building volumes and articulated forms will limit any physical impacts that the 14 x 3 storey attached dwellings may have on the Heritage Precinct.
<ul style="list-style-type: none"> Will the traffic flow along Lemongrove Road be increased? 	<ul style="list-style-type: none"> The modelling provided with the exhibited EAR and PPR demonstrates that Lemongrove Road will not be significantly affected.
<ul style="list-style-type: none"> Will there be townhouses along to rear of the properties on Lemongrove Road, the army engineers, or the whole development? 	<ul style="list-style-type: none"> The Concept Plan allows for a range of housing typologies, however as outlined in Table 3 of the exhibited EAR (Section 6.5, pg 54), predominantly medium density and townhouse style typologies are proposed adjacent to Lemongrove Road.

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<ul style="list-style-type: none"> The townhouses along the rear of Lemongrove Road should be one storey and reduced to 8 dwellings to preserve the view to the Blue Mountains. 	<ul style="list-style-type: none"> The view analysis at Section 8.9 demonstrates that views to the Blue Mountains are not expected to be compromised. The proposed height of 10m is appropriate and is to be maintained. It should be noted that the 10m height limit is the equivalent of 2 storeys. The built form controls also provide an opportunity to separate dwellings (subject to detailed design) to further maintain and protect views towards the Blue Mountains.
<ul style="list-style-type: none"> There are too many dwellings squeezed together creating a barrage and infringing on the heritage properties. 	<ul style="list-style-type: none"> The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered. The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed. The proposed densities are appropriate for the long term vision for the site. The range of lot sizes is reflective of Landcom's objective to ensure that a range of housing typologies, and affordable housing opportunities is realised.
<ul style="list-style-type: none"> There needs to be more public/car access from Lemongrove Bridge northern side and the milk factory to the Railhead and proposed shopping plaza. 	<ul style="list-style-type: none"> The access arrangements have been carefully designed with respect to the North Penrith project and with the view to minimising the disruption to the performance of the existing external road network.
<ul style="list-style-type: none"> All access is proposed onto Coreen Ave which is not able to cope in the current form. 	<ul style="list-style-type: none"> The modelling provided with the exhibited EAR and PPR demonstrates that additional traffic flow anticipated along Coreen Avenue can be managed subject to the proposed suite of roadwork's/upgrades.
<ul style="list-style-type: none"> The integration of the land behind Coombewood on the western side of the site is still a mystery. This should be in the same fashion as the oval. 	<ul style="list-style-type: none"> The land that is the subject of the proposal is as agreed between Landcom and the previous owner, the Department of Defence. Land behind Coombewood is proposed to be landscaped, well embellished and dedicated to Council as open space. The heritage values of Coombewood will be appropriately reflected in the future design.

RESPONSE TO COMMUNITY SUBMISSIONS

Issues Raised	Response
<ul style="list-style-type: none"> Putting the multi -storey car park at the front end of the development has skewed the financial analysis towards a short term development period. 	<ul style="list-style-type: none"> The commuter car park is not part of the North Penrith site.
<ul style="list-style-type: none"> The project should have a 30 year timeframe rather than 10 years, as a Business Park development would provide a better solution in life-style and environment. 	<ul style="list-style-type: none"> A business park is not considered an appropriate land use given the existing traffic and transport constraints of the site as outlined in the exhibited EAR. In addition, the Land Use and Economic Assessment prepared by SGS Economics that supported the exhibited EAR (Appendix I) identified: <ul style="list-style-type: none"> there are possibly better sites in whole LGA; business parks are a lesser employment generator per m² than commercial uses, and therefore pursuing a business park on the North Penrith site would be inconsistent with achieving density outcomes; the North Penrith site is smaller than established business parks elsewhere throughout the Metropolitan region; the site does not exhibit the required transport and access arrangements required to establish a successful business park.
<ul style="list-style-type: none"> The 40ha site should be dedicated to employment uses and education precinct as a master planned Business Park. 	<ul style="list-style-type: none"> A business park is not considered an appropriate land use given the existing traffic and transport constraints of the site as outlined in the exhibited EAR. In addition, the Land Use and Economic Assessment prepared by SGS Economics that supported the exhibited EAR (Appendix I) identified: <ul style="list-style-type: none"> there are possibly better sites in whole LGA; business parks are a lesser employment generator per m² than commercial uses, and therefore pursuing a business park on the North Penrith site would be inconsistent with achieving density outcomes; the North Penrith site is smaller than established business parks elsewhere throughout the Metropolitan region; the site does not exhibit the required transport and access arrangements required to establish a successful business park.

RESPONSE TO COMMUNITY SUBMISSIONS

Issues Raised	Response
<ul style="list-style-type: none"> Surplus land to be used as commuter car park with a minimum of 2000 spaces at grade. As the development progresses, multi-storey parking be developed to provide 2000 spaces as the demand for land continues. 	<ul style="list-style-type: none"> The commuter car park is not part of the North Penrith site. The proposal provides sufficient car parking to meet the needs of the population.
<ul style="list-style-type: none"> Expansion of the Business Park zoning to include industrial lands to the north of Coreen Ave. 	<ul style="list-style-type: none"> A business park is not considered an appropriate land use given the existing traffic and transport constraints of the site as outlined in the exhibited EAR. In addition, the Land Use and Economic Assessment prepared by SGS Economics that supported the exhibited EAR (Appendix I) identified: <ul style="list-style-type: none"> there are possibly better sites in whole LGA; business parks are a lesser employment generator per m² than commercial uses, and therefore pursuing a business park on the North Penrith site would be inconsistent with achieving density outcomes; the North Penrith site is smaller than established business parks elsewhere throughout the Metropolitan region; the site does not exhibit the required transport and access arrangements required to establish a successful business park.
<ul style="list-style-type: none"> Concern over the possibility of increasing noise levels from whatever business that may be allowed in the area. Specifically, pubs and clubs. Please do not allow any pubs or clubs in the area and cafés and restaurants should have strict rules governing the volume of amplified music. 	<ul style="list-style-type: none"> Future applications for specific land uses will need to consider the noise impacts of particular developments, however at this stage in the planning process, Landcom has located land uses based on the site's strategic status and collocational advantages. Landcom is able to minimise the land use conflict between residential and industrial uses (refer to Section 4.1 of the PPR).
<ul style="list-style-type: none"> Please leave good space for parklands. 	<ul style="list-style-type: none"> Sections 6.7, 7.0 and 8.0 of the exhibited EAR clearly demonstrate the proposal provides sufficient open space for the proposed resident and work populations.

RESPONSE TO COMMUNITY SUBMISSIONS

Issues Raised	Response
<ul style="list-style-type: none"> ▪ The site is perfect for medium to large scale business, government and 'high-tech' industry facilities with its unique location and large area adjacent to the railway station. ▪ The housing scheme lacks foresight and vision of what Penrith may be in 20 years' time. An industrial park will be worth it in the long run. 	<ul style="list-style-type: none"> ▪ The exhibited EAR and PPR demonstrate that the North Penrith site's strategic context has been carefully considered. The SSS and Concept Plan proposals have considered the Department of Planning's Metropolitan Plan and North West Regional Strategy and collectively propose a sustainable quantum of residential and employment generating and uses that respond to the site's opportunities and constraints, and where relevant can be satisfactorily managed. ▪ A key component of the Concept Plan is to optimise the locational advantages of the site and promote efficient land use. Landcom seeks to "future proof" the North Penrith site by introducing new planning controls through the SEPP Amendment and the Concept Plan framework by providing maximum flexibility whilst encouraging built form outcomes that recognise the site's strategic location and potential synergies with the Penrith CBD. ▪ The "future proofing" of the site is proposed to be delivered through the controls which enable short term built form outcomes to be realised immediately, but are also flexible enough to accommodate additional land uses and development as a critical mass is delivered. For example, the Village Centre may initially be developed as two and three storey buildings, however over time, development is expected to achieve up to six storeys. ▪ Section 4.3 of the PPR provides a comparison of the SEPP controls and Concept Plan controls and demonstrates that Landcom's proposal can provide additional jobs if the site was developed to its full potential. ▪ In addition, the SSS and Concept Plan also provide the opportunity to future proof the North Penrith site through Landcom's commitment to enter into a Memorandum of Understanding with Penrith City Council to explore and attempt to secure an appropriate large scale employment opportunity prior to submission of any relevant development application for built form development for the key mixed use sites.
<ul style="list-style-type: none"> ▪ Landcom have overlooked the express bus route from the ADI Site development to the Station. 	<ul style="list-style-type: none"> ▪ The exhibited EAR provides a detailed analysis of the existing bus services that access the North Penrith site.
<ul style="list-style-type: none"> ▪ Landcom did not seek the advice from the local architectural, design or planning professionals. The scheme lacks creativity and vision. 	<ul style="list-style-type: none"> ▪ Landcom has worked closely with Penrith City Council staff including the planning officers. The exhibited EAR and PPR have been prepared with the input of an experienced consulting team that comprises all relevant disciplines.

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RESPONSE TO COMMUNITY SUBMISSIONS



Issues Raised	Response
<ul style="list-style-type: none">▪ When the site is sold to housing developers the 1,000 terrace houses proposed are likely to be turned into 5,000 multi-storey houses and Council will have no control to stop it.	<ul style="list-style-type: none">▪ The proposed densities are appropriate for the long term vision for the site. The range of lot sizes is reflective of Landcom's objective to ensure that a range of housing typologies and affordable housing opportunities is realised.▪ The Concept Plan and the site's Development Control Plan set the minimum lot size requirements and the controls for the housing types. Further, the Concept Plan and the DCP set control the height restrictions for housing, therefore future development will be restricted within the controls and increased space or density will not be a consequence. Accordingly, Council will be the consent authority for future development.