

## Submissions – Community

	Issues	Response
<b>1</b>	<b>Corridors – Submission 1</b>	
	<p>a. The Outer Sydney Orbital (OSO) and the North-South Rail Link (NSRL) directly affects this site, making the change not permissible.</p>	<p>The subject land is in the vicinity of the OSO and falls within the investigation area of the NSRL.</p> <p>Protection of the corridors will be achieved through a <i>State Environmental Planning Policy (SEPP)</i>. Transport for NSW (TfNSW) has a discussion paper titled <i>Protection of transport corridors in Western Sydney</i> that contains the proposed SEPP Land Application map.</p> <p><u>OSO</u> The proposed SEPP Land Application map confirms the rear boundary of the subject land (92, 94 &amp; 96 Victoria Street) adjoins the OSO at the rear (southern boundary). No part of the subject land lies within the SEPP land application map.</p> <p><u>NSRL</u> The subject land falls within the investigation area for the NSRL. The subject land has not been identified as being affected by the proposed SEPP Land Application map.</p> <p>The proposed SEPP will contain certain provisions that the applicant of any development proposal will be required to consider including referrals to TfNSW (if a development involves the penetration of ground to a depth of two or more metres below the existing ground level on land within 25 metres of a reserved infrastructure corridor).</p> <p>The proximity of the OSO and the NSRL will not affect the planning proposal from progressing.</p> <p>Agency consultation with TfNSW, TfNSW – RMS, TfNSW – Sydney Trains has all been undertaken for this planning proposal. A summary of these comments are provided below. These agencies do not raise any matters relating to the proximity of the site with the OSO and/or NSRL corridors.</p>
<b>2</b>	<b>Flooding – Submission 1</b>	
	<p>a. Development Applications will increase floodwaters in South Creek and Claremont Creek and traffic flow along Werrington Road.</p>	<p>a. &amp; b. Community consultation for the OSO corridor closed on 1 June 2018. TfNSW announced the corridors and in partnership with the DP&amp;E will be overseeing the planning and protection of corridor.</p>

	<p>b. OSO proposal is in the South Creek catchment. Flooding will need a major revision.</p>	<p>A significant part of the recommended corridor is located within the South Creek corridor and its flood plain, with significant flooding, biodiversity values and a number of recreational and community uses.</p> <p>The South Creek corridor is an important part of the Greater Sydney – Green Grid (a regional network of high quality green spaces that supports walking, cycling and community access to open spaces). Infrastructure within the corridor is proposed to be designed at a 1:100 year ARI flood level. The OSO and proposed rail and road infrastructure could potentially impact on flood behaviour.</p> <p>Concerns regarding the OSO and flooding impacts are noted and will be forwarded to TfNSW in Council’s submission report.</p> <p>Council’s submission to TfNSW (in response to the Corridors consultation process) urges ‘TfNSW to balance the impacts of locating the corridor/future infrastructure within the South Creek corridor with Green Grid priorities of the Western City District Plan’</p> <p>A Flood Assessment Report forms part of the planning proposal. This report has been reviewed by NSW SES and INSW and includes evacuation routes approved by NSW SES (in consultation with RMS and OEH). The NSW SES do not raise any matters that could affect the planning proposal from progressing.</p> <p>NSW SES provides comments for future planning proposals below.</p>
<p><b>3 Traffic Congestion – Submission 1, 2, 3, 4</b></p>		
	<p>a. Traffic and flood reports out of date due to additional traffic generated from Werrington Arterial Road and changes on Victoria Street (new roundabout, bus stop, no stopping signs).</p> <p>b. Need to consider the impacts of traffic congestion from development in surrounding streets (Albert, Victoria, Irwin, Lethbridge, Princess Streets), and surrounding granny flat development where there are no off street parking requirements.</p> <p>c. Other developments individually meet requirements, impacts on local traffic needs to be considered holistically (single lane streets, local residents cannot park at shops, PO, medical centre etc.)</p>	<p>a, b, c &amp; e. The information in the flood assessment report is contemporary and has been reviewed by NSW SES, INSW and internal departments. The flood assessment report was considered comprehensive and investigated all aspects of flooding as required by Condition 2 of the Gateway Determination.</p> <p>A Traffic and Parking Assessment Report (May 2016), forms part of the planning proposal. Following agency consultation and public exhibition a revised traffic report was requested. Matters to be addressed in the revised traffic report included:</p> <ul style="list-style-type: none"> <li>• trip generation survey be done at high density residential rates using traffic generation rates appropriate to the Penrith LGA.</li> </ul>

- d. The subject site (No. 92-96) is one of four traffic black spots. (There is a traffic black spot sign on telegraph pole outside No. 94).
- e. Werrington Road / GWH / Kingsway – Council needs to consider traffic congestion on Werrington Road for traffic accessing GWH & M4. The roundabout at Werrington Rd and the Kingsway has three schools and a bus depot in the vicinity causing delays.

- revised intersection assessment for the roundabout at Parkes Avenue and Werrington Road, T junction at Parkes and Victoria Street and roundabout at Victoria Street and Lethbridge Street.

The revised traffic report includes updated traffic surveys at 3 intersections, additional traffic modelling for years 2018 and 2028, with and without the rezoning, and higher traffic generation rates for the high density residential units.

The report concludes two intersections at Parkes Ave/Victoria Street and Victoria Street/Lethbridge Ave will have sufficient capacity to accommodate the rezoning proposal. Both intersections will retain a good level of service and low vehicle delays. The intersection of Parkes Ave/Werrington Rd currently has limited capacity and will require upgrading in the near future, with or without the rezoning proposal.

The cumulative impacts of traffic with any rezoning requires consideration. The revised traffic report requested of the proponent seeks to address this concern. Further traffic work will be necessary at development application stage once details of the proposal are known. The applicant has been made aware that modelling for the broader area may need to be dealt with at that time.

Council is commencing an LEP Review over the next two years and a Local Housing Strategy. Precinct wide network modelling may be undertaken as part of this work in the long term.

d. The 'black spot' signage in the vicinity of the site relates to the following: Victoria Street / Gibson Avenue Werrington was identified in the 2015/2016 Nation Building Black Spot Program. Penrith Council was awarded funding by the Federal and State governments to be used to remediate this location.

A one-lane roundabout with associated signs and line marking was constructed in the 2016/2017 financial year. The work was reported to the Local Traffic Committee in July 2016 and community consultation finished August 2016. The work undertaken has contributed to the mitigating traffic issues in this vicinity.

e. Council is aware of traffic concerns in the vicinity of Werrington Road and the Great Western Highway. In our submission to TfNSW relating to the Western Sydney Long Term Strategic Transport corridors, Council's position is as follows:

The State Government has delivered Stage 1 of the Werrington Arterial between the M4 Motorway and the Great Western Highway. The opening of Stage 1 has increased the 'dog leg' manoeuvre in the north-south traffic movement along the Great Western Highway and increased traffic congestion along Werrington Road.

The issue of this 'dog leg' will be exacerbated by planned growth within the vicinity and schools on Werrington Road. Council has previously advocated for the delivery of Stage 2 of the Werrington Arterial from the Great Western Highway to Dunheved Road. This remains a high priority project.

**4 General Comments – Submission 1, 2, 4, 5**

- a. Proposed change in lot sizes from 400m2 to 800m2 is irrelevant.
- b. Council unaccountably continues to approve the rezoning of land for the sole purpose of generating greater income.
- c. Special Rate Variation (SRV) – no money has been spent on parking and traffic congestion, no roads within a 5km radius of CBD have been upgraded, on local roads have been upgraded in line with population growth.
- d. Werrington Road and Victoria Street heavily impacted by trucks causing road damage – due to nearby land uses and construction.
- e. Planning Proposal will affect rail travel severely.
- f. Development sites in Penrith – asbestos protocols, dust control, professionalism and compliance to building codes is not being adhered to or non-existent.
- g. Where is R4 zonings and how are zones decided in Penrith?

a. The change in the minimum lot size is proposed to maintain consistency and correspond to lot sizes for high density development (R4 zoned land).

b. This is a general opinion regarding Council and not specific to this planning proposal. Council resolved to endorse this planning proposal at the Policy Review Committee of 10 October 2016. The planning proposal provided strategic and site specific justification and rationale which was supported by the Council. The planning proposal was initiated by property owners of all three sites.

c. Council's Annual Report summarises our activities, challenges and costs during the year. The 2016-2017 Annual Report outlines Special Rate Variation activities (p104-105), including road asset renewal and public domain maintenance.

Providing parking to meet the needs of our growing city is a long term goal identified in our Community Plan. Council are currently progressing the following car park projects:

- In 2018-19, we plan to finalise the design and start constructing a multi-deck carpark in Soper Place which will provide a minimum of 650 car spaces when it is completed.
- Union Road car park site was identified in Council's Parking Strategy; we're working on plans for a mixed use development that will provide an additional 1,000 parking spaces to the current 631 spaces.
- In 2018-19, we plan to start constructing a car on North Street and improve access around the area with a roundabout, pedestrian ramp and upgrades to the intersection of Henry St and Doonmore Street.

d. & f. These comments do not affect the planning proposal from progressing. Council's compliance team would require further specific details to act on any complaints regarding these matters.

e. This comment is noted. The subject land's proximity to the existing rail station is a significant attribute in looking for better urban outcomes for the site.

		<p>The Planning Proposal seeks to rezone the land to allow high density residential development in close proximity to existing rail infrastructure, creating opportunities for people to use public transport.</p> <p>g. The PLEP 2010 identifies areas in the local government area where land is zoned R4. The PLEP 2010 is supported by the Penrith Urban Strategy. This strategy recommended areas where the R4 zone is appropriate, after community consultation and Council endorsement, these recommendations were then used to inform the PLEP 2010.</p>
<b>5</b>	<b>Car parking provision for high density residential development – Submission 2, 3</b>	
	<p>a. Car parking provision is one off street parking space per unit. Units are usually 2-3 bedrooms.</p> <p>b. Planning Proposal ‘appears to impact on car parking at Werrington train station’, it is already fully used by locals Monday to Friday.</p> <p>c. What car parking facilities / provisions will be made, given public transport facilities are nearby.</p>	<p>a. &amp; c. Council requires the provision of on-site car parking to a standard appropriate to the intensity of the proposed development and these are contained in <i>Penrith DCP 2014 Chapter C10 Transport Access and Parking</i>. For Residential Flat Buildings, 1 space per 1 or 2-bedroom unit, 2 spaces per 3 or more bedroom units etc. Car parking requirements are calculated at development application stage when the details of the proposal are available.</p> <p>There are pathways available for applicants of development applications to request variations to car parking provisions for their proposals. Decisions relating to varying car parking provision are currently assessed upon the merits of each application. Any variation would require a statement justifying their request.</p> <p>b. The planning proposal seeks to rezone the site to R4 High Density Residential. Any development application will be subject to a merit based assessment and will require the provision of on-site car parking.</p>
<b>6</b>	<b>On-street car parking – Submission 2, 4</b>	
	<p>a. Increase of street parking and crime (associated with cars parked on the street)</p> <p>b. Current street parking is impacting on driveways.</p> <p>c. Parking near local shops and services difficult</p>	<p>a. The planning proposal seeks to rezone the site to R4 High Density Residential. Any development application will be subject to a merit based assessment and will require the provision of on-site car parking.</p> <p>Any development proposal for High Density Residential development will be required to comply with the Penrith DCP 2014 including Chapter C1 1.2.5 Safety and Security (Principles of Crime Prevention through Environmental Design) to assist in making the public domain safer.</p> <p>b. &amp; c. Comments are noted.</p>
<b>7</b>	<b>Dumping of Rubbish</b>	

<p>a. Townhouse development regularly dump rubbish (furniture etc.) on footpath.</p> <p>b. Rubbish is thrown on fence (no.91), ongoing litter in driveways and gutters.</p>	<p>a. &amp; b. Council provides a clean-up service to dispose of bulky household waste. Council acknowledges that litter and illegal dumping can be a threat to people and the environment. Residents are encouraged to report illegal dumping or a 'litter hotspot' to Council via phone or email.</p> <p>These comments are noted.</p>
---	--

### Submissions – Public Authorities

Issues	Response
<b>8 Submission – Transport for NSW - Roads and Maritime Services</b>	
<p>No objections raised to planning proposal.</p> <p>Comments - 10/1/2018 - Other land owners may request changes to zoning and density controls. Council (RPA) may wish to consider undertaking a high level strategic level traffic and transport assessment for the precinct to identify the cumulative transport impacts, infrastructure requirements (including trigger points) and funding mechanisms required to support future growth in the precinct.</p> <p>Comments - 17/5/2018 – The RMS concurs with comments provided by NSW SES (letter dated 27 February 2018). Considerable volumes of traffic would be experienced on The Northern Road during an evacuation potentially resulting in queuing in Victoria Street and Dunheved Road, which may cause delays to people trying to evacuate flood waters. If the traffic is not adequately managed during these events, there is potential for the queues to extend back into the flood waters in extreme events. Cumulative impacts and mitigation measures / management plans should be considered in consultation with NSW SES and local councils within the catchment as part of planning proposals to increase residential densities and subsequent development applications.</p>	<p>All comments are noted.</p> <p>The cumulative impacts of traffic with any rezoning requires consideration. The revised traffic report requested of the proponent seeks to address this concern. Further traffic work will be necessary at development application stage once details of the proposal are known. The applicant has been made aware that modelling for the broader area may need to be dealt with at that time.</p> <p>Council is commencing an LEP Review over the next two years and a Local Housing Strategy. If precinct wide rezoning is recommended, network modelling would be undertaken as part of this work in the long term.</p>
<b>Submission – Transport for NSW – Sydney Trains</b>	
<p>No objections to the planning proposal.</p> <p><i>Comments</i></p>	<p>Comments do not affect the planning proposal from progressing.</p>

<p>The subject site is adjacent to the rail corridor and any development on the site will be subject to any applicable SEPP 2007 rail corridor related requirements. The owner's should refer to the DP&amp;E's – <i>Development Near Busy Roads and Rail Corridors Interim Guideline (2008)</i> and Transport ASA standards.</p> <p>Any applicant proposing development on this site should seek consultation with Sydney Trains prior to submitting a development application with Council.</p>	
<b>Submission – Transport for NSW</b>	
<p>No objections to the planning proposal subject to the following conditions.</p> <p><i>Comments</i> The site adjoins the existing rail corridor and falls within the investigation area of the NSRL. The NSRL proposed corridor forms part of the corridor preservation process. It is requested that future development applications for the subject site should be assessed having regard to the existing and future corridors. Please ensure that any future development application is referred to Sydney Trains and TfNSW.</p> <p>It is recommended that a trip generation survey should be done at high density residential sites of similar geographical context.</p>	<p>Any future development applications for the site will be required to consider the existing and future corridors and include referrals to Sydney Trains and TfNSW.</p> <p>A revised traffic report was requested to address this matter. The findings of this report are discussed above.</p>
<b>Submission - Endeavour Energy</b>	
<p>No objections to the planning proposal subject to the following conditions.</p> <p><i>Comments</i> Availability of supply – Given the size of potential development the existing local network would not be able to service the proposed development. An extension and/or augmentation of the existing network is likely to be required. The applicant for the future development will need to submit an application for connection of load. This will determine the final load assessment and the method of supply.</p> <p>The proposed substation location will require a detailed assessment to consider the suitability of access, safety</p>	<p>These matters can be addressed at the development application stage and do not affect the planning proposal from progressing.</p>

<p>clearances, fire ratings, flooding, vegetation and impact on adjoining properties etc. Details comments were provided regarding these matters.</p>	
<b>Submission - Infrastructure NSW</b>	
<p>No objections to planning proposal.</p> <p>The NSW SES advised that the flood risk from the original proposal for 92, 94 and 96 Victoria Street Werrington was adequately assessed and acceptable.</p>	<p>See response to NSW SES.</p>
<b>Submission - NSW State Emergency Service</b>	
<p>No objections to planning proposal.</p> <p><i>Comments</i>  The NSW SES assessed the planning proposal for the potential flood risk and evacuation constraints of the site and the potential impact it will have on the safety of future occupants during floods.  The Flood Risk Assessment report was considered. The site is not considered to be subject to a high regional flood risk, and would have limited impact on the emergency flood evacuation from higher flood risk areas in the valley.  The NSW SES state that, rezoning the site from <i>R3 Medium Density Residential</i> to <i>R4 High Density Residential</i> will not have a significant impact on the ability for at-risk residents to evacuate during a flood.</p> <p><i>Potential future development in the area.</i>  Surrounding R3 area has not been developed to its full potential. Future planning proposals for the area surrounding the current planning proposal will require further evacuation modelling to more fully assess evacuation from the area and the interaction with regional evacuation routes. The modelling is currently under development by the INSW Flood Risk Directorate.  Council and DPE need to be aware that any future planning proposal to rezone land within the area to the east of the site, bordered by Park and Werrington Roads, will have considerable flooding and evacuation constraints. NSW SES should be consulted if there are any future planning proposals for this area.</p>	<p>The Gateway Determination (Condition 2), stated that:  <i>'a detailed assessment report addressing the issues outlined in the letter from the Hawkesbury-Nepean Valley Flood Management directorate dated 5 December 2016, is required to be prepared, which includes evacuation plans approved by the NSW SES in consultation with RMS and the OEH.'</i></p> <p>The flood assessment report forms part of the planning proposal and was referred to the NSW SES for comments prior to public exhibition.</p> <p>The NSW SES does not raise any matters that would affect the planning proposal from progressing.</p> <p>The NSW SES provides advice regarding future planning proposals and the need for further modelling and consultation with them.  Council will consider these comments when providing advice to proponents relating to future planning proposals within the area to the east of the site.</p>

<b>Submission – Sydney Water</b>	
<p>No objections to the Planning Proposal.</p> <p><i>Comments</i>  Water and wastewater facilities are available within the area. Extensions to these mains may be required depending on the size and scale of development. Detailed requirements will be provided in a Section 73 Compliance Certificate.</p>	<p>These matters can be addressed at the development application stage and do not affect the planning proposal from progressing.</p>
<b>Submission - Telstra</b>	
<p>No objections to the planning proposal.</p> <p><i>Comments</i>  The existing network is currently not sufficient to meet the likely demand of this development. The telecommunications network would require upgrade.</p> <p>The applicant needs to be aware of changes to Government policies on the provision of infrastructure in new developments, which will have a significant impact on the way infrastructure is provided. Details regarding these policies and processes were provided.</p>	<p>These matters can be addressed at the development application stage and do not affect the planning proposal from progressing.</p>