

Planning Proposal

Glenmore Park East

September 2023



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Appendix	Report	Prepared by	Date
A	Subject Site	Solve Property	Sept 2023
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C	Concept Master Plan	Hatch Roberts Day	Sept 2023
D	Proposed Penrith Local Environmental Plan 2010 Maps	Solve Property	Sept 2023
E	Letter of Offer – Planning Agreement	Nergl Developments Pty Ltd	Sept 2023
F	Supporting Technical Reports		
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Executive Summary

This Planning Proposal (PP) seeks to rezone a 47.95-hectare (ha) parcel of land bounded by the recently upgraded The Northern Road to the east, Glenmore Parkway to the north, Bradley Street to the south and the existing Glenmore Park neighbourhood to the west. The precinct is within the Penrith Local Government Area (LGA) and the land subject to this PP is described as **Glenmore Park East**.

The precinct is located 10km to the north of the new 24-hour Western Sydney International Airport and 5km south of the Penrith CBD and is centrally located within the Western Parkland City. The precinct is surrounded by the existing stages of the Glenmore Park Estate (stages 1-3), Penrith Golf Course to the north, the state led Orchard Hills master planned precinct to the east and the Defence Establishment Orchard Hills to the southeast. The precinct is approximately 1km south of the M4 freeway and approximately 5km west of the new Orchard Hills Metro Station which is currently under construction.

Glenmore Park East will contribute to the long-term housing targets of Penrith and the broader Western Parkland City and will contribute to increased housing supply in the short to medium term which is a key priority of the Premier and the NSW Government. The precinct has also been identified as being 'urban capable' and the proponent (Nergl Developments Pty Ltd) is responding to this capability and government priority through the provision of much needed diversity in housing in the Glenmore Park area, and to support future local employment within the Western Parkland City, tapping into the new opportunities that will emerge through the delivery of the Western Sydney Aerotropolis. In doing so, the precinct will achieve its vision of *live, work, play*.

The proponent applied to the Department of Planning and Environment in January 2023 for the PP to be considered under the pilot State Assessed Planning Proposal (SAPP) program. From more than 100 applications across NSW, DPE selected this precinct as one of five (5) to be assessed through the SAPP pilot program. In being selected for this pilot program, DPE was satisfied that the proposal:

- demonstrated public benefit through housing supply and alignment with state policies and land use strategies
- contributed to affordable and social housing outcomes
- offered a pathway to the delivery of housing in the short term
- has adequate infrastructure available or that funding is committed for critical infrastructure

Whilst there has been differing views over the last 20 years about how the precinct should be developed, the growth and evolution of the Western Parkland City confirms that the precinct is a logical urban inclusion in the *Penrith Local Environmental Plan 2010* (PLEP 2010), whilst being a modern and contemporary gateway to the Penrith LGA.

The Proposal

The precinct is currently zoned C4 Environmental Living (44.93 hectares), R2 Low Density Residential (225 square meters), SP2 Infrastructure (113 square meters) and RE1 Public Recreation (2.98 hectares) under the PLEP 2010. Land within the precinct is currently utilised for rural residential lifestyle properties, with part of the precinct having been approved for a 17-lot rural residential subdivision in 2005.

The proposed Master Plan provides for approximately 1,710 new homes, offering a diverse range of housing options to meet the needs of a changing community. These new homes include approximately 242 traditional detached homes (with an average site area of 320 square meters), 182 smaller attached terraces (with an average site area of 240 square meters), and 1,286 (1, 2 and 3 bedroom) apartments (with an average size of 90 square meters). The proposal also commits to providing a minimum of 5% affordable housing on the site, in collaboration with a Community Housing Provider, surpassing Penrith City Council's target of 3% affordable housing applied in other locations across the city.

Furthermore, the proposed Master Plan accommodates a range of non-residential uses in the precinct, including mixed-use retail spaces, childcare facilities, medical services, food and beverage establishments, a fresh food market, speciality shops, restaurants and cafes, entertainment venues, offices, and a hotel for short-term accommodation supporting visitors and the requirements of nearby defence industry partners. This diverse range of services and amenities aims to meet the needs of both residents and visitors to the precinct.

The precinct will also feature 14.425ha of public open space (including bushland and riparian corridors), 1.02ha of communal open space and 2.935ha of avoided land¹ which is to be partly utilised for flooding, drainage and revegetation purposes. In all, these areas total 18.38ha which represents more than 38.3% of the site. The location of parks and open space areas has been thoughtfully chosen to enhance the existing natural landscape, such as hilltops and creek lines, and to preserve significant bushland areas, providing the highest level of amenity for future residents. Additionally, the precinct proposes significant open space embellishments including a commitment to the provision of a public swimming pool, two (2) public tennis courts and high-end all ability playground facilities.

The precinct is connected through a series of pathways and cycleways with the integration of public transport at its core, reducing the reliance on private cars and promoting sustainable transportation options. This focus on urban sustainability is not limited to transport alone and will be a core consideration for buildings within the precinct.

Having regard to the proposed Master Plan detailed above, the PP seeks to change the areas zoned C4 Environmental Living and SP2 Infrastructure to a combination of the following zones:

- R2 – Low Density Residential
- R3 – Medium Density Residential
- MU1 – Mixed Use
- E1 – Local Centre
- SP2 – Infrastructure
- RE1 – Public Recreation
- C2 – Environmental Conservation

¹ As identified and defined in the Cumberland Plain Conservation Plan

The PP also proposes the introduction of various controls and provisions, including minimum lot sizes, building height restrictions, consideration of scenic and landscape values, maximum lot yield, and urban release area designation to ensure that the statutory framework is in place to deliver the proposed Master Plan.

Strategic Context

Penrith is in a period of change and transformation, experiencing significant growth and development driven by the expansion of amenities and infrastructure in the Western Parkland City. Some of the elements that are contributing to the transformation of the region includes:

- **Proximity to Growing Amenities:** The site's proximity to the Nepean Health Precinct, Western Sydney University, and the Western Sydney International Airport positions the site well to cater to the needs of a growing population. This has been further complemented by the recent completion of The Northern Road upgrade (\$1.6bn) and associated rapid bus services which has fundamentally changed the site and its urban context. Access to healthcare, education, and transportation are essential for any urban area.
- **Economic Growth:** The anticipated increase in job opportunities in Greater Penrith as detailed in the Western City District Plan will likely attract more residents to the area. This is a significant driver for housing demand.
- **Diverse Housing Types:** The planned mix of single dwellings, terraces, medium-density and mixed-use development, along with short term accommodation caters to the changes in the area and demonstrates a forward-thinking approach to urban planning. The proposed variety of housing options not only rebalances the current skew of conventional residential in the area, but will also accommodate a diverse range of residents and lifestyles, along with a significant commitment to affordable housing.
- **Meeting Housing Supply Targets:** Penrith's Local Strategic Planning Statement (LSPS) indicates that the city is on track to meet its short-term housing supply targets, which is essential for sustaining growth and ensuring housing availability for newcomers. There is however, a distinct lack of diversity in the Glenmore Park area. Council's Local Housing Strategy² has identified that *a demographic change will require a shift in the mix of apartment sizes in the LGA, with an expected increase in residents aged over 70, a decline in the overall household size, and shift in the number of lone person households over the next decade. To manage this change, Council should seek to review its bedroom mix provisions in its DCP to increase the proportion of studio / 1-bedroom dwellings being delivered.*
- **Infrastructure and Services:** The availability of trunk utility services and proximity to essential services like transportation, education, healthcare, and community facilities is crucial for the success of any urban development project. The site is well connected to all these services.
- **Adjacent to Existing Urban Release Areas:** Being located between the existing Glenmore Park stages 1-3 and the Orchard Hills urban release area, the site is a logical expansion of urban development and presents a unique and iconic gateway to the Penrith CBD. The configuration of these precincts (existing and future) allows for continuity in infrastructure development and planning.

² Page 109 – Penrith Local Housing Strategy

- **Minimal Environmental Impact:** The site has limited environmental or physical constraints that would prevent redevelopment of the rezoning site. Major areas of Cumberland plain have been retained and integrated into the Concept Master Plan.
- **Alignment to Greater Penrith to Eastern Creek (GPEC) Growth Area:** The Structure Plan in GPEC already assumes the land is in an established precinct. The project is consistent with the vision statement and structure plan priorities.
- **Alignment to Government Policies:** Rezoning of the land will support the Government's investment in infrastructure and focus on housing delivery (and diversity).
- **Future-Proofing:** The strategic location of the site takes into account both current and future needs of Penrith. Proximity to future transport options, educational facilities, and the new airport ensures that the development is forward-looking and adaptable.

In summary, the site at Glenmore Park East is well-suited for urban development due to its strategic location, access to amenities, and alignment with housing diversity requirements. Effective urban planning and infrastructure development in this area will contribute to the continued growth and prosperity of Penrith.

Site Specific Context

A site analysis, supported by extensive technical studies, has identified the site as being suitable for development due to the following site-specific opportunities:

- Retention and rejuvenation of key creek and drainage lines to capitalise on the opportunity to create a green-blue link on site
- Retention of existing significant vegetation (Cumberland Plain) as natural bushland, and integration into a future Hilltop District Park
- Management and retention of views into and out of the site, whilst proposing an urban scale interface with The Northern Road (rather than the backs of fences)
- Creation of a new local centre combined with an eat street and short-term visitor housing – responding the vision of *Live, Work, Play*
- A diverse mix of housing types, with medium density housing located around the local centre and major open space amenity
- Integration via road, pedestrian/cycle link and green links with the existing Glenmore Park communities to the west
- No known contamination or geotechnical issues (from previous investigations)
- Linking Bradley Street, The Northern Road, Glenmore Parkway and Saddler Way into a meaningful urban road network
- Improvement of water quality, water flow and stormwater management through the site and as a result of upgrades to The Northern Road
- Utilisation urban design and building typology on the eastern boundary to manage road noise

Given that the land to the south and west is already developed (or rezoned) for urban purposes, and given that land to the east is part of the Defence Establishment Orchard Hills and the state led Orchard Hills master plan, there is no need to consider a Structure Plan beyond the Concept Master Plan prepared as part of the PP. It will however be important for

the connections between the state led Orchard Hills Investigation area and the subject site to be considered prior to finalisation of the rezoning to ensure that land uses and connections between the precincts are coordinated where necessary.

Conclusion

This PP justifies the strategic framework for the rezoning of the site and will support the delivery of new housing and employment opportunities near the Western Sydney Aerotropolis. The rezoning achieves the objectives of the Sydney Regional Plan, the Western Sydney District Plan, and whilst there are conflicting views about the role and function of the site in Councils local planning strategies, the context of the site has changed significantly following the upgrade to The Northern Road. Its urban suitability will be further reinforced once the Western Sydney Airport commences operations.

This PP report achieves and addresses all the requirements of a PP, and the site has been chosen by DPE as one of 5 in NSW to pilot the SAPP program. In being selected for this pilot program, DPE was satisfied that the proposal:

- demonstrated public benefit through housing supply and alignment with state policies and land use strategies
- contributed to affordable and social housing outcomes
- offered a pathway to the delivery of housing in the short term
- has adequate infrastructure available or that funding is committed for critical infrastructure

The Concept Master Plan prepared for this PP responds to both the built and natural environment and provides a sufficient degree of certainty to enable a change in land use.

The outcome from the review of the site's strategic context as well as the site-specific analysis provides confidence that the site has the capacity and suitability to be supported for a rezoning and is a logical urban inclusion.

1.0 Introduction

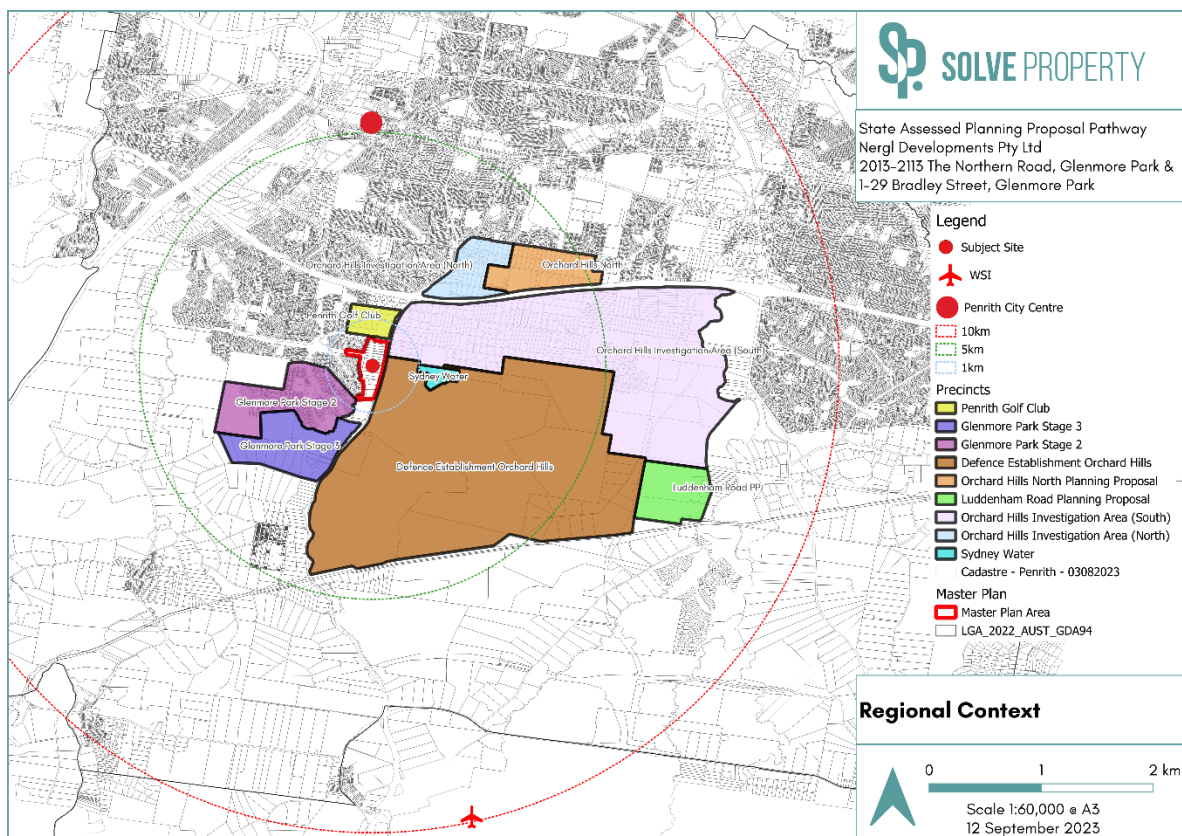
1.1 Purpose of Planning Proposal

This PP is in support of the rezoning of 47.95ha of land bounded by the recently upgraded The Northern Road to the east, Glenmore Parkway to the north, Bradley Street to the south and the existing Glenmore Park neighbourhood to the west. The PP is submitted by Nergl Developments Pty Ltd and seeks to amend the PLEP 2010 for land described as **Glenmore Park East**.

Glenmore Park East, is well located, being 1km south of the M4 Motorway, near the University of Western Sydney, Nepean Hospital and the Penrith City Centre to the north. The existing community of Glenmore Park and the newer Glenmore Park Stage 2 and 3 is located to the west and south of the site. Land to the east of The Northern Road includes the state led Orchard Hills investigation area and Defence Establishment Orchard Hills (DEOH). Approximately 10km south of the subject site is the new Western Sydney International (Nancy-Bird Walton) Airport.

The site, in its regional context, is identified in Figure 1 below.

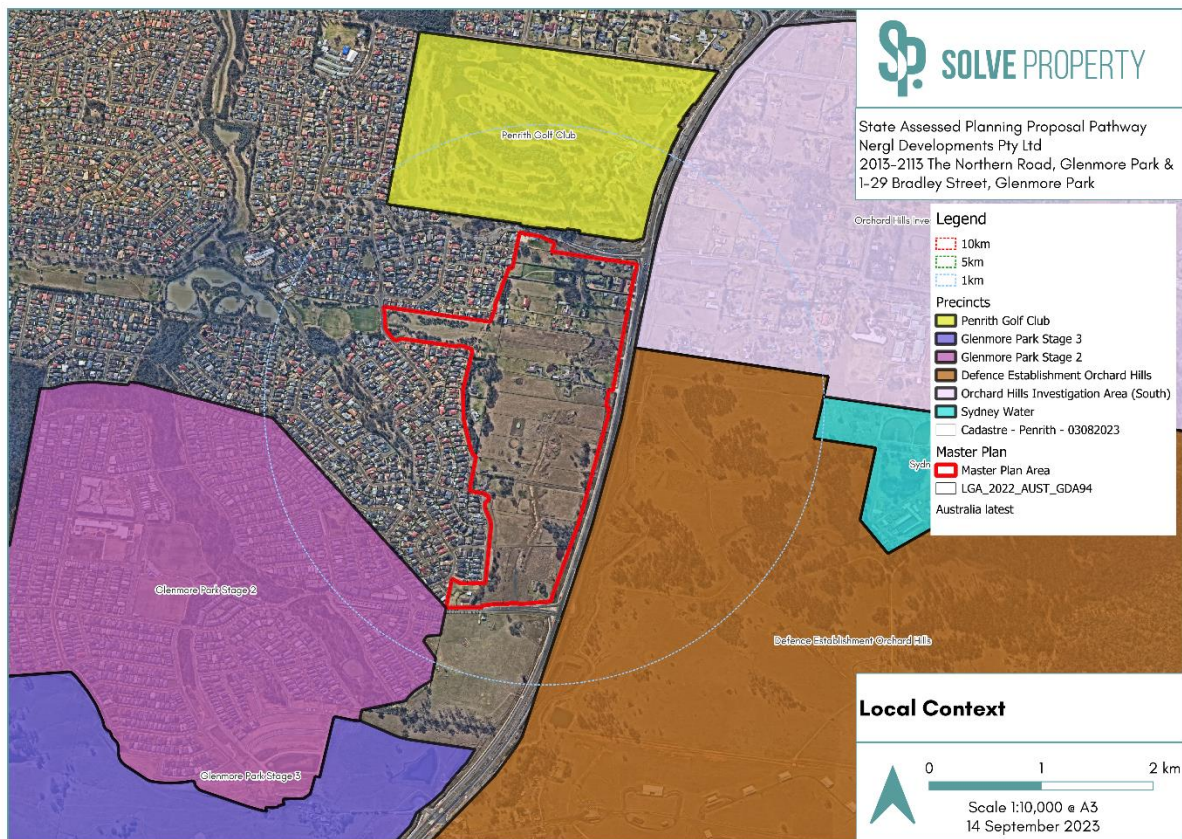
Figure 1 – Regional Context



Source: Solve Property Group

The site in its local context is shown in Figure 2 below. As can be seen, the site is surrounded by existing and committed development and the DEOH. Rezoning of the site for urban purposes is entirely consistent and logical with these surrounding uses.

Figure 2 – Local Context



Source: Solve Property Group

The Concept Master Plan prepared as part of this PP includes a total of 31 existing lots. The PP is to amend the PLEP 2010 to rezone a total of 30 of those existing lots. Lot 516 DP1133119 is already zoned R2 and is included in the Concept Master Plan to avoid being landlocked. The properties included in the PP are detailed in Table 1 below.

Table 1 – Planning Proposal Lots

Lot	Deposited Plan (DP)	Address (Glenmore Park)
2	1240377	15-29 Bradley Street
3	1240377	1-13 Bradley Street
103	1050042	2097-2013 The Northern Road
101	597243	2097-2013 The Northern Road
3	1067073	2095 The Northern Road
3	26658	2089-2093 The Northern Road
4	26658	2079-2087 The Northern Road
9	26658	2047-2049 The Northern Road
10	26658	2047-2049 The Northern Road

15	26658	2013-2017 The Northern Road
15	1239760	2073 The Northern Road
16	1239760	2065-2071 The Northern Road
17	1239760	2059 The Northern Road
19	1239760	Lot 19 The Northern Road (road widening)
8723~	1040626	30-38 Glengarry Drive
8724	1040626	20-30 Saddler Way
8725	1040626	32-52 Saddler Way
81	1055149	2051-2053 The Northern Road
82	1055149	2055-2057 The Northern Road
111	1030865	2035-2037 The Northern Road
112	1030865	2039 The Northern Road
112	1015911	21-25 Boldero Crescent
113	1015911	2027 The Northern Road
121	870188	2029-2031 The Northern Road
122	870188	2033 The Northern Road
132	1002668	2023-2025 The Northern Road
10	1204969	10 Boldero Crescent
11	1204969	2021 The Northern Road
2	1033226	2019 The Northern Road
107	1224482	15 Kyarra Terrace
516#	1133119	Lot 516 Bangalla Parade

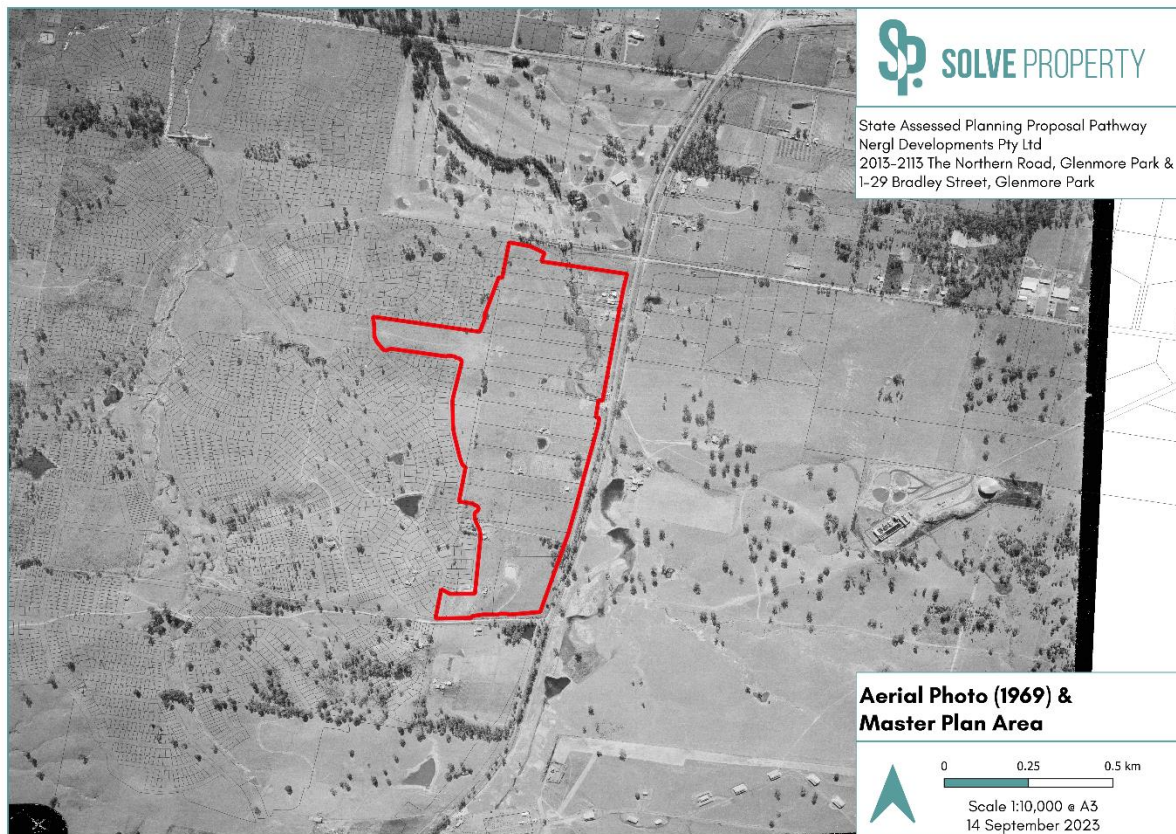
~ - Windmill Park - only subject to partial rezoning (for area not currently zoned RE1 - Public Recreation)

- not subject to rezoning

1.2 Background

The landscape of Glenmore Park and the surrounding Orchard Hills area has changed significantly over the last 50 years. The area originally developed as a rural landscape with constantly evolving pastoral practices. The evolution of the area progressed significantly with the construction of the M4 (previously known as the Western Motorway). Whilst the area has always been associated with farming practices dating back to European settlement, the main farming practices in the area included grazing, establishing orchards and vegetable gardens. With the growth in population and infrastructure, agriculture in the region is generally limited in scale now compared to its historical significance. Figure 3 below illustrates the precinct in 1969 with the construction of the Western Motorway to the north. Of particular interest is the limited nature of vegetation in the area 50 years ago.

Figure 3 – Aerial Photo 1969 with Subject Site



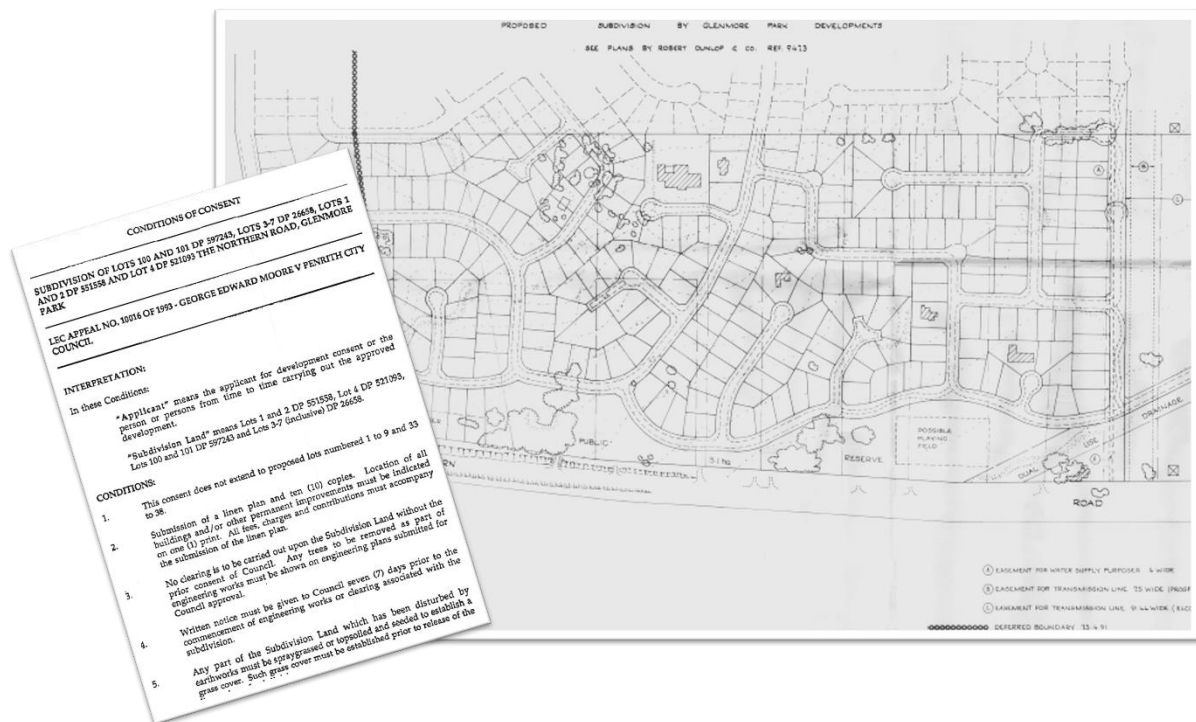
Source: Solve Property Group and NSW govt archives

The subject site was gazetted 'Residential' between 1989 and 1994, and urban development controls were included in the DCP, whilst enabling infrastructure was planned and delivered to the Precinct's boundary over time.

A change of direction by Council in 1992 resulted in rejection of a 267 lot Residential DA prepared by Robert Dunlop, notwithstanding its Residential zoning. As a result, an appeal was lodged which resulted in draft conditions of consent being prepared on a without prejudice basis. Unfortunately, resolution of the appeal was not forthcoming, and the land was eventually "back zoned" by Council in 1994. An extract of the 1992 development application and the draft conditions of consent are illustrated in Figure 4 below.

The Department of Planning (at the time) raised concerns with Council about the need to ground truth (with scientific evidence) any back zonings. It is not clear if this was the case as there are no technical studies supporting the back zoning. It is understood that in 2014, the Department instructed Council to zone the Precinct R1 Residential when the Penrith LEP 2010 was being prepared and again during the Gateway assessment. In response, Council introduced a short duration Additional Permitted Use clause which permitted intensive urban development on the southern part of the precinct which already benefited from an existing substantially commenced large lot residential (17 lots) Planning Consent and Construction Certificate which had been issued in 2005.

Figure 4 – 1993 Development Application Plan



Source: Nergl Developments Pty Ltd

Whilst there has been a challenging history for part of the site over the past 30 years, the local and regional context has changed significantly during this time and the area has emerged into a genuine urban environment. Development of part of the site into 17 ‘rural residential’ style lots (currently approved) would be a gross under-utilisation of fully serviced urban capable land.

The current C4 Environmental Living zone has the following objectives:

- *To provide for low-impact residential development in areas with special ecological, scientific or aesthetic values.*
- *To ensure that residential development does not have an adverse effect on those values.*
- *To minimise conflict between land uses within the zone and land uses within adjoining zones.*
- *To ensure land uses are compatible with the available infrastructure, services and facilities and with the environmental capabilities of the land.*
- *To preserve and improve natural resources through appropriate land management practices.*

For the reasons detailed in this PP and supporting technical reports, the site does not have special ecological or scientific values that will be impacted by its development for urban purposes. Further, the aesthetic values of the area have changed fundamentally over the last decade with the growth of Glenmore Park, completion of The Northern Road and scheduled completion of the Western Sydney Airport in 2026.

Key aesthetic elements of the area including vistas to Blue Mountains have been retained in the proposal through the creation of a Hilltop District Park and key east-west corridors throughout the precinct. Further, the proposed use is in keeping with uses approved in the surrounding area and the precinct is fully serviced by urban services.

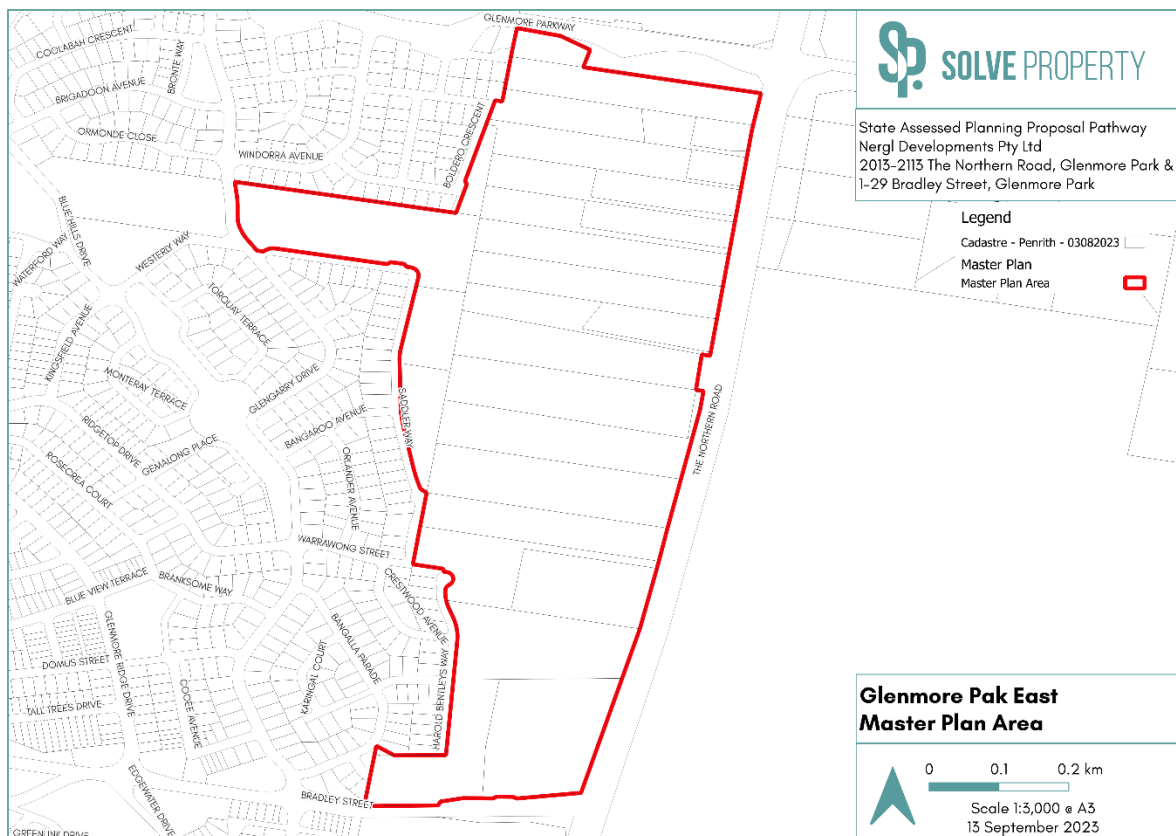
For all these reasons, continued use of the site for rural residential and agricultural (grazing) is inefficient and misaligned with land uses approved in the area.

1.3 Rezoning Area

The Concept Master Plan area is shown in Figure 5 below. The areas to be rezoned in the Concept Master Plan area are shown in Figure 6 below. The area to be rezoned excludes Lot 516 DP1133119 given it is already zoned R2 Residential Low Density (although amendments to the minimum lot size for Lot 516 are proposed). Lot 516 is included in the Concept Master plan because it has no road frontage onto Bangalla Parade and would otherwise be landlocked. The area to be rezoned also excludes part of Lot 8723 DP1040626 which is Windmill Park owned by Penrith City Council. The area excluded is already partly zoned RE1 Public Recreation. An amendment of the zoning boundary to the TfNSW land acquisition boundary is also proposed along the Bradley Street frontage of lot 3 DP1240377 where the zoning and land acquisition areas are not aligned.

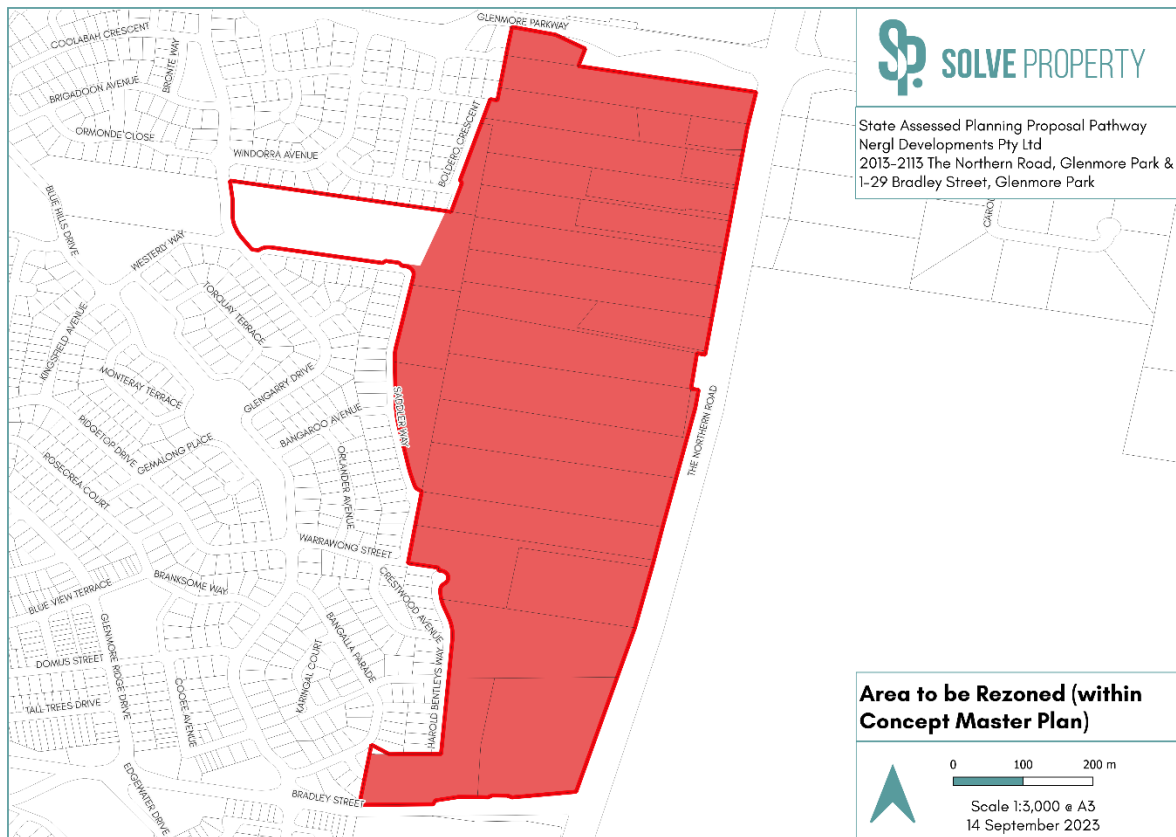
All other areas within the Concept Master Plan are proposed to be rezoned consistent with the Concept Master Plan.

Figure 5 – Glenmore Park East – Concept Master Plan Area (47.95ha)



Source: Solve Property Group

Figure 6 – Glenmore Park East – Area to be Rezoned (44.97ha)



Source: Solve Property Group

1.4 Summary of Proposal

A summary of the PP outcomes is identified in Table 2 below.

Table 2 – Summary of Planning Proposal

PP Details	
Area	47.95ha (44.97ha to be rezoned)
Proposal to amend PLEP 2010 as follows	<p>Land Zoning Map 006, 007, 013 & 014 – remove the C4 Environmental Living and replace with:</p> <ul style="list-style-type: none"> • R2 Low Density Residential • R3 Medium Density Residential • E1 Local Centre • MU1 Mixed Use • RE1 Public Recreation • C2 Environmental Conservation • SP2 Infrastructure <p>Land Zoning Map 007 – remove a small area of SP2 – Infrastructure fronting Bradley Avenue which does not align with the land acquired by TfNSW and replace with R3 Medium Density Residential</p>

	<p>Height of Buildings Map 006, 007, 013 and 014 – no height control currently exists on the site. This is to be amended as follows:</p> <ul style="list-style-type: none"> • 16m at the proposed E1 Local Centre and part of the MU1 Mixed Use and part of the R3 Medium Density Residential • 12.5m for proposed R3 Medium Density Residential and part MU1 Mixed Use • 8.5m across the R2 Low Density Residential and part of the R3 Medium Density Residential • Balance areas of the site do not have height control
	<p>Lot Size Map 006, 007, 013 and 014 – the existing minimum lot sizes of 1ha and 550m² (Lot 516) to be removed from the site. New minimum lot sizes as follows:</p> <ul style="list-style-type: none"> • 300m² for proposed R2 Low Density Residential • 180m² for proposed R3 Medium Density • Balance areas of the site do not have minimum lot sizes
	<p>Scenic and Landscape Values Map 006, 007, 013 and 014 – the classification of the site as an area of Visual Landscape will be removed from the maps</p>
	<p>Clause Application Map 002 – define boundaries on the map for the 'Glenmore Park East', to which a maximum lot yield cap of 1,710 will apply</p>
	<p>Urban Release Areas Map 006, 007, 013 and 014 – Add rezoning area to the maps</p>
	<p>Local Provisions</p> <p>Include a new Clause 7.16B within Part 7 of PLEP 2010, which relates to Glenmore Park East. The objective of the clause is to manage dwelling yield within the rezoning area. The land identified as 'Glenmore Park East' on the Clause Application Map must not be developed for more than 1,710 lots.</p>
	<p>Land Reservation Acquisition Map 006, 007, 013 and 014 – Add to map the District Hilltop Park and Local Parks, as well as land required for the classified roads through the site.</p>

These outcomes are explained in further detail in Part 2 of this report.

A detailed Concept Master Plan has been developed for the rezoning area, to identify future potential land uses as shown in Figure 7 below. The design principles of the Concept Master Plan for the rezoning area include:

- Retention and rejuvenation of key creek and drainage lines to capitalise on the opportunity to restore the riparian corridor that the traverses the north-eastern corner of the site, improving waterway and ecological health and expanding blue grid
- Retention of existing significant vegetation (Cumberland Plain) as natural bushland and integration into a future Hilltop District Park and expand the green grid

- Management and retention of views into and out of the site, whilst proposing an urban scale interface with The Northern Road (rather than backs of fences)
- Creation of a new local centre combined with an eat street and short-term visitor housing – responding the vision of *Live, Work, Play*
- Responding to the topography with a diverse mix of housing types, with medium density housing located around the local centre and major open space amenity
- Integration via road, pedestrian/cycle link and green links with the existing Glenmore Park communities to the west
- Linking Bradley Street, The Northern Road, Glenmore Parkway and Saddler Way into a meaningful urban road network
- Improvement of water quality, water flow and stormwater management through the site and as a result of upgrades to The Northern Road
- Utilisation urban design and building typology on the eastern boundary to manage noise whilst creating an attractive and vibrant urban interface

The total overall Concept Master Plan areas is **47.95ha**. The allocation of land use is identified in Table 3 below:

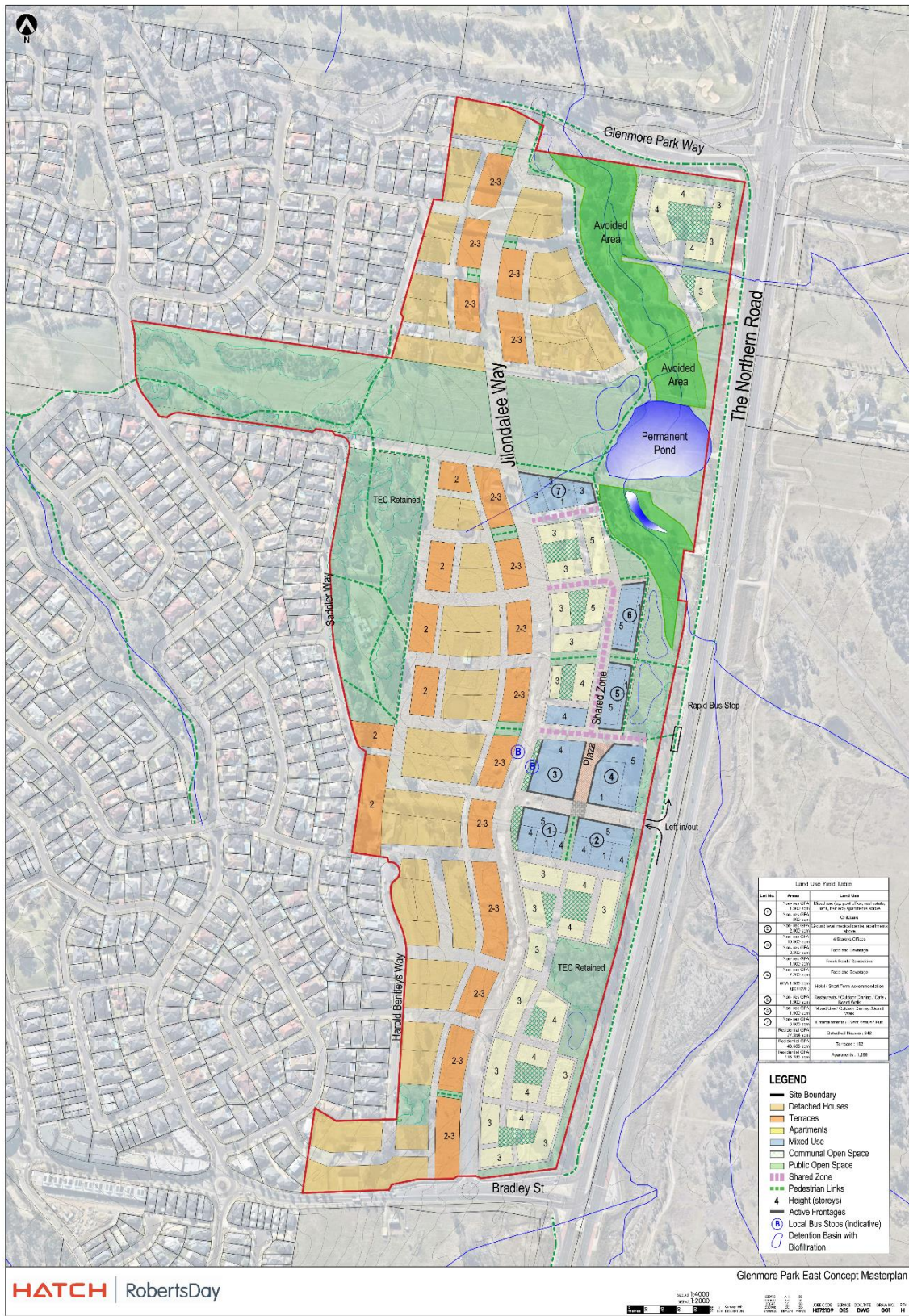
Table 3 – Land Use Area

Land Use	Hectares [~]
Parks & Drainage #	16.59ha
Residential (including communal open space)	22.93ha
Local Centre	0.44ha
Mixed Use	4.29ha
Strategic Roads	3.70ha
Total Area	47.95ha

[~]Land use area includes all land in the Concept Master Plan boundary including land that is already zoned

Land Use Areas includes Windmill Park which is 5.43ha and Lots 9 and 10 DP26658 which are owned by the Electricity Transmission Ministerial Holding Corporation (4.06ha). Land also includes revegetated avoided areas, proposed to be zoned C2 (2.93ha), but excludes approximately 1.02 of communal open space included in the propose medium density development.

Figure 7 - Glenmore Park East - Concept Master Plan



Source: Hatch Roberts Day

1.5 Objective of this Report

This PP has been prepared to support the amendment to PLEP 2010 for the subject site at Glenmore Park East. The proposed amendment to the PLEP 2010 for the rezoning of the site will facilitate an integrated housing, jobs and mixed-use development with sustainability and integrated public transport at its core. The proposal includes the retention of significant areas of Cumberland Plain which are otherwise certified for urban purposes under the Cumberland Plain Conservation Plan. The precinct offers genuine *Live, Work and Play* opportunities and ties together the existing (and approved) areas of Glenmore Park and the new Orchard Hills community to the east.

The provision of an upper limit of 1,710 new homes within the precinct will introduce much needed housing diversity into the Glenmore Park area and will assist in meeting the needs of the Western Parkland City, and the priorities of the Premier and the NSW Government.

The PP is consistent with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), in particular, the guidelines issued under Section 3.33(3) of the EP&A Act and has been prepared having regard to the DPEs 'A guide to preparing planning proposals' (2016) and 'A guide to preparing local environmental plans', noting that the process to be followed in this instance will be as determined by DPE through the SAPP pilot program.

More specifically, the PP provides:

- comprehensive details on the subject site and its surrounds
- identification of the Environmental Planning Instruments (EPIs), non-statutory planning documents (such as Development Control Plan (DCPs)) and other strategies (planning or otherwise) applying to the subject site and/or the PP, as well as identification of the relevant controls and requirements contained within those EPIs, non-statutory planning documents and strategies
- a statement of the objectives and intended outcomes of the PP
- explanation of the provisions that are to be included in the proposed instrument
- thorough justification of the PP against the questions set out in the above-mentioned guidelines, demonstrating that the proposal is in the public interest, and is worthy of approval
- identification of the PLEP 2010 maps which would be amended under the PP
- details of the community consultation that has been/will be undertaken on the PP
- a project timeline detailing the anticipated timeframe for the plan-making process

The preparation of this report and supporting technical studies has involved the collaboration of a deeply experienced multi-disciplinary team to ensure all relevant issues have been addressed at this stage. The documentation submitted in support of the PP is included in the *Appendices and Supporting Technical Documents*. This PP should be read in conjunction with these technical reports. These reports have been prepared in addition to the extensive studies previously prepared for parts of the precinct over the last 30 years.

2.0 Site Analysis

The proponent has commissioned extensive research and analysis to inform the suitability and capacity of the subject site for development. This section contains a summary of the site analysis related to the rezoning area, including ecology, flooding and hydrology, traffic and transport, infrastructure utilities and services, and aboriginal archaeology.

Further details of the analysis can be found in the supporting documentation accompanying this rezoning.

2.1 Topography

The subject site slopes generally from west to east with the highest point in the south-west corner at around 79m AHD. The lowest point is adjacent to the northern boundary at Glenmore Parkway and has a level of around 47m AHD, equating to an approximate 32m level change across the site.

From the western ridgeline there are existing views east to the naturally vegetated areas of the DEOH site and north-east to Orchard Hills. From the ridgeline within the power line easement, there are also distant views west to the Blue Mountains.

2.2 Soil

There are three soil landscapes on the site including the Blacktown, Luddenham, and South Creek soil landscapes. The Blacktown soil landscape covers most of the subject site and can be described as having gently undulating rises on Wianamatta Group shales, with local relief to 30m, slopes usually greater than 5%, and with broad rounded crests and ridges. The Blacktown soil landscape can be susceptible to seasonal waterlogging, localised water erosion hazard, and can present with moderately reactive highly plastic subsoil, and localised surface movement potential. The soils in this landscape have a moderate to low fertility and they are moderately erodible.

The Luddenham soil landscape occurs on the western hillier areas of the site. It is described as having undulating to rolling low hills on shale and sandstone with slopes of 5 to 20 % gradient and is extensively cleared with scattered open-woodland. It has low to moderate soil fertility and its limitations include being highly erodible with localised impermeable highly plastic, with moderately reactive subsoils and potential mass movement hazard.

The South creek soil landscape generally follow the drainage lines and are usually on floodplains, valley flats and drainage depressions of the channels on the Cumberland Plain. Usually flat with incised channels which are mainly cleared, it has low soil fertility, and its limitations include flood hazard, seasonal waterlogging, localised permanently high-water tables with localised water erosion hazard and localised surface movement potential.

Overall, the soils on site can be described as low to moderately fertile and susceptible to waterlogging, soil erosion and localised surface movement. Further details on soils are included in the Agricultural Land Capability Assessment (Appendix F11).

2.3 Geology

The subject site is located in the south-west of the Cumberland Plain, a gently undulating and generally low-lying physiographic region of the Sydney Basin. The Sydney Basin is a large geological feature stretching from Batemans Bay in the south, Newcastle in the north and

Lithgow to the west. The formation of the basin began between 300 to 250 million years ago when river deltas gradually replaced the ocean that had extended as far west as Lithgow. The oldest, Permian layers of the Sydney Basin consist of marine, alluvial and deltaic deposits that include shales and mudstone overlain by coal measures. The underlying geology of the Cumberland Plain is predominantly shale-based.

The site is situated on the eastern side of a north-south oriented ridge containing broad and narrow crests and is characterised by moderately inclined slopes descending east across the study area.

The underlying geology of the project area is predominantly Bringelly Shale (Rwb) which underlies the crests, slopes and drainage lines. Bringelly Shale (Rwb) is part of the Late Triassic Wiannamatta Group of shales and is composed of shale, carbonaceous claystone, claystone, laminate, fine to medium-grained lithic sandstone, rare coal and tuff. Cranebrook Formation geology (Qpc) is present along the low-lying areas adjacent to tributaries of Surveyors Creek and is characterised by a basal layer of pebble and cobble clast gravels below sand, silt and clay. The gravels comprise clasts of quartz, quartzite, chert, porphyry, granite, hornfels, sandstone and silcrete.

Further details on the site geology are included in the Aboriginal Heritage Assessment (Appendix F12).

2.4 Geotechnical

Previous testing undertaken by Geotechnique Pty Ltd (in 2006) for the approved 17 lot rural residential subdivision concluded that the site is generally suitable for residential development. The testing included a desktop salinity assessment following concerns raised by Penrith City Council and based on mapping produced by the former Department of Infrastructure, Planning and Natural Resources which identified that the site was situated in an area of moderate salinity potential.

The Geotechnique report (Reference 11187/1) found that:

- Clayey silt, low plasticity, pale grey topsoil existed to average depths of about 300mm underlain by clay and silty clay, stiff to very stiff, medium to high plasticity residual soils which extended to a depth in the order of 2m which was underlain by siltstone, extremely weathered, low strength bedrock.
- Based on previous experience, soil salinity and aggressiveness is not likely to be an issue in the upper 1m to 1.5m soil profile. Soils at depths greater than 1.5m may be moderately saline and highly sodic. Soil pH, chloride and sulphate testing indicates that the soils are generally not aggressive to both concrete or steel.

2.5 Hydrology

Glenmore Park East is in the upper reaches of the Surveyors Creek catchment, noting that Surveyors Creek is a tributary of Peach Tree Creek, the main arm of which joins the Nepean River downstream of Penrith Weir.

While the Surveyors Creek catchment is largely urbanised, the portion that contributes runoff to the unnamed tributary that runs through Glenmore Park East is generally rural in nature.

A large portion of the catchment that contributes runoff to the Unnamed Tributary of Surveyors Creek where it runs through Glenmore Park East comprises the DEOH which is located on the

eastern side of The Northern Road. While the remainder of the catchment on the western side of The Northern Road generally comprises large-lot rural and semi-rural residential type development.

The Northern Road was recently upgraded by TfNSW from two to four lanes. A short length of Glenmore Parkway either side of The Northern Road was also upgraded as part of the road works. The primary intent of the drainage design for the upgrade works was to provide a 1% AEP level of protection to both The Northern Road and Glenmore Parkway where they run through the catchment of The Unnamed Tributary of Surveyors Creek, while maintaining as close as was practical existing flooding patterns in private property. This required the construction of several large transverse drainage structures.

A large flood retarding basin was also constructed on the eastern side of The Northern Road. The flood retarding basin was designed to mitigate the impact that the road widening would otherwise have had on flood behaviour along the Unnamed Tributary of Surveyors Creek.

While a small portion of the land at its southern end contributes to flow in the pavement drainage system of Bradley Street and ultimately The Northern Road, the majority of the surface runoff that originates from the southern portion of Glenmore Park East contributes to flow in a grassed lined channel which was constructed along the western side of The Northern Road corridor. The grass lined channel, which was sized to convey flows generated by the adjacent catchment for all storms up to 1% AEP in intensity, runs in a northerly direction where it joins the main arm of the Unnamed Tributary of Surveyors Creek.

Under the Strahler system for classifying watercourses, the Unnamed Tributary of Surveyors Creek is a 3rd order stream where it runs through Glenmore Park East. Both the inbank and overbank area of the watercourse have been highly modified in the vicinity of Glenmore Park East. These include:

- its realignment on the eastern side of The Northern Road as part of the abovementioned road works.
- its deepening immediately south (upstream) of the transmission easement within Glenmore Park East to form a permanent waterbody.
- the filling of its overbank area in several properties that are located between the transmission easement and Glenmore Parkway.
- the creation of a series of permanent ponds and the conversion of its overbank area into fairways and greens within the Penrith Golf and Recreation Club which is located on the northern (downstream) side of Glenmore Parkway.

In addition to the above, it is noted that the in-bank area of the watercourse is almost indistinguishable where it runs through the transmission easement, with a portion of the area observed to be in a highly disturbed state.

Further details on the precinct hydrology are included in the Flood Risk and Surface Water Management Strategy (Appendix F2).

2.6 Hydrogeology

Previous testing undertaken by Geotechnique Pty Ltd (in 2006) for the approved 17 lot rural residential subdivision concluded that:

- Groundwater or seepage was not encountered in the test pits during the testing period.

- Soil permeability testing carried out at two locations indicated low soil permeability in the of 2.5×10^6 m/sec which is typical of Blacktown and Luddenham clays.

There are no registered bores on the site, although there are several monitoring bores in the Penrith Golf Club to the north and tributaries of Surveyors Creek to the west. There are also several bores located on the DEOH site.

There are no groundwater impacts expected as a result of the proposed development.

2.7 Contamination

Historically the site and surrounds have largely been used for rural residential and agricultural purposes. There is existing evidence of market gardens, grazing paddocks, dams, stockpiles and stored materials.

Previous contamination testing was undertaken by Geotechnique Pty Ltd (in 2011) for the approved 17 lot rural residential subdivision. The testing was undertaken on dam water within the precinct, with sampling done at eight locations, followed by appropriate chemical analysis. The assessment was undertaken with laboratory quality assurance and quality control.

The samples were analysed for metals (arsenic, cadmium, chromium, copper, lead, mercury, nickel and zinc), along with organochlorine pesticides and nutrients (total nitrogen and total phosphorus). Testing was also done for oil and grease.

The testing found:

- concentrations of all metals were less than the laboratory limits of reporting (LOR) and below the relevant short-term trigger values for irrigation water and the relevant guideline values for water for recreational purposes in the *ANZ Guidelines for Fresh and Marine Waters 2000*. Most of the metal's concentrations were also less than the laboratory LOR.
- the concentrations of OCP were less than laboratory LOR and well below the relevant guideline values for water for recreational purposes in the *ANZ Guidelines for Fresh and Marine Waters 2000*.
- the concentrations of Nitrite and Nitrate were below the relevant guideline values for water for recreational purposes in the *ANZ Guidelines for Fresh and Marine Waters 2000*.
- the concentrations of Total Nitrogen and Total Phosphorus were below the relevant short-term trigger values for irrigation water in the *ANZ Guidelines for Fresh and Marine Waters 2000*.
- the concentrations of Oil and Grease were less than laboratory LOR and below the suggested Level in the EPA service station guidelines.

The analysis concluded that there was no contamination.

2.8 Mining

Review of available mine subsidence maps indicates that the site is not located in a mine subsidence area and there is no reported history of underground mining operations in the area.

2.9 Bushfire

The subject site is depicted on Penrith City Council's Bushfire Prone Land Map as containing Category 2 Vegetation and Vegetation Buffer and is therefore considered '*bushfire prone land*'.

The bushfire assessment report has found that the Concept Master Plan has the capacity to comply with the minimum Asset Protection Zones as detailed in the *Planning for Bushfire Protection 2019*. Further, the report found that the Concept Master Plan in combination with the bushfire protection measures detailed in the report will not result in areas that are difficult to evacuate, nor create control difficulties during a bushfire or adversely affect other bushfire protection strategies or place existing development at increased risk.

Further details on the bushfire are included in the Bushfire Assessment Report (Appendix F4).

2.10 Ecological

A preliminary biodiversity assessment of the site has found that the majority of the land has historically been cleared of native woodland and forest, whilst small patches of remnant, regrowth and planted native vegetation are scattered across the land.

The vegetation is generally in poor condition, due to historic clearing, thinning, understorey removal, earthworks, grazing, weed-invasion and introduction of exotic and non-local species.

The current extent of native vegetation (not including potential native grassland areas) is 12.1 hectares.

This is comprised of:

- Plant Community Type (PCT) 4025 Cumberland Red Gum Riverflat Forest (1.1 ha);
- PCT 3320 Cumberland Shale Plains Woodland (5.9 ha);
- Planted and unclassified native vegetation requiring further assessment for classification (5.1 ha).

PCT 4025 within the subject land is classed as the threatened ecological community (TEC) River-Flat Eucalypt Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions, listed as '*endangered*' under the *Biodiversity Conservation Act 2016* (BC Act). This PCT may also be part of the corresponding *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) listed River-flat eucalypt forest on coastal floodplains of southern New South Wales and eastern Victoria, depending on condition criteria.

PCT 3320 within the subject land is classed as the TEC Cumberland Plain Woodland in the Sydney Basin Bioregion, listed as '*critically endangered*' under the BC Act. This PCT may also be part of the corresponding EPBC Act listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest, depending on condition criteria.

No threatened plant or animal species are known to occur on the subject land or are considered likely to occur. Further targeted surveys may be required to confirm absence of some species.

Biodiversity certification for the Cumberland Plain Conservation Plan applies to the subject land, and parts of the riparian corridor within the land are classed under the certification as '*Avoided Land*' due to biodiversity values.

The Concept Master Plan retains all areas of 'Avoided Land'. However, there are likely to be temporary and minor impacts on some of these areas during remediation and revegetation works on the site.

Whilst the Concept Master Plan will result in a loss of approximately 5.5 hectares of native vegetation, comprised of two TECs and additional planted areas, the Concept Master Plan includes:

- Retention of the natural third order stream across the northeastern portion of the subject land. A 60-70m wide riparian corridor would be established along the stream. Rehabilitation and vegetation regeneration works are proposed to restore biodiversity values and create visual amenity for adjacent public land uses.
- Retention of all native vegetation within the existing transmission line easement. The plan would enable improved connectivity of these habitats with better linkage to the natural stream, and thereby across The Northern Road to the DEOH site.
- Retention of all planted and regrowth native vegetation along the ridge on the western boundary of the land, with existing clearings to be used as public open space.
- Retention of the highest value patch of Cumberland Plain Woodland within the precinct lands, located in the south of the precinct, on the eastern boundary. Some adjustment to the edges of the patch would involve loss of edge trees and replacement planting, to enable a more manageable shape for ongoing protection and management.
- Retention and planting of a row of native vegetation along the eastern boundary of the precinct, bordering The Northern Road, to provide connectivity of retained patches to the main riparian corridor.
- Retention of planted native vegetation as public open space in the far southwest of the precinct.

Further details on biodiversity are included in the Preliminary Biodiversity Assessment (Appendix F5).

2.11 Views

The character of the site is predominantly defined by the occasional views to the western ranges of the Blue Mountains and district views eastward towards the Orchard Hills and the DEOH site. The mountains to the west can be seen from most elevated locations of the site as well as from the electricity transmission corridor where it crosses The Northern Road, albeit, the views in this location is heavily impacted by electricity transmission infrastructure. From adjoining local streets, there are limited views into the site due to thick vegetation on the boundary and in most instances the site being slightly more elevated than the street.

Notwithstanding, the Concept Master Plan integrates the retention of views, particularly from the ridgelines and open space areas. When determining the visual sensitivity of the view corridors, the following factors were considered:

- Existing conditions
- Visual significance
- Perceptions of the viewer
- Potential future impact

Overall, the report demonstrates that with the integration of Hilltop Parks in key locations, visual corridors can be maintained. A viewpoint analysis from key locations on the site has been included in the urban design report (Appendix F1).

2.12 Heritage

European Heritage

There are no items of local or state heritage significance within the boundaries of, or in the immediate vicinity of the subject site.

Aboriginal Heritage

An Aboriginal heritage assessment was undertaken on the site in consultation with the Deerubbin Local Aboriginal Land Council (DLALC) whose boundaries cover the study area.

One previously registered artefact scatter site (TNR AFT 05) and three newly recorded potential archaeological deposit (PAD) areas (Glenmore Park East PAD 1, Glenmore Park East PAD 2 and Glenmore Park East PAD 3) are located within the study area. Outside of the identified Aboriginal sites, the remainder of the study area displayed low archaeological potential due to ongoing land use practices or unfavourable landform contexts.

Based on the preliminary design, the site and PAD areas will be at least partially impacted by proposed rezoning and subsequent development. Future detailed design for the project should take the location of the identified site/PADs into consideration and avoid impact where possible. All potentially impacted archaeological sites will require the implementation of a process for the management / mitigating of Aboriginal cultural heritage.

Specifically, a program of archaeological test excavation is proposed for the identified site and PAD areas located within the study area. An Aboriginal Heritage Impact Permit (AHIP) will also be completed prior to impacting Aboriginal archaeological sites. This will include a process of Aboriginal community consultation in accordance with the *Heritage NSW Aboriginal cultural heritage consultation requirements for proponents 2010* and preparation of an Aboriginal Cultural Heritage Assessment Report (CHAR) in accordance with the *Heritage NSW Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW*.

The identified site and PADs do not pose a constraint to future rezoning, subdivision or development but they will require a process of further assessment, consultation and mitigation to comply with relevant legislation and associated requirements prior to any impact.

Further details on aboriginal heritage are included in the Aboriginal Heritage Assessment (Appendix F12).

2.13 Agricultural Land

An agricultural land capability assessment has found that the subject land is used primarily for rural residential development, with one property (17.2 ha) used for the grazing of cattle. The site has constraints for its use as an agricultural holding due to the poor soil fertility, lack of a permanent water supply and proximity to the urban area of Glenmore Park. These constraints limit its use to cattle grazing and the land size is not large enough to make a sufficient income to support a family full time and as a result, an off-farm source of income is needed. All other forms of agriculture are prohibited in the zone.

The agricultural land capability assessment found that the land is not suitable for full time agriculture, and is not required for future agricultural use. Further details on the agricultural land assessment are included in Appendix F11.

2.14 Traffic

The traffic assessment found that the key study intersections and particularly those along The Northern Road are operating well and with spare capacity to accommodate future background growth and the anticipated traffic associated with the PP.

The assessment considered the location and function of two new roundabouts which will provide good amenity and full turning movements for arriving and departing vehicles at both Glenmore Parkway and Bradley Street, supported by a left in/left out on The Northern Road. This connection onto The Northern Road will improve the efficiency and limit unnecessary movements on other local roads, both surrounding the precinct and internal to the precinct.

The PP allows for most internal roads to facilitate on-street kerbside parking, with local bus stops provided at around 400m intervals along the Jilondalee Way (Collector Road).

The existing intersections have been modelled following the distribution and assignment of the estimated traffic generated by the PP. The key signalised intersections on The Northern Road at Glenmore Parkway and Bradley Street would operate satisfactorily (LOS C) with manageable delays and queuing on all approaches.

The proposed roundabouts would operate well (LOS A) in both peaks with minimal queuing and delay. Each roundabout would require a dual lane layout for the east and west approaches to ensure appropriate operation.

The PP is considered appropriate on a range of transport related aspects, with a conservatively high assessment of traffic impacts able to be accommodated on the surrounding road network. The internal layout and road configuration has considered a range of user groups with the road cross-sections appropriate and hierarchy appropriate for the anticipated traffic. The roundabouts will accommodate full turning movements with the access strategy aiming to ensure efficiency, minimise potential impacts on intersections and the surrounding community while delivering a diverse precinct in a key location.

Further details on traffic and transport are included in the Traffic Assessment Report (Appendix F3).

2.15 Acoustics

A desktop acoustic assessment considered the relevant noise criteria set out in the Penrith City Council's Development Control Plan 2014, NSW Road Noise Policy' (RNP) and the NSW *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

Road traffic noise levels are predicted across the Glenmore Park East precinct using noise contour maps to identify areas of exceedances. The noise contours are for the year 2041 and are higher than the 2031 predicted noise levels presented by TfNSW in The Northern Road Upgrade noise assessments.

The assessment identifies proposed future lots which would exceed the *State Environmental Planning Policy (Transport and Infrastructure) 2021* noise requirements for both day and night periods. In these locations, appropriate acoustic mitigation measures should be incorporated into the design of the residential lots.

Whilst noise barriers have been considered as a potential amelioration option, other design options including building treatment are considered more appropriate for the proposed location.

Forms of building treatment can include:

- Provide glazing with sufficient acoustic performance for windows facing the traffic noise source including the installation of acoustic seals for operable windows.
- Provide doors with sufficient acoustic performance for doors facing the traffic noise source including the installation of acoustic seals.
- Facades facing the traffic noise source be of masonry construction.

Detailed acoustic design should be undertaken as part of any future development applications. A copy of the desktop traffic noise assessment is included in Appendix F9.

2.16 Air Quality

A desktop air quality report has assessed the impact on air quality as a result of increases in traffic along The Northern Road over time. The model has considered receivers at 30m and 50m distances.

The predicted results show that minimal incremental effects would arise at the receiver locations due to traffic travelling along The Northern Road. The predicted cumulative results indicate that the receiver locations are predicted to experience levels below the relevant criteria for the assessed pollutants with the exception of annual average PM2.5, which is a result of the applied background already being above the relevant assessment criteria.

The presented cumulative annual averaged PM2.5 concentrations which are above the relevant assessment criteria due to existing elevated local background concentrations at surrounding receivers, will vary interannually due to regional influences as seen in the ambient monitoring data with minimal constant impacts from localised sources such as the traffic travelling on The Northern Road.

Noting that the shift to electric vehicles is accelerating and state and federal government policy to encourage such vehicles it is reasonable to consider what effect this may have on future emissions. Electric vehicles do not generate any NO2 emissions and have lower particulate emissions relative to fuel powered vehicles, so it is reasonable to expect that NO2 impacts from traffic will reduce more rapidly than particulate emissions in the foreseeable future. Hence it is considered reasonable to apply the particulate criteria for annual average PM2.5 as the most relevant metric to assess the impacts from traffic.

Based on the modelling predictions in the air quality technical study all sensitive land uses should be avoided or designed to manage within the approximate 30m from The Northern Road (i.e., residential, school, childcare activities etc) and where this isn't possible, site-based designs should consider the impact of air quality.

2.17 Infrastructure

A Utility Services Strategy Report has assessed the availability of infrastructure required to the service the development. The report has considered:

- Potable water

- Wastewater
- Electricity
- Communications
- Natural Gas

All lead in infrastructure is available to service the development, noting that the delivery of utilities lead-in infrastructure required to service the development will be subject to application and arrangements between the proponent and the relevant utility provider. A feasibility application (case number 209755) has been made to Sydney Water to confirm the availability of water and wastewater to service the site.

The detailed utilities services strategy report coordinated is included at Appendix F7.

2.18 Population

A socio-demographic review has been completed as part of the economics and retail assessment. The findings from this review are that:

- The Penrith LGA is projected to experience a high annual growth rate due to its status as one of the key growth regions in Greater Sydney.
- It is expected that the Penrith LGA will gain an additional 54,402 residents over the 20 years to 2041, averaging an additional 2,720 residents per year.
- The primary drivers in this change include significant increases in the proportion of residents aged 30-54, growth in young family households and professionals aged 20-34 and 0-19, and growth in the number of senior households, aged 65+

Whilst current government projections envision minimal to no growth in Glenmore Park (Glenmore Park - Regentville SA2), these projections have not considered recent PP's including Glenmore Park Stage 3, nor the significant investment in infrastructure in the area.

Further, compared to the Penrith LGA overall, Glenmore Park has considerably less densification. Current population forecasts and market trends suggest that moving forward, there is likely to be an increased demand for higher-density dwellings that appeal to a range of market segments including key workers, couples, single parents, seniors and lone person households.

The PP responds to this demand and will ensure a broader diversity of housing options in Glenmore Park to meet the needs of residents. The socio-demographic review is included in the Economics and Retail Assessment at Appendix F8.

2.19 Social Infrastructure

A community and social impact assessment has an assumed population on the subject site of 3,741 by 2041 and 4,157 at full development. This population is estimated based on 3.1 persons per dwelling house (or terrace house) and an average of 2.2 persons per apartment.

The assessment found that the proposed development will produce around 371 primary school students and 275 high school age children in 2041, which equates to approximately 280 government K-6 students and 200 government 7-12 students. These students will be accommodated in a new K-6 primary school to be built in Glenmore Park Stage 3 which has

capacity for 1,000 students, and the existing Glenmore Park High School which currently has around 1,013 students enrolled.

There are currently 6 schools in Glenmore Park including:

- Bethany Catholic Primary School – 605 students (primary)
- Glenmore Park Public School – 632 students (Primary)
- Surveyors Creek Public School – 517 students (Primary)
- Fernhill School – 130 students (special)
- Caroline Chisholm College– 1030 students (secondary)
- Glenmore Park High School – 1013 students (secondary)

Further, there are a range of existing community facilities in the surrounding areas that are adequate to service the development, including the Floribunda Community Centre, the Glenmore Park Youth and Community Centre, the Surveyors Creek Community Centre, Regentville Hall, Mulgoa Hall, Joan Sutherland Performing Arts Centre, and the Penrith City Library, all of which are between 5 and 10kms from the subject site.

The proposed development does not trigger the need for additional community facilities on site.

In terms of healthcare, the proposed development does not trigger the need for a standalone community health centre, although a 24-hour medical centre is proposed, with additional local medical facilities proposed in Glenmore Park Stages 2 and 3.

Childcare in the precinct will also be addressed through the provision of a new childcare centre (minimum 100 places).

An assessment of the social infrastructure is provided in the Social and Community Impact Assessment in Appendix F6.

2.20 Open Space & Recreation

The Penrith Sport and Recreation Strategy outlines the provisions, best practice design and management options to guide the delivery of open space in the Penrith LGA over the next 15 years. The open space performance indicators are as follows:

- Local Park – Minimum requirement of 1 Local Park of approximately 0.75ha
- District Park – No requirement as less than the general rate of provision.
- Sporting Space – No requirement as less than the general rate of provision.
- Linear Park – approximately 3.75ha required.
- Citywide Park – No requirement as less than the general rate of provision.

The PP integrates a District scale hilltop park almost 3ha in area. In addition, the PP includes another hilltop local park, approximately 2000m² in size on Harold Bentleys Way, and a local park along The Northern Road approximately 4,500m² in size. This is in addition to the landscaped linear corridors adjacent to The Northern Road, Bradely Street and Glenmore Parkway, and the electricity transmission corridor which will form an extension of the Windmill Park.

In addition to the land dedication, the proposal also includes \$3.8m towards the construction of a public swimming pool and 2 public tennis courts (consistent with the needs outlined in the Penrith Sport and Recreation Strategy for the Glenmore Park Area) and an all-abilities playground consistent with the NSW Everyone Can Play Guidelines.

An assessment of the open space & recreation is provided in the Social and Community Impact Assessment in Appendix F6.

2.21 Housing Affordability

Penrith City Council's recently approved Local Housing Strategy (LHS) guides housing change in Penrith over the next 20 years. The 'housing vision' for Penrith is to provide a diverse range of housing to cater for a changing and growing population. Some key objectives of this strategy are to provide housing diversity and housing affordability, with a focus on increasing the supply of affordable rental housing in the LGA.

Council's LHS has identified that all affordable housing dwellings developed under the National Rental Affordability Scheme will lose their subsidy in 2026, and that whilst existing Community Housing Provider houses may be retained after the 10-year subsidy period ends, there will be an unmet demand for rental housing to 2036 in the Penrith LGA.

Recent planning proposals for Glenmore Park Stage 3 and Orchard Hills North have both provisioned 3% of the anticipated residential dwellings within the new release areas for affordable housing. This has been recognised in clause 7.31 of the PLEP 2010.

Council's LHS recognises the demographic change will require a shift in the mix of apartment sizes in the LGA, with an expected increase in residents aged over 70, a decline in the overall household size, and shift in the number of lone person households over the next decade. The LHS recognises that Council should manage this change through a review of its bedroom mix provisions in its DCP to increase the proportion of studio / 1-bedroom dwellings being delivered in new developments.

At present, separate dwellings represent almost 80% of the housing stock in the Penrith LGA which is more than 20% higher than Greater Sydney overall. Comparatively, the provision of higher density households in the Penrith LGA (9.1%) is more than 20% lower than Greater Sydney.

The proposed development seeks to address housing affordability on the site through a combination of housing diversity (housing designed to meet the needs of the community) and through a commitment to the provisioning of affordable rental housing. The site includes a mix of dwelling types with a predominance towards apartments. In addition, the proponent has committed to a 5% affordable housing contribution (minimum 86 dwellings) to be delivered in partnership with a registered CHP, or the provision of a monetary contribution to Council.

3.0 Statutory Planning Context

The Greater Sydney Region Plan, Western City District Plan and Greater Penrith to Eastern Creek Strategic Framework are strategic documents which are particularly relevant to this PP. Detailed consideration of these documents and how the PP responds to their aims and objectives is provided at Part 5.3 of this report.

Other documents which provide the statutory planning context for the PP include:

- The Western Sydney City Deal
- A Metropolis of Three Cities – the Greater Sydney Region Plan
- Our Greater Sydney 2056 – Western City District Plan
- Future Transport Strategy 2056
- Penrith Local Strategic Planning Statement 2020
- Penrith Community Plan
- Beat the Heat – Cooling the City Strategy
- Draft Penrith Urban Strategy – Managing Growth to 2031
- Draft Penrith Integrated Transport and Land Use Strategy
- Penrith Employment Planning Strategy

This chapter solely focuses on the statutory context of the rezoning area. The broader strategic framework is addressed in Part 5.3.

The rezoning has been prepared having regard to the existing planning framework in the context of the PLEP 2010 as the applicable Environmental Planning Instrument (EPI) for the subject site.

3.1 Penrith Local Environmental Plan 2010

The aims of the PLEP 2010, which guide the preparation of the PP for the site at Glenmore Park East, are as follows:

- a) to provide the mechanism and planning framework for the management, orderly and economic development, and conservation of land in Penrith*
- b) to promote development that is consistent with the Council's vision for Penrith, namely, one of a sustainable and prosperous region with harmony of urban and rural qualities and with a strong commitment to healthy and safe communities and environmental protection and enhancement*
- c) to accommodate and support Penrith's future population growth by providing a diversity of housing types, in areas well located with regard to services, facilities and transport, that meet the current and emerging needs of Penrith's communities and safeguard residential amenity*
- d) to foster viable employment, transport, education, agricultural production and future investment opportunities and recreational activities that are suitable for the needs and skills of residents, the workforce and visitors, allowing Penrith to fulfil its role as a regional city in the Sydney Metropolitan Region*

- e) *to reinforce Penrith's urban growth limits by allowing rural living opportunities where they will promote the intrinsic rural values and functions of Penrith's rural lands and the social well-being of its rural communities*
- f) *to protect and enhance the environmental values and heritage of Penrith, including places of historical, aesthetic, architectural, natural, cultural, visual and Aboriginal significance*
- g) *to minimise the risk to the community in areas subject to environmental hazards, particularly flooding and bushfire, by managing development in sensitive areas*
- h) *to ensure that development incorporates the principles of sustainable development through the delivery of balanced social, economic and environmental outcomes, and that development is designed in a way that assists in reducing and adapting to the likely impacts of climate change*

The PP gives effect to these objectives as outlined in Part 5.1.

Zoning

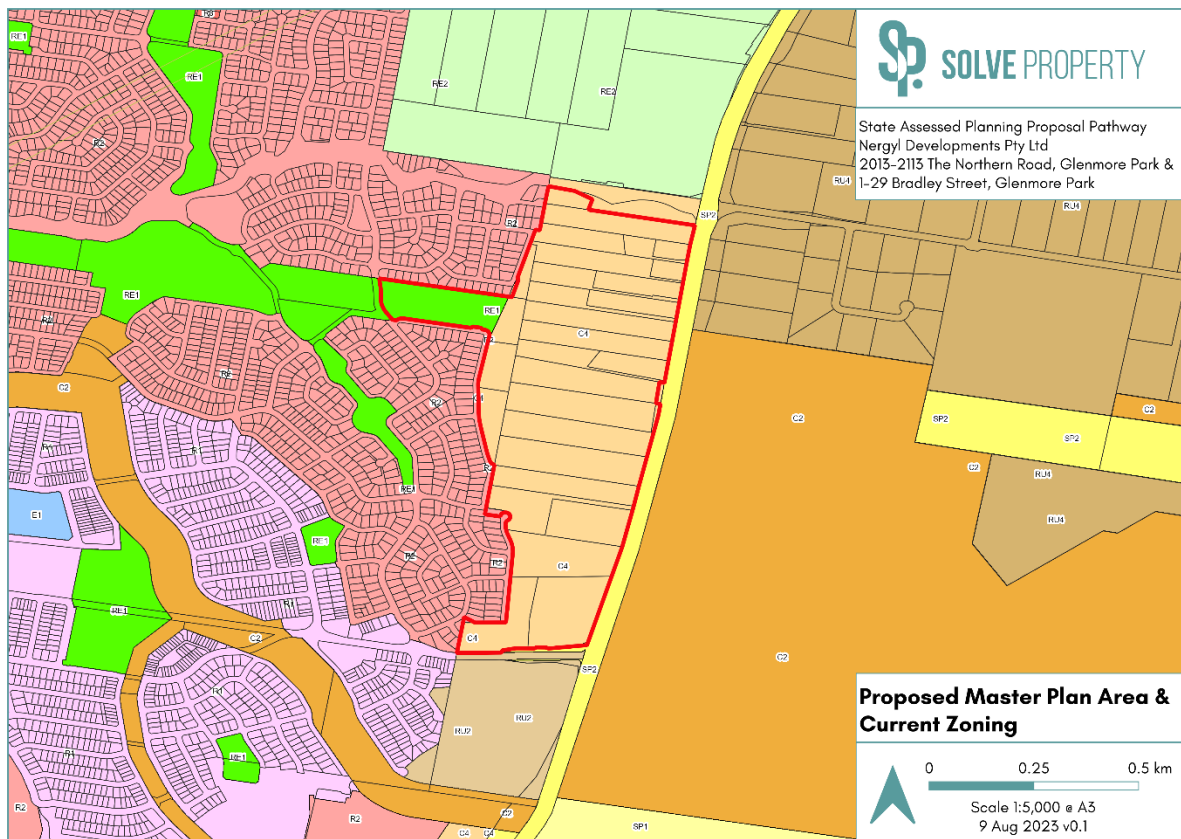
The precinct is currently zoned C4 Environmental Living (44.93 hectares), R2 Low Density Residential (225 square metres), SP2 Infrastructure (113 square metres) and RE1 Public Recreation (2.98 hectares) under the PLEP 2010. The C4 Environmental Living zoned land within the precinct is predominantly used for rural residential lifestyle properties, with part of the precinct having been approved for a 17-lot rural residential subdivision in 2005. The objectives of the C4 Environmental Living zones is:

- *To provide for low-impact residential development in areas with special ecological, scientific or aesthetic values.*
- *To ensure that residential development does not have an adverse effect on those values.*
- *To minimise conflict between land uses within the zone and land uses within adjoining zones.*
- *To ensure land uses are compatible with the available infrastructure, services and facilities and with the environmental capabilities of the land.*
- *To preserve and improve natural resources through appropriate land management practices.*

The other zones relate to a landlocked parcel of R2 Low Density Residential (Lot 516 Bangalla Parade), the misalignment of a SP2 Infrastructure zone boundary with TfNSW land acquisition on Bradley Street, and existing areas of Windmill Park which are zoned RE1 Public Recreation.

The current zoning of the site is identified in Figure 8 below.

Figure 8 – Current Zoning Map – PLEP 2010



Source: PLEP 2010 LZN Maps 006, 007, 013, 014

Building Height

Clause 4.3 of the PLEP 2010 sets a maximum height limit for buildings, with heights shown on an associated Height of Buildings Map. The subject site has no height control.

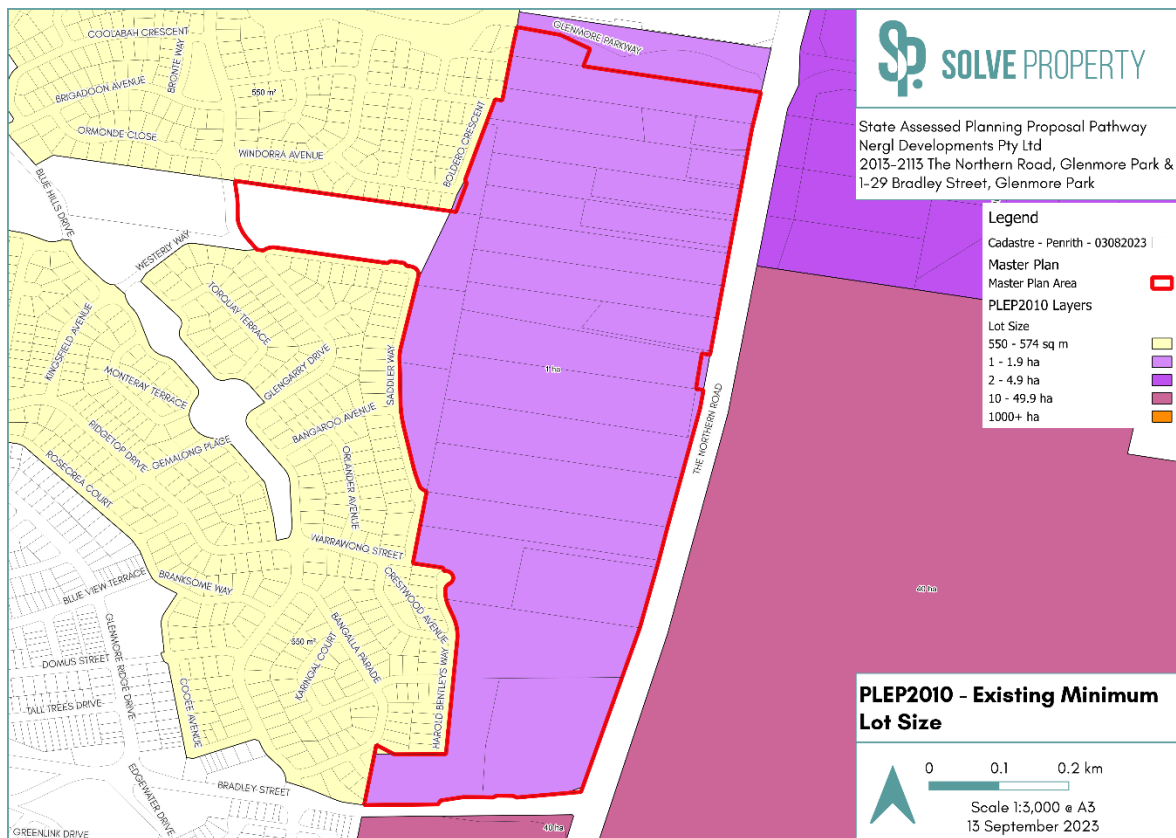
Floor Space Ratio

Clause 4.4 of the PLEP 2010 sets a maximum Floor Space Ratio (FSR), with FSRs shown on an associated FSR Map. The subject site has no FSR control.

Minimum Lot Size

Clause 4.4 of PLEP 2010 sets a minimum lot size, as indicated in the associated Minimum Lot Size Map. Most of the site has a minimum lot size of 1ha, except for Lot 516 (Bangalla Parade) which is zoned R2 Low Density Residential, and which has a minimum lot size of 550m². Part of the Council owned Windmill Park does not have a minimum lot size. The current Minimum Lot Sizes are shown on Figure 9 below.

Figure 9 – Current Minimum Lot Size Map – PLEP 2010



Source: PLEP 2010 LSZ Maps 006, 007, 013, 014

Heritage

Clause 5.10 of the PLEP 2010 sets controls for heritage items, heritage conservation areas, archaeological sites and Aboriginal objects or places. There are no items of Commonwealth or State heritage listing within the site, nor are there any local heritage items, listed under PLEP 2010 on the site.

Flood Planning

The previous flood planning provisions in the PLEP 2010 (clause 7.2) have been repealed and are no longer in effect. The provisions of the section 9.1 Ministerial Direction are relevant in relation to flooding.

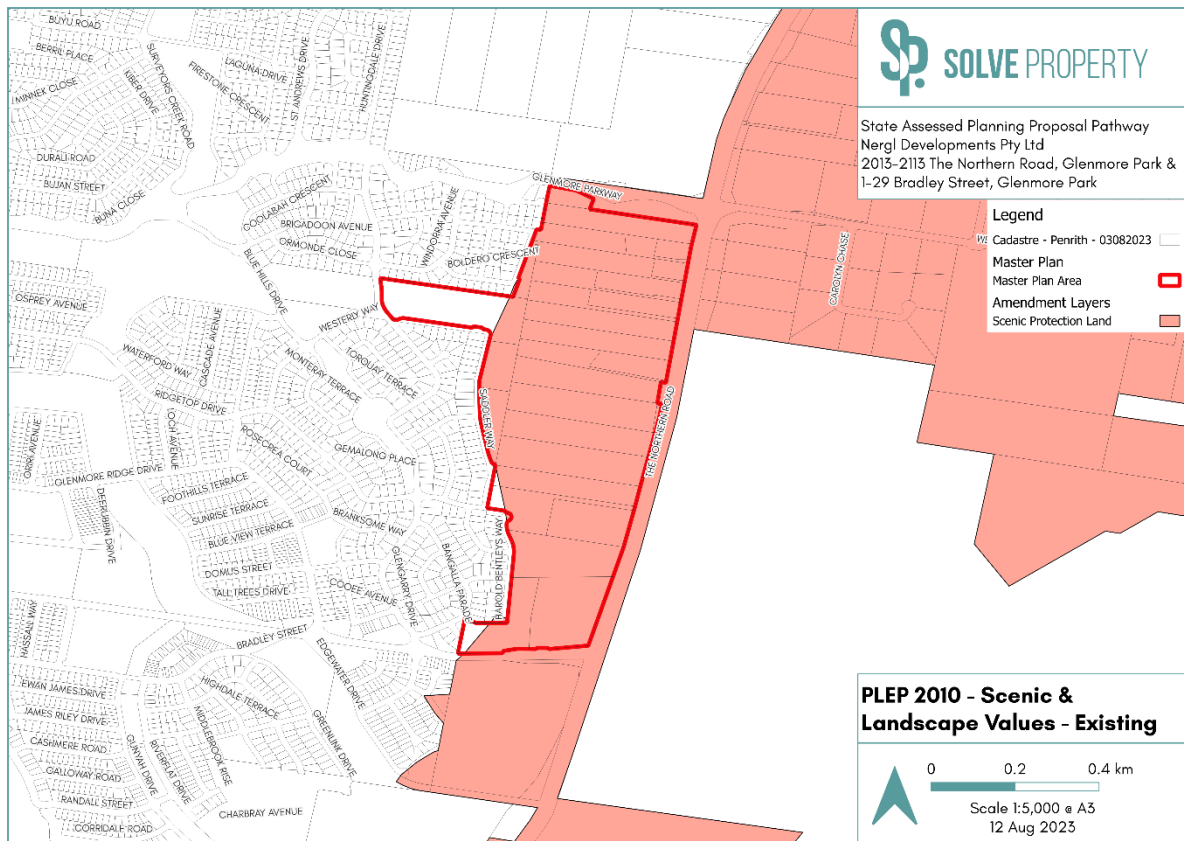
Scenic Landscape Value

A large part of the site is classified as Scenic and Landscape Value Land under the PLEP 2010. Clause 7.5.3 states:

“Development consent must not be granted for any development on land to which this clause applies unless the consent authority is satisfied that measures will be taken, including in relation to the location and design of the development, to minimise the visual impact of the development from major roads and other public places.”

As such, any development must ensure measures are in place to minimise the visual impact of the development from major roads and other public places. Figure 10 below illustrates the current Scenic and Landscape Values Map.

Figure 10 – Current Scenic and Landscape Values Map – PLEP 2010



Source: PLEP 2010 SLV Maps 006, 007, 013, 014

Local Provisions

There are no local and specific provisions for the Glenmore Park East site at present. Other urban release areas including Orchard Hills, Orchard Hills North and Glenmore Park Stage 2 and 3 have local provisions which restrict maximum dwelling yield and regulate specific forms of development.

3.2 Penrith Development Control Plan 2010

The site is also subject to the Penrith Development Control Plan (PDCP) 2010. The PDCP 2010 applies to the entire Penrith LGA and includes general development guidelines. The main objective of the PDCP 2010 is to assist in the realisation of the aims of the PLEP 2010.

Details of the relevant provisions of the PDCP 2010 have not been undertaken as part of this PP as a site specific DCP will be prepared for the Glenmore Park East precinct and submitted to DPE and Council prior to public consultation on this PP being undertaken.

4.0 Proposed Rezoning Concept

4.1 Proposal Description

The aim of this PP is to rezone the land identified in the Concept Master Plan to facilitate development for a range of urban uses including:

- Up to 1,710 new homes, offering a diverse range of housing options to meet the needs of a changing community. These new homes include approximately 242 traditional detached homes, 182 smaller attached terraces, and 1,286 apartments.
- 5% affordable housing on the site.
- Complementary non-residential uses in the precinct, including mixed-use retail spaces, childcare facilities, medical services, food and beverage establishments, a fresh food market, specialty shops, restaurants and cafes, entertainment venues, offices, and a hotel for short-term accommodation supporting visitors and the requirements of nearby defence industry partners.

The subject site ties together the Glenmore Park suburb and is a logical urban inclusion. It should also be noted that:

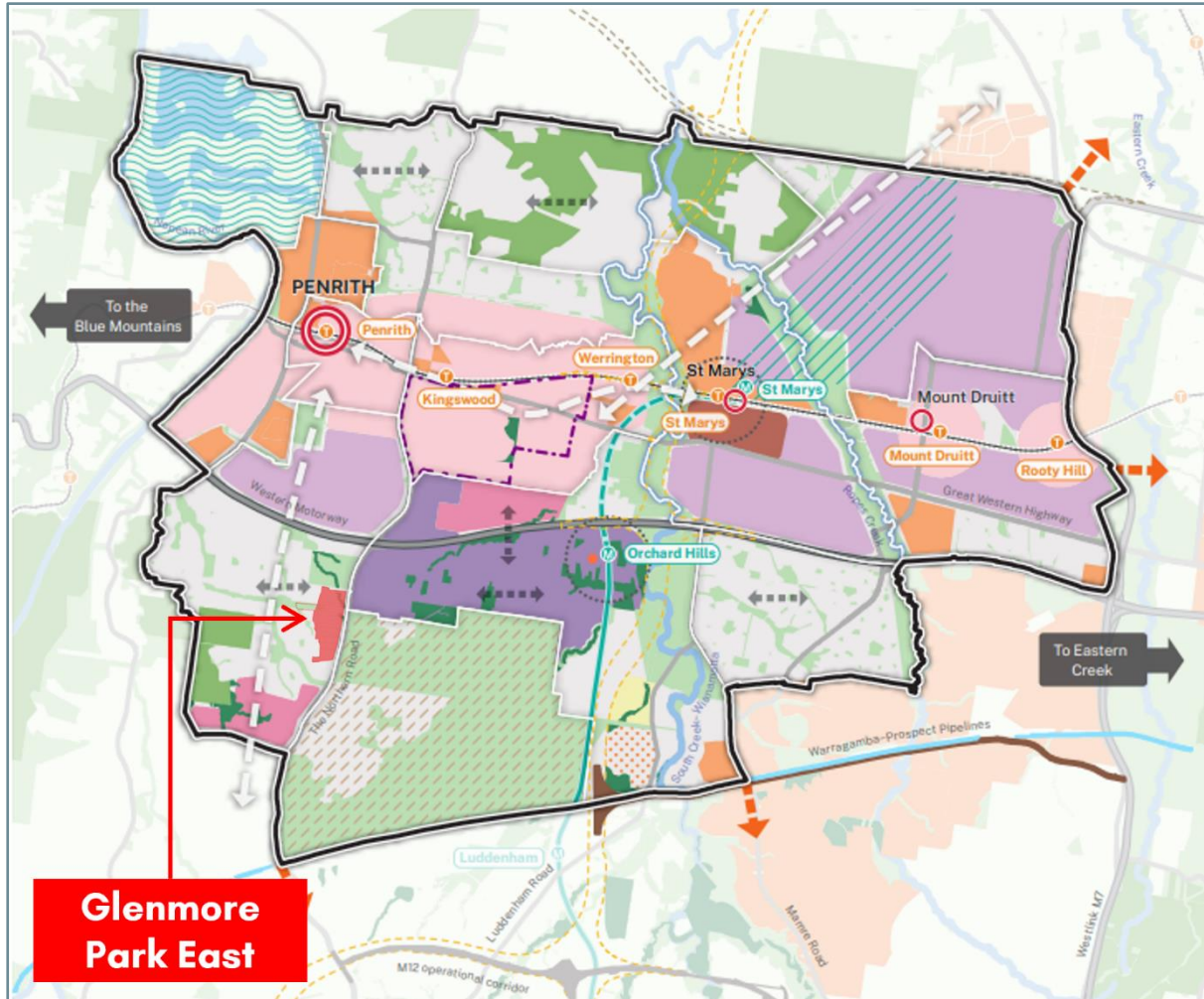
- There are limited environmental or physical constraints that would prevent redevelopment.
- The area is located within the Greater Penrith to Eastern Creek Investigation Area (see extract of GPEC Structure Plan Map at Figure 11 below) and is recognised as an established precinct. The GPEC Structure Plan does not identify the land as *Metropolitan Rural Area*.
- The land is reflected in inconsistent ways throughout Council's Rural Lands Strategy (RLS). The RLS recognises the area in the Existing Urban Area (see Figure 12 below), with a transition of the gateway (into Penrith) being adjusted southward to align with expansion of the urban area³ (See Figure 13 below).
- The rezoning of the land will support the Government's investment in infrastructure and will result in better utilisation of the land, noting that part of the site has been approved for a 17 lot rural residential subdivision.
- The subject site has proximity to an extensive regional road network and is well located in terms of the future Western Sydney International Airport and employment lands of Eastern Creek and the Western Sydney Employment Area (WSEA).
- The precinct is able to capitalise on the availability of new and existing infrastructure, such as the recently completed M4 on and off-ramps, The Northern Road upgrade, and four train stations within 4.5km of the site (Penrith, Kingswood, Werrington, St Marys) as well as the Orchard Hills metro which is currently under construction.

Whilst there has been a long history of planning on this site, the government's priority for housing, coupled with significant investment in infrastructure in area means, means that previously held views of a rural residential gateway into Penrith in this location is a gross underutilisation of urban capable land. It should be noted that policies which have sought to

³ Page 49 - Rural Lands Strategy

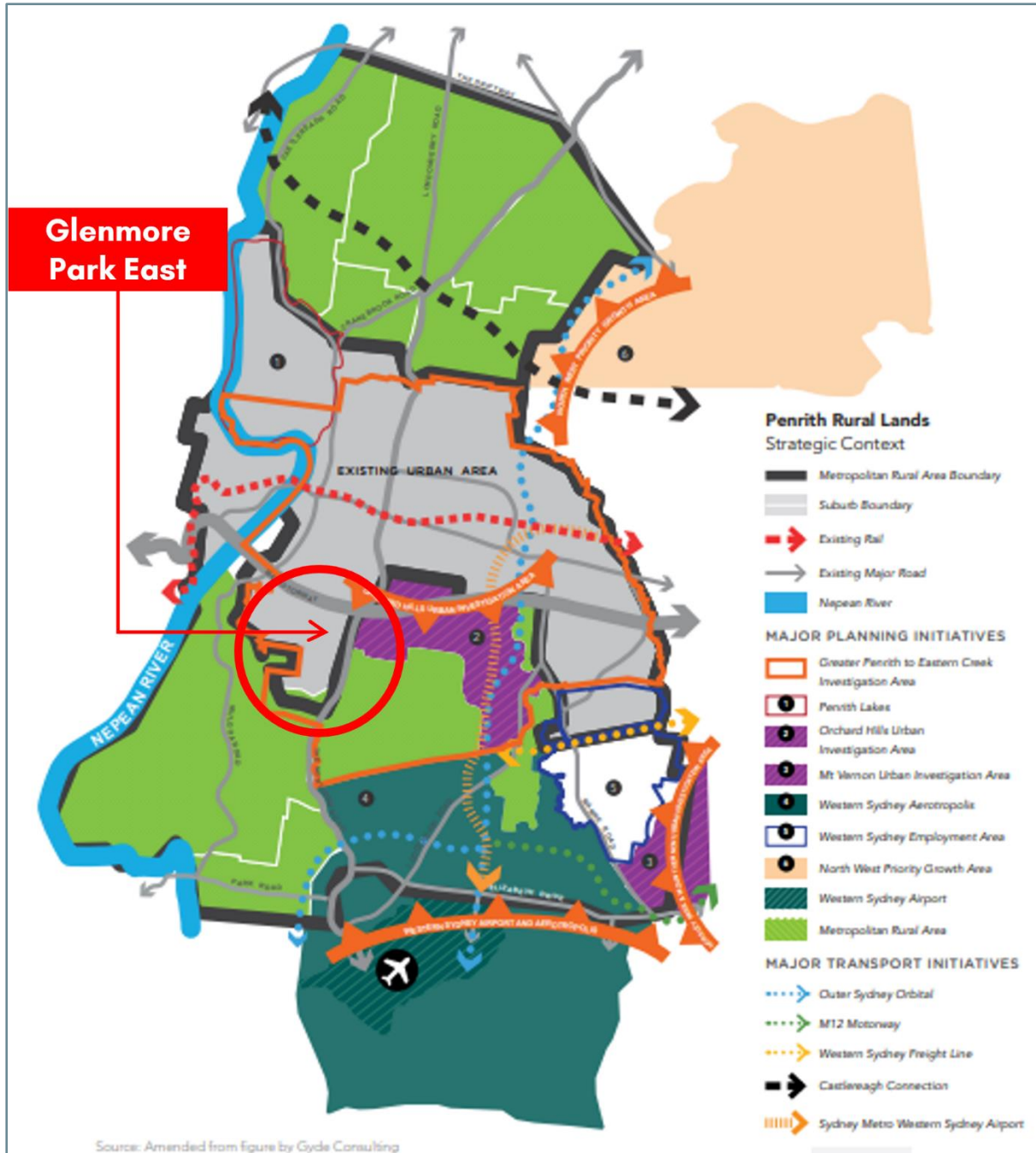
prevent the site being developed for urban purposes are often conflicting and do not fully recognise the transitional nature of the area, underpinned by billions of dollars invested in catalyst infrastructure largely associated with the Western Sydney Airport.

Figure 11 - GPEC Structure Plan Map (Extract) & Subject Site



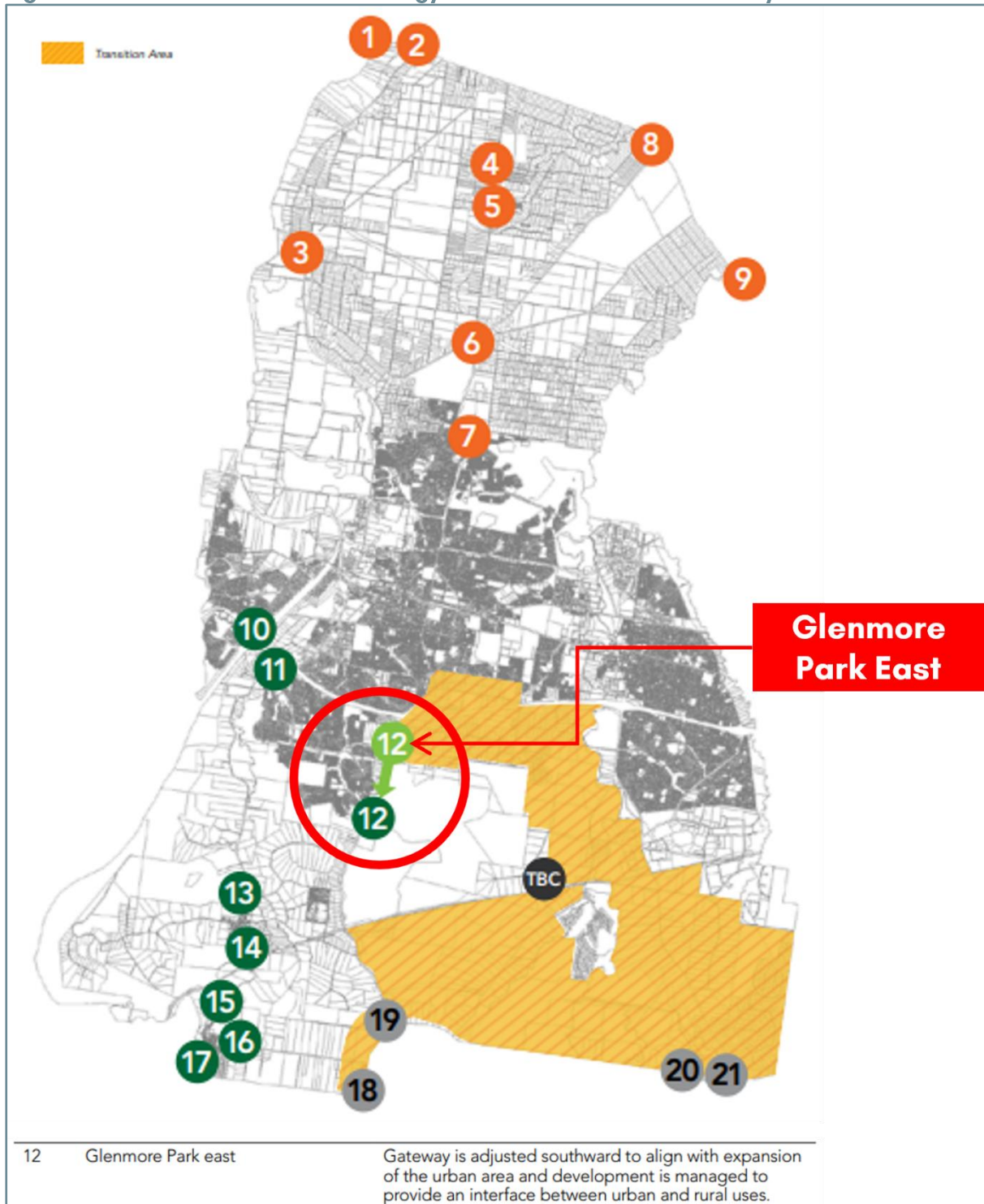
Source: *Greater Penrith to Eastern Creek (GPEC) Investigation Area Strategic Framework* (amazonaws.com)

Figure 12 – Council Rural Lands Strategy – Existing Urban Area



Source: Penrith Rural Lands Strategy 2022 (amazonaws.com) (p25)

Figure 13 – Council Rural Lands Strategy – Relocation of Rural Gateway



Source: *Penrith Rural Lands Strategy 2022* (amazonaws.com) (p49)

4.2 Proposed Vision

Glenmore Park East (GPE) is the welcoming gateway for residents and visitors moving between Western Sydney Airport and the Penrith Local Government Area. This sustainable and liveable precinct fosters an inclusive and engaged community, whilst providing new housing choices that cater for the needs of a diverse and growing Western Parkland City. GPE proudly embraces its ties to the land, its biodiversity, and its stunning vistas of the Blue Mountains.

The urban areas within this precinct will be seamlessly connected through an array of public open spaces and vibrant community amenities that are easily accessible by walking or cycling. Notably, a district-scale hilltop park will serve as a central attraction, welcoming people of all ages.

Residents will have the convenience of working near their homes or opting for efficient public transportation options to reach destinations including the Western Sydney Airport, Penrith, or nearby jobs, ensuring that the precinct offers a genuine 20-minute neighbourhood. All these objectives will be realized by adhering to the core principles of *Live, Work, Play*.

Live: Diversity in housing options is a central aspect of the precinct's Live principle. It encompasses a wide array of housing choices, such as single-family homes, townhouses, apartments, senior-friendly housing, and mixed-use developments. These options are carefully designed to cater to the diverse needs and preferences of future residents in Penrith. The aim is to offer housing that is not only affordable but also aesthetically appealing, nurturing a strong sense of community and belonging among its residents.

Work: Under the Work principle, the precinct incorporates areas for home offices, co-working spaces, and local enterprises that bolster the Glenmore Park East neighbourhood. This urban framework allows residents easy access to workspaces and jobs right within the community, reducing the reliance on cars and long commutes. Additionally, the precinct will feature an Eat Street, which will provide essential amenities akin to those found in a thriving and evolving city, catering to the needs of local residents and visitors to the precinct.

Play: Under the Play principle, the precinct offers dynamic public spaces and communal gathering spots to encourage social engagement and inclusiveness. It is designed to offer a wide range of recreational and leisure activities, including parks, playgrounds, walking and cycling trails, fitness centres, a public swimming pool, and two public tennis courts. Moreover, there will be local convenience retail and dining options to ensure that residents can enjoy a high level of urban amenities right within the precinct. This comprehensive approach aims to promote an active and vibrant lifestyle for all residents.

The Glenmore Park East Master Plan achieves the vision through sustainable transportation, connectivity, and community development.

Location and Connectivity: Glenmore Park East's strategic location makes it accessible to both the Western Sydney Airport and the Penrith CBD. It is also adjacent to Orchard Hills and benefits from a new Metro system connecting Western Sydney to Sydney City. This connectivity is essential for the area's growth and accessibility.

Sustainable Transportation: The precinct prioritises walking, cycling, and public transport, which aligns with Council's sustainability goals. Promoting these modes of transportation will reduce dependence on cars and help create a more environmentally friendly community.

Street Design: Streets are designed to be perpendicular to the contours of the land. This design not only creates an attractive public domain but also minimises the impact of housing in sloping land. The intention is to create a visually appealing and walkable neighbourhood.

Block Layout: The layout of the blocks is designed to maximise permeability through a network of streets, paths, and building separation. This layout encourages easy access to key destinations, such as The Northern Road (with bus stops) and open space areas including the new 2ha Hilltop Park.

Mixed-Use Development: The Northern Road frontage is envisioned as a mixed-use area with active ground floor uses including (but not limited to) hotel, medical facilities, child care, entertainment, fresh food market, and apartments above. This mixed-use approach will contribute to a vibrant streetscape and offer convenience to residents. A walkable and bike-friendly environment encourages residents to shop, dine, and work close to home.

Eat Street: The Eat Street serves as food and beverage destination for members of the community and visitors. The area is designed for mixed-use development, including shops, restaurants, and apartments, creating a focal point for the community.

Housing Diversity: The vision emphasises the importance of housing diversity, with a mix of housing types and price points. This approach aims to create a well-rounded community that accommodates a range of residents and lifestyles.

Natural Environment: The plan acknowledges the significance of natural watercourses and drainage channels, advocating for their retention, celebration, or enhancement. This approach aligns with principles of biodiversity and sustainable landscaping. The precinct also recognises and retains significant areas of Cumberland Plain woodland which is embedded as a key element of the design.

Open Space: The vision aims to optimise open space, making it multipurpose and accessible for various activities. The Transgrid easement which passes through the site and connects the precinct to the wider Glenmore Park community, is identified as an opportunity for informal sports fields, urban agriculture, and cycleways.

Community Engagement: The plan encourages development that engages and links with riparian zones and natural habitats. It envisions community gardens to provide fresh produce and shared paths for residents and visitors to enjoy nature, culture and artistic expression.

4.3 Concept Master Plan and Rezoning Description

It is proposed to rezone part of the Concept Master Plan area from C4 Environmental Living (44.93 hectares) and SP2 Infrastructure (113 square metres), under the PLEP 2010 to a combination of R2 Low Density Residential, R3 Medium Density Residential, E1 Local Centre, MU1 Mixed Use, RE1 Public Recreation, C2 Environmental Conservation and SP2 Infrastructure, as well as provide appropriate controls relating to minimum lot size and height.

The rezoning of Glenmore Park East will provide up to 1,710 new homes and will ultimately provide a broad mix of housing types ranging from traditional detached residential lots, terraces and units. With less than 10% of housing the Penrith LGA units, the proposed development will help rebalance the currently skewed housing typology.

The proposed mixed use and local centre will provide local retail, childcare facilities, medical services, food and beverage establishments, a fresh food market, specialty shops, restaurants and cafes, entertainment venues, offices, and a hotel for short-term accommodation. This range of uses will ensure that the precinct achieves its objective of *Live, Work and Play*.

In addition, the precinct will be supported by cycle and pedestrian links with an almost 3ha Hilltop District Park, local parks including bushland and riparian corridors, and a commitment to \$3.8m of embellishments in the form of a public swimming pool, 2 public tennis courts and an all-abilities playground.

The location of parks and open space areas have been carefully selected to enhance the existing value of the natural landscape, such as hill top views and creek lines and to retain the significant bushland areas in order to provide the highest level of amenity for future residents.

The Concept Master Plan for the subject site is included at Appendix C.

4.4 Concept Master Plan Design Elements

The Concept Master Plan integrates a number of key design elements which contribute to the precinct, Glenmore Park, Penrith and the Western Parkland City. These design elements are described as follows:

Expanding the Blue-Green Grid

The Concept Master Plan expands the existing blue-green network in Glenmore Park with green corridors and creek lines. It unlocks the natural areas within the precinct as public parks and creates a mixed-use community where nature and urbanity not only co-exist but thrive off each other.

The Concept Master Plan extends the existing recreational and ecological corridor that traverses east-west through Glenmore Park with a range of uses including walking/ cycling routes, activity nodes, lookouts, shelters and seating, sporting facilities, ecological landscaping and public art.

The Concept Master Plan creates a major new hilltop park on the ridgeline that retains existing vegetation and leverages views to the Blue Mountains and Orchard Hills. The Plan restores the riparian corridor that traverses the north-east corner, improving waterway and ecological health.

Improved Connectivity

The new Western Parkland City will become one of Australia's most connected cities with innovative public transport and infrastructure bringing residents closer to jobs, centres and nature.

The upgraded Northern Road provides convenient access between Glenmore Park, Penrith and the Western Sydney International Airport. The site is also near the M4, M12 and Outer Sydney Orbital connecting to Greater Sydney.

The Northern Road will accommodate rapid bus services connecting the metropolitan centres of Penrith, Liverpool and Campbelltown to the Western Sydney Airport and Bradfield. The site will provide density and amenities at the Glenmore Park stop and facilitate connection between rapid bus and local bus services.

The site will also contribute to active transport with a connected and walkable neighbourhood and new green links with shared paths and walking paths.

Responsive Growth

The uses and zones surrounding The Northern Road within Glenmore Park are currently disconnected and failing to create a united streetscape and welcoming arrival point to the area.

Orchard Hills is expected to grow and change significantly over the coming decades with the construction of Sydney Metro line which is currently under construction. The area around Orchard Hills is similarly undergoing transformation including Western Sydney Employment Area, Penrith Health and Education Precinct, and Western Sydney Education Precinct.

The site in its current form will be total contrast to the surrounding existing and future urbanised areas in the west, north and east. In this regard the proposal better responds to, and ties together Glenmore Park and Orchard Hills seamlessly.

The proposed Rapid Bus on The Northern Road will catalyse opportunities for growth, enabling better connectivity to Glenmore Park, Penrith and the new Western Sydney Airport.

The site will contribute to housing diversity, density and affordability in an area that will have excellent accessibility to employment, co-located with open spaces and amenities.

Filling the Gap

The planned growth and investment in housing and transport infrastructure needs to be supported with services and destinations in the right locations to create a liveable and productive Western Sydney.

In the absence of sufficient services and activities for families in the area, the site is strategically positioned within its context to create a holistic and connected activity hub leveraging off its natural amenity and excellent access to Penrith and the Western Sydney Airport.

The site can complement existing and proposed land uses by providing services for future residents and diversifying the local economy with recreation, dining and entertainment uses targeting visitors who are looking for a vibrant and conveniently accessible destination amongst a picturesque natural setting. The site will also accommodate accommodation for visitors and office and work spaces for the next generation of remote work.

4.5 Proposed Land Use Character

The Concept Master Plan map identifies a range of land uses supporting the new residential community. These include recreational areas for new parks, drainage, opportunities for retail and employment, mixed use areas and environmental conservation. The vision for the precinct and the intended character is summarised as follows:

Live

Diversity in housing options is a central aspect. It encompasses a wide array of housing choices, such as single-family homes, townhouses, apartments, senior-friendly housing, and mixed-use developments.

These options are carefully designed to cater to the diverse needs and preferences of future residents in Penrith. The aim is to offer housing that is not only affordable but also aesthetically appealing, nurturing a strong sense of community and belonging among its residents.

Work

The precinct incorporates areas for home offices, co-working spaces, and local enterprises that bolster the Glenmore Park East neighbourhood. This urban framework allows residents easy access to workspaces and jobs right within the community, reducing the reliance on cars and long commutes.

Additionally, the precinct will feature an Eat Street, which will provide essential amenities akin to those found in a thriving and evolving city, catering to the needs of local residents and visitors to the precinct.

Play

The precinct offers dynamic public spaces and communal gathering spots to encourage social engagement and inclusiveness. It is designed to offer a wide range of recreational and leisure activities, including parks, playgrounds, walking and cycling trails, fitness centers, a public swimming pool, and two public tennis courts.

Moreover, there will be local convenience retail and dining options to ensure that residents can enjoy a high level of urban amenities right within the precinct. This comprehensive approach aims to promote an active and vibrant lifestyle for all residents.

5.0 Planning Proposal

The preparation of this PP is the first step towards rezoning of the 47.95ha site (44.97ha to be rezoned).

This section of the report provides justification and clarity in terms of the intended outcomes and the strategic merit of the proposal to enable the determining authority (DPE) to issue a Gateway determination consistent with Section 3.33 of the EP&A Act, should that be the pathway chosen under the SAPP pilot program.

Notwithstanding, this section contains the basis of a PP for the PLEP 2010 amendment in accordance with section 3.33 of the EP&A Act and *'A Guide to Preparing Planning Proposals'* (the guidelines). It is comprised of:

- Part 1 – Objectives and Intended Outcomes
- Part 2 – Explanation of Provisions
- Part 3 – Justification
- Part 4 – Mapping
- Part 5 – Community Consultation
- Part 6 – Project Timeline

5.1 Part 1 - Objectives and Intended Outcomes

The primary objective of this PP is to amend the PLEP 2010 to facilitate development of the site to deliver a residential and mixed-use development, in a manner which is generally consistent with the Concept Master Plan and which will form an extension of the existing urban release areas at Glenmore Park.

The intended outcomes of the PP are to:

- Retain and rejuvenate key creek and drainage lines, and capitalise on the opportunity to restore the riparian corridor that traverses the north-eastern corner of the site, improving waterway and ecological health and expanding blue grid
- Retain the existing significant vegetation (Cumberland Plain) as natural bushland and integrate into a future Hilltop District Park and expand the green grid
- Manage and retain views into and out of the site, whilst proposing an urban scale interface with The Northern Road (rather than backs of fences)
- Create a new local centre combined with an eat street and short-term visitor housing – responding to the vision of *Live, Work, Play*
- Create a diverse mix of up to 1,710 new homes, with medium density housing located around the local centre and major open space amenity
- Integrate via road, pedestrian/cycle link and green links with the existing Glenmore Park communities to the west
- Link Bradley Street, The Northern Road, Glenmore Parkway and Saddler Way into a meaningful urban road network
- Improve water quality, water flow and stormwater management through the site and as a result of upgrades to The Northern Road
- Utilise urban design and building typology on the eastern boundary to manage noise whilst creating an attractive and vibrant urban interface

5.2 Part 2 – Explanation of Provisions

Part 2 of the PP is an explicit statement of how the objectives outlined in Part 1 are to be achieved through an LEP amendment.

The current C4 Environmental Living zoning on the site inhibits any redevelopment of the site. A rezoning of the site is necessary to create a high-quality residential development, which responds to the changing nature of the area and to ensure that a unique and iconic southern gateway to the Penrith CBD can be created for residents and visitors.

Viable development of the site can only be realised by amending PLEP 2010 to enable the type of development envisaged by the Concept Master Plan.

Statement of intended effects

The PP seeks to amend the PLEP 2010 and related maps as it applies to land at Glenmore Park East. The purpose of the amendment is to introduce appropriate urban zonings for the development of the land for residential, mixed use, open space, environmental conservation, tourism, offices, and local retail.

The Penrith LEP 2010 will be amended to establish land use zones by amendment of the Land Use Zone Map, the Maximum Height of Building Map, and the Lot Size Map. Other maps also need to be amended to include the site as an urban release area and exclude the site from the scenic and landscape map. With the need for a collector road running north south (Jilondalee Way) and east west connections to improve mobility and access over and above the needs of the site, and link to the existing areas of Glenmore Park to the west, it will be necessary for land to be acquired. The land acquisition map will also need to be amended.

In summary the intended effects of the rezoning are:

1. Amendments to PLEP 2010

The proposed outcomes will be achieved by an amendment to PLEP 2010 as follows:

Amend the Land Zoning Map

- Rezone the site from C4 Environmental Living and SP2 Infrastructure to part R2 Low Density Residential, R3 Medium Density Residential, E1 Local Centre, MU1 Mixed Use, RE1 Public Recreation, C2 Environmental Conservation and SP2 Infrastructure

Amend the Height of Buildings Map

- 16m at the proposed E1 Local Centre and part of the MU1 Mixed Use and part of the R3 Medium Density Residential
- 12.5m for proposed R3 Medium Density Residential and part MU1 Mixed Use
- 8.5m across the R2 Low Density Residential and part of the R3 Medium Density Residential
- Balance lands (RE1 Public Recreation, C2 Environmental Conservation and SP2 Infrastructure) do not have any height control

Amend the Minimum Lot Size Map

- 300m² for proposed R2 Low Density Residential
- 180m² for proposed R3 Medium Density

- Balance areas of the site do not have minimum lot sizes

Amend the Scenic and Landscape Values Map

- Remove the area of landscape value from the site

Clause Application Map

- Define boundaries on the map for the rezoning area, titled 'Glenmore Park East', to which a maximum lot yield cap of 1,710 will apply in a new Clause 7.16B
- Amend Clause 7.31 to include an affordable housing contribution of 5%, for 'Glenmore Park East'.

Urban Release Areas Map

- Add rezoning area 'Glenmore Park East' to the map.

Land Reservation Acquisition Map

- On RE1 Public Recreation land identified to contain the Hilltop District Park and 2 Local Parks, and the SP2 Infrastructure identified to contain roads, add these lands to the land acquisition map with the land acquisition authority as Penrith City Council.

Each of these amendments is described below.

2. Explanation of proposed amendments

Land Use Zones

The proposed E1 Local Centre zone facilitates a local village centre, to be the hub of the community, with a fresh foods market and offices. The adjoining MU1 Mixed Use zone accommodates a mix of uses including mixed-use retail spaces, childcare facilities, medical services, food and beverage establishments, specialty shops, restaurants and cafes, entertainment venues, offices, and a hotel for short-term accommodation supporting visitors to the area.

This area will also be able to accommodate shop top housing.

The R2 – Residential Low Density and R3 Medium Density Residential Zones facilitate a mix of residential development typologies, consistent with the vision for an increased diversity of housing choice within Penrith. It is envisaged that the development will include approximately 242 traditional detached homes (with an average site area of 320 square meters), 182 attached terraces (with an average site area of 240 square meters), and 1,286 (1, 2 and 3 bedroom) apartments (with an average size of 90 square metres).

The RE1 Public Recreation zone includes a combination of the new Hilltop District Park, two new local parks, and extension of Windmill Park and linear corridors adjacent to The Northern Road and the avoided lands in the north-eastern corner of the site.

Parts of the RE1 land will be identified on the land acquisition map to provide certainty for delivery and future ownership of identified open space areas due to multiple ownership.

The area proposed to be C2 Environmental Conservation comprises the northern drainage corridor which is also identified as avoided lands under the Cumberland Plain Conservation Plan.

Table 4 below summarises the proposed zoning areas.

Table 4 – Proposed Zoning Areas

Zone	Hectares
E1 – Local Centre	0.44
MU1 – Mixed Use	4.29
R2 – Low Density Residential	12.10
R3 – Medium Density Residential	10.81
RE1 – Public Recreation	10.72
C2 – Environmental Conservation	2.93
SP2 – Infrastructure	3.70
TOTAL^	44.97

Areas – already zoned (R2 –225.2m² and RE1 – 2.96ha)

^ Total may vary depending on rounding

Building Height

The proposed instrument will amend the principal development standards for the Height of Buildings (HOB) with an amended HOB map. At present the site has no height control.

The areas identified E1 Local Centre and part of the MU1 Mixed Use and part of the R3 Medium Density Residential will have a height limit of 16m. This will provide for buildings generally up to 5 storeys in height and will be centred on the community hub. The areas identified as R3 Medium Density Residential and part MU1 Mixed Use will have a height limit of 12.5m which will provide for buildings generally up to 4 storeys in height.

R2 Low Density Residential and part of the R3 Medium Density Residential in hilltop areas will have a height limit of 8.5m. The remainder of the site (RE1 Public Recreation, C2 Environmental Conservation and SP2 Infrastructure) does not have a building height control.

Minimum Lot Sizes

The principal development standards for the Minimum Lot Size (MLS) are proposed to be amended. At present the majority of the site has a minimum lot size of 1ha, except for Lot 516 (Bangalla Parade) which has a MLS of 550m².

As part of the proposed amendments, the R2 Low Density Residential zoned parts of the site (12.1ha) will have a MLS of 300m². Areas to be zoned R3 Medium Density Residential (10.81ha) will have an MLS of 180m². The balance of areas within the site will not have a MLS.

Floor Space Ratio

No FSR controls currently exist on site. This is not proposed to be altered.

Heritage

There are no heritage items on the site. This is not proposed to be altered.

Protection of Scenic Character and Landscape Values

The entirety of the site is currently identified as having landscape values. This classification is proposed to be removed. A Visual Analysis prepared as part of the Urban Design Report confirms that the view lines within the site have low to medium visual sensitivity with key characteristics and views retained through the proposed Concept Master Plan and appropriate DCP design criteria.

Utilising the existing topography to the sites advantage, any potential visual impacts can be dramatically reduced from both within the site and from the surrounding neighbourhoods. The medium density dwellings and local centre will be below the top of the ridgeline which integrates important areas of vegetation in bush land park settings.

A minimum setback of 10m along The Northern Road and adjacent frontages to Bradley Street and Glenmore Park couples with RE1 zoning will ensure a significant landscaped interface at the subject site.

Urban Release Area

The PP will include the creation of a new Urban Release Area Map layer identifying Glenmore Park East as a new Urban Release Area. Part 6 of PLEP 2010 will also be altered to include Glenmore Park East as a designated Urban Release Area.

A new provision will be included in Part 6 in relation to the provision of local infrastructure. This clause will apply to land identified as an Urban Release Area on the Urban Release Areas map.

Development consent cannot be granted to land within an Urban Release Area unless the relevant Contributions Plan is in effect, or an alternative mechanism is provided for the delivery of local infrastructure. The intent of this clause is to ensure that there is limited risk exposure to Council in enabling the making of the Plan and provides flexibility that either a Contributions Plan needs to be in effect to be granted development consent or other arrangements such as a Planning Agreement being in place.

It should be noted that a Letter of Offer for a Planning Agreement is included in this PP.

Amendments to Part 7

Insert new Clause 7.16B Glenmore Park East in Part 7 in order to provide certainty in regard to the maximum number of residential lots. Amend clause 7.31 to clarify that a minimum 5% affordable housing contribution is to be made on the subject site.

3. Glenmore Park East Development Control Plan

A Site Specific DCP is proposed for the Glenmore Park East site. The DCP will support the PP and includes site specific controls relating to:

- Design objectives and character areas
- Public domain and parks
- Residential development – including setbacks, interfaces with adjacent areas
- Village Centre
- Heritage

- Site grading and retaining walls
- Urban Heat Island, and
- Water cycle management and flooding

4. Section 7.11 Contributions

Nergl Developments Pty Ltd and their delivery partners will be a major development within the Glenmore Park East rezoning area. However, it is important to recognise that there is still a level of fragmented ownership across the site. If fragmented ownership cannot be resolved between the landowners, a section 7.11 Contributions Plan may need to be prepared to establish a contributions regime for all future development resulting from the proposed rezoning.

If it becomes necessary, the contributions plan will incorporate the following elements:

- Dedication and embellishment of local open space
- Delivery of intersections within and outside the rezoning area
- Delivery of Jilondalee Way (collector road) within the rezoning area
- Water Cycle Management

It is envisaged that the following items will be delivered by developers as part of general subdivision works:

- Dedication and embellishment of detention basins and water quality devices
- Construction and dedication of local roads within the rezoning area

Nergl Developments Pty Ltd expects to ultimately enter into Planning Agreements (PA) with Council, as addressed below. This will provide certainty for delivery of an enabling level of local infrastructure in the rezoning area.

5. Planning Agreement

A draft PA Letter of Offer from Nergl Developments Pty Ltd to Council accompanies the PP. Discussions regarding a PA will progress in parallel with this PP.

6. State Infrastructure Contribution

The 'satisfactory arrangements' clause under Part 6 of PLEP 2010 will apply to this site to provide a mechanism for contributions towards State infrastructure if required.

5.3 Part 3 – Justification

Part 3 sets out the justification for the PP, against its strategic planning context, considering the environmental, social and economic impacts of the proposal and the interests of the State and Commonwealth Governments.

In accordance with the guidelines, the level of justification is to be commensurate to the stage in the LEP making process. At this initial stage of the process, the potential impacts of the proposal must be identified sufficient to provide the intent, but a comprehensive response is not required.

In this case, a significant body of urban design and technical investigation has been undertaken to confirm the intent of the rezoning at the front end. and demonstrating the strategic merit of the proposal. Further assessment, if deemed necessary will be integrated into the SAPP pilot program framework.

The guidelines contain a list of questions to consider when demonstrating the justification for a PP. Each of these questions is addressed below.

Section A – Need for the Planning Proposal

Q1 Is the Planning Proposal a result of an endorsed Local Strategic Planning Statement, strategic study or report?

Whilst Council's Local Strategic Planning Statement (LSPS) excludes the site from the LSPS Structure Plan, it should be noted that the LSPS was prepared in March 2020 and this pre-dated consideration by DPE on precincts which can be accelerated through the state assessed planning proposal pathway program.

From more than 100 applications across NSW, DPE selected this precinct as one of five (5) to be assessed through the SAPP pilot program. In being selected for this pilot program, DPE was satisfied that the proposal:

- demonstrated public benefit through housing supply and alignment with state policies and land use strategies
- contributed to affordable and social housing outcomes
- offered a pathway to the delivery of housing in the short term
- has adequate infrastructure available or that funding is committed for critical infrastructure

Whilst there has been differing views over the last 30 years about how the precinct should be developed, including the fact that the land was zoned for residential purposes from 1989 to 1995 (before being back zoned by Council), the growth and evolution of the Western Parkland City confirms that the precinct is a logical urban inclusion in the *Penrith Local Environmental Plan 2010* (PLEP 2010), whilst being a modern and contemporary gateway to the Penrith LGA.

Further, given its adjacency to existing residential development (Glenmore Park), and the availability of trunk utility services and the immediate proximity of existing transport, educational, health and community services, it is considered that the site is well placed to provide new housing in the short term.

Suggestions that additional housing in the area is not required, or is inconsistent with Council's adopted strategies presumes the housing targets set by the Greater Cities Commission (GCC) are maximums – and they are not. There is no inconsistency in a Council providing additional housing greater than the targets set by the GCC, particularly in response to a housing crisis, and where there is an identified imbalance in the housing typology in an area.

In this regard, the proposal is consistent with the key priorities in the Western City District Plan including having a strong emphasis of jobs, leveraging off the Western Sydney Airport and promoting more diverse and affordable housing types within the district.

The proposal consistent with the following LSPS priorities:

- Planning Priority 1 – Align development, growth, and infrastructure.
- Planning Priority 3 – Provide New Homes to meet the diverse needs of our growing community.
- Planning Priority 4 – Improve the affordability of housing.
- Planning Priority 5 – Facilitate sustainable housing.

Q2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

To achieve the intended development outcomes, the subject site requires rezoning. This is the only alternative to achieve the objectives of the strategic directions.

The current controls would allow for a maximum of 47 dwellings to be accommodated on 1ha lots, which is an inefficient use of land adjacent to the existing and future growth areas at Glenmore Park. Rezoning the site will result in the creation of approximately 1,710 new homes in accordance with the Concept Master Plan

Section B – Relationship to Strategic Planning Framework

Q3 Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

This section of the report supplements the PP by addressing the provisions of the relevant regional and subregional plans and strategies.

The Western Sydney City Deal (2018)

The Australian and NSW Governments, together with eight local governments of Western Sydney, signed the Western Sydney City Deal on 4 March 2018. The participating Councils consist of Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly.

The deal is a 20-year agreement between the three levels of government to deliver the transformation of Sydney's outer west, in order to create the Western Parkland City. The City Deal builds on the Australian Government's \$5.3 billion investment in the Western Sydney Airport to catalyse investment, development and job opportunities. It also includes measures to improve community infrastructure and liveability.

The Western Sydney City Deal includes commitments from all levels of government across six priority domains as follows:

- Connectivity – the new Western Parkland City will be one of the most connected cities. In an emerging 30-minute city, innovative public transport, aviation and digital infrastructure will bring residents closer to jobs, centre, education and the world.

Key features of connectivity include the North South Rail Link from St Marys to Aerotropolis via Western Sydney Airport, rapid bus services linking Liverpool, Penrith and Campbelltown and the 5G network and smart digital technology.

- Jobs for the future – the Western Parkland city will create 200,000 new jobs over a wide range of industries over the next 20 years. The Airport and Aerotropolis will attract infrastructure, investment and knowledge-intensive jobs, the benefits of which will flow into health and education, retail, hospitality, and industrial activities that will power the city.
- Skills and education – residents will have access to new education and skills training opportunities through a new University, schools and VET facilities. These will align with the high-skilled businesses and industries of the Aerotropolis.
- Liveability and Environment – the city has a unique landscape that is surrounded by protected natural assets. In future neighbourhoods will be even more liveable and sustainable. Local project funding will create healthy and active communities that build on their strengths and support open spaces.

The \$150 million Western Parkland City Liveability Program is designed to enhance local character in each of the participating councils. Priority projects, co-funded with councils, will be announced in 2018. These projects will be exemplars of local character and are an essential dimension to community building as the Western Parkland City transforms over the next 20 years.

- Planning and Housing – innovative approaches to planning for and delivering housing will ensure that growth is balanced with maintaining the local character of the Western Parkland City.

Key features include a Western Parkland City Partnership to achieve better outcomes in planning approvals and a \$30 million Western Parkland City housing package to ensure sustainable growth. Growth Infrastructure Compacts piloted to match housing and jobs growth with delivery of infrastructure.

- Implementation and Governance – the Australian, NSW and local governments will work together to support the growth, success and sustainability of the Western Parkland City.

The City Deal includes a centrepiece commitment from the Australian and NSW Governments to deliver the first stage of Western Sydney Rail, a North-South Rail Link from St Marys to Badgerys Creek Aerotropolis via Western Sydney Airport.

Implementation Plan for the Western Sydney City Deal

This Western Sydney City Deal Implementation Plan provides the detail on the delivery of each of the commitments under the City Deal. The 38 commitments were agreed to by the Australian and NSW governments and the eight local councils in the Western Parkland City under the Western Sydney City Deal.

The 38 commitments of the City Deal are at various stages of design and delivery. Project milestones will be enhanced as commitments are further scoped. Progressive and updated milestones will be published in annual reports on the implementation of the Western Sydney City Deal.

As well as measuring inputs and processes, key performance metrics will enable an assessment of the value that the City Deal produces for residents of the Western Parkland City. The development of performance measures is an ongoing process that will evolve and adapt over time through experience and the emergence of new data. Longer-term milestones for certain projects will be determined subject to further planning.

Progress reports are intended to be published annually, and the progress and impact of the commitments delivered through the City Deal will be evaluated in 2021, three years after its signing. The latest published Progress Report 2021 is [western-sydney-progress-report-2021.pdf \(infrastructure.gov.au\)](https://www.infrastructure.gov.au/western-sydney-progress-report-2021.pdf).

A Metropolis of Three Cities - the Greater Sydney Region Plan (2018)

The PP has been prepared in accordance with the former Greater Sydney Commission's (GSC) Greater Sydney Region Plan, which was released in March 2018. The Plan presents a 40-year vision (up to 2056) for three cities; the Western Parkland City; the Central River City and the Eastern Harbour City.

The vision is for the majority of people to be able to commute to their nearest city within 30 minutes. Penrith is located within the Western Parkland City.

Whilst population projections have been revised post COVID-19, the Greater Sydney Region Plan identified the population of Greater Sydney was set to grow to 8 million over the next 40 years, with almost half of this population residing west of Parramatta. The population of the Western Parkland City is projected to grow from 740,000 in 2016 to 1.1 million by 2036 and to well over 1.5 million by 2056.

The city will be established on the strength of the new Western Sydney Airport and Badgerys Creek Aerotropolis, which will act as a catalyst for the city, resulting in a strong trade, logistics, advanced manufacturing, health, education and science economy. It will be a polycentric city capitalising on the established centres of Liverpool, Greater Penrith and Campbelltown-Macarthur.

The PP has taken into consideration the priorities of the Plan as identified in Table 5 below.

Table 5 - Greater Sydney Region Plan

Greater Sydney Region Plan key priorities	PP Justification
<p>Infrastructure and collaboration</p> <p>A city supported by infrastructure</p> <ul style="list-style-type: none"> • Infrastructure supports the three cities • Infrastructure aligns with forecast growth – growth infrastructure compact 	<p>The Northern Road upgrade (\$1.6bn) and associated rapid bus services are key contributions to the city being supported by infrastructure. This is in addition to the metro west which is approximately 5kms east of the subject site and which is currently under construction.</p>

<ul style="list-style-type: none"> • Infrastructure adapts to meet future needs • Infrastructure use is optimised <p>A collaborative city</p> <ul style="list-style-type: none"> • Benefits of growth realised by collaboration of governments, community and business 	<p>The proposed development optimises the recently constructed infrastructure and will contribute to meeting predicted future growth of the Western Parkland City in an efficient way.</p>
<p>Liveability</p> <p>A city for people</p> <ul style="list-style-type: none"> • Services and infrastructure meet communities' changing needs • Communities are healthy, resilient and socially connected • Greater Sydney's communities are culturally rich with diverse neighbourhoods • Greater Sydney celebrates the arts and supports creative industries and innovation <p>Housing in the city</p> <ul style="list-style-type: none"> • Greater housing supply • Housing is more diverse and affordable <p>A city of great places</p> <ul style="list-style-type: none"> • Great places that bring people together • Environmental heritage is identified, conserved and enhanced 	<p>The proposed development establishes a Life, Work, Play precinct which provides greater and more affordable housing choice, coupled together with jobs and recreation facilities. When delivered, the Concept Master Plan will create a great place that brings people together and sets a new benchmark for integrated and connected mixed use communities.</p>
<p>Productivity</p> <p>A well connected city</p> <ul style="list-style-type: none"> • A metropolis of three cities – integrated land use and transport creates walkable and 30 minute cities • The Eastern, GOP and Western Economic corridors are better connected and more competitive and efficient • Freight and logistics network are competitive and efficient • Regional connectivity is enhanced <p>Jobs and skills for the city</p> <ul style="list-style-type: none"> • Harbour CBD is stronger and more competitive 	<p>Glenmore Park East is located approximately 5km from the Penrith CBD and 10km from the new Western Sydney International Airport.</p> <p>The mixed use community has been created on the model of a 30 minute city with new residents being connected to a broad range of activities and services within the site and connected in all directions by a transformative public transport system utilising recent upgrades to The Northern Road.</p> <p>Strengthening centres is a key objective, particularly the Western City where job numbers are well below workforce demand. At the last census, 45 per cent of residents, or nearly 217,000 people travelled outside</p>

<ul style="list-style-type: none"> • Greater Parramatta is stronger and better connected • Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City • Internationally competitive health, education, research and innovation precinct • Investment and business activity incentives • Industrial and urban services land is planned, protected and managed • Economic sectors are targeted for success 	<p>the Western Parkland City to their place of work.</p> <p>The proposed rezoning will provide around 1,000 direct local job opportunities with the village centre.</p> <p>The site is well located to take advantage of the future development surrounding the new Western Sydney Airport, which is likely to result in a boom in employment within the Western City.</p> <p>Redevelopment of the site will result in accommodation close to future employment.</p>
<p>Sustainability</p> <p>A city in its landscape</p> <ul style="list-style-type: none"> • The coast and waterways are protected and healthier • A cool and green parkland city in the South Creek corridor • Biodiversity is protected, urban bushland and remnant vegetation is enhanced • Scenic and cultural landscapes are protected • Environmental, social and economic values in rural areas are protected and enhanced • Urban tree canopy cover is increased • Public open space is accessible, protected and enhanced • The Green Grid links, parks, open spaces, bushland and walking and cycling paths <p>An efficient city</p> <ul style="list-style-type: none"> • A low carbon city contributes to net-zero emissions by 2050 and mitigates climate change • Energy and water flows are captured, used and re-used • More waste is re-used and recycled to support the development of a circular economy <p>A resilient city</p>	<p>The proposed rezoning aims to create a development which is sympathetic to its surroundings.</p> <p>The site, although zoned for agricultural purposes, only accommodates agriculture on a small area of the site with rural residential uses being predominant.</p> <p>There are minimal constraints on the site and due to the topography and vegetation, the scenic landscape will be respected.</p> <p>The proposed rezoning will ensure a logical and integrated connection between existing areas of Glenmore Park and the new Orchard Hills precinct.</p> <p>The Concept Master Plan has been designed to accommodate a number of open space areas for active and passive recreation, in order to ensure that all residents have access to adequate outdoor space.</p> <p>The site will also accommodate extensive walking and cycling tracks in order to encourage active transport.</p> <p>Most of the vegetation on the site will be preserved and rehabilitated and utilised as part of the contribution of open space.</p> <p>For these reasons the rezoning can provide a sustainable future development.</p>

<ul style="list-style-type: none"> • People and places adapt to climate change and future shocks and stresses • Exposure to natural and urban hazards is reduced • Heatwaves and extreme heat are managed 	
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Our Greater Sydney 2056 – Western City District Plan (2018)

The PP has also been prepared and taking into consideration the Western City District Plan. The Western City District Plan outlines planning priorities and actions for future growth and development in the Western City over the next 20 years, over which time the Western Sydney Airport and Aerotropolis will create a once-in-a generation economic boom. This will in turn attract infrastructure, businesses and create knowledge-intensive jobs for residents of the Western City.

The overall vision of the Plan, for the creation of a polycentric Western City, will allow for a more integrated and coordinated approach to the planning of Greater Sydney and the Western District and, critically, the delivery of the new Western Sydney Airport. Importantly, the economic flow on effects of this new infrastructure must be equitably shared and maximised across the Western City.

A key element of the proposed rezoning of Glenmore Park East is that the District Plan has identified the site as forming part of an urban investigation area and the Greater Penrith to Eastern Creek Growth Area. This designation confirms that the site offers a key opportunity for future redevelopment and the provision of future housing supply.

It is considered that the vision for the site responds to the vision for the Western City, as identified in Table 6 below.

Table 6 – Western City District Plan

Western City District Plan key priorities	PP Justification
<p>Infrastructure and collaboration</p> <ul style="list-style-type: none"> • Planning for a city supported by infrastructure • Working through collaboration 	<p>Upgrades have recently been completed to The Northern Road for around 35km between The Old Northern Road, Narellan and Jamison Road, South Penrith to convert the road from a two to four lane undivided road to a six to eight lane divided road.</p> <p>The site forms part of the Greater Penrith to Eastern Creek Growth Area, which is earmarked for urban release and urban renewal. As the rezoning area is surrounded by residential development and The Northern Road, the Concept Master Plan has been designed to integrate the existing areas of Glenmore Park, Bradley Street and Glenmore Parkway.</p>

<p>Liveability</p> <ul style="list-style-type: none"> • Providing services and social infrastructure to meet peoples changing needs • Fostering healthy, creative, culturally rich and socially connected communities • Providing housing supply, choice and affordability, with access to jobs, services and public transport • Creating and renewing great places and local centres, and respecting the District's heritage 	<p>The Concept Master Plan integrates mixed-use retail spaces, childcare facilities, medical services, food and beverage establishments, specialty shops, restaurants and cafes, entertainment venues, offices, and a hotel for short-term accommodation supporting residents and visitors to the area.</p> <p>More importantly, the precinct is built on the vision of Live, Work and Play with a foundation of housing diversity, a minimum of 5% affordable housing and connectedness to public transport and proximity to jobs which ensures a highly liveable community.</p>
<p>Productivity</p> <ul style="list-style-type: none"> • Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City • Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis • Growing and strengthening the metropolitan city cluster • Maximising freight and logistics opportunities and planning and managing industrial and urban services land • Growing investment, business opportunities and jobs in strategic centres 	<p>The redevelopment of the site will result in around 1,000 direct jobs and a similar number of indirect jobs.</p> <p>The precinct will reduce the reliance on workers having long commutes and the heavy reliance on workers leaving the Penrith region for jobs.</p>
<p>Sustainability</p> <ul style="list-style-type: none"> • Protecting and improving the health and enjoyment of the District's waterways • Creating a Parkland City urban structure and identity with South Creek as a defining spatial element • Protecting and enhancing bushland and biodiversity • Increasing urban tree canopy cover and delivering Green Grid connections • Protecting and enhancing scenic and cultural landscapes • Better managing rural areas • Delivering high quality open space 	<p>The majority of vegetation on the site will be preserved and rehabilitated and utilised as part of the contribution of open space. These areas will form part of the RE1 Public Recreation and C2 Environmental Conservation zoned areas.</p> <p>Where possible, existing bushland areas have been incorporated into the District and Local Parks and will be retained and will be enhanced.</p> <p>Several areas of open space are proposed within the Concept Master Plan in order to allow for both passive and active recreation including a contribution to significant embellishments.</p>

<ul style="list-style-type: none"> • Reducing carbon emissions and managing energy, water and waste efficiently • Adapting to the impacts of urban and natural hazards and climate change 	<p>Similar to the recently rezoned Orchard Hills North, the site is included in the Metropolitan Rural Area (MRA).</p> <p>Whilst included in the MRA, present commercial agricultural activity only occurs on one property and based on the agricultural assessment completed as part of the PP, ongoing use of the precinct is not viable and not required.</p> <p>As minimal agricultural practices currently occur on the site, the proposed rezoning will have no impact upon the agricultural output of the Penrith LGA. Refer to MRA discussion below.</p>
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Within the Western City District Plan, the site at Glenmore Park East is identified as being located within two distinct areas, the Greater Penrith to Eastern Creek Growth Area and the Metropolitan Rural Area (MRA). These land designations are discussed below.

Greater Penrith to Eastern Creek Growth (GPEC) Area

The GPEC Area is located north and east of the Western Sydney Airport with the focus on supporting and managing land release development and urban renewal and building on the opportunities created by the Western Economic Corridor.

Whilst there is a strong focus around the significant introduction of new development and release areas and options in the GPEC area for areas north of the Western Motorway, the plan acknowledges the historical development south of the motorway on the western side of the structure plan area at South Penrith and Glenmore Park. This is adjacent to and surrounding the Glenmore Park East. Another area of existing urban fabric recognised in the investigation area structure plan is on the eastern edge at St Clair.

The proposed Glenmore Park East Concept Master Plan is identified as a remnant area within the existing Urban fabric of the more extensive Glenmore Park suburb, and this is acknowledged and identified in the Structure Plan (Figure 11 above) as existing Urban fabric. The subject site is a logical inclusion into that area already identified as urban fabric South of Penrith and around Glenmore Park. The Concept Master Plan also responds to the need for key open space corridors which the district plan has identified as being part of an open space connectivity frame.

The locality and the planning intentions articulated at a regional level for this part of Sydney are part of the most significant urban restructuring exercises taking place within NSW and at a national level. Any key parcels of land which are well located and can make contribution to the development of this part of Sydney in the future particularly in providing and accommodating housing should be encouraged and facilitated. At a high level this is clearly the objective preparing a significant structure plan for this part of Sydney, a plan which includes the subject site as part of the urban fabric of the area.

The multiplicity of studies and analysis which have accompanied this proposal are consistent, reflective, and significantly align with the broad outcomes which are envisaged for

development in this part of western Sydney and identified in the District Structure Plan. This notion of “*logical inclusion*” is giving further credence by its key location within the engine room of anticipated change and which will occur as a consequence of the new Western Sydney Airport and significant roads and public transport infrastructure investment. This is aside from the fact that it is already part of the existing fabric which has occurred around Penrith and the new employment areas at a finer spatial level.

Metropolitan Rural Area (MRA)

The Plan identifies significant areas of the Western City, including the site at Glenmore Park East, which is part of the Greater Penrith to Eastern Creek Growth Area, as forming part of the MRA. The MRA has been earmarked for agricultural activities such as the production of eggs and poultry, cut flowers, turf and mushroom farms.

At present, commercial agricultural activity at Glenmore Park East only occurs on a single property (17.2 ha) used for the grazing of cattle. The site has constraints for its use as an agricultural holding due to the poor soil fertility, lack of a permanent water supply and proximity to the urban area of Glenmore Park. These constraints limit its use to cattle grazing and the land size is not large enough to make a sufficient income to support a family full time and as a result, an off-farm source of income is needed. All other forms of agriculture are prohibited in the zone.

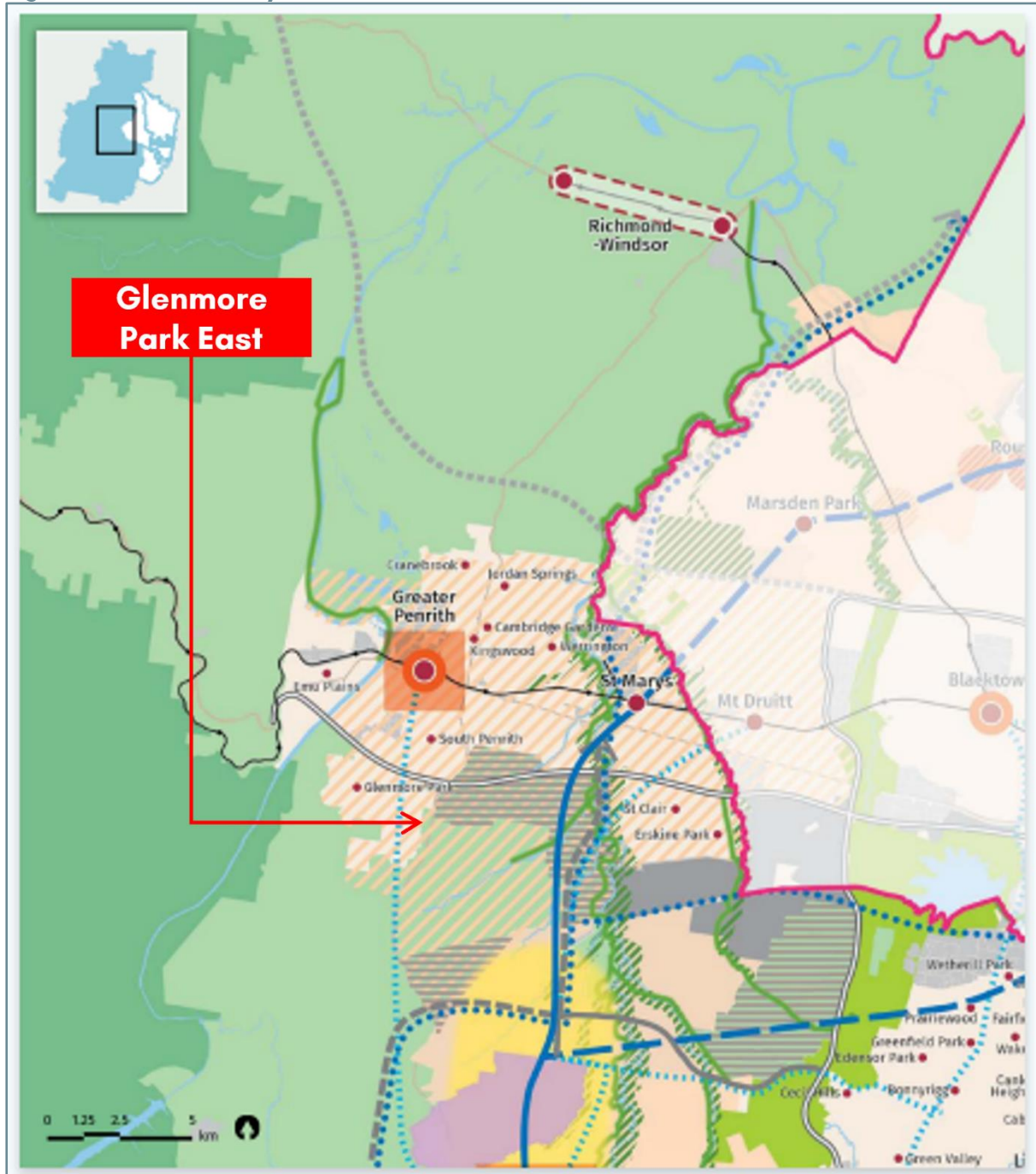
The agricultural land capability assessment found that the land is not suitable for full time agriculture and is not required for future agricultural use. Further details on the agricultural land assessment are included in Appendix F11.

As minimal agricultural practices currently occur on the site, the proposed rezoning will have no impact upon the agricultural output of the Penrith LGA. Given the fundamental changes that have occurred in the area around infrastructure and growth, the proposal offers a logical extension to the existing urban area, without compromising existing agricultural or future employment and transport corridors of the Western Parkland City.

Given that the site is also located within an Urban Investigation Area and the Greater Penrith to Eastern Creek Growth Area, where land has been specifically as being part of the existing established precinct, the classification of the site as MRA appears to be conflicting. Given that the plan has recognised the site as being part of the established precinct, there would have been no basis for the land to be identified as a specific urban release area. On this basis and given that DPE has endorsed the proposal under the SAPP program, its classification as also MRA does not act as barrier to rezoning, and future urban development of the site can feasibly be considered. The sites’ location, adjacent to the existing stages of Glenmore Park, along with the immediate availability of trunk utility services and the proximity of existing and future transport, educational, health and community services, mark it as an ideal location to accommodate future development.

The location of the site within the urban investigation area and MRA is identified in Figure 14 below.

Figure 14 – Western City District Plan – MRA



Source – Greater Cities Commission

Growth in Penrith

Over the last few years, Penrith has benefited from proximity to a growing number of world-class amenities including the Nepean Health Precinct, Western Sydney University, Penrith City Centre and the Western Sydney Airport which is due for completion in 2026.

The District Plan projects that the number of jobs in Greater Penrith is likely to increase from 33,400 in 2016 to between 44,000–45,000 in 2036, and that this substantial economic boom

will entice a substantial volume of people to the area, all of which will require residential accommodation.

Whilst Council has recently finalised its Local Housing Strategy, it is important to note that the targets and thresholds being set in the LHS are not maximums and the ability for efficient and effective housing supply to augment the existing identified supply will not only assist in responding to likely demands upon completion of the Western Sydney Airport, but will also ensure the efficient utilisation of existing infrastructure and the recently upgraded The Northern Road.

It is also important to note that in being selected for this SAPP pilot program, DPE was satisfied that the proposal:

- demonstrated public benefit through housing supply and alignment with state policies and land use strategies
- contributed to affordable and social housing outcomes
- offered a pathway to the delivery of housing in the short term
- has adequate infrastructure available or that funding is committed for critical infrastructure

Given that this policy is a direct outcome from of the Premier and NSW Government's plan to address the housing crisis, it must prevail to the extent of any inconsistency. In this regard, condition 4 of the DPE approval of the Council LHS places the following condition on the LHS⁴:

The direction and strategic planning approaches endorsed in any State led strategies or plans are to prevail in the event of any inconsistency with this approval and/or the Council's local housing strategy (as revised and current).

Any planning proposals for new housing development will be assessed against the approved LHS and the requirements and advisory notes of this approval. Any State Government policy changes that may occur in the future are to prevail in the event of any inconsistency.

Notwithstanding, it should be noted that the site is physically and strategically suited for urban development, noting that:

- it adjoins an existing residential subdivision
- there are limited environmental or physical constraints that would prevent redevelopment
- it is within the "established area" of the Greater Penrith to Eastern Creek Growth Area and is therefore well placed to be rezoned through a developer led PP
- the upgrades to the Northern Road which the site gains access from will support the Government's cost of infrastructure and will result in better utilisation of the land
- it is well located to benefit from potential catalyst infrastructure in the area.

⁴ [Masterbrand – Letter \(amazonaws.com\)](https://www.amazonaws.com)

Affordable Housing

A priority of the Plan is to ensure that housing is more diverse and affordable. The Family and Community Services Centre for Affordable Housing assists Penrith City Council in identifying strategies and options to develop new affordable housing opportunities for Penrith. The Centre has identified Penrith as an area with a high need for affordable housing.

Council's current Affordable Housing Policy seeks the provision of 3% affordable housing.

The proponent is committed to providing a wide range of housing choice, based on housing affordability being underpinned by providing a high level of housing diversity, including appropriate compact housing types and noting that the present housing stock of Western Sydney is dominated by detached dwellings.

Compact housing and multi-unit dwellings, including group homes, can provide transitional housing for seniors, people with disabilities, homes for single persons and more affordable homes for young people and young families.

The proponent is also committed to deliver at least 5% affordable housing on the site in partnership with a community housing provider (CHP) and will provide specific commitments as part of a future Planning Agreement.

Infrastructure Upgrades

Over the last 3 years, a number of game changing catalysts have occurred within the vicinity of Penrith, which have the ability to transform infrastructure and provide opportunities for increased economic growth. These consist of the new Western Sydney Airport, the upgrade and widening of The Northern Road, the future introduction of the M9/Outer Sydney Orbital (OSO) and the Sydney Metro North South Rail Link.

Approximately \$3.6 billion worth of upgrades are already proposed; the Northern Road and Bringelly Road, the new M12 Motorway and the South West Rail Link extension and the development of the OSO. These links will improve motorway and freight rail connectivity and transport efficiency within Western Sydney and between regional centres and provide a catalyst for future growth and development in the area.

Future Transport Strategy 2056 (2018)

The Future Transport Strategy 2056 is an update of the 2012 Long Term Transport Master Plan for NSW. It is a 40-year strategy supported by plans for regional NSW and Greater Sydney.

In the next 40 years, Sydney will grow as a global metropolis driven by major placed-based planning and investment around the new Western Sydney Airport and Badgerys Creek Aerotropolis. New technology and innovation will make the network far more responsive to demand and better able to manage congestion.

Planning and investment for Greater Sydney will focus around the three cities concept, the Western Parkland City, the Central River City and the Eastern Harbour City. Customers will be able to travel to one of these cities or to their nearest centre within 30 minutes of where they live by public or active transport. This will give people better access to jobs, education and essential services.

Transport networks will need to expand to provide improved access to each metropolitan centre, particularly Greater Parramatta and centres in the Western Parkland City and safe, reliable movement of freight. These networks will be progressively developed through a range of infrastructure investments that will make key improvements to the city-shaping and road networks as well as upgrade local roads, walking and bicycle paths, as detailed in the Greater Sydney Services and Infrastructure Plan.

The developing Western Parkland City will require investment in the mass transit network to shape a sustainable urban form and grow jobs, and in the longer term, support 30-minute access to centres by public and active transport. To support this, the Future Transport Strategy aims to investigate a north-south train link through the Western Sydney Airport-Badgerys Creek Aerotropolis and east-west connections to the Central River City.

Over the next 10 years the Greater Sydney Initiatives for Investigation are as follows:

- Western Sydney Airport – Badgerys Creek Aerotropolis – Parramatta Rail Link
- North-South Rail Link in the Western Parkland City: Cudgegong Road – St Marys
- Infrastructure to support Rapid Bus Connections and improved bus connections between Western Sydney Airport – Badgerys Creek Aerotropolis and Penrith, Liverpool, Blacktown and Campbelltown-MacArthur- noting that this service will have a stop at the subject site
- Leppington to Western Sydney Airport – Badgerys Creek Aerotropolis Rail Link
- North-south Rail Link in Western Parkland City: Western Sydney Airport – Badgerys Creek Aerotropolis – Campbelltown-Macarthur
- Western Sydney Airport – Badgerys Creek Aerotropolis connected and Automated Vehicle (CAV) zone
- Western Sydney Fuel Pipeline
- Western Parkland City Bus Interchange

The above initiatives will increase the accessibility of the Western City, Penrith and Glenmore Park specifically. This will enable future residents of Glenmore Park East to access employment opportunities easily both within the Western City and the wider area.

Q4 Is the planning proposal consistent with a Council Local Strategic Planning Statement that has been endorsed by the Planning Secretary or Greater Sydney Commission, or another endorsed local strategy or strategic plan?

There are inconsistencies in the local planning strategies relevant to the subject site. This is particularly the case with Council's LSPS and LHS, both of which present conflicting views on the designation of the site.

Local Strategic Planning Statement (2020)

The purpose of the Local Strategic Planning Statement (LSPS) is to outline Penrith's economic, social and environmental land use needs over the next 20 years. The current population of Penrith is 200,000. This is predicted to grow to 260,000 by 2036.

Penrith is a central hub for many including western NSW, connecting the north west and south west growth centres, as well as Blacktown, Liverpool and Wollondilly. Penrith is at the centre of the north-south and east-west economic corridors, and provides health, education and retail provide jobs and services, mostly through growing centres in Greater Penrith, St Marys and the specialised health and education precinct 'The Quarter'.

There will be new opportunities to leverage new investment off the Western Sydney International (Nancy-Bird Walton) Airport in agribusiness, manufacturing, freight and logistics providing new and diverse jobs. New transport connections will deliver faster and more accessible connections, unlocking further opportunities for the creation of new places and neighbourhoods. The Structure Plan for Penrith includes the subject land in the Metropolitan Rural Area. Whilst reflecting the MRA designation from the Western City District Plan, it is important to recognise for the same reasons that applied to the District Plan, that designation of the site as MRA is inconsistent with the use and context of the site.

It is particularly relevant to note Map 8 in the LSPS which identifies the rural edge of the Penrith LGA. This map is reproduced with the Glenmore Park East site highlighted in Figure 15 below. What can be seen is that the rural edge is defined by The Northern Road.

It is important to consider this edge in the context of Council's Rural Lands Strategy which was adopted in 2022 (after the LSPS).

As detailed in section 4.1 above, the Rural Lands Strategy is inconsistent in the ways it identifies the site, but recognises the area as being in the Existing Urban Area (see Figure 12 above), with a transition of the gateway (into Penrith) being adjusted southward to Chain-O-Ponds Road to align with expansion of the urban area (See Figure 13 above).

With the context of this change identified in the Rural Lands Strategy, it is clear that the earlier intent expressed in the LSPS has been superseded, and if it hasn't, there are enough conflicting grounds in both strategies to alignment the growth area with the new southern gateway in Council's Rural Lands Strategy.

Rural Lands Strategy (2022)

The Rural Lands Strategy was identified as an action from Council's LSPS. LSPS identifies the need to define and protect the values and opportunities within our rural lands and the Rural Lands Strategy provides the framework for delivering this priority. As detailed in section 4.1 above, there are inconsistencies in the approach to the subject site in the Rural Lands Strategy. Whilst the site is identified as part of the South-East Transition area on some maps, it is shown as 'Existing Urban Area' (Figure 12 above).

Local Housing Strategy (2022)

The Local Housing Strategy (LHS) has been addressed in part earlier in this section. It is important to note that the LHS identifies that Penrith City will provide a diverse range of housing to cater for a changing and growing population. Housing types will cater for differing needs and lifecycle choices. Housing will be affordable, environmentally sustainable, and responsive to the local character of Penrith City's neighbourhoods, new release areas and rural villages.

The Local Housing Strategy sets out a framework for housing delivery in Penrith City.

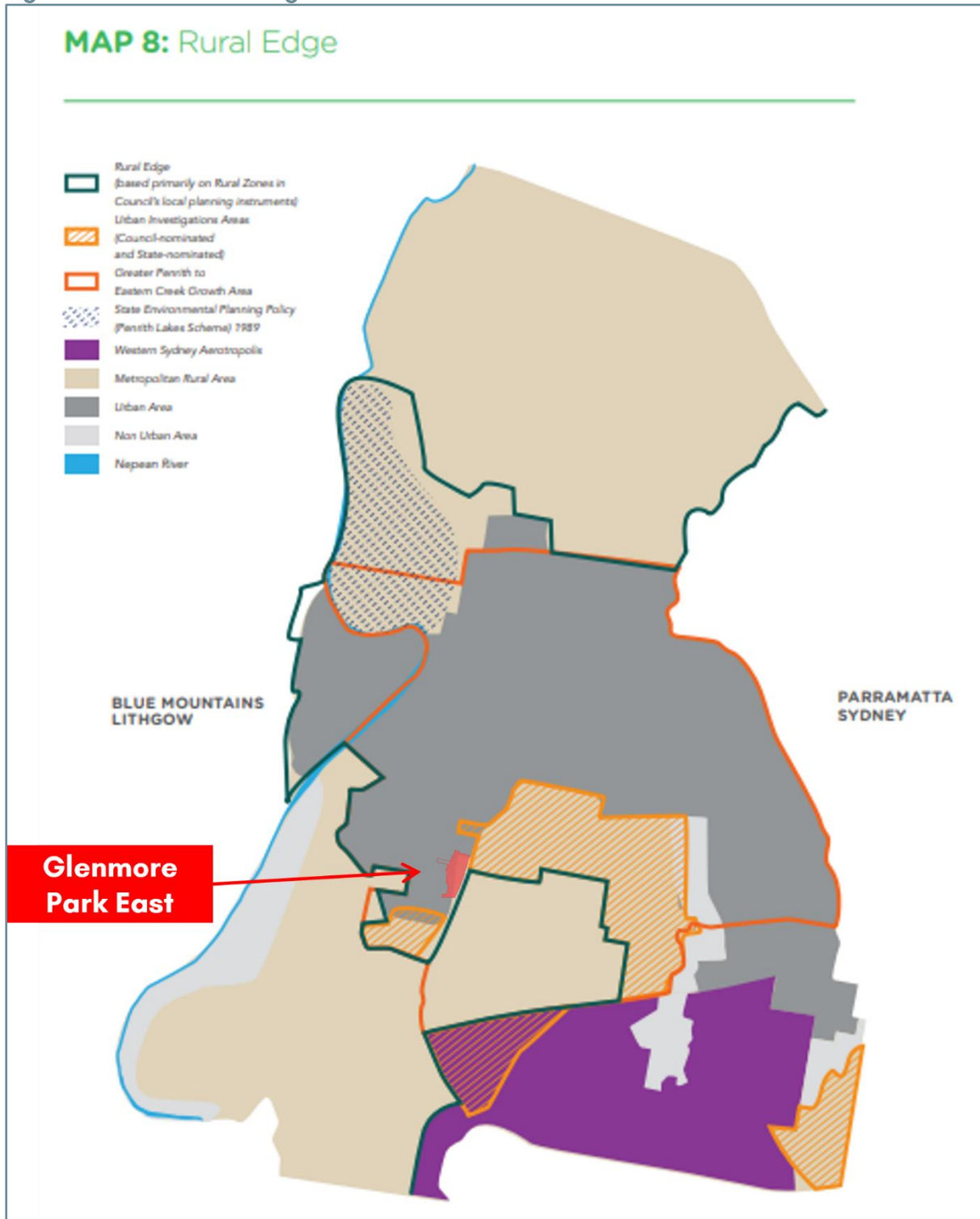
Key elements of this framework include:

- Continued housing growth in and around the established centres of the East West Economic Corridor, being Penrith, Kingswood, Werrington and St Marys.
- The establishment of new housing in and around the emerging centres with stations on the Sydney Metro Western Sydney Airport line.
- Planning and longer-term redevelopment of identified Urban Investigation Areas.
- Promoting resilient, affordable, sustainable, high-quality centres and neighbourhoods that contribute to the wellbeing of our residents.
- Promoting a diverse mix of housing types that offer choice and cater to all segments of our community.

The LHS identifies that between 26,120 and 60,332 new dwellings will be required to support the growing population depending on the different growth scenarios. The LHS also notes that there is capacity within Penrith's existing residential mixed-use areas to accommodate approximately 23,300 to 32,000 new dwellings. Given the wide range in likely new dwellings required to support the growing population and the current capacity, plus growth areas, there is still capacity for the local market to absorb additional housing. As detailed earlier, housing targets provided through the Western City District Plan are not maximums, and the provision of additional logical infill areas to augment existing supply is both sensible and necessary in locations undergoing transformational growth.

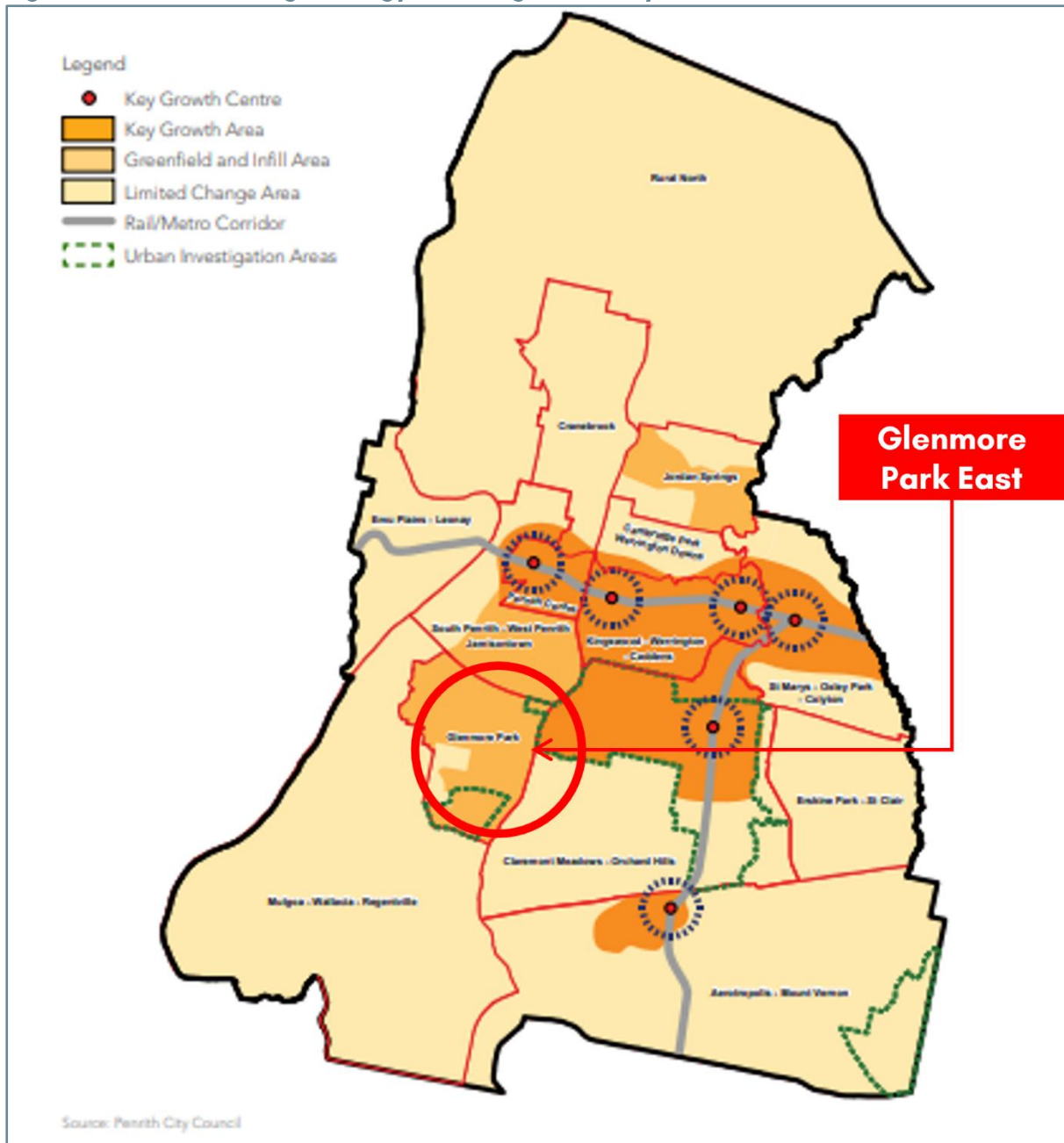
Like the other local strategies, the site is recognised in often conflicting ways. Figure 16 below illustrates the Local Housing Growth by Precinct and identifies the subject site as "*Greenfield and Infill Area*". Whilst there are references throughout the LHS to Glenmore Park Stages 2 and 3, it can be clearly derived that there is intent for the subject site to be treated as Greenfield or Infill and this is consistent with elements of the Rural Lands Strategy illustrated in Figures 12 and 13 above.

Figure 15 – LSPS – Rural Edge



Source – Penrith LSPS

Figure 16 – Local Housing Strategy – Housing Growth by Precinct



Source – Penrith LHS

Draft Penrith 2036+ Community Strategic Plan

The draft Penrith 2036+ Community Strategic Plan builds on the 2017 Community Plan and recognises the advancements in infrastructure in region including establishing clear strategies to guide future decisions. In particular, the plan highlights the following priorities:

- More local jobs and job diversity
- Better transport and access around the city
- Safe and vibrant centres and neighbourhoods
- Health environment

The proposed development contributes to each of these priorities whilst creating a precinct with liveability at its core and diverse work opportunities close to home.

Cooling City Strategy (2015)

Compared to Metropolitan Sydney, Penrith's micro-climate is hotter and drier in summer, and colder in Winter. The buildings and streets need to be designed in order to minimise urban heat island impacts. Opportunities to cycle and walk need to be supported by access to drinking water and shady pathways. Tree lined streets, verandas and awnings provide shade and water play and connections with water will become essential elements of urban planning. Buildings and open space need to contribute to cooling down Penrith.

The objectives of the Cooling the City Strategy are to:

- maximise community awareness and understanding of the effects of heat and the importance of cooling the Penrith LGA
- encourage greater appreciation of green infrastructure and green spaces in the LGA and their cooling benefits
- implement the identified actions within the Strategy giving priority to heat vulnerable areas
- identify ways to adapt existing projects and activities that will work towards cooling the Penrith LGA and identify new projects.

Any future development, whether it is in existing urban areas or in new release areas, will exacerbate the propensity for urban heat island impacts within Penrith.

In order to reduce the urban heat island effect of any proposed redevelopment of the rezoning area, large areas of open space are proposed to be rezoned specifically for passive recreation. These areas will be planted and landscaped in order to provide extensive opportunities for cooling and the ground cover will be permeable and grassed. Tree planting and landscaping has been found to be essential to the cooling of urban areas.

The Cooling the City Strategy also found that water, either on the surface or stored in the soil profile, also helped to reduce the heat of the land. Therefore, the retention and enhancement of the existing creek lines and riparian corridors within the rezoning area will help to reduce any urban heat island effect. The riparian areas will provide green links between neighbourhoods and the wider area.

The Concept Master Plan preserves large areas of existing vegetation on site and seeks to rehabilitate the existing creek line in the north-eastern corner. Street planting will be provided in accordance with Council's requirements and the community hub will have active frontages with awnings to provide shade and weather protection.

Penrith s7.11/7.12 Contributions Plan

A Section 7.11/7.12 Development Contribution Plan enables Council to place a charge or levy on new development to fund additional facilities and services, which will be needed because of that new development. The rates for development contribution plans are updated every quarter.

There is no specific s7.11 Development Contributions Plans applicable to the Glenmore Park East area, however the following s7.11 plans currently apply to the site:

- Cultural Facilities Development Contributions Plan (2003)
- District Open Space Facilities Development Contributions Plan (2007)
- Penrith City Local Open Space Section 94 Development Contribution Plan (2007)

There is a s7.12 Development Contributions Plan (October 2021) which applies to non-residential development that applies to the subject land. The charge is the equivalent of 1% of capital improvement value on works more than \$200,000 in value.

A Letter of Offer for a Planning Agreement is proposed in lieu of contributions under section 7.11/s 7.12.

Q5 Is the planning proposal consistent with any other applicable State and regional studies or strategies?

All relevant state and regional studies and strategies have been previously addressed.

Q6 Is the planning proposal consistent with applicable State Environmental Planning Policies?

The PP considers the State Environmental Planning Policies (SEPPs) which are applicable for the proposed urban development of the site, as identified in Table 7 below.

Table 7 - SEPP Compliance

SEPP Title	Consistent
SEPP (Biodiversity and Conservation) 2021 <ul style="list-style-type: none"> • Ch 2 Vegetation in Non-Rural Areas Consistent • Ch 6 Bushland in Urban Areas • Ch 9 Hawkesbury-Nepean River 	Consistent
SEPP (Housing) 2021 Consistent <ul style="list-style-type: none"> • Ch 2 Affordable Housing • Ch 3 Diverse Housing Consistent • Ch 5 Housing for Seniors and People with a Disability 	Consistent - The proposal integrates affordable housing as a key deliverable.
SEPP (Industry and Employment) 2021 <ul style="list-style-type: none"> • Ch 2 Western Sydney Employment Area • Ch 3 Advertising and Signage 	Consistent

SEPP (Primary Production) 2021 <ul style="list-style-type: none"> Ch 2 Primary Production and Rural Development 	Consistent
SEPP (Resilience and Hazards) 2021 <ul style="list-style-type: none"> Ch 3 Hazardous and Offensive Development Ch 4 Remediation of Land 	Consistent
SEPP (Resources and Energy) 2021 <ul style="list-style-type: none"> Ch 2 Mining, Petroleum Production and Extractive Industries Ch 3 Extractive Industries in Sydney Area 	Consistent
SEPP (Transport and Infrastructure) 2021 <ul style="list-style-type: none"> Ch 2 Infrastructure Ch 3 Educational Establishments and Child Care Facilities Ch 4 Major Infrastructure Corridors 	Consistent
SEPP (Planning Systems) 2021 <ul style="list-style-type: none"> Ch 2 State and Regional Development Ch 4 Concurrences and Consent 	Consistent
SEPP (Exempt and Complying Development Codes) 2008	Consistent
SEPP (Precincts – Western Parkland City) 2021 Ch 4 Western Sydney Aerotropolis	Consistent

Q7 Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

The PP gives consideration to the relevant Ministerial Directions issued under the previous Section 9.1 of the EP&A Act. The Minister for Planning and Public Spaces issues Local Planning Directions that councils must follow when preparing a planning proposal. The directions cover the following broad categories:

- employment and resources,
- environment and heritage,
- housing, infrastructure, and urban development,
- hazard and risk.

Table 8 provides information for consideration with regard to the consistency of the PP with regard to the relevant ministerial directions.

Table 8: Ministerial Directions Compliance

Focus Area 1: Planning Systems – Place-based

1.1 Implementation of Regional Plans

Ministerial Direction	Comment
Direction 1.1	
Planning proposals must be consistent with a Regional Plan released by the Minister for Planning	The Proposal is consistent with the objectives of the Greater Sydney Region Plan and Western City District Plan, noting the comments provided in Q3 above regarding the MRA

1.2 Development of Aboriginal Land Council land

Ministerial Direction	Comment
Direction 1.2	
When preparing a planning proposal to which this direction applies, the planning proposal authority must take into account: any applicable development delivery plan made under the chapter 3 of the State Environmental Planning Policy (Planning Systems) 2021; or if no applicable development delivery plan has been published, the interim development delivery plan published on the Department's website on the making of this direction. Note: Development delivery plans must be published in the Gazette or the NSW planning portal.	Not Applicable

1.3 Approval and Referral Requirements

Ministerial Direction	Comment
Direction 1.3	
A planning proposal to which this direction applies must: minimise the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority, and not contain provisions requiring concurrence, consultation or referral of a Minister or public	Consistent No new referral or concurrence conditions are proposed.

<p>authority unless the relevant planning authority has obtained the approval of:</p> <p>the appropriate Minister or public authority, and</p> <p>the Planning Secretary (or an officer of the Department nominated by the Secretary),</p> <p>prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act, and</p> <p>not identify development as designated development unless the relevant planning authority:</p> <p>can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the class of development is likely to have a significant impact on the environment, and</p> <p>has obtained the approval of the Planning Secretary (or an officer of the Department nominated by the Secretary) prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act.</p>	
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1.4 Site Specific Provisions

Ministerial Direction	Comment
Direction 1.4	
<p>A planning proposal that will amend another environmental planning instrument in order to allow particular development to be carried out must either:</p> <p>allow that land use to be carried out in the zone the land is situated on, or</p> <p>rezone the site to an existing zone already in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or</p> <p>allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</p>	<p>Consistent – The PP utilises appropriate zones to achieve the intended land use outcomes.</p>

A planning proposal must not contain or refer to drawings that show details of the proposed development	Consistent – Whilst a Concept Master Plan has been prepared in support of the proposal, the PP does not contain or refer to drawings that show details of the proposed development.
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Focus Area 2: Design and Place

Not Applicable

Focus Area 3: Biodiversity and Conservation

3.1 Conservation Zones

Ministerial Direction	Comment
Direction 3.1	
A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas.	Consistent
A planning proposal that applies to land within a conservation zone or land otherwise identified for environment conservation/protection purposes in a LEP must not reduce the conservation standards that apply to the land (including by modifying development standards that apply to the land). This requirement does not apply to a change to a development standard for minimum lot size for a dwelling in accordance with Direction 9.2 (2) of "Rural Lands".	Consistent

3.2 Heritage Conservation

Ministerial Direction	Comment
Direction 3.2	
A planning proposal must contain provisions that facilitate the conservation of: items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area, Aboriginal objects or Aboriginal places that are protected under the National Parks and Wildlife Act 1974, and	Consistent

<p>Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, Aboriginal body or public authority and provided to the relevant planning authority, which identifies the area, object, place or landscape as being of heritage significance to Aboriginal culture and people.</p>	
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3.3 Sydney Drinking Water Catchments

Ministerial Direction	Comment
Direction 3.3	
<p>A planning proposal must be prepared in accordance with the general principle that water quality within the Sydney drinking water catchment must be protected, and in accordance with the following specific principles:</p> <p>new development within the Sydney drinking water catchment must have a neutral or beneficial effect on water quality, and</p> <p>future land use in the Sydney drinking water catchment should be matched to land and water capability, and</p> <p>the ecological values of land within a Special Area that is:</p> <p>reserved as national park, nature reserve or state conservation area under the National Parks and Wildlife Act 1974, or</p> <p>declared as a wilderness area under the Wilderness Act 1987, or</p> <p>owned or under the care control and management of the Sydney Catchment Authority, should be maintained.</p>	Not Applicable

3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs

Ministerial Direction	Comment
Direction 3.4	
<p>A planning proposal that introduces or alters an C2 Environmental Conservation or C3 Environmental Management zone or an overlay and associated clause must apply that proposed C2 Environmental Conservation or C3 Environmental Management zone, or the</p>	Not Applicable

overlay and associated clause, in line with the Northern Councils E Zone Review Final Recommendations.	
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3.5 Recreation Vehicle Areas

Ministerial Direction	Comment
Direction 3.5	
<p>A planning proposal must not enable land to be developed for the purpose of a recreation vehicle area (within the meaning of the Recreation Vehicles Act 1983):</p> <p>where the land is within a conservation zone,</p> <p>where the land comprises a beach or a dune adjacent to or adjoining a beach,</p> <p>where the land is not within an area or zone referred to in paragraphs (a) or (b) unless the relevant planning authority has taken into consideration:</p> <p>the provisions of the guidelines entitled Guidelines for Selection, Establishment and Maintenance of Recreation Vehicle Areas, Soil Conservation Service of New South Wales, September 1985, and</p> <p>the provisions of the guidelines entitled Recreation Vehicles Act 1983, Guidelines for Selection, Design, and Operation of Recreation Vehicle Areas, State Pollution Control Commission, September 1985.</p>	<p>Consistent. The Proposal does not enable land to be developed for a recreational vehicle area.</p>

Focus Area 4: Resilience and Hazards

4.1 Flooding

Ministerial Direction	Comment
Direction 4.1	
<p>A planning proposal must include provisions that give effect to and are consistent with:</p> <p>the NSW Flood Prone Land Policy</p> <p>the principles of the Floodplain Development Manual 2005</p> <p>the Considering flooding in land use planning guideline 2021; and</p> <p>any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the</p>	<p>Consistent</p>

<p>Floodplain Development Manual 2005 and adopted by the relevant council.</p>	
<p>A planning proposal must not rezone land within the flood planning area from Recreation, Rural, Special Purpose or Conservation Zones to a Residential, Business, Industrial or Special Purpose Zones.</p>	<p>Consistent</p>
<p>A planning proposal must not contain provisions that apply to the flood planning area which:</p> <ul style="list-style-type: none"> permit development in floodway areas permit development that will result in significant flood impacts to other properties permit development for the purposes of residential accommodation in high hazard areas permit a significant increase in the development and/or dwelling density of that land permit development for the purpose of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate permit development to be carried out without development consent except for the purposes of exempt development or agriculture. Dams, drainage canals, levees, still require development consent are likely to result in a significantly increased requirement for government spending on emergency management services, flood mitigation and emergency response measures, which can include but are not limited to the provision of road infrastructure, flood mitigation infrastructure and utilities permit hazardous industries or hazardous storage establishments where hazardous materials cannot be effectively contained during the occurrence of a flood event. 	<p>Consistent</p>
<p>A planning proposal must not contain provisions that apply to areas between the flood planning area and probable maximum flood to which Special Flood Considerations apply which:</p>	<p>Consistent</p>

<p>permit development in floodway areas</p> <p>permit development that will result in significant flood impacts to other properties</p> <p>permit a significant increase in the dwelling density of that land</p> <p>permit the development of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate</p> <p>are likely to affect the safe occupation of and efficient evacuation of the lot; or</p> <p>are likely to result in a significantly increased requirement for government spending on emergency management services, and flood mitigation and emergency response measures, which can include but not limited to road infrastructure, flood mitigation infrastructure and utilities.</p>	
<p>For the purposes of preparing a planning proposal, the flood planning area must be consistent with the principles of the Floodplain Development Manual 2005 or as otherwise determined by a Floodplain Risk Management Study or Plan adopted by the relevant council.</p>	<p>Consistent</p>

4.2 Coastal Management

Ministerial Direction	Comment
<p>Direction 4.2</p>	
<p>A planning proposal must include provisions that give effect to and are consistent with:</p> <p>the objects of the Coastal Management Act 2016 and the objectives of the relevant coastal management areas;</p> <p>the NSW Coastal Management Manual and associated Toolkit;</p> <p>NSW Coastal Design Guidelines 2003; and</p> <p>any relevant Coastal Management Program that has been certified by the Minister, or any Coastal Zone Management Plan under the Coastal Protection Act 1979 that continues to have effect under clause 4 of Schedule 3 to the Coastal Management Act 2016, that applies to the land</p>	<p>Not Applicable</p>

<p>A planning proposal must not rezone land which would enable increased development or more intensive land-use on land:</p> <p>within a coastal vulnerability area identified by chapter 2 of the State Environmental Planning Policy (Resilience and Hazards) 2021; or</p> <p>that has been identified as land affected by a current or future coastal hazard in a local environmental plan or development control plan, or a study or assessment undertaken:</p> <p>by or on behalf of the relevant planning authority and the planning proposal authority, or</p> <p>by or on behalf of a public authority and provided to the relevant planning authority and the planning proposal authority.</p>	<p>Not Applicable</p>
<p>A planning proposal must not rezone land which would enable increased development or more intensive land-use on land within a coastal wetlands and littoral rainforests area identified by chapter 2 of the State Environmental Planning Policy (Resilience and Hazards) 2021</p>	<p>Not Applicable</p>
<p>A planning proposal for a local environmental plan may propose to amend the following maps, including increasing or decreasing the land within these maps, under chapter 2 of the State Environmental Planning Policy (Resilience and Hazards) 2021:</p> <p>Coastal wetlands and littoral rainforests area map;</p> <p>Coastal vulnerability area map;</p> <p>Coastal environment area map; and</p> <p>Coastal use area map.</p> <p>Such a planning proposal must be supported by evidence in a relevant Coastal Management Program that has been certified by the Minister, or by a Coastal Zone Management Plan under the Coastal Protection Act 1979 that continues to have effect under clause 4 of Schedule 3 to the Coastal Management Act 2016.</p> <p>Note: Under section 10(2) of the Coastal Management Act 2016, any provision of an LEP that identifies a coastal management area (or</p>	<p>Not Applicable</p>

part of such an area) must not be made without the recommendation of the Minister administering the Coastal Management Act 2016.	
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4.3 Planning for Bushfire Protection

Ministerial Direction	Comment
Direction 4.3	
In the preparation of a planning proposal the relevant planning authority must consult with the Commissioner of the NSW Rural Fire Service following receipt of a gateway determination under section 3.34 of the Act, and prior to undertaking community consultation in satisfaction of clause 4, Schedule 1 to the EP&A Act, and take into account any comments so made.	Consistent Any in the precinct will have regard to Planning for Bushfire Protection 2019. The Proposal investigations confirm that bushfire hazards can be addressed Asset Protection Zones within the Precinct by use of perimeter roads, setbacks, and building construction. The Concept Master Plan has been reviewed by a bushfire consultant to ensure fire truck access and evacuation.
A planning proposal must: have regard to Planning for Bushfire Protection 2019, introduce controls that avoid placing inappropriate developments in hazardous areas, and ensure that bushfire hazard reduction is not prohibited within the Asset Protection Zone (APZ)	Consistent
A planning proposal must, where development is proposed, comply with the following provisions, as appropriate: provide an Asset Protection Zone (APZ) incorporating at a minimum: an Inner Protection Area bounded by a perimeter road or reserve which circumscribes the hazard side of the land intended for development and has a building line consistent with the incorporation of an APZ, within the property, and an Outer Protection Area managed for hazard reduction and located on the bushland side of the perimeter road, for infill development (that is development within an already subdivided area), where an appropriate APZ cannot be achieved, provide for an appropriate performance standard, in	Consistent

<p>consultation with the NSW Rural Fire Service. If the provisions of the planning proposal permit Special Fire Protection Purposes (as defined under section 100B of the Rural Fires Act 1997), the APZ provisions must be complied with,</p> <p>contain provisions for two-way access roads which links to perimeter roads and/or to fire trail networks,</p> <p>contain provisions for adequate water supply for firefighting purposes,</p> <p>minimise the perimeter of the area of land interfacing the hazard which may be developed,</p> <p>introduce controls on the placement of combustible materials in the Inner Protection Area.</p>	
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4.4 Remediation of Contaminated Land

Ministerial Direction	Comment
Direction 4.4	
<p>A planning proposal authority must not include in a particular zone (within the meaning of the local environmental plan) any land to which this direction applies if the inclusion of the land in that zone would permit a change of use of the land, unless:</p> <p>the planning proposal authority has considered whether the land is contaminated, and</p> <p>if the land is contaminated, the planning proposal authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and</p> <p>if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning proposal authority is satisfied that the land will be so remediated before the land is used for that purpose.</p> <p>In order to satisfy itself as to paragraph 1(c), the planning proposal authority may need to include certain provisions in the local environmental plan.</p>	Consistent

<p>Before including any land to which this direction applies in a particular zone, the planning proposal authority is to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.</p> <p>Note: In this direction, contaminated land planning guidelines means guidelines under clause 3 of Schedule 6 to the EP&A Act.</p>	<p>Consistent – Report previously prepared as part of Rural Residential Development Consent</p>
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4.5 Acid Sulfate Soils

Ministerial Direction	Comment
Direction 4.5	
<p>The relevant planning authority must consider the Acid Sulphate Soils Planning Guidelines adopted by the Planning Secretary when preparing a planning proposal that applies to any land identified on the Acid Sulphate Soils Planning Maps as having a probability of acid sulphate soils being present.</p>	<p>Consistent The Proposal does not contain lands within an acid sulphate soils area.</p>
<p>When a relevant planning authority is preparing a planning proposal to introduce provisions to regulate works in acid sulphate soils, those provisions must be consistent with:</p> <p>the Acid Sulphate Soils Model LEP in the Acid Sulphate Soils Planning Guidelines adopted by the Planning Secretary, or</p> <p>other such provisions provided by the Planning Secretary that are consistent with the Acid Sulphate Soils Planning Guidelines.</p>	<p>Not Applicable</p>
<p>A relevant planning authority must not prepare a planning proposal that proposes an intensification of land uses on land identified as having a probability of containing acid sulphate soils on the Acid Sulphate Soils Planning Maps unless the relevant planning authority has considered an acid sulphate soils study assessing the appropriateness of the change of land use given the presence of acid sulphate soils. The relevant planning authority must provide a copy of any such study to the Planning Secretary prior to undertaking</p>	<p><i>Not Applicable</i></p>

community consultation in satisfaction of clause 4 of Schedule 1 to the Act.	
Where provisions referred to under 2(a) and 2(b) above of this direction have not been introduced and the relevant planning authority is preparing a planning proposal that proposes an intensification of land uses on land identified as having a probability of acid sulphate soils on the Acid Sulphate Soils Planning Maps, the planning proposal must contain provisions consistent with 2(a) and 2(b).	Not Applicable

4.6 Mine Subsidence and Unstable Land

Ministerial Direction	Comment
Direction 4.6	
When preparing a planning proposal that would permit development on land that is within a declared mine subsidence district, a relevant planning authority must: consult Subsidence Advisory NSW to ascertain: if Subsidence Advisory NSW has any objection to the draft local environmental plan, and the reason for such an objection, and the scale, density and type of development that is appropriate for the potential level of subsidence, and incorporate provisions into the draft Local Environmental Plan that are consistent with the recommended scale, density and type of development recommended under 1(a)(ii), and include a copy of any information received from Subsidence Advisory NSW with the statement to the Planning Secretary (or an officer of the Department nominated by the Secretary prior to undertaking community consultation in satisfaction of Schedule 1 to the Act.	Consistent. The land is not within an identified Mine Subsidence Area.
A planning proposal must not permit development on land that has been identified as unstable as referred to in the application section of this direction.	Not Applicable

Focus Area 5: Transport and Infrastructure

5.1 Integrating Land Use and Transport

Ministerial Direction	Comment
Direction 5.1	
<p>A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:</p> <p>Improving Transport Choice - Guidelines for planning and development (DUAP 2001), and</p> <p>The Right Place for Business and Services - Planning Policy (DUAP 2001).</p>	Consistent

5.2 Reserving Land for Public Purposes

Ministerial Direction	Comment
Direction 5.2	
<p>A planning proposal must not create, alter or reduce existing zonings or reservations of land for public purposes without the approval of the relevant public authority and the Planning Secretary (or an officer of the Department nominated by the Secretary).</p>	Consistent
<p>When a Minister or public authority requests a relevant planning authority to reserve land for a public purpose in a planning proposal and the land would be required to be acquired under Division 3 of Part 2 of the Land Acquisition (Just Terms Compensation) Act 1991, the relevant planning authority must:</p> <p>reserve the land in accordance with the request, and</p> <p>include the land in a zone appropriate to its intended future use or a zone advised by the Planning Secretary (or an officer of the Department nominated by the Secretary), and</p> <p>identify the relevant acquiring authority for the land.</p>	Consistent
<p>When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal relating to the use of any land reserved for a public purpose before that land is acquired, the relevant planning authority must:</p>	Consistent

include the requested provisions, or take such other action as advised by the Planning Secretary (or an officer of the Department nominated by the Secretary) with respect to the use of the land before it is acquired.	
When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal to rezone and/or remove a reservation of any land that is reserved for public purposes because the land is no longer designated by that public authority for acquisition, the relevant planning authority must rezone and/or remove the relevant reservation in accordance with the request.	Not Applicable

5.3 Development Near Regulated Airports and Defence Airfields

Ministerial Direction	Comment
Direction 5.3	
(1) In the preparation of a planning proposal that sets controls for development of land near a regulated airport, the relevant planning authority must: (a) consult with the lessee/operator of that airport; (b) take into consideration the operational airspace and any advice from the lessee/operator of that airport; (c) for land affected by the operational airspace, prepare appropriate development standards, such as height controls. (d) not allow development types that are incompatible with the current and future operation of that airport.	Consistent
(2) In the preparation of a planning proposal that sets controls for development of land near a core regulated airport, the relevant planning authority must: (a) consult with the Department of the Commonwealth responsible for airports and the lessee/operator of that airport; (b) for land affected by the prescribed airspace (as defined in clause 6(1) of the Airports (Protection of	Not Applicable

<p>Airspace) Regulation 1996, prepare appropriate development standards, such as height controls.</p> <p>(c) not allow development types that are incompatible with the current and future operation of that airport.</p> <p>(d) obtain permission from that Department of the Commonwealth, or their delegate, where a planning proposal seeks to allow, as permissible with consent, development that would constitute a controlled activity as defined in section 182 of the Airports Act 1996. This permission must be obtained prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act.</p>	
<p>(3) In the preparation of a planning proposal that sets controls for the development of land near a defence airfield, the relevant planning authority must:</p> <p>(a) consult with the Department of Defence if:</p> <ul style="list-style-type: none"> i. the planning proposal seeks to exceed the height provisions contained in the Defence Regulations 2016 – Defence Aviation Areas for that airfield; or ii. no height provisions exist in the Defence Regulations 2016 – Defence Aviation Areas for the airfield and the proposal is within 15km of the airfield. <p>(b) for land affected by the operational airspace, prepare appropriate development standards, such as height controls.</p> <p>(c) not allow development types that are incompatible with the current and future operation of that airfield</p>	Not Applicable
<p>(4) A planning proposal must include a provision to ensure that development meets Australian Standard 2021 – 2015, Acoustic-Aircraft Noise Intrusion – Building siting and construction with respect to interior noise levels, if the proposal seeks to rezone land:</p> <p>(a) for residential purposes or to increase residential densities in areas where the Australian Noise Exposure Forecast (ANEF) is between 20 and 25; or</p> <p>(b) for hotels, motels, offices or public buildings where the ANEF is between 25 and 30; or</p>	Consistent

(c) for commercial or industrial purposes where the ANEF is above 30.	
(5) A planning proposal must not contain provisions for residential development or to increase residential densities within the 20 Australian Noise Exposure Concept (ANEC)/ANEF contour for Western Sydney Airport.	Consistent

5.4 Shooting Ranges

Ministerial Direction	Comment
Direction 5.4	
(1) A planning proposal must not seek to rezone land adjacent to and/ or adjoining an existing shooting range that has the effect of: (a) permitting more intensive land uses than those which are permitted under the existing zone; or (b) permitting land uses that are incompatible with the noise emitted by the existing shooting range.	Not Applicable
Note: In this direction, an “existing shooting range” means a shooting range the subject of a valid approval issued under the Firearms Act 1996 and Firearms Regulation 2006 (now repealed) or Firearms Regulation 2017, and includes the Range Danger Area of that shooting range.	

Focus Area 6: Housing

6.1 Residential Zones

Ministerial Direction	Comment
Direction 6.1	
A planning proposal must include provisions that encourage the provision of housing that will: broaden the choice of building types and locations available in the housing market, and make more efficient use of existing infrastructure and services, and reduce the consumption of land for housing and associated urban development on the urban fringe, and be of good design.	Consistent

<p>A planning proposal must, in relation to land to which this direction applies:</p> <p>contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</p> <p>not contain provisions which will reduce the permissible residential density of land.</p>	
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6.2 Caravan Parks and Manufactured Home Estates

Ministerial Direction	Comment
Direction 6.2	
<p>In identifying suitable zones, locations and provisions for caravan parks in a planning proposal, the relevant planning authority must:</p> <p>retain provisions that permit development for the purposes of a caravan park to be carried out on land, and</p> <p>retain the zonings of existing caravan parks, or in the case of a new principal LEP zone the land in accordance with an appropriate zone under the <i>Standard Instrument (Local Environmental Plans) Order 2006</i> that would facilitate the retention of the existing caravan park.</p>	Not Applicable
<p>In identifying suitable zones, locations and provisions for manufactured home estates (MHEs) in a planning proposal, the relevant planning authority must:</p> <p>take into account the categories of land set out in Schedule 6 of <i>State Environmental Planning Policy (Housing) 2021</i> as to where MHEs should not be located,</p> <p>take into account the principles listed in clause 125 of <i>State Environmental Planning Policy (Housing) 2021</i> (which relevant planning authorities are required to consider when assessing and determining the development and subdivision proposals), and</p> <p>include provisions that the subdivision of MHEs by long term lease of up to 20 years or under the <i>Community Land Development Act 1989</i> be permissible with consent</p>	

Focus Area 7: Industry and Employment

7.1 Business and Industrial Zones

Ministerial Direction	Comment
Direction 7.1	
A planning proposal must: give effect to the objectives of this direction, retain the areas and locations of existing business and industrial zones, not reduce the total potential floor space area for employment uses and related public services in business zones, not reduce the total potential floor space area for industrial uses in industrial zones, and ensure that proposed new employment areas are in accordance with a strategy that is approved by the Planning Secretary.	Consistent

7.2 Reduction in non-hosted short-term rental accommodation period

Ministerial Direction	Comment
Direction 7.2	
The council must include provisions which give effect to the following principles in a planning proposal to which this direction applies: non-hosted short term rental accommodation periods must not be reduced to be less than 90 days the reasons for changing the non-hosted short-term rental accommodation period should be clearly articulated the impact of reducing the non-hosted short-term rental accommodation period should be analysed and explained, including social and economic impacts for the community in general, and impacted property owners specifically.	Not Applicable

7.3 Commercial and Retail Development along the Pacific Highway, North Coast

Ministerial Direction	Comment
Direction 7.3	
<p>A planning proposal that applies to land located on “within town” segments of the Pacific Highway must provide that:</p> <p>new commercial or retail development must be concentrated within distinct centres rather than spread along the highway;</p> <p>development with frontage to the Pacific Highway must consider impact the development has on the safety and efficiency of the highway; and</p> <p>for the purposes of this paragraph, “within town” means areas which, prior to the draft local environmental plan, have an urban zone (e.g.: “village”, “residential”, “tourist”, “commercial”, “industrial”, etc) and where the Pacific Highway speed limit is less than 80km/hour</p>	Not Applicable
<p>A planning proposal that applies to land located on “out-of-town” segments of the Pacific Highway must provide that:</p> <p>new commercial or retail development must not be established near the Pacific Highway if this proximity would be inconsistent with the objectives of this direction;</p> <p>development with frontage to the Pacific Highway must consider the impact the development has on the safety and efficiency of the highway; and</p> <p>for the purposes of this paragraph, “out-of-town” means areas which, prior to the draft local environmental plan, do not have an urban zone (e.g.: “village”, “residential”, “tourist”, “commercial”, “industrial”, etc) or are in areas where the Pacific Highway speed limit is 80km/hour or greater.</p>	Not Applicable
<p>Notwithstanding the requirements of paragraphs (1) and (2), the establishment of highway service centres may be permitted at the localities listed in Table 1, provided that Roads and Maritime Services is satisfied that the highway service centre(s) can be safely and efficiently integrated into the Highway interchange(s) at those localities. For the</p>	Not Applicable

purposes of this paragraph, a highway service centre has the same meaning as is contained in the *Standard Instrument (Local Environmental Plans) Order 2006*

Focus Area 8: Resources and Energy

8.1 Mining, Petroleum Production and Extractive Industries

Ministerial Direction	Comment
Direction 8.1	
<p>In the preparation of a planning proposal affected by this direction, the relevant planning authority must:</p> <p>consult the Secretary of the Department of Primary Industries (DPI) to identify any:</p> <p>resources of coal, other minerals, petroleum or extractive material that are of either State or regional significance, and</p> <p>existing mines, petroleum production operations or extractive industries occurring in the area subject to the planning proposal, and</p> <p>seek advice from the Secretary of DPI on the development potential of resources identified under (1)(a)(i), and</p> <p>identify and take into consideration issues likely to lead to land use conflict between other land uses and:</p> <p>development of resources identified under (1)(a)(i), or</p> <p>ii. existing development identified under (1)(a)(ii).</p>	Not Applicable
<p>Where a planning proposal prohibits or restricts development of resources identified under (1)(a)(i), or proposes land uses that may create land use conflicts identified under (1)(c), the relevant planning authority must:</p> <p>provide the Secretary of DPI with a copy of the planning proposal and notification of the relevant provisions, allow the Secretary of DPI a period of 40 days from the date of notification to provide in writing any objections to the terms of the planning proposal, and</p> <p>include a copy of any objection and supporting information received from the</p>	Not Applicable

Secretary of DPI with the statement to the Planning Secretary (or an officer of the Department nominated by the Secretary before undertaking community consultation in satisfaction of Schedule 1 to the Act.	
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Focus Area 9: Primary Production

9.1 Rural Zones

Ministerial Direction	Comment
Direction 9.1	
(1) A planning proposal must: not rezone land from a rural zone to a residential, business, industrial, village or tourist zone.	Consistent - The site is predominately zoned C4 Environmental Living at present. C4 is not a rural zone
not contain provisions that will increase the permissible density of land within a rural zone (other than land within an existing town or village).	Consistent

9.2 Rural Lands

Ministerial Direction	Comment
Direction 9.2	
A planning proposal must: be consistent with any applicable strategic plan, including regional and district plans endorsed by the Planning Secretary, and any applicable local strategic planning statement consider the significance of agriculture and primary production to the State and rural communities identify and protect environmental values, including but not limited to, maintaining biodiversity, the protection of native vegetation, cultural heritage, and the importance of water resources consider the natural and physical constraints of the land, including but not limited to, topography, size, location, water availability and ground and soil conditions	Whilst there are inconsistencies throughout the relevant strategic plans, the physical constraints of the land (including but not limited to), topography, size, location, water availability and ground and soil conditions deem that it is not suitable for full time agriculture, and is not required for future agricultural use.

<p>promote opportunities for investment in productive, diversified, innovative and sustainable rural economic activities</p> <p>support farmers in exercising their right to farm</p> <p>prioritise efforts and consider measures to minimise the fragmentation of rural land and reduce the risk of land use conflict, particularly between residential land uses and other rural land use</p> <p>consider State significant agricultural land identified in Chapter 2 of the <i>State Environmental Planning Policy (Primary Production) 2021</i> for the purpose of ensuring the ongoing viability of this land</p> <p>consider the social, economic and environmental interests of the community.</p>	
<p>(2) A planning proposal that changes the existing minimum lot size on land within a rural or conservation zone must demonstrate that it:</p> <p>is consistent with the priority of minimising rural land fragmentation and land use conflict, particularly between residential and other rural land uses</p> <p>will not adversely affect the operation and viability of existing and future rural land uses and related enterprises, including supporting infrastructure and facilities that are essential to rural industries or supply chains</p> <p>where it is for rural residential purposes:</p> <p>is appropriately located taking account of the availability of human services, utility infrastructure, transport and proximity to existing centres</p> <p>is necessary taking account of existing and future demand and supply of rural residential land</p>	As above

9.3 Oyster Aquaculture

Ministerial Direction	Comment
Direction 9.3	
In the preparation of a planning proposal the relevant planning authority must:	Not Applicable

<p>identify any 'Priority Oyster Aquaculture Areas' and oyster aquaculture leases outside such an area, as shown the maps to the Strategy, to which the planning proposal would apply,</p> <p>identify any proposed land uses which could result in any adverse impact on a 'Priority Oyster Aquaculture Area' or oyster aquaculture leases outside such an area,</p> <p>identify and take into consideration any issues likely to lead to an incompatible use of land between oyster aquaculture and other land uses and identify and evaluate measures to avoid or minimise such land use in compatibility,</p> <p>consult with the Secretary of the Department of Primary Industries (DPI) of the proposed changes in the preparation of the planning proposal, and</p> <p>ensure the planning proposal is consistent with the Strategy.</p>	
<p>(2) Where a planning proposal proposes land uses that may result in adverse impacts identified under (1)(b) and (1)(c), relevant planning authority must:</p> <p>provide the Secretary of DPI with a copy of the planning proposal and notification of the relevant provisions,</p> <p>allow the Secretary of DPI a period of 40 days from the date of notification to provide in writing any objections to the terms of the planning proposal, and</p> <p>include a copy of any objection and supporting information received from the Secretary of DPI with the statement to the Planning Secretary before undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act</p>	Not Applicable

9.4 Farmland of State and Regional Significance on the NSW Far North Coast

Ministerial Direction	Comment
Direction 9.4	
A planning proposal must not:	<i>Not Applicable</i>

<p>rezone land identified as “State Significant Farmland” for urban or rural residential purposes.</p> <p>rezone land identified as “Regionally Significant Farmland” for urban or rural residential purposes.</p> <p>rezone land identified as “significant non-contiguous farmland” for urban or rural residential purposes</p>	
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Section C – Environmental, Social and Economic Impacts

Q8 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected by the proposal?

The preliminary biodiversity assessment of the subject site found that the majority of the land has historically been cleared of native woodland and forest, whilst small patches of remnant, regrowth and planted native vegetation are scattered across the land.

The vegetation is generally in poor condition, due to historic clearing, thinning, understorey removal, earthworks, grazing, weed-invasion and introduction of exotic and non-local species.

The current extent of native vegetation (not including potential native grassland areas) is 12.1 hectares.

This is comprised of:

- PCT 4025 Cumberland Red Gum Riverflat Forest (1.1 ha);
- PCT 3320 Cumberland Shale Plains Woodland (5.9 ha);
- Planted and unclassified native vegetation requiring further assessment for classification (5.1 ha).

PCT 4025 within the subject land is classed as the threatened ecological community (TEC) River-Flat Eucalypt Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions, listed as ‘endangered’ under the BC Act. This PCT may also be part of the corresponding EPBC Act listed River-flat eucalypt forest on coastal floodplains of southern New South Wales and eastern Victoria, depending on condition criteria.

PCT 3320 within the subject land is classed as the TEC Cumberland Plain Woodland in the Sydney Basin Bioregion, listed as ‘critically endangered’ under the BC Act. This PCT may also be part of the corresponding EPBC Act listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest, depending on condition criteria.

No threatened plant or animal species are known to occur on the subject land or are considered likely to occur. Further targeted surveys may be required to confirm absence of some species.

Biodiversity certification for the Cumberland Plain Conservation Plan applies to the subject land, and parts of the riparian corridor within the land are classed under the certification as ‘Avoided Land’ due to important biodiversity values.

The Concept Master Plan retains all areas of 'Avoided Land'. However, there are likely to be temporary and minor impacts on some of these areas during remediation and revegetation works on the site.

Whilst the Concept Master Plan will result in a loss of approximately 5.5 hectares of native vegetation, comprised of two TECs and additional planted areas, the Concept Master Plan includes:

- Retention of the natural third order stream across the northeastern portion of the subject land. A 60-70m wide riparian corridor would be established along the stream. Rehabilitation and vegetation regeneration works are proposed to restore biodiversity values and create visual amenity for adjacent public land uses.
- Retention of all native vegetation within the existing transmission line easement. The plan would enable improved connectivity of these habitats with better linkage to the natural stream, and thereby across The Northern Road to the DEOH site.
- Retention of all planted and regrowth native vegetation along the ridge on the western boundary of the land, with existing clearings to be used as public open space.
- Retention of the highest value patch of Cumberland Plain Woodland within the precinct lands, located in the south of the precinct, on the eastern boundary. Some adjustment to the edges of the patch would involve loss of edge trees and replacement planting, to enable a more manageable shape for ongoing protection and management.
- Retention and planting of a row of native vegetation along the eastern boundary of the precinct, bordering The Northern Road, to provide connectivity of retained patches to the main riparian corridor.
- Retention of planted native vegetation as public open space in the far southwest of the precinct.

Further details on biodiversity are included in the Preliminary Biodiversity Assessment (Appendix F5).

Q9 Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

Additional environmental investigations have been undertaken to support the PP. Table 9 provides a summary of the key findings of these investigations.

Table 9 - Environment Effects of Proposal

Environmental Area of Investigation	Finding
Contamination	Historically the site and surrounds have largely been used for rural residential and agricultural purposes. There is existing evidence of market gardens, grazing paddocks, dams, stockpiles and stored materials. Previous contamination testing was undertaken by Geotechnique Pty Ltd (in 2011) for the approved 17 lot rural residential subdivision. The testing was undertaken on

	<p>dam water within the precinct, with sampling done at eight locations, followed by appropriate chemical analysis. The assessment was undertaken with laboratory quality assurance and quality control.</p> <p>The samples were analysed for metals (arsenic, cadmium, chromium, copper, lead, mercury, nickel and zinc), along with organochlorine pesticides and nutrients (total nitrogen and total phosphorus). Testing was also done for oil and grease.</p> <p>The testing found:</p> <ul style="list-style-type: none"> • concentrations of all metals were less than the laboratory limits of reporting (LOR) and below the relevant short-term trigger values for irrigation water and the relevant guideline values for water for recreational purposes in the <i>ANZ Guidelines for Fresh and Marine Waters 2000</i>. Most of the metal's concentrations were also less than the laboratory LOR. • the concentrations of OCP were less than laboratory LOR and well below the relevant guideline values for water for recreational purposes in the <i>ANZ Guidelines for Fresh and Marine Waters 2000</i>. • the concentrations of Nitrite and Nitrate were below the relevant guideline values for water for recreational purposes in the <i>ANZ Guidelines for Fresh and Marine Waters 2000</i>. • the concentrations of Total Nitrogen and Total Phosphorus were below the relevant short-term trigger values for irrigation water in the <i>ANZ Guidelines for Fresh and Marine Waters 2000</i>. • the concentrations of Oil and Grease were less than laboratory LOR and below the suggested Level in the EPA service station guidelines. <p>The analysis concluded that there was no contamination.</p>
Geotechnical	<p>Previous testing undertaken by Geotechnique Pty Ltd (in 2006) for the approved 17 lot rural residential subdivision concluded that the site is generally suitable for residential development. The testing included a desktop</p>

	<p>salinity assessment following concerns raised by Penrith City Council and based on mapping produced by the former Department of Infrastructure, Planning and Natural Resources which identified that the site was situated in an area of moderate salinity potential.</p> <p>The Geotechnique report (Reference 11187/1) found that:</p> <ul style="list-style-type: none"> • Clayey silt, low plasticity, pale grey topsoil existed to average depths of about 300mm underlain by clay and silty clay, stiff to very stiff, medium to high plasticity residual soils which extended to a depth in the order of 2m which was underlain by siltstone, extremely weathered, low strength bedrock. • Based on previous experience, soil salinity and aggressiveness is not likely to be an issue in the upper 1m to 1.5m soil profile. Soils at depths greater than 1.5m may be moderately saline and highly sodic. Soil pH, chloride and sulphate testing indicates that the soils are generally not aggressive to both concrete or steel.
Bushfire	<p>The subject site is depicted on Penrith City Council's Bushfire Prone Land Map as containing Category 2 Vegetation and Vegetation Buffer and is therefore considered "bushfire prone land".</p> <p>The bushfire assessment report has found that the Concept Master Plan has the capacity to comply with the minimum Asset Protection Zones as detailed in the <i>Planning for Bushfire Protection 2019</i>. Further, the report found that the Concept Master Plan in combination with the bushfire protection measures detailed in the report will not result in areas that are difficult to evacuate, nor create control difficulties during a bushfire or adversely affect other bushfire protection strategies or place existing development at increased risk.</p> <p>Further details on the bushfire are included in the Bushfire Assessment Report (Appendix F4).</p>
Flooding and Drainage	Glenmore Park East is in the upper reaches of the Surveyors Creek catchment, noting

that Surveyors Creek is a tributary of Peach Tree Creek, the main arm of which joins the Nepean River downstream of Penrith Weir.

While the Surveyors Creek catchment is largely urbanised, the portion that contributes runoff to the unnamed tributary that runs through Glenmore Park East is generally rural in nature.

A large portion of the catchment that contributes runoff to the Unnamed Tributary of Surveyors Creek where it runs through Glenmore Park East comprises the DEOH which is located on the eastern side of The Northern Road. While the remainder of the catchment on the western side of The Northern Road generally comprises large-lot rural and semi-rural residential type development.

The Northern Road was recently upgraded by TfNSW from two to four lanes. A short length of Glenmore Parkway either side of The Northern Road was also upgraded as part of the road works. The primary intent of the drainage design for the upgrade works was to provide a 1% AEP level of protection to both The Northern Road and Glenmore Parkway where they run through the catchment of The Unnamed Tributary of Surveyors Creek, while maintaining as close as was practical existing flooding patterns in private property. This required the construction of several large transverse drainage structures.

A large flood retarding basin was also constructed on the eastern side of The Northern Road. The flood retarding basin was designed to mitigate the impact that the road widening would otherwise have had on flood behaviour along the Unnamed Tributary of Surveyors Creek.

While a small portion of the land at its southern end contributes to flow in the pavement drainage system of Bradley Street and ultimately The Northern Road, the majority of the surface runoff that originates from the southern portion of Glenmore Park East contributes to flow in a grassed lined channel which was constructed along the western side of The Northern Road corridor. The grass lined channel, which was sized to

	<p>convey flows generated by the adjacent catchment for all storms up to 1% AEP in intensity, runs in a northerly direction where it joins the main arm of the Unnamed Tributary of Surveyors Creek.</p> <p>Under the Strahler system for classifying watercourses, the Unnamed Tributary of Surveyors Creek is a 3rd order stream where it runs through Glenmore Park East. Both the inbank and overbank area of the watercourse have been highly modified in the vicinity of Glenmore Park East. These include:</p> <ul style="list-style-type: none"> • its realignment on the eastern side of The Northern Road as part of the abovementioned road works. • its deepening immediately south (upstream) of the transmission easement within Glenmore Park East to form a permanent waterbody. • the filling of its overbank area in several properties that are located between the transmission easement and Glenmore Parkway. • the creation of a series of permanent ponds and the conversion of its overbank area into fairways and greens within the Penrith Golf and Recreation Club which is located on the northern (downstream) side of Glenmore Parkway. <p>In addition to the above, it is noted that the in-bank area of the watercourse is almost indistinguishable where it runs through the transmission easement, with a portion of the area observed to be in a highly disturbed state.</p> <p>Further details on the precinct hydrology are included in the Flood Risk and Surface Water Management Strategy (Appendix F2).</p>
Heritage (Aboriginal)	<p>An Aboriginal heritage assessment was undertaken on the site in consultation with the Deerubbin Local Aboriginal Land Council (DLALC) whose boundaries cover the study area.</p> <p>One previously registered artefact scatter site (TNR AFT 05) and three newly recorded potential archaeological deposit (PAD) areas (Glenmore Park East PAD 1, Glenmore Park</p>

	<p>East PAD 2 and Glenmore Park East PAD 3) are located within the study area. Outside of the identified Aboriginal sites, the remainder of the study area displayed low archaeological potential due to ongoing land use practices or unfavourable landform contexts.</p> <p>Based on the preliminary design, the site and PAD areas will be at least partially impacted by proposed rezoning and subsequent development. Future detailed design for the project should take the location of the identified site/PADs into consideration and avoid impact where possible. All potentially impacted archaeological sites will require the implementation of a process for the management / mitigating of Aboriginal cultural heritage.</p> <p>Specifically, a program of archaeological test excavation is proposed for the identified site and PAD areas located within the study area. An Aboriginal Heritage Impact Permit (AHIP) will also be completed prior to impacting Aboriginal archaeological sites. This will include a process of Aboriginal community consultation in accordance with the Heritage NSW Aboriginal cultural heritage consultation requirements for proponents 2010 and preparation of an Aboriginal Cultural Heritage Assessment Report (CHAR) in accordance with the Heritage NSW Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW.</p> <p>The identified site and PADs do not pose a constraint to future rezoning, subdivision or development but they will require a process of further assessment, consultation and mitigation to comply with relevant legislation and associated requirements prior to any impact.</p> <p>Further details on aboriginal heritage are included in the Aboriginal Heritage Assessment (Appendix F12).</p>
Heritage (non- Aboriginal)	There are no items of local or state heritage significance within the boundaries of, or in the immediate vicinity of the subject site.
Agricultural	An agricultural land capability assessment has found that the subject land is used primarily for rural residential development,

	<p>with one property (17.2 ha) used for the grazing of cattle. The site has constraints for its use as an agricultural holding due to the poor soil fertility, lack of a permanent water supply and proximity to the urban area of Glenmore Park. These constraints limit its use to cattle grazing and the land size is not large enough to make a sufficient income to support a family full time and as a result, an off-farm source of income is needed. All other forms of agriculture are prohibited in the zone.</p> <p>The agricultural land capability assessment found that the land is not suitable for full time agriculture and is not required for future agricultural use. Further details on the agricultural land assessment are included in Appendix F11.</p>
Visual	<p>The character of the site is predominantly defined by the occasional views to the western ranges of the Blue Mountains and district views eastward towards the Orchard Hills and the DEOH site. The mountains to the west can be seen from most elevated locations of the site as well as from the electricity transmission corridor where it crosses The Northern Road, albeit the views in this location are heavily impacted by electricity transmission infrastructure. From adjoining local streets, there are limited views into the site due to thick vegetation on the boundary and in most instances the site being slightly more elevated than the street.</p> <p>Notwithstanding, the Concept Master Plan integrates the retention of views, particularly from the ridgelines and open space areas. When determining the visual sensitivity of the view corridors, the following factors were considered:</p> <ul style="list-style-type: none"> • Existing conditions • Visual significance • Perceptions of the viewer • Potential future impact <p>Overall, the report demonstrates that with the integration of Hilltop Parks in key locations, visual corridors can be maintained. A viewpoint analysis from key locations on</p>

	the site has been included in the urban design report (Appendix F1).
Mining and Subsidence	Review of available mine subsidence maps indicates that the site is not located in a mine subsidence area and there is no reported history of underground mining operations in the area.
Air Quality	<p>A desktop air quality report has assessed the impact on air quality as a result of increases in traffic along The Northern Road over time. The model has considered receivers at 30m and 50m distances.</p> <p>The predicted results show that minimal incremental effects would arise at the receiver locations due to traffic travelling along The Northern Road. The predicted cumulative results indicate that the receiver locations are predicted to experience levels below the relevant criteria for the assessed pollutants with the exception of annual average PM2.5, which is a result of the applied background already being above the relevant assessment criteria.</p> <p>The presented cumulative annual averaged PM2.5 concentrations which are above the relevant assessment criteria due to existing elevated local background concentrations at surrounding receivers, will vary interannually due to regional influences as seen in the ambient monitoring data with minimal constant impacts from localised sources such as the traffic travelling on The Northern Road.</p> <p>Noting that the shift to electric vehicles is accelerating and state and federal government policy to encourage such vehicles it is reasonable to consider what effect this may have on future emissions. Electric vehicles do not generate any NO2 emissions and have lower particulate emissions relative to fuel powered vehicles, so it is reasonable to expect that NO2 impacts from traffic will reduce more rapidly than particulate emissions in the foreseeable future. Hence it is considered reasonable to apply the particulate criteria for annual average PM2.5 as the most relevant metric to assess the impacts from traffic.</p> <p>Based on the modelling predictions in the air quality technical study all sensitive land uses</p>

	<p>should be avoided or designed to manage within the approximate 30m from The Northern Road (i.e., residential, school, childcare activities etc) and where this isn't possible, site based designs should consider the impact of air quality.</p> <p>A copy of the Air Quality Assessment Report is included in Appendix F10.</p>
Acoustics	<p>A desktop acoustic assessment considered the relevant noise criteria set out in the Penrith City Council's Development Control Plan 2014, NSW Road Noise Policy' (RNP) and the NSW <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>.</p> <p>Road traffic noise levels are predicted across the Glenmore Park East precinct using noise contour maps to identify areas of exceedances. The noise contours are for the year 2041 and are higher than the 2031 predicted noise levels presented by TfNSW in The Northern Road Upgrade noise assessments.</p> <p>The assessment identifies proposed future lots which would exceed the <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> noise requirements for both day and night periods. In these locations, appropriate acoustic mitigation measures should be incorporated into the design of the residential lots.</p> <p>Whilst noise barriers have been considered as a potential amelioration option, other design options including building treatment are considered more appropriate for the proposed location.</p> <p>Forms of building treatment can include:</p> <ul style="list-style-type: none"> • Provide glazing with sufficient acoustic performance for windows facing the traffic noise source including the installation of acoustic seals for operable windows. • Provide doors with sufficient acoustic performance for doors facing the traffic noise source including the installation of acoustic seals. • Facades facing the traffic noise source be of masonry construction.

	Detailed acoustic design should be undertaken as part of any future development applications. A copy of the desktop traffic noise assessment is included in Appendix F9.
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Q10 Has the planning proposal adequately addressed any social and economic effects?

The urban development of Glenmore Park East is forecast to have a total end value of approximately \$2.36-2.47 billion during construction (direct and indirect) with 325 to 345 construction jobs per annum (direct and indirect) over a notional 20 year construction timeframe. In terms of ongoing employment, total direct on-site employment during the operational phase of the project is expected to be between 945 to 1070 FTE jobs per annum. With multipliers, the total number of jobs generated by the precinct is estimated at approximately 2,025 to 2,290 FTE jobs per annum (direct and indirect).

In addition to the significant economic benefits of the project, a community and social impact assessment has an assumed population on the subject site of 3,741 by 2041 and 4,157 at full development. This population is estimated based on 3.1 persons per dwelling house (and terrace house) and an average of 2.2 persons per apartment.

This onsite population will produce around 371 primary school students and 275 high school age children in 2041, which equates to approximately 280 government K-6 students and 200 government 7-12 students. These students will be accommodated in a new K-6 primary school to be built in Glenmore Park Stage 3 which has capacity for 1,000 students, and the existing Glenmore Park High School which currently has around 1,013 students enrolled.

There are currently 6 schools in Glenmore Park including:

- Bethany Catholic Primary School - 605 students (primary)
- Glenmore Park Public School - 632 students (Primary)
- Surveyors Creek Public School - 517 students (Primary)
- Fernhill School - 130 students (special)
- Caroline Chisholm College- 1030 students (secondary)
- Glenmore Park High School - 1013 students (secondary)

Further, there are a range of existing community facilities in the surrounding areas that are adequate to service the development, including the Floribunda Community Centre, the Glenmore Park Youth and Community Centre, the Surveyors Creek Community Centre, Regentville Hall, Mulgoa Hall, Joan Sutherland Performing Arts Centre, and the Penrith City Library, all of which are between 5 and 10kms from the subject site.

The proposed development does not trigger the need for additional community facilities on site, nor does trigger the need for a standalone community health centre, although a 24-hour medical centre is proposed, with additional local medical facilities proposed in Glenmore Park Stages 2 and 3. Childcare in the precinct will also be addressed through the provision of a new childcare centre (minimum 100 places).

An assessment of the social infrastructure is provided in the Social and Community Impact Assessment in Appendix F6.

Section D – State and Commonwealth Interests

Q11 - Is there adequate public infrastructure for the Planning Proposal?

A Services and Utilities Infrastructure Assessment has been completed by Proust & Gardner to accompany this PP (Appendix F7). The report confirms that there will be capacity within the existing service utility networks to facilitate initial development without the need for significant upgrade works being required, noting that a feasibility application is required to be approved by Sydney Water for sewerage services. A summary of the Services and Utilities Report is included in Table 10 below:

Table 10 – Utility Services Summary

Service	Findings
Potable Water and Waste Water	<ul style="list-style-type: none"> • Site can be serviced • Feasibility application required to Sydney Water (which has been lodged) • Sewer/Water Modelling should be undertaken to identify any system issues which can be resolved in the detailed design • Water – developer funded reticulation services delivered as part of each stage of residential subdivision • Sewer – Sydney Water funded lead-in infrastructure and developer funded gravity fed reticulation system delivered as part of each stage of residential subdivision
Electricity	<ul style="list-style-type: none"> • Site can be serviced • The provision of 11kV feeders from the west would provide total capacity of 13 MVA for the development • Letter of Intent outlining the service load and requirement is to be provided to the 6-9 months prior to modifications being required • Consultation with Transgrid is required to carry out works within their easement, noting that no alterations are proposed to Transgrid’s operations • Developer funded lead-in and reticulation services delivered as part of each stage of residential subdivision.

Natural Gas	<ul style="list-style-type: none"> • Site can be serviced • Application is required to Jemena for the extension of a new feeder main from Bradley Street and connection to Boldero Crescent • Reticulation within developer funded trench to be delivered as part of each stage of residential subdivision subject to Jemena offer.
Communications	<ul style="list-style-type: none"> • Site can be serviced • NBN available at the site • Optic Fibre network to be delivered as part of each stage of residential subdivision.

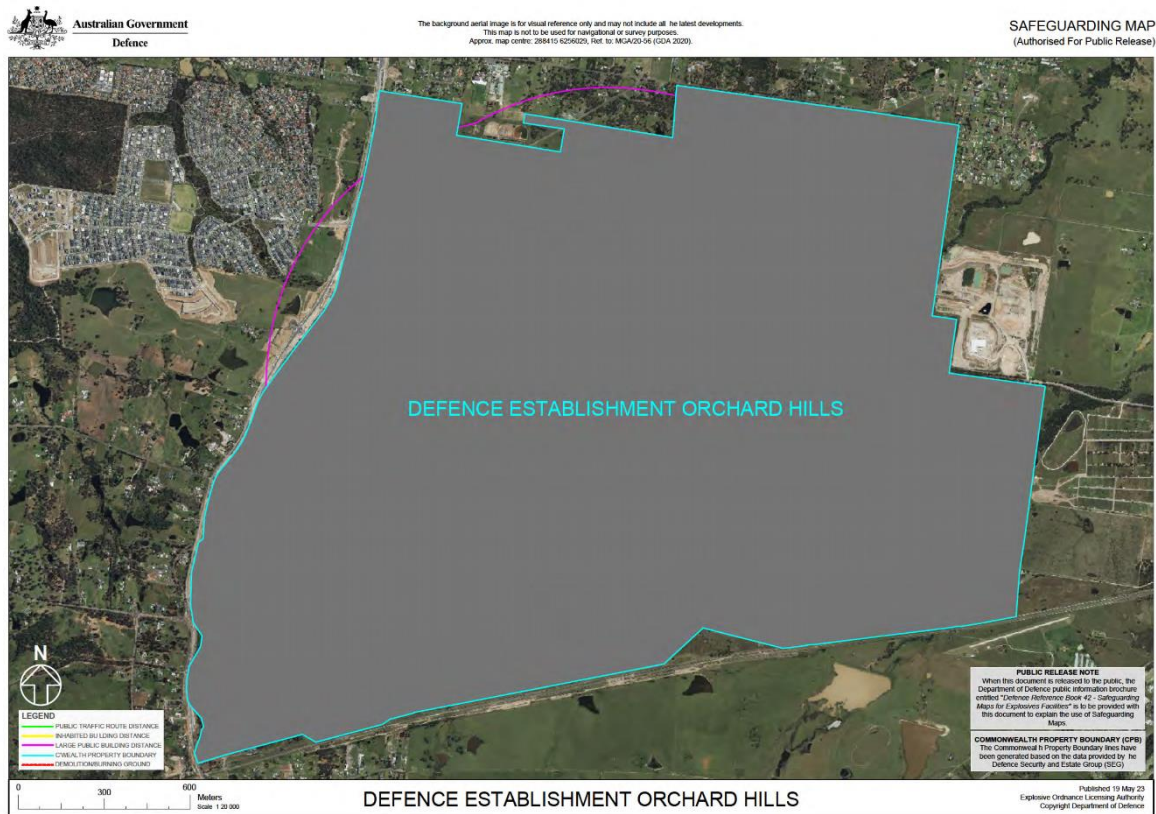
Q12 - What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination

A gateway determination has not been issued, but the DPE SAPP program team have facilitated some early discussions with a several government agencies. To date, no formal consultation has been undertaken with the Commonwealth Government to progress the PP apart from initial engagement with the Department of Defence (Defence) regarding considerations relevant to Defence Establishment Orchard Hills (DEOH). Advice provided by Defence to DPE is as follows:

- *DEOH is a Major Hazard Facility licensed by Comcare. In the event of an uncontrolled explosion, a pressure blast may affect buildings in proximity to the facility resulting in the shattering of glass of large windows.*
- *Defence provided an unclassified version of the Explosive Ordnance (EO) map for DEOH with advice that the arcs are used to guide land use planning and the purple line recommends the exclusion of large public buildings. No advice was provided by Defence on what constitutes a 'large public building'.*
- *Overlooking is a security concern for Defence. For GP3, Transport for NSW have proposed tree plantings along the Northern Road to mitigate this issue. Perhaps this is also something that can be investigated for this site.*
- *Future residents may experience periodic noise events from detonation training at DEOH. We have spoken with Penrith Council to have this impact included in their certificate of titles. This may also be required for this site.*

Figure 17 below illustrates the location of the purple arcs referred to by Defence. Whilst the arcs impact the south-western corner on the site, we note that similar controls have not impacted on the new Metro line servicing the Western Sydney Airport, nor the Sydney Science Park at Luddenham. Further engagement with Defence will be undertaken during the public consultation period with appropriate controls integrated into the proposed site based DCP if required.

Figure 17 – Explosive Ordnance Map - DEOH



Source: Department of Defence

The DPE SAPP project team also facilitated engagement with a several NSW government stakeholders, including the DPE Project Team for the state led Orchard Hills Master Plan, Transport for NSW and both Council and Sydney Water.

The technical studies completed as part of this PP respond to the issues discussed in those meetings, noting that DPE was unable to share any information on the Orchard Hills Master Plan.

Regular meetings were also held with the DPE SAPP Pilot project team to confirm PP progress.

5.4 Part 4 – Mapping

The PP seeks amendments that relate to land use zoning, height of buildings, minimum lot size, scenic and landscape values, clause application map, urban release areas and land acquisition.

The PP for **Glenmore Park East** requires amendment to several of the maps of PLEP 2010. The proposed maps are included in Appendix D and are listed in table 11 below.

Table 11 – PLEP 2010 Maps to be amended

PLEP 2010 Map	Sheet to be amended
Land Zoning	Sheet LZN_006, 007, 013, 014
Height of Buildings	Sheet HOB_006, 007, 013, 014
Lot Size	Sheet LSV_006, 007, 013, 014
Scenic and Landscape Values	Sheet SLV_006, 007, 013, 014
Clause Application Map	Sheet CAP_002
Urban Release Areas	Sheet URA_006, 007, 013, 014
Land Reservation Acquisition	Sheet LRA_006, 007, 013, 014

The amended PLEP maps will be provided in the format prescribed by the technical guidelines for LEP maps published by the DPE prior to exhibition as required. The proposed amendments are shown in Appendix D.

5.5 Part 5 – Community Consultation

The PP will be publicly exhibited in accordance with DPE and/or Penrith City Council's Community Participation Plan. All exhibition material will be available on the Planning Portal.

Notice of the public exhibition will be given in the local newspaper and on Council's website. Notice of the public exhibition will also be provided by a letter to affected landowners.

It is understood that consultation with public authorities will be undertaken in parallel with the community consultation as part of the SAPP pilot.

5.6 Part 6 – Project Timeline

The PP is being assessed by the DPE through the SAPP pilot which aims to bring forward the delivery of houses across NSW. The standard processes and timeframes associated with this project are being managed by DPE to ensure that the PP is completed by 30 June 2024.

On this basis, it is understood that DPE are working to the following SAPP pilot timeframes:

- Commencement of public exhibition period – February 2024
- Consideration of submissions and Post Finalisation Report – 10 May 2024
- Gazettal of LEP – 30 June 2024