

An aerial photograph of a suburban landscape. In the foreground, a multi-lane road curves through green fields. To the left, a dense residential area with many houses is visible. In the background, rolling hills stretch across the horizon under a clear blue sky.

**GLENMORE PARK EAST MASTER PLAN**

# **URBAN DESIGN REPORT**

**SEPTEMBER 2023**

Title: Urban Design Report - Glenmore Park East Master Plan  
Prepared for: Nergl Developments Pty Ltd  
Date: September 2023  
Status: Final  
Prepared by: Hatch RobertsDay

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# CONTENTS

## 01 INTRODUCTION \_\_\_\_\_ 4

Introduction \_\_\_\_\_ 6

## 02 CONTEXT \_\_\_\_\_ 8

Strategic Context \_\_\_\_\_ 10

Policy Context \_\_\_\_\_ 12

Local Context \_\_\_\_\_ 14

## 03 SITE ANALYSIS \_\_\_\_\_ 16

Site Analysis \_\_\_\_\_ 18

Topography \_\_\_\_\_ 20

Slope \_\_\_\_\_ 21

Views and Vistas \_\_\_\_\_ 22

Ecology (Flora & Fauna) \_\_\_\_\_ 24

Water Course and Flooding \_\_\_\_\_ 25

Transport and Infrastructure \_\_\_\_\_ 26

Climate \_\_\_\_\_ 27

## 04 VISION AND DESIGN PRINCIPLES \_\_\_\_\_ 28

The Vision \_\_\_\_\_ 30

## 05 THE MASTER PLAN \_\_\_\_\_ 36

Key Design Opportunities \_\_\_\_\_ 38

Design Framework \_\_\_\_\_ 42

The Master Plan \_\_\_\_\_ 44

Ecology \_\_\_\_\_ 46

Open Space \_\_\_\_\_ 48

Street Network \_\_\_\_\_ 50

Active & Public Transport \_\_\_\_\_ 54

Housing Diversity \_\_\_\_\_ 56

Village Centre \_\_\_\_\_ 58

Building Height \_\_\_\_\_ 60

Visual Analysis \_\_\_\_\_ 62

Water Sensitive Urban Design \_\_\_\_\_ 64

## 06 CONCLUSION \_\_\_\_\_ 66





01



A photograph of a rural landscape. In the foreground, there is a field of tall, dry, golden-brown grass. Several large, mature trees with light-colored bark and dense green foliage stand on the left side. In the middle ground, a grassy field contains a few dark-colored cows. A line of trees and a small building are visible in the background under a clear blue sky. Power lines are visible in the upper right corner.

# INTRODUCTION

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# INTRODUCTION

The 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 the 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 contemporary gateway to the Penrith LGA.

This Urban Design Report sets out the urban design rationale for the master plan and justification for the Planning Proposal including:

**02 Context:** highlighting the strategic opportunities for the site at a regional and local level in the context of the major transformation occurring in the Western Sydney region.

**03 Site Analysis:** understanding the key site features and technical considerations to inform the master plan design.

**04 Vision and Design Principles:** setting the ambition for the project and a framework to guide the Master Plan and subsequent detailed design and implementation.

**05 Master Plan:** describes all the elements of the Master Plan including the layout, open space, movement network, housing, land use, height, visual impact, ecology and water sensitive urban design, designed in response to the context, site analysis and vision.

This report confirms the strategic and site specific merit of the master plan design, the contribution to housing supply and affordability and the provision of public benefits in terms of open space, recreation and amenities which collectively support the Planning Proposal.







An aerial photograph of a suburban neighborhood. The image shows a dense residential area with many houses, mostly with dark roofs, interspersed with green lawns and trees. A winding road is visible on the left side. In the foreground, there's a larger green field and a road. A large, white, sans-serif number '02' is overlaid on the left side of the image, partially obscuring the houses and trees. A thin white horizontal line is positioned below the number '2'.

02





**CONTEXT**

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## STRATEGIC CONTEXT

Glenmore Park East is strategically well-located 10km to the north of the new 24-hour Western Sydney International Airport and 5km south of the Penrith City Centre.

The site is connected to these centres via The Northern Road which has been upgraded with dedicated bus lanes for a new rapid bus service.

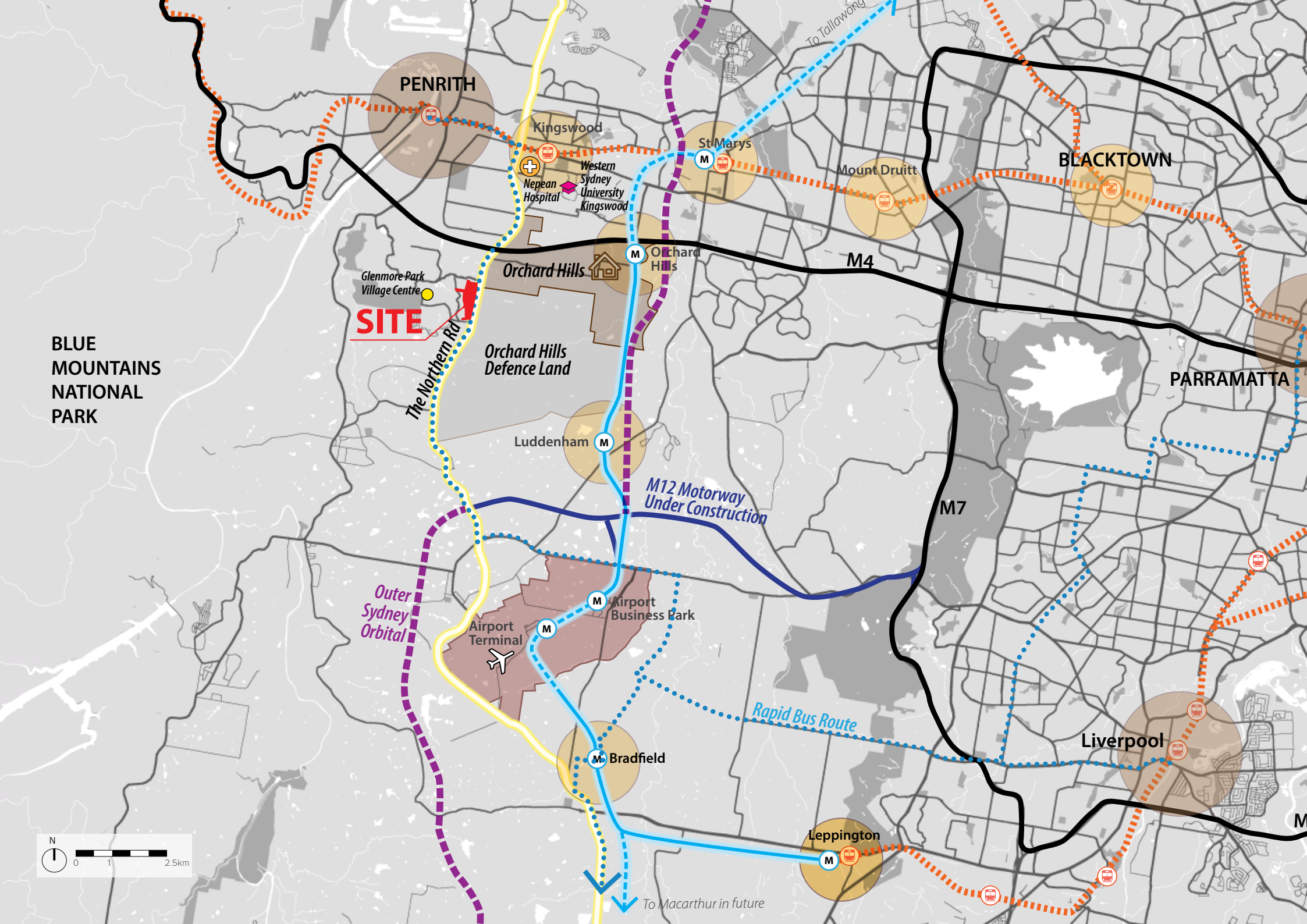
The site has connectivity to greater Sydney via heavy rail and new Metro services in Penrith and Orchard Hills respectively as well as The Northern Road, the nearby M4, and the new M12 and Outer Sydney Orbital. With its strategic, accessible location Glenmore Park East is envisaged to service both residents and visitors moving between Western Sydney Airport and Penrith. It is therefore proposed to include a range of permanent and short stay tourism accommodation as well as supporting amenities such as dining, entertainment and recreation uses.

The site sits between the existing Glenmore Park community and the new Orchard Hills urban release area and can help to integrate and complement these areas with additional housing diversity and supply, additional

parks, connected green links, daily amenities, recreation facilities, local employment opportunities, remote work spaces and food and beverage destinations. The site could also help to service worker needs, accommodation and facilities associated with the Orchard Hills Defence Establishment located opposite the site.

Overall, Glenmore Park East can contribute to increased housing supply, housing diversity, local employment and visitor needs in a strategically well located area.





PENRITH

Kingswood

St Marys

Mount Druitt

BLACKTOWN

PARRAMATTA

Liverpool

Leppington

BLUE  
MOUNTAINS  
NATIONAL  
PARK

**SITE**

The Northern Rd

Orchard Hills  
Defence Land

Orchard Hills

Luddenham

M12 Motorway  
Under Construction

Airport  
Business Park

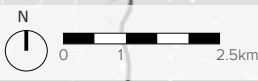
Airport  
Terminal

Bradfield

Rapid Bus Route

M7

M4



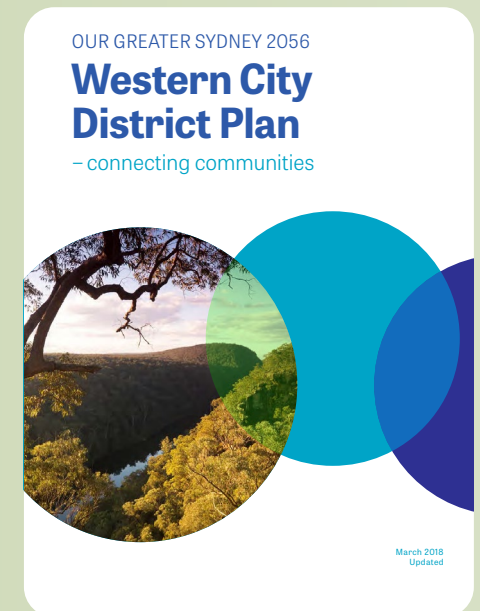
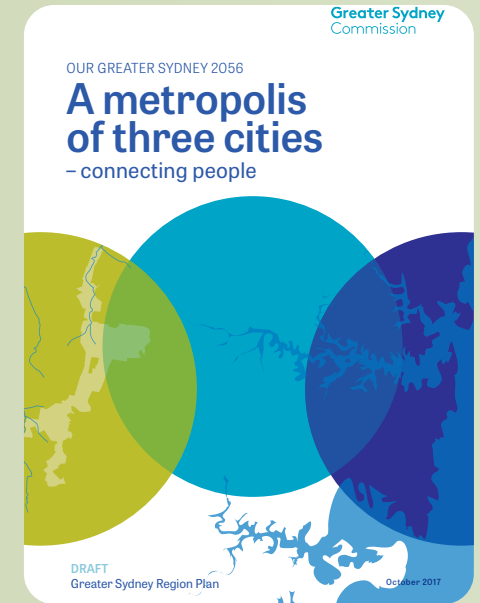
To Macarthur in future

To Tallawong

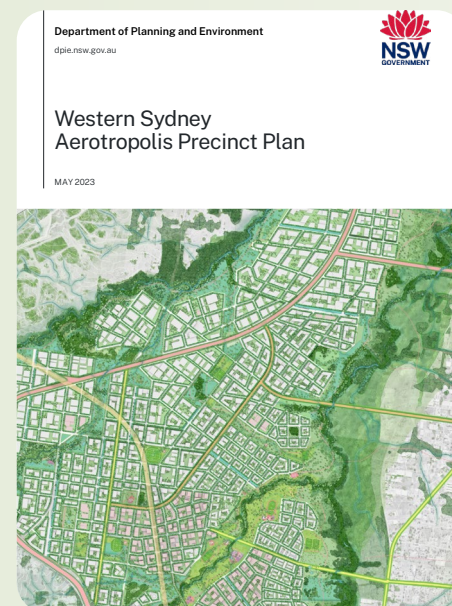
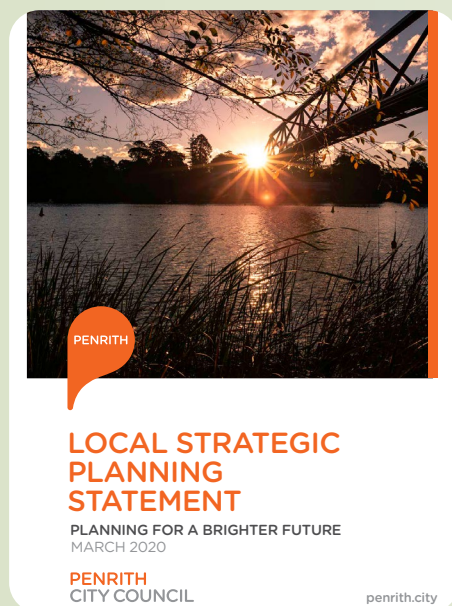
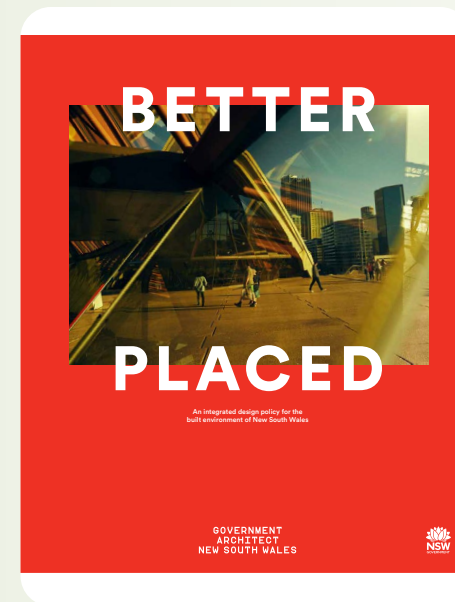
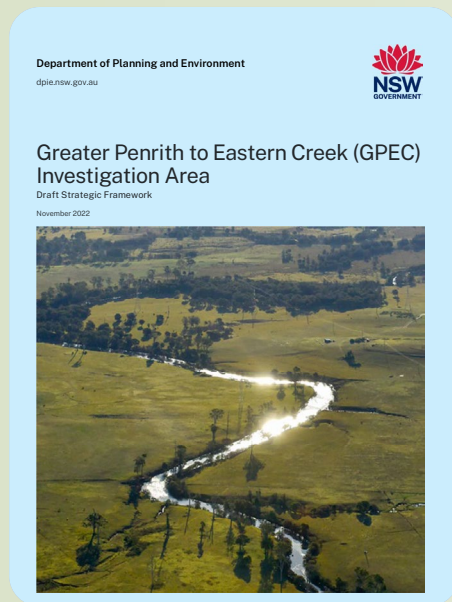
## POLICY CONTEXT

The Glenmore Park East Master Plan has considered the range of applicable state and local plans and policies, including the key plans highlighted on the page opposite.

The master plan is generally consistent with the strategic intent and design guidance set out in the policy framework. More detailed explanation of the response to each plan/ policy is provided in the Planning Proposal (Solve PG, 2023) and supporting technical reports.









## LOCAL CONTEXT

Glenmore Park is located south of Penrith and west of Orchard Hills and is one of Penrith's largest and most rapidly developing residential areas. It is a highly sought-after place to live offering leafy streets, parks and schools and close proximity to Penrith and the new Western Sydney International Airport and accessibility to the new rapid bus line, Metro line, and motorways.

Glenmore Park East (the site) comprises 47.95 hectares of land along The Northern Road. It is bordered by Glenmore Parkway and Penrith Golf Club to the north, Bradley Street to the south, the existing Glenmore Park neighbourhood to the west and the Orchard Hills Precinct and Defence land to the east.

There are distant views to Blue Mountains from high points on the site.

The Glenmore Park residential area offers a mixture of residential dwellings, mixed use Village Centre, schools, sports field and parks for local residents. Orchard Hills to the east is a priority urban release area and will accommodate a series of neighbourhoods with mix of housing and jobs.

There is an approved DA for construction of a 4-storey Seniors Living residential buildings within Penrith Golf Club.

There are currently a few bus routes that operate in the area:

- Routes 794 and 799 operate between Penrith and Glenmore Park, predominantly along The Northern Road. This service operates every 30 minutes in both the morning and evening peak periods and every hour during off-peak and weekend periods
- Route 789 operate between Penrith and Luddenham along The Northern Road with a bus stop along the Site

The east-west power line easement has formed into a significant green link with sports fields, lakes, vegetation and walkways, and is identified as a green link in the Penrith Green Grid Strategy.

Riparian corridors have been retained and enhanced throughout Glenmore Park and form part of the green grid and walking/ cycling network. A similar approach is envisaged to the riparian corridor that traverses the site.



Apartments in Glenmore Park



Terraces in Glenmore Park



Riparian Corridor in Glenmore Park



Glenmore Village Centre

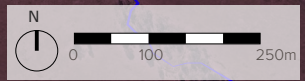




The Site

Orchard Hills  
Urban Release Area

Defence Establishment  
Orchard Hills





03

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# SITE ANALYSIS

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# SITE ANALYSIS



## Legend



-  The Site
-  Photo Viewpoint

Figure 002. The Site 2D





View 1- View from Ridgeline



View 2- Ridgeline



View 3- Existing Trees



View 4- Existing trees



View 5- Existing Creak



View 6- Existing Easement



View 7- view to Defence Establishment



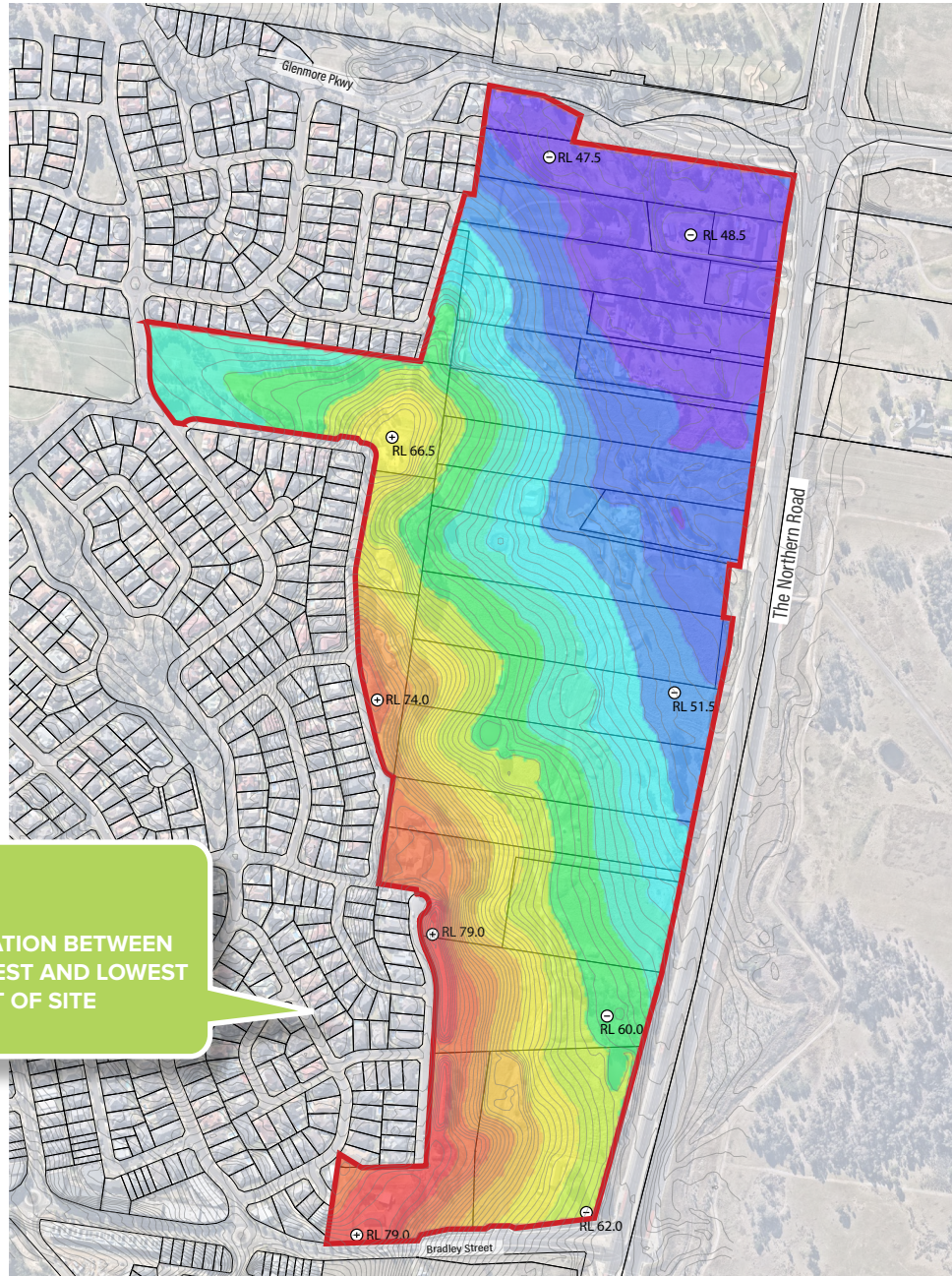
View 8- Saddler Way to South



View 9- Jilondalee Way / Bradley St intersection



# TOPOGRAPHY



## Key Takeaway

**31.5M**

VARIATION BETWEEN  
HIGHEST AND LOWEST  
POINT OF SITE

## Overview

The Site is characterised by undulating topography that generally slopes down from the western ridgeline to the eastern edge on The Northern Road.

The highest point is RL 79m in the south western corner and the lowest point is RL 47m in the north eastern corner, equating to a 32m level change.

From the western ridgeline there are views east to the naturally vegetated areas of the Defence 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.

### Legend

|                 |                 |
|-----------------|-----------------|
| 45.50 - 49.53 m | 61.50 - 64.50 m |
| 49.53 - 52.00 m | 64.50 - 67.50 m |
| 52.00 - 54.00 m | 67.50 - 70.50m  |
| 54.00 - 56.50 m | 70.50 - 73.50m  |
| 56.50 - 58.50 m | 73.50 - 76.50m  |
| 58.50 - 61.50 m | 76.50 - 88.50m  |



# SLOPE



## Key Takeaway

<10%

GRADIENT OVER THE  
MAJORITY OF THE  
SITE

## Overview

The site slopes down from west to east, the majority at a gradient of less than 10%, with the flattest land along The Northern Road.

Along the western ridge there are areas with gradients between 10-20%. The majority of these are within areas proposed for open space.

The steepest gradients exist on the mound that was constructed adjoining Harold Bentley Way. This is expected to be removed to provide level access to the street.



# **VIEWS AND VISTAS**

## **Key Takeaway**

## **SCENIC VIEWS**

FROM THE SITE, NOT INTO THE SITE





## **Overview**

From the western ridgeline there are views east to the naturally vegetated areas of the Defence 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.

Views of the site from The Northern Road are dominated by existing stands of mature trees along the road interface. Around the power line easement there are more expansive views of the site from the Northern Road, with the land gently sloping up to the west.

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.

## **Legend**

-  View line
-  Photo viewpoint



## VIEWS AND VISTAS



View from the Site facing west towards the Blue Mountains



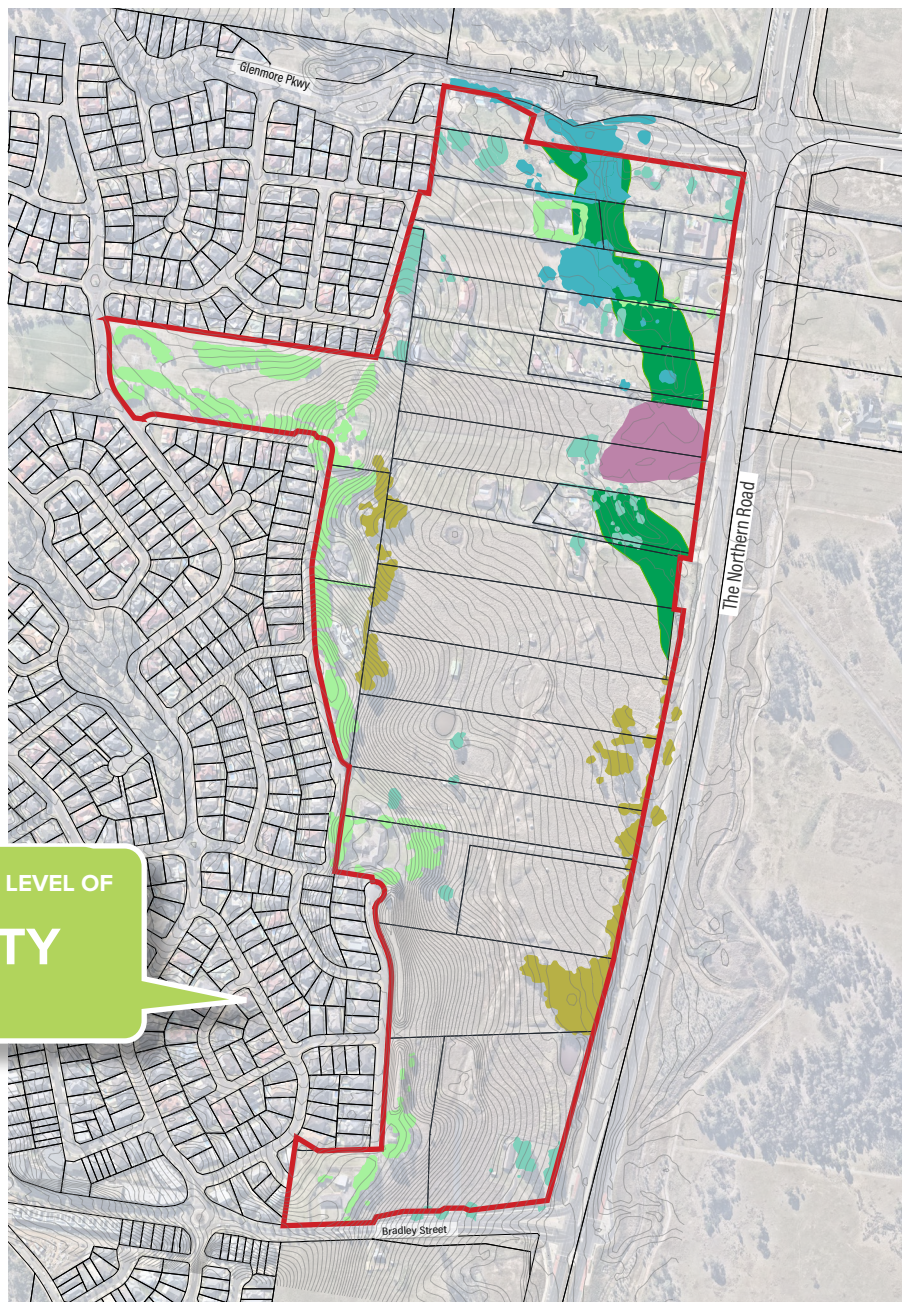
View from the Site facing east towards the Defence Site



Limited views from The Northern Road to Blue Mountains west



# ECOLOGY (FLORA & FAUNA)



**Key Takeaway** MEDIUM LEVEL OF  
**BIODIVERSITY  
VALUE**

## Overview

The majority of the land has historically been cleared of native woodland and forest. 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:

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

Parts of the riparian corridor within the land are classed under the certification as 'Avoided Land' due to important biodiversity values.

- Cumberlain Plain Woodland
- Eucalypt River-flat forest
- Planted native vegetation
- Unclassed native vegetation
- Swamp
- Avoided land (Biodiversity SEPP)

0 80 200





## WATER COURSE AND FLOODING



### Key Takeaway

ASSET

**EXISTING CREEK**

### Overview

A third order stream in the catchment of Surveyors Creek runs across the northeastern part of the land.

The extent of 100year and Probable Maximum Flood (PMF) flood event causes impact on the north eastern areas of the Site which is required to be managed for the future development.

A series of dams are evident on the subject land particularly towards centre and along south-east corner of the Site.

- Flooding 100year Extent
- Flooding PMF Extent
- Existing Watercourse
- ✱ Existing Dam

0 80 200





## TRANSPORT & INFRASTRUCTURE

### Key Takeaway

OPPORTUNITY FOR  
**WALKING & CYCLING**



### Overview

The site is currently accessed via existing driveways directly off The Northern Road, Bradley Street and Glenmore Parkway.

The Northern Road is a major 80km/hr arterial road that extends between Narellan and Richmond and has recently been upgraded to 3 lanes plus bus lane each direction for a new rapid bus service between Penrith and the Western Sydney Airport, plus upgraded intersections at Bradley Street and Glenmore Parkway.

The Northern Road upgrade has improved safety, increased road capacity and reduced congestion and travel times, however the 15 driveways that exist to this arterial from the subject site present a safety concern.

There are currently two bus routes that operate in the area:

- Routes 794 and 799 operate between Penrith and Glenmore Park, predominantly along The Northern Road. This service operates every 30 minutes in both the morning and evening peak periods and every hour during off-peak and weekend periods
- Route 789 operate between Penrith and Luddenham along The Northern Road with a bus stop along the Site

The primary cycling routes near the site is the shared path along The Northern Road as well as the shared paths within the green corridors connecting a number of active and recreational destinations.

- ➔ Existing access point
- ➔ Jilondalee access point
- 🚌 Bus route
- 🚶 Pedestrian/cycle route
- 🟡 Existing substation

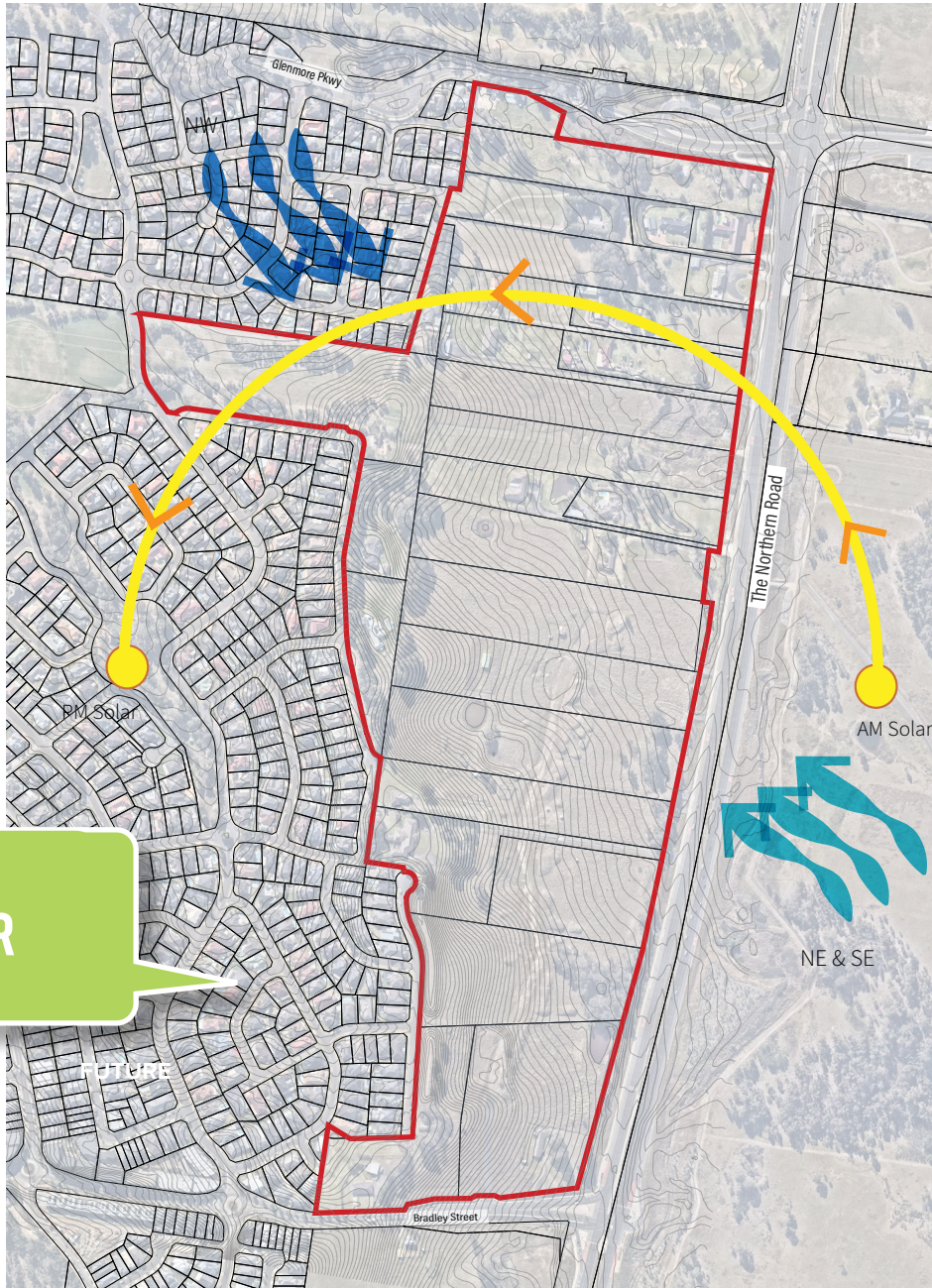
0 80 200





# CLIMATE




**Key Takeaway**  
**HOTTER & DRIER**



## Overview

Western Sydney's terrain experiences lower rainfall and 6-10 degrees higher maximum temperatures than those of the eastern suburbs and inner-city. Current projections indicate that hot days are to become more frequent and hotter, with duration of droughts to increase as well as harsher fire weather. Winter and spring rainfall will decrease, and summer and autumn rainfall will increase. Penrith's future climate will consist of higher temperatures, less rainfall and more extreme weather.

The Site offers good solar access and the existing ridgeline provides some protection against winter wind gusts from the north-west. The site has a dominant prevailing wind condition during the summer from within the North East to South East quadrant at 3pm in the afternoon. These afternoon breezes will be essential to daytime purging of heat for buildings.

-  Prevailing wind (summer)
-  Prevailing wind (winter)
-  Solar access



04

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A photograph of a park scene with people walking and sitting on the grass under large trees. The image is dimmed to serve as a background for the text.

# VISION AND PRINCIPLES

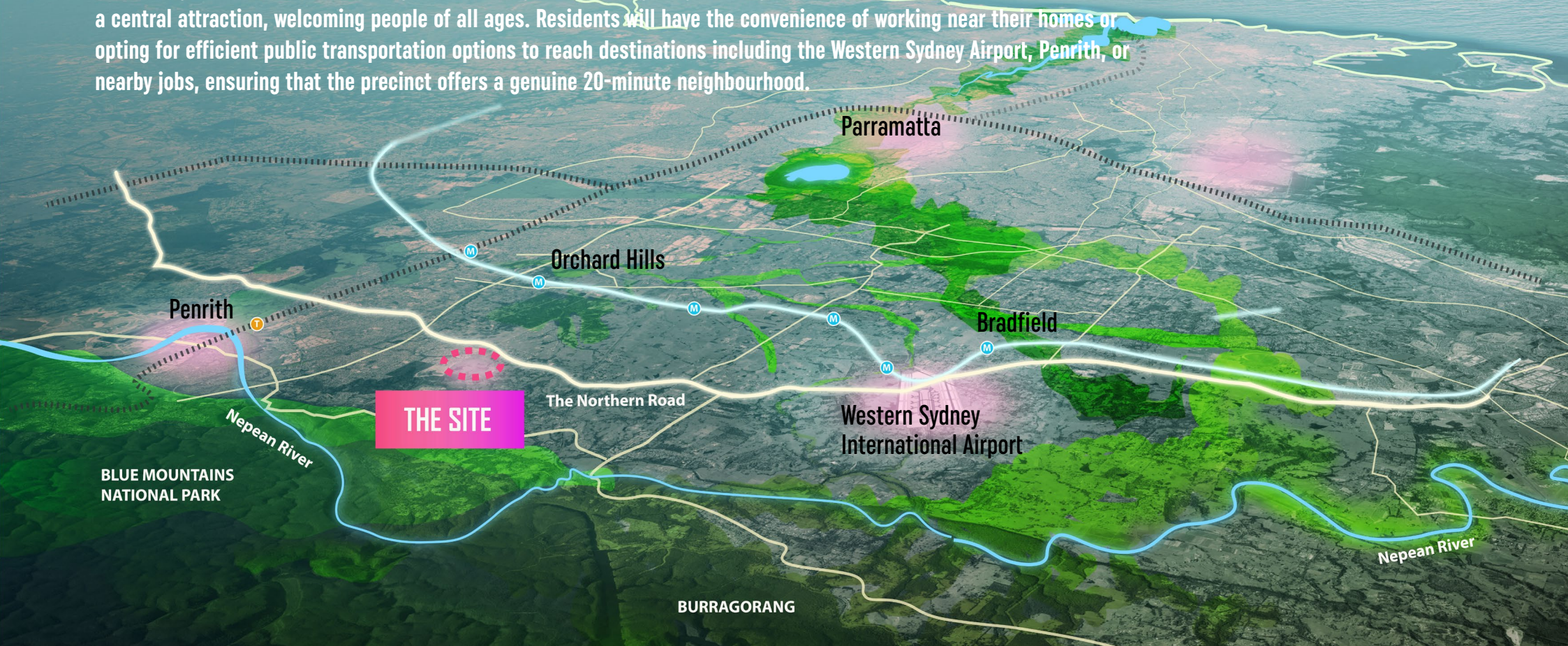
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# THE VISION

Glenmore Park East 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. It 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.







## 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.



## CARING FOR COUNTRY

### Design Principles:

**Conserve Biodiversity** – retain and restore significant ecologies including the riparian corridor (Avoided Land) and Threatened Ecological Communities (TECs).

**Green Corridor** – protect the east-west green corridor, a primary riparian corridor for the movement of water, fauna and people.

**Green Neighbourhoods** – create a green setting that connects people with Country with pockets of high quality vegetation and locally endemic landscape throughout streets and parks.

**Retain Landform** – minimise the extent of cut and fill through the positioning and design of streets, lots and parks to retain the landform in the new community and create interest.

**Celebrate The Hilltop** – protect the hilltop as public open space to retain the vegetation and maintain views to the Blue Mountains, the creekline and the natural landscape to the east.

**Resilience** – design for a changing climate particularly flooding, bushfire and urban heat.





## A HEALTHY CONNECTED COMMUNITY

### Design Principles:

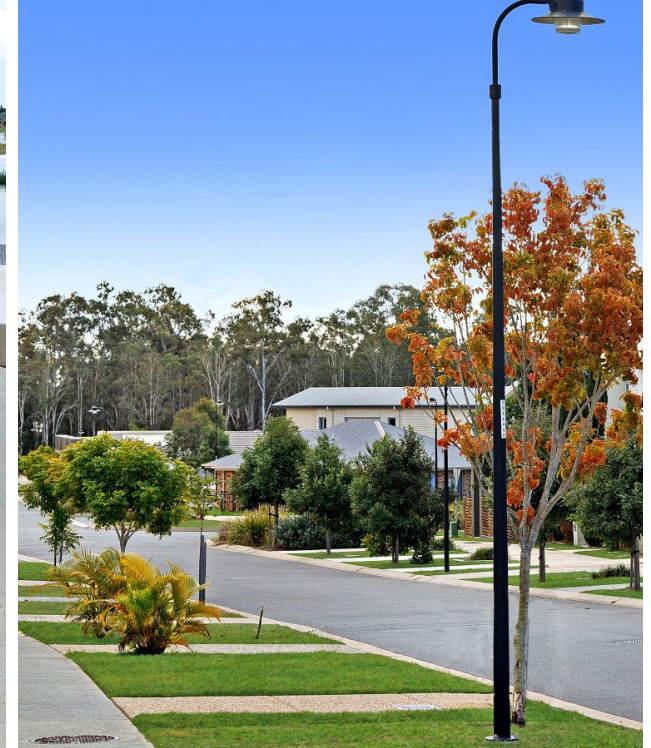
**Connection to Country** – integrate local First Nations cultural values, stories, language and art as appropriate throughout the neighbourhood.

**Surrounding Community Connections** – regional connections along The Northern Road and new connections through the site via walkable streets and green links connecting key destinations.

**Permeable Master Plan** – Create a layout that maximises permeability through a connected network of streets, paths and building separation.

**Active Lifestyles** – with a variety of appealing recreation and active transport options available that promote daily exercise.

**Healthy Streets** – designed to prioritise walking, cycling and socialising.





## A NEW DESTINATION

### Design Principles:

**Village Heart** – to create a village centre at the heart of the neighbourhood connecting the community, promoting social interaction, and celebrating people, place and nature.

**Dining and Tourism** – a range of food and beverage offer with outdoor dining fronting the streets, plazas and green spaces co-located with short stay accommodation to stimulate an evening economy.

**Daily needs** – retail and commercial space to support local needs of the community.

**An inviting centre** – to create a highly accessible public hub to bring visitors and community together for a different range of activities.

**Employment** – a range of local job opportunities for the community including office spaces and shared work space for the next generation of remote work.





## WELCOMING TO ALL

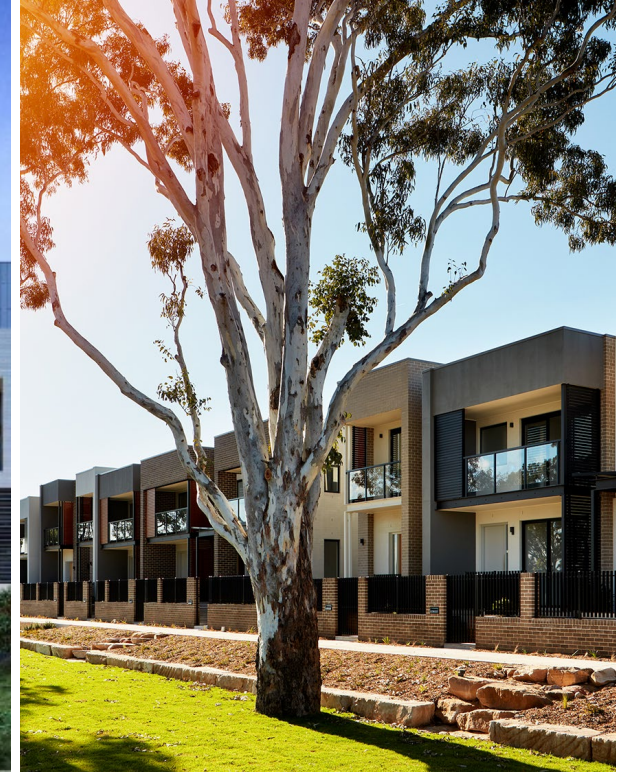
### Design Principles:

**Inviting open spaces** – and connections that welcome the surrounding community into the site.

**Diversity in housing choices** – that meet evolving community needs, including more compact options and apartments.

**Affordable lifestyle** – to provide more affordable lifestyle including more affordable housing, access to daily needs, jobs and public transport.

**Flexible by design** – with a Master Plan that promotes choice, enabling the testing and evolution of innovative street and housing designs over the life of the project.





05

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# THE MASTER PLAN

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# KEY DESIGN OPPORTUNITIES

## 1. EXPANDING THE BLUE-GREEN GRID

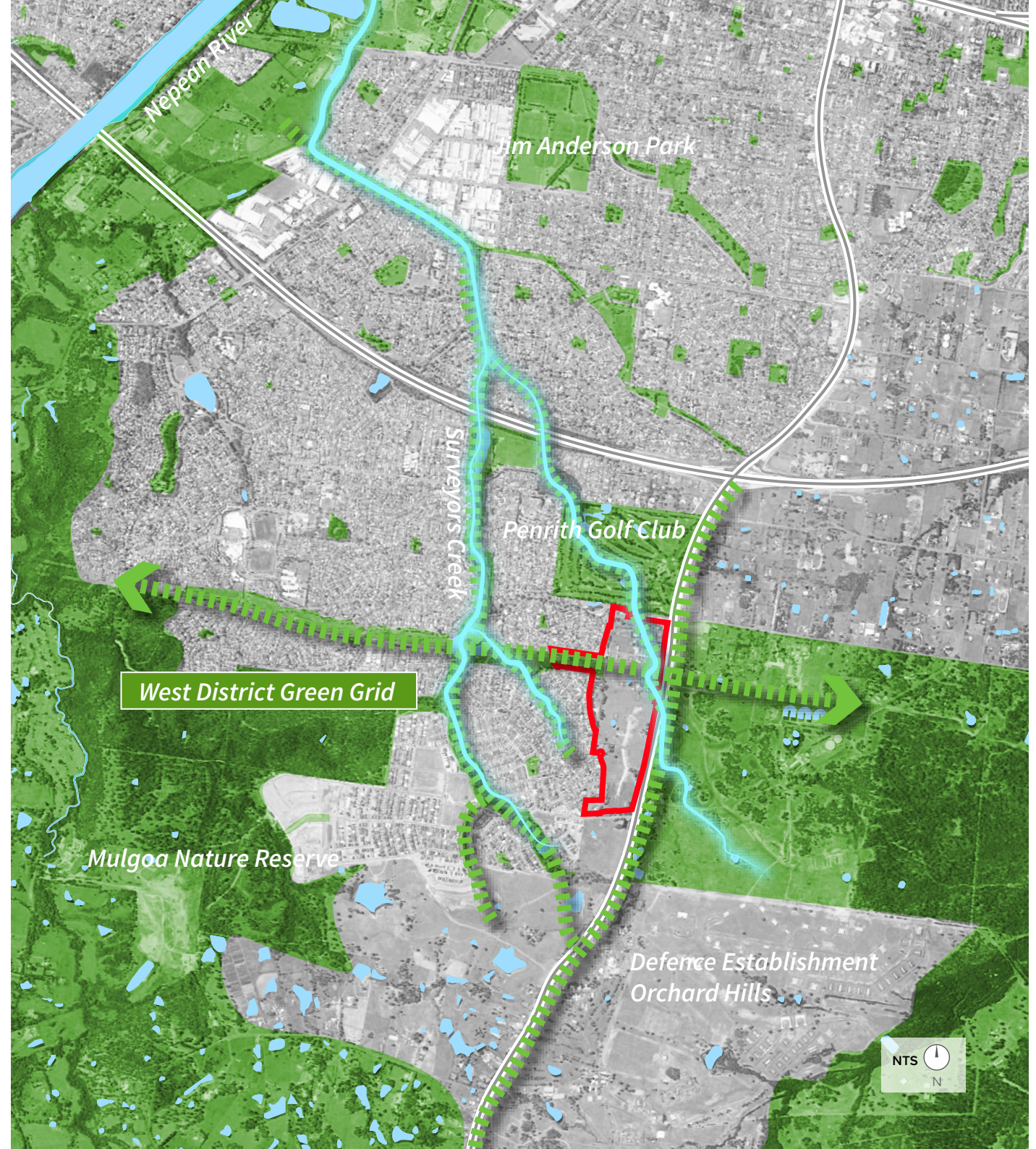
The site presents the opportunity to expand the existing blue-green network in Glenmore Park with green corridors and creek lines.

There is an opportunity to unlock the natural areas within the precinct as public parks and create a mixed-use community where nature and urbanity not only co-exist but thrive off each other.

There is an opportunity to extend 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.

There is an opportunity to create a major new hilltop park on the ridgeline that retains existing vegetation and leverages views to the Blue Mountains and Orchard Hills Defence Establishment with vegetation and biodiversity values.

There is an opportunity to restore the riparian corridor that traverses the north-east corner, improving waterway and ecological health.





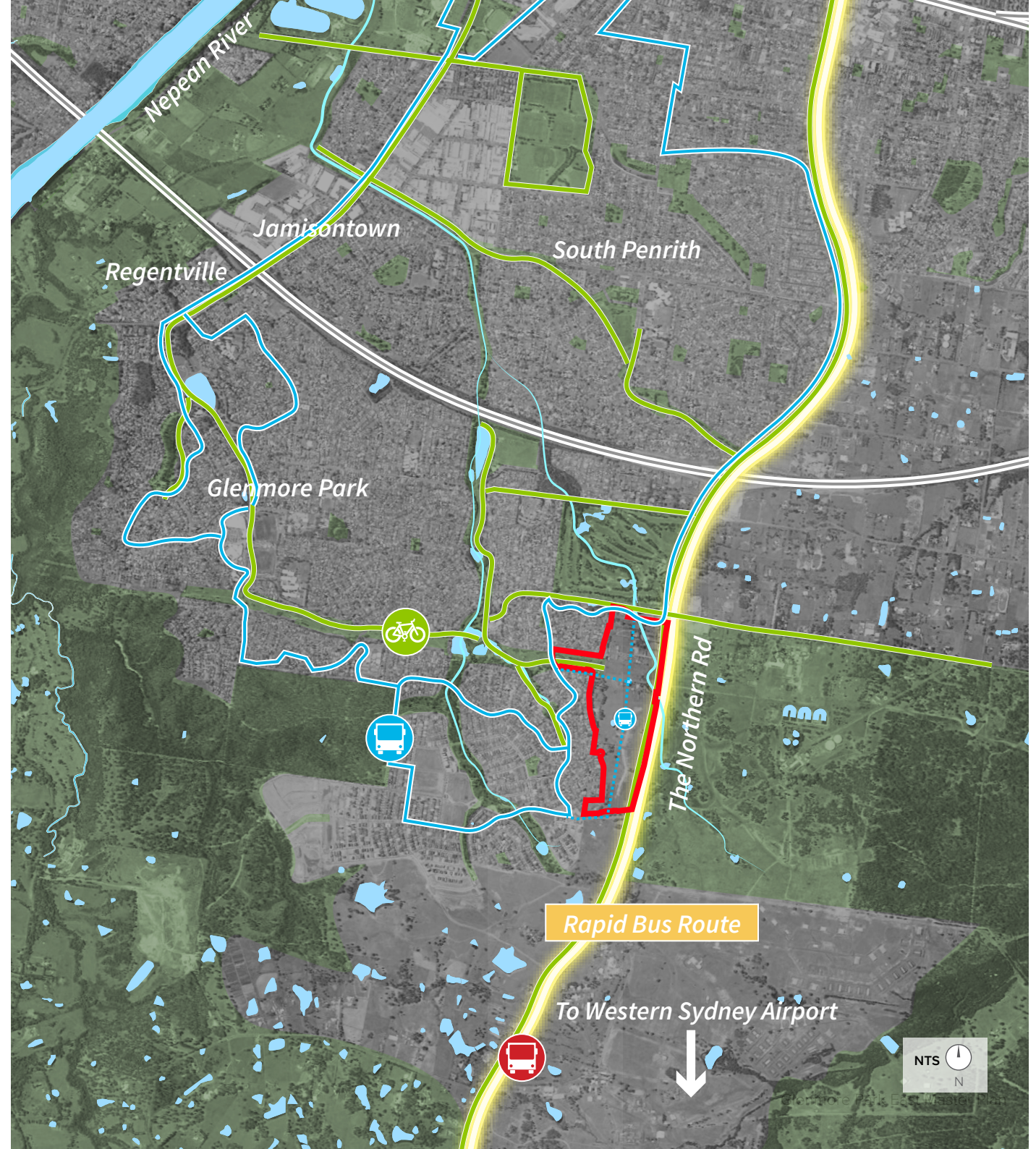
## 2. IMPROVED CONNECTIVITY

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 in close proximity to 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 can provide density and amenities at the Glenmore Park stop and facilitate connection between rapid bus and local bus services.

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





### 3. RESPONSIVE GROWTH

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

Orchard Hills is expected to grow and change significantly over the coming decades with the construction of proposed Sydney Metro Western Sydney Airport line. 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 use will be total contrast to the surrounding existing and future urbanised areas in the west, north and east. In this regard the site can be developed to better connect 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 can contribute to housing diversity, density and affordability in an area that will have excellent accessibility to employment, co-located with open spaces and amenities.



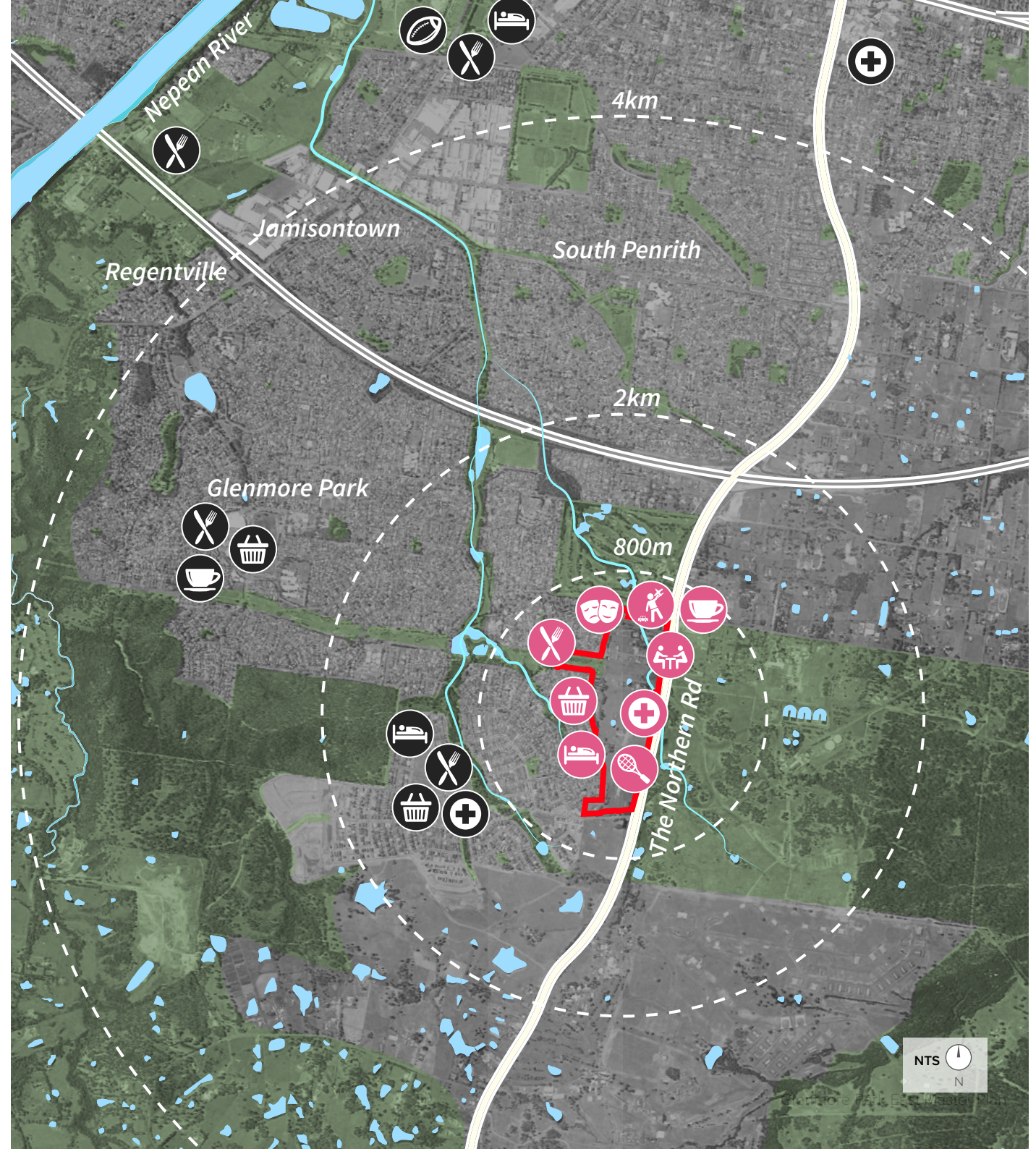


#### 4. FILLING THE GAP

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. It can also accommodate accommodation for visitors and office and work spaces for the next generation of remote work.





## DESIGN FRAMEWORK



### Green/ Blue Grid

Preserve the landform and significant vegetation, enhancing riparian corridor, creating publicly accessible open space



### Movement and Access

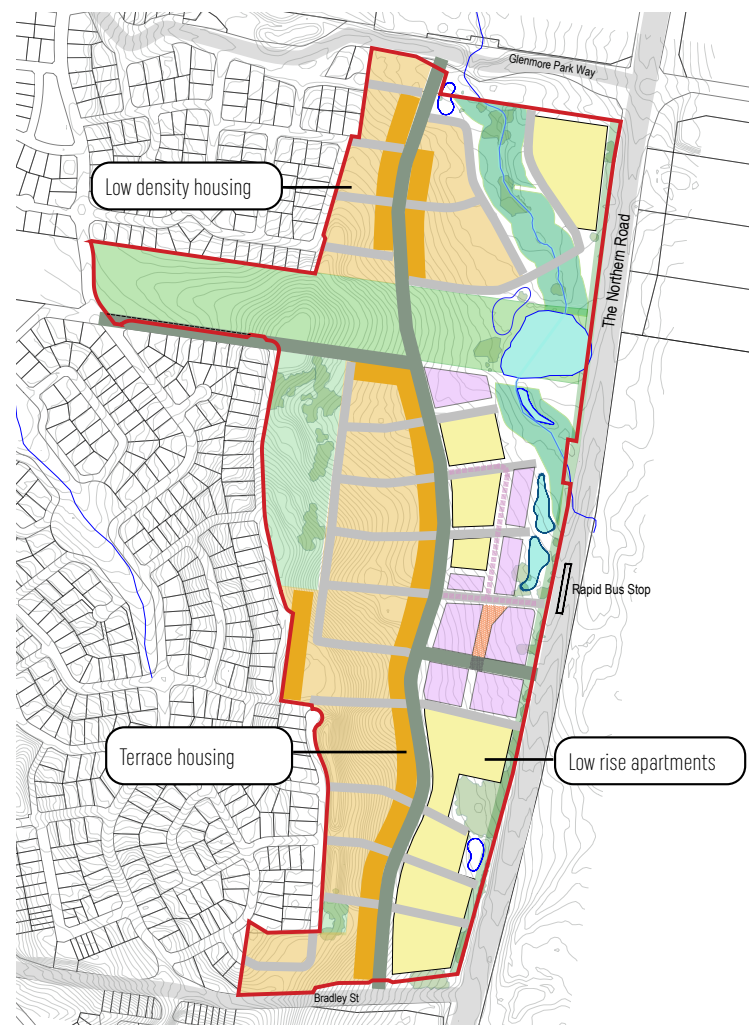
Incorporate north-south main road connection with strategically aligned arrival points/ connections to the Master Plan and broader Glenmore Park





## Mixed Use Destination

Provide a vibrant neighbourhood by creating distinctive precincts for a range of uses and activities including retail and commercial, Eat Street as well as recreational uses positioned for premium location along natural amenities



## Housing Diversity

Provide residential housing responding to different lifestyles with transition from 3-5 storey apartments along The Northern Road to terraces (missing middle) and detached housing along existing Glenmore Park neighbourhood



# THE MASTER PLAN

## OVERVIEW

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.

### **Tourism:**

Opening of Western Sydney Airport will boost tourism in the area. The proposed Site as a gateway to Blue Mountains accommodates a range of facilities such as short term accommodation and recreational uses to service the visitors exploring the area.

### **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.



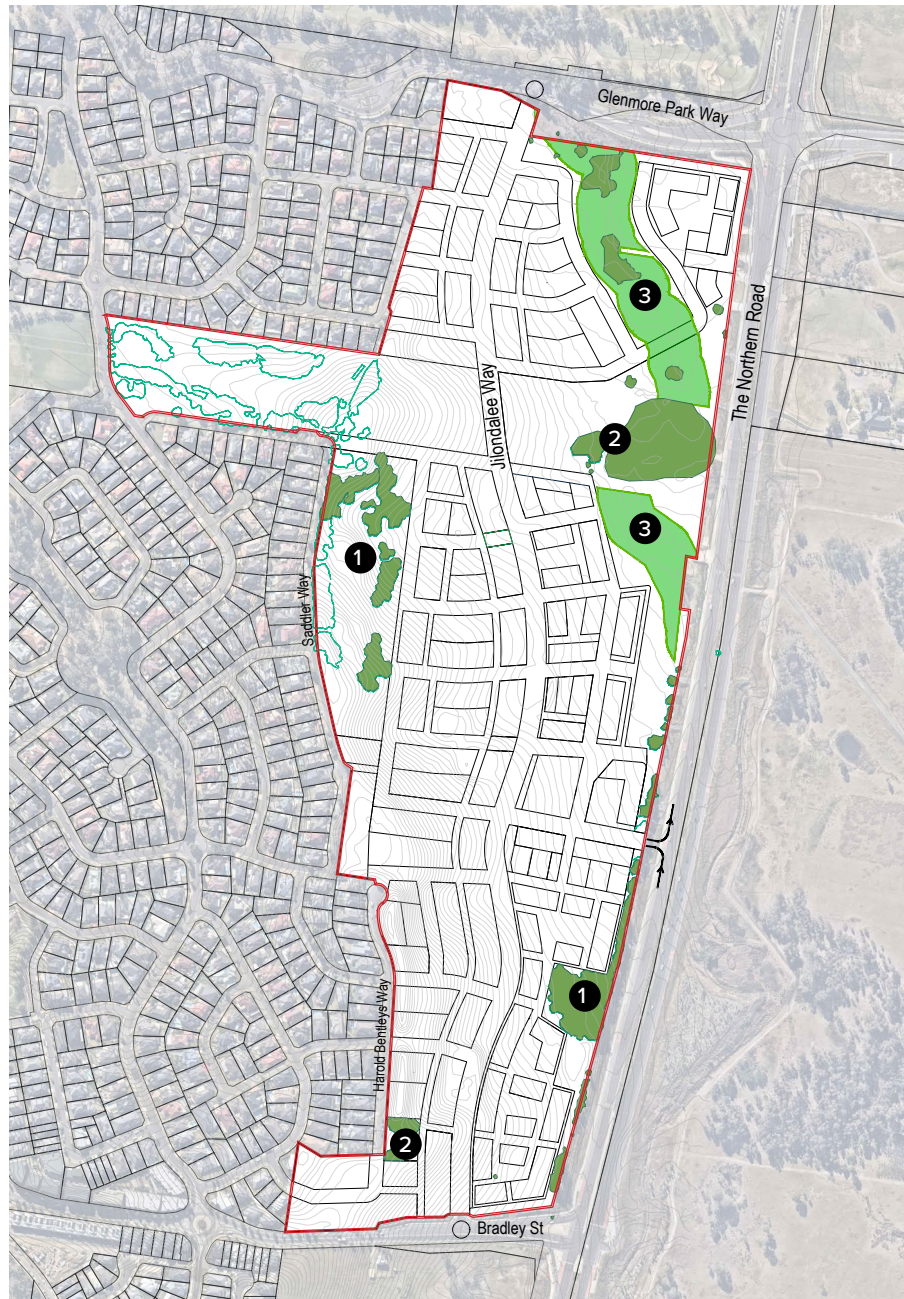
- ① Entry (left in/ left out)
- ② Entry (full intersection)
- ③ Main Street
- ④ Plaza/ Eat Street
- ⑤ Mixed Use- Medical Centre
- ⑥ Mixed Use- Commercial
- ⑦ Mixed Use- Hotel
- ⑧ Office Building- F&B
- ⑨ Mixed Use- F&B
- ⑩ Mixed Use- Pub & Venue
- ⑪ Apartments
- ⑫ Terraces
- ⑬ Detached Houses
- ⑭ Shared Zone
- ⑮ Pocket Park
- ⑯ Linear Green
- ⑰ Hilltop Local Park
- ⑱ Riparian Corridor
- ⑲ East-West Green Link
- ⑳ Permanent Water Body





# ECOLOGY

- CPCP (Threatened Ecological Communities)
- Avoided Land (Biodiversity SEPP)
- Existing Trees (Non-classified)



Ecology has been integral to the Master Plan. To create a unique sense of place, the proposed design approach targets the Site's most unique qualities and natural features.

- 1 As one of the main features of the Site, trees of higher ecological values including significant areas of Cumberland Plain woodland are retained along the ridgeline and The Northern Road. The ridgeline forms a substantial public open space providing panoramic views to the surrounding escarpment.
- 2 Additional clusters of Cumberland Plain woodland are retained throughout the Site including the areas along The Northern Road and within riparian corridor.
- 3 Areas identified as 'Avoided Land' will be preserved to protect and enhance native vegetation. This area combined with the east-west green link and green buffer along the Northern Road creates a native fauna movement network throughout the Site.

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① Significant Vegetation on Ridgeline



② Retained Clusters of Cumberland Plain Woodland



③ Area of 'Avoided Land'



## OPEN SPACE



A total of 14.425 ha representing 30% of the site area (excluding Avoided Land) is proposed to be accessible public open space, shaped primarily by the natural landscape and existing ecology.

- 1 **East-West Green Link** (7 ha) - landscaped for multiple uses and made accessible for walking and cycling, informal sports fields, potential urban agriculture and clusters of endemic vegetation to support the local ecology. The multi-purpose open space is a significant corridor strengthening green connection to the wider Glenmore Park community.
- 2 **Hilltop Local Park** (2.97 ha) - located on the ridgeline this will be a prominent new park designed for daily socialising, community gathering, picnics and play. The park is strategically located to maximise retention of trees with ecological significant, reduce potential visual impact of the development and provide valuable views to the Blue Mountains and surrounding escarpment.
- 3 **Linear Green** (minimum 10m wide) along The Northern Road utilises existing hydrology and ecology corridor to create a blue/ green buffer along the main road to create an attractive, green streetscape, increases tree canopy and improve the visual amenity.
- 4 **Pocket Parks** (1 ha) are smaller local parks strategically located to maximise retention of trees and enhance the greenery of the neighbourhood.
- 5 **Riparian Corridor** (2.93 ha) will be preserved and restored to improve waterway health, ecology and provide connectivity between wildlife habitats.

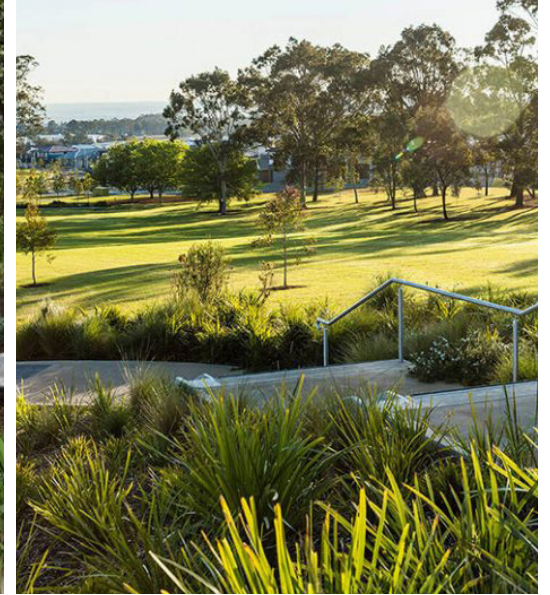




1 East-West Green Link



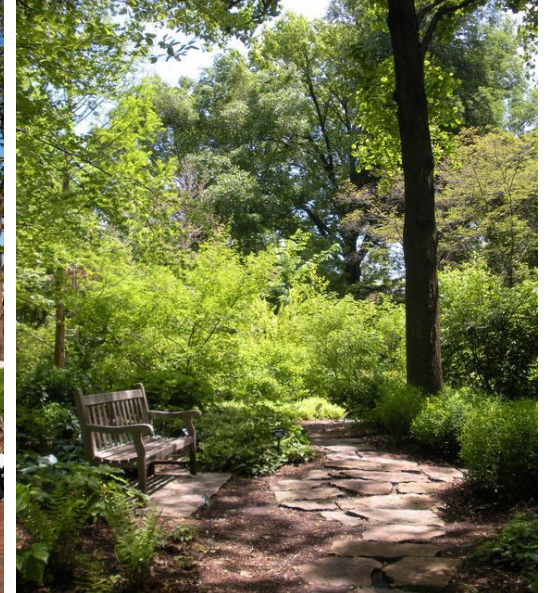
2 Hilltop Local Park



3 Linear Blue/ Green



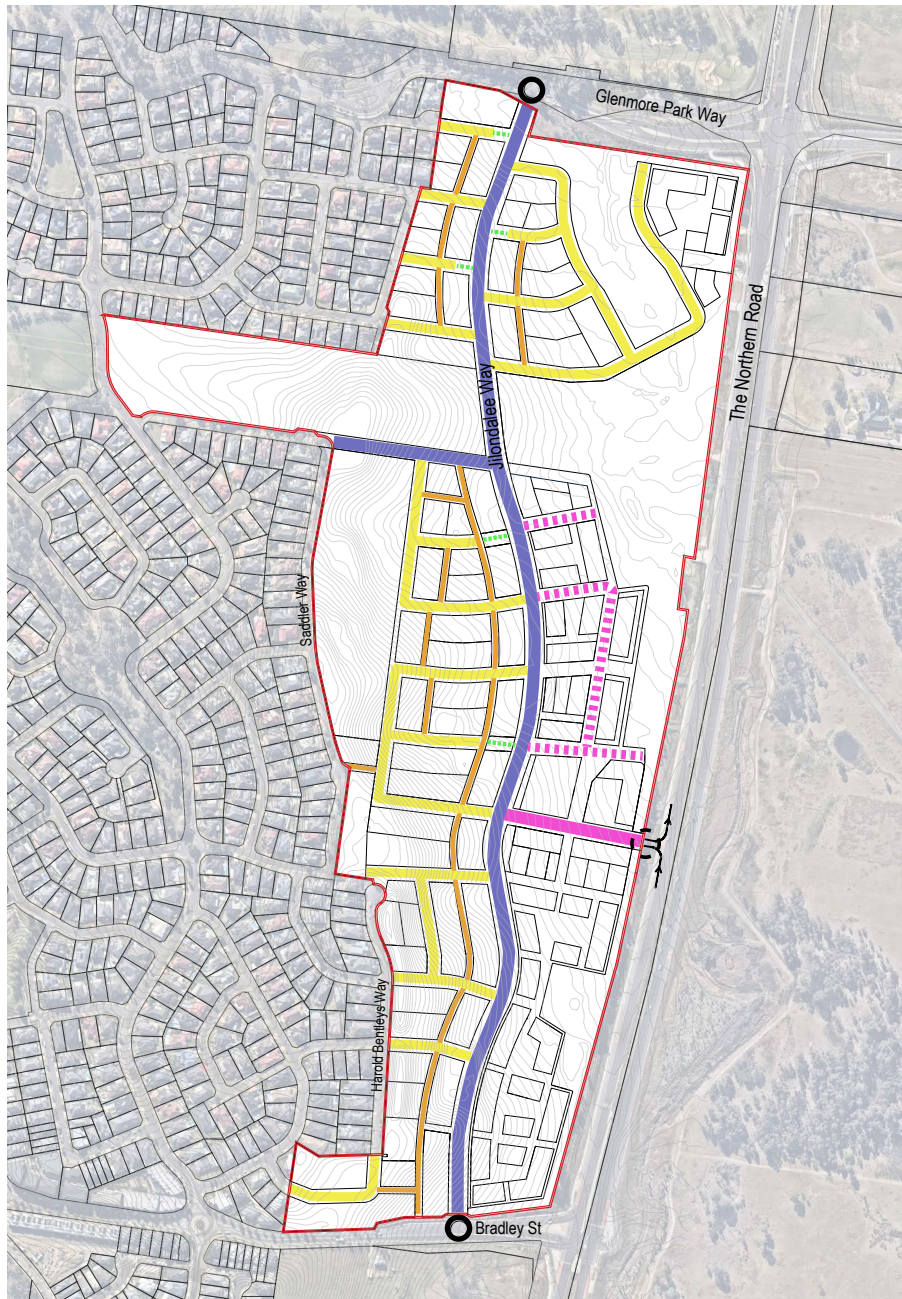
4 Pocket Parks





## STREET NETWORK

- Collector street
- High street
- Local street
- Laneway
- Shared Street
- Full Access Intersection
- Left-in Left-out Intersection
- Pedestrian Link



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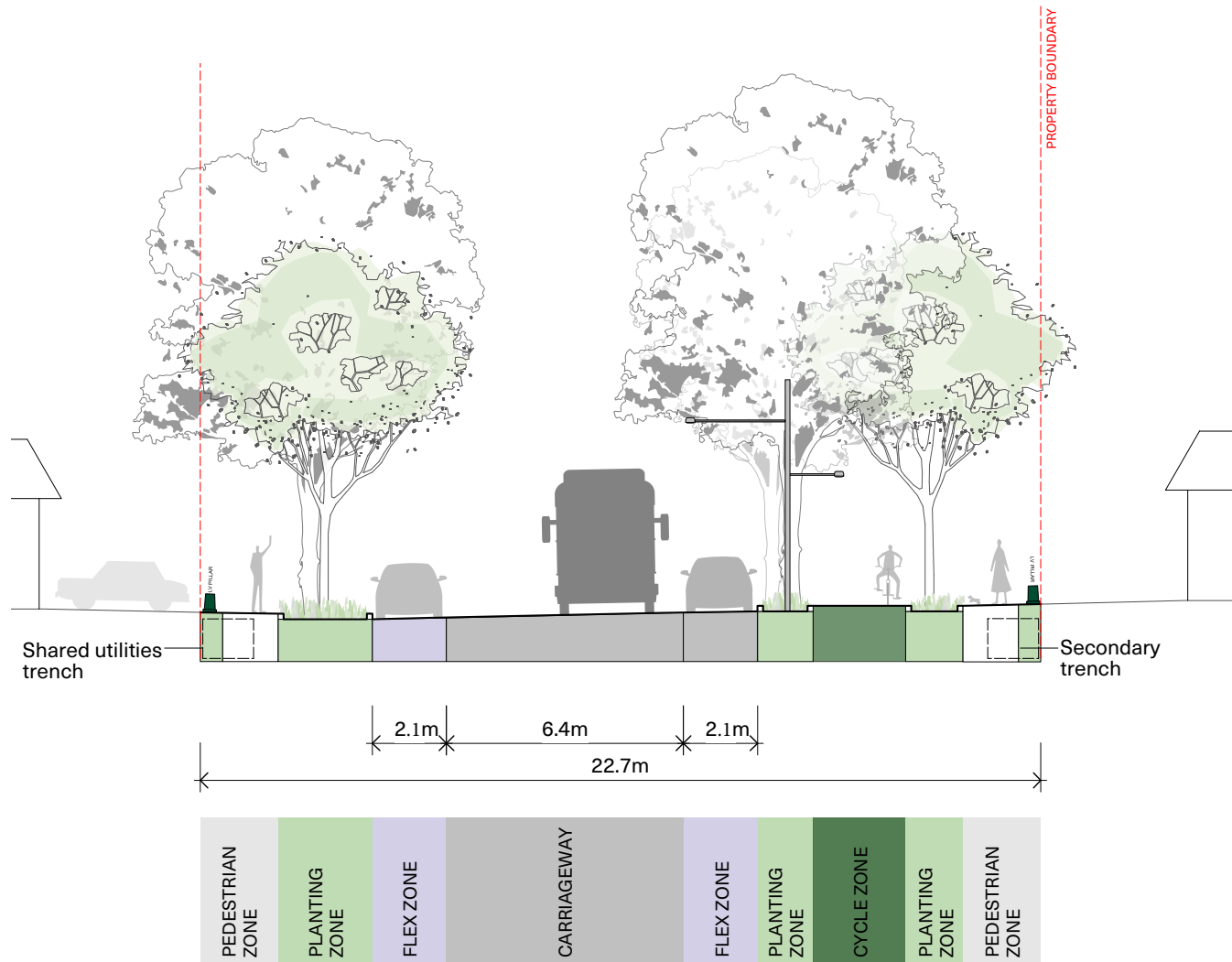


The proposed street network provides direct connectivity from Bradley Street, Glenmore Parkway and The Northern Road to the Village Centre and residential areas. This includes two full access intersections (roundabouts) to Bradley Street and Glenmore Parkway via the main Collector Street (Jilondalee Way). The access from the Northern Road is restricted to left-in left-out via High Street.

The residential areas are accessed through a permeable network of local streets carefully designed to connect Jilondalee Way to the broader Glenmore community via existing intersections. Laneways provide access for rear loaded terrace housing along the Collector Street.

The following street typologies have been extracted from the Western Sydney Street Design Guidelines with standards that drive best practice outcomes for walkability, urban cooling, water management, public safety and amenity.





## Collector Street

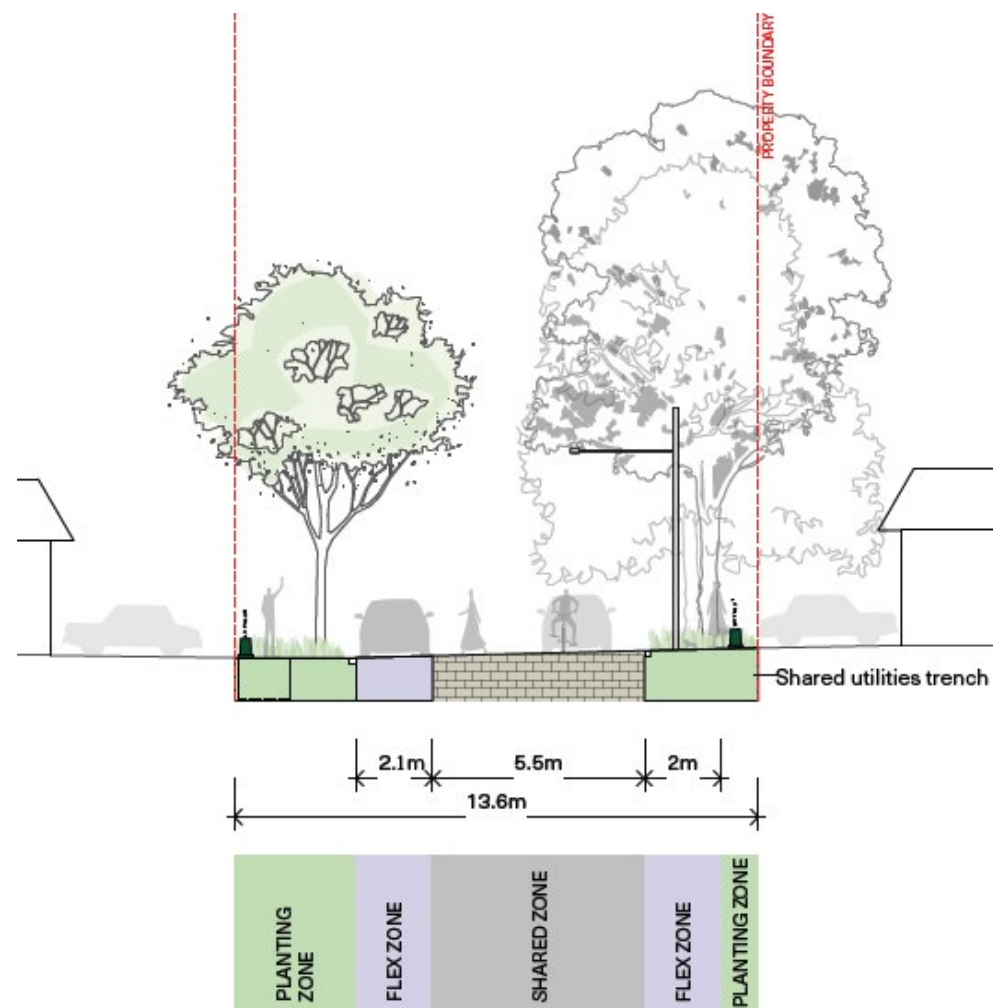
The Collector Street is the primary thoroughfare route into the master plan which plays an important role in creating neighbourhood legibility and sense of place. The proposed typology prioritise high quality walking, cycling and public transport facilities whilst maximising street tree canopy and WSUD features.





## High Street

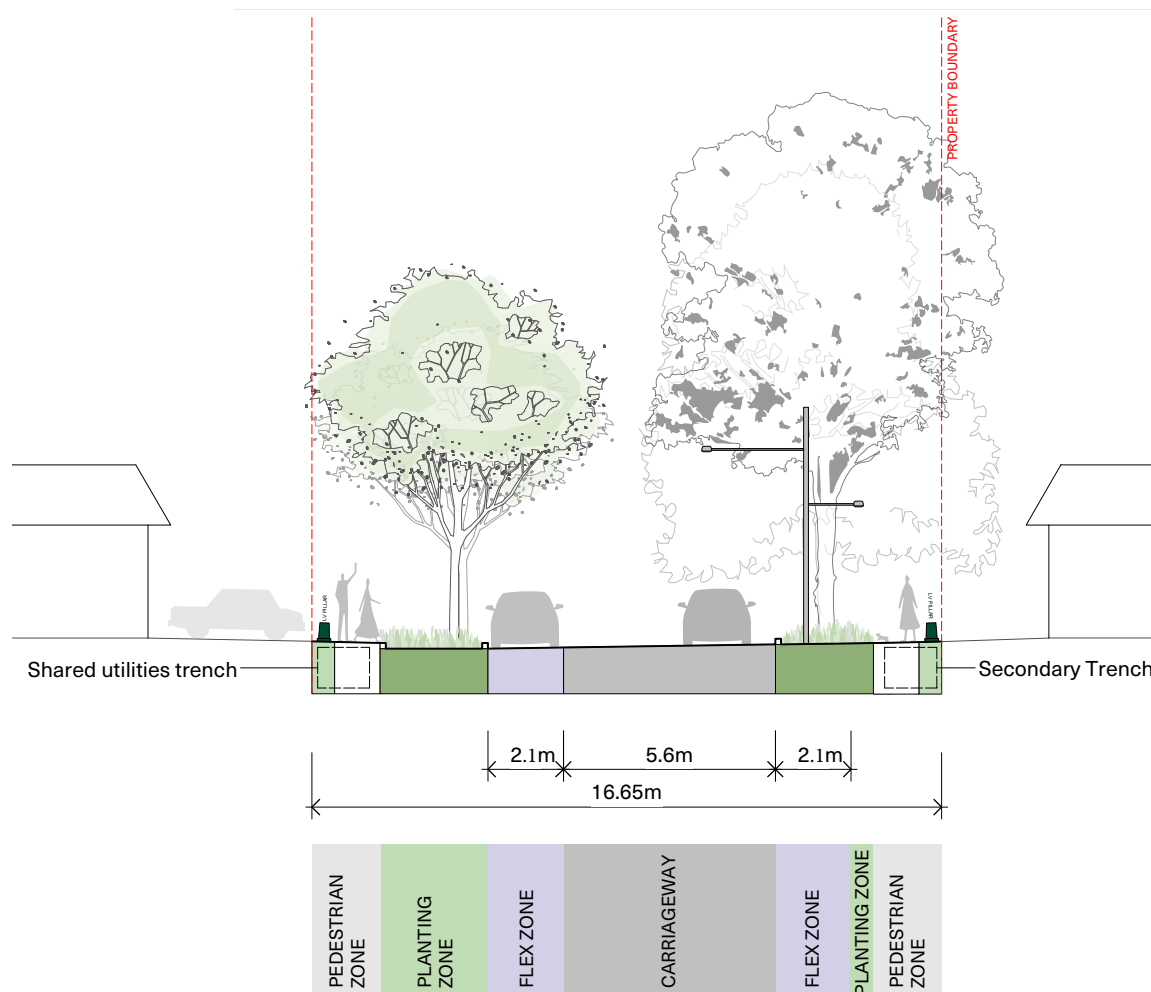
High street is the main arrival point and commercial heart of the master plan. It is designed to foster street life and activity. Pedestrian amenity is prioritised through generous pedestrian zone for outdoor dining, seating and retail spill out.



## Shared Street

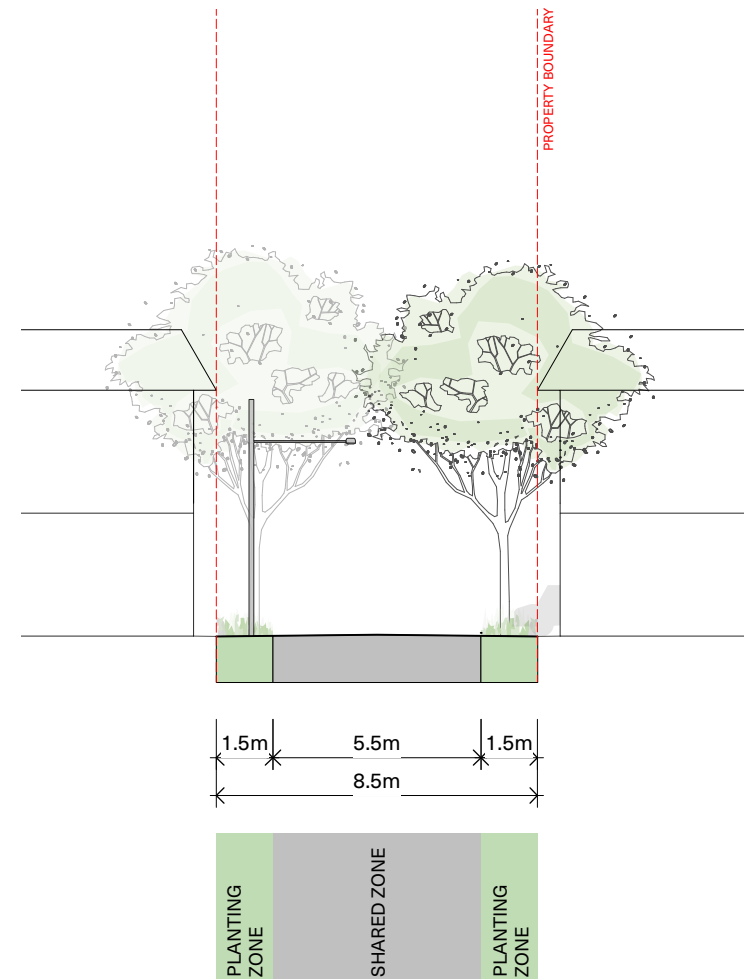
Shared Street provides a very slow speed shared travel zone which is designed to prioritise pedestrian and environmental amenity while discouraging vehicular thoroughfare.





### Local Street

Local Streets are proposed as slow-speed streets within low density residential areas. They are designed to be quiet and able to accommodate low levels of through traffic. They provide dedicated carriageways with on-street parking bays interspersed with street trees, WSUD elements, and typical barrier kerbs to delineate the verge.



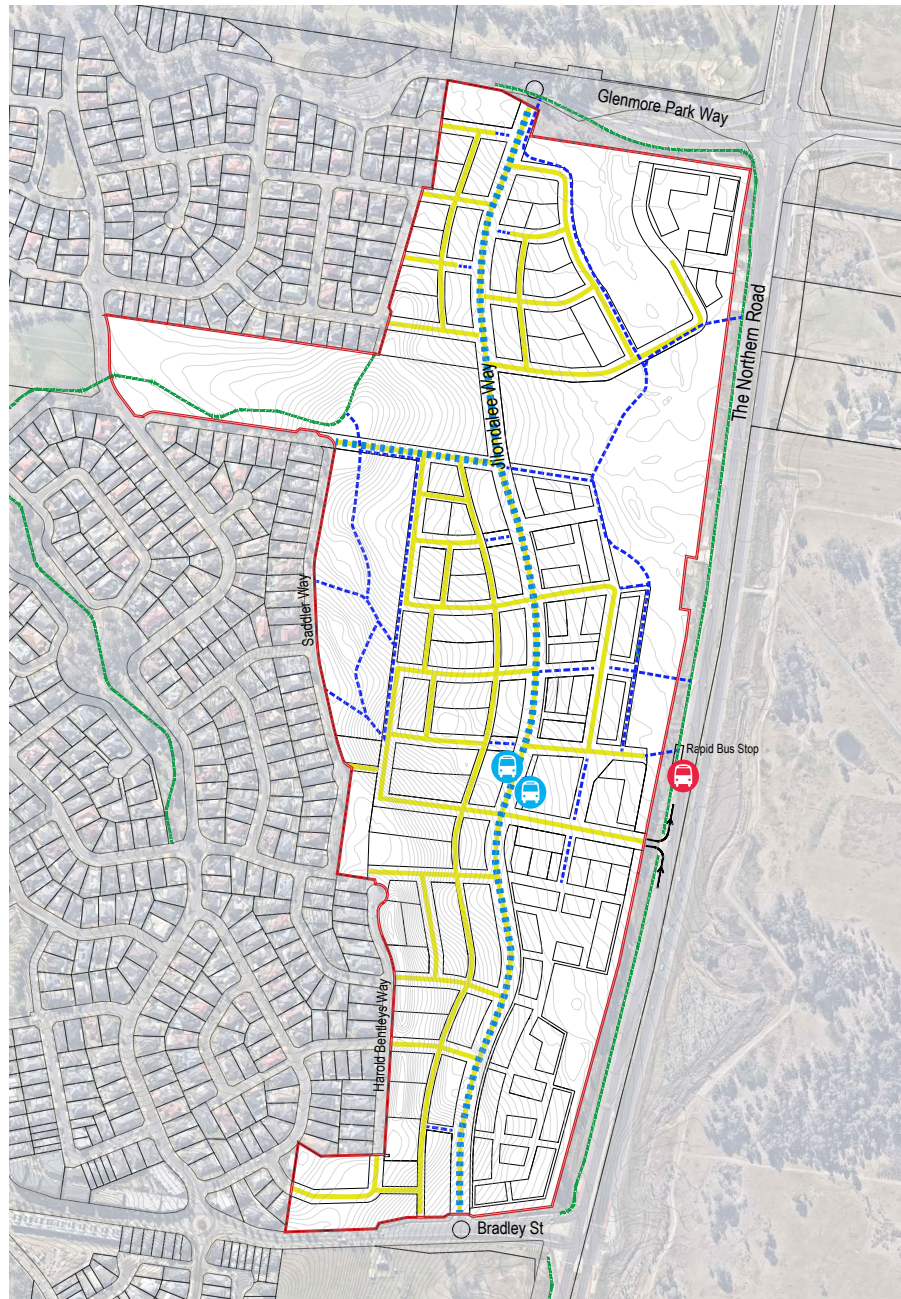
### Laneway

Residential Laneways provide access to the rear of dwellings. They are designed to accommodate safe pedestrian and cycle access. Elements such as planting, seating, lighting and vehicle calming measures will be incorporated to ensure a safe shared zone environment.



## ACTIVE & PUBLIC TRANSPORT

- Local Street Network
- Existing Walking and and Cycling Path
- - - Proposed Walking and and Cycling Path
- Potential Local Bus Route
- Local Bus Stop (indicative)
- Rapid Bus Stop



The Master Plan has been designed for ease of movement, with particular emphasis on pedestrians and cyclists.

Walking and cycling is connected to public transport and is prioritised between key destinations to make it more enjoyable and convenient than driving to minimise car use and support healthy lifestyles. This is achieved through:

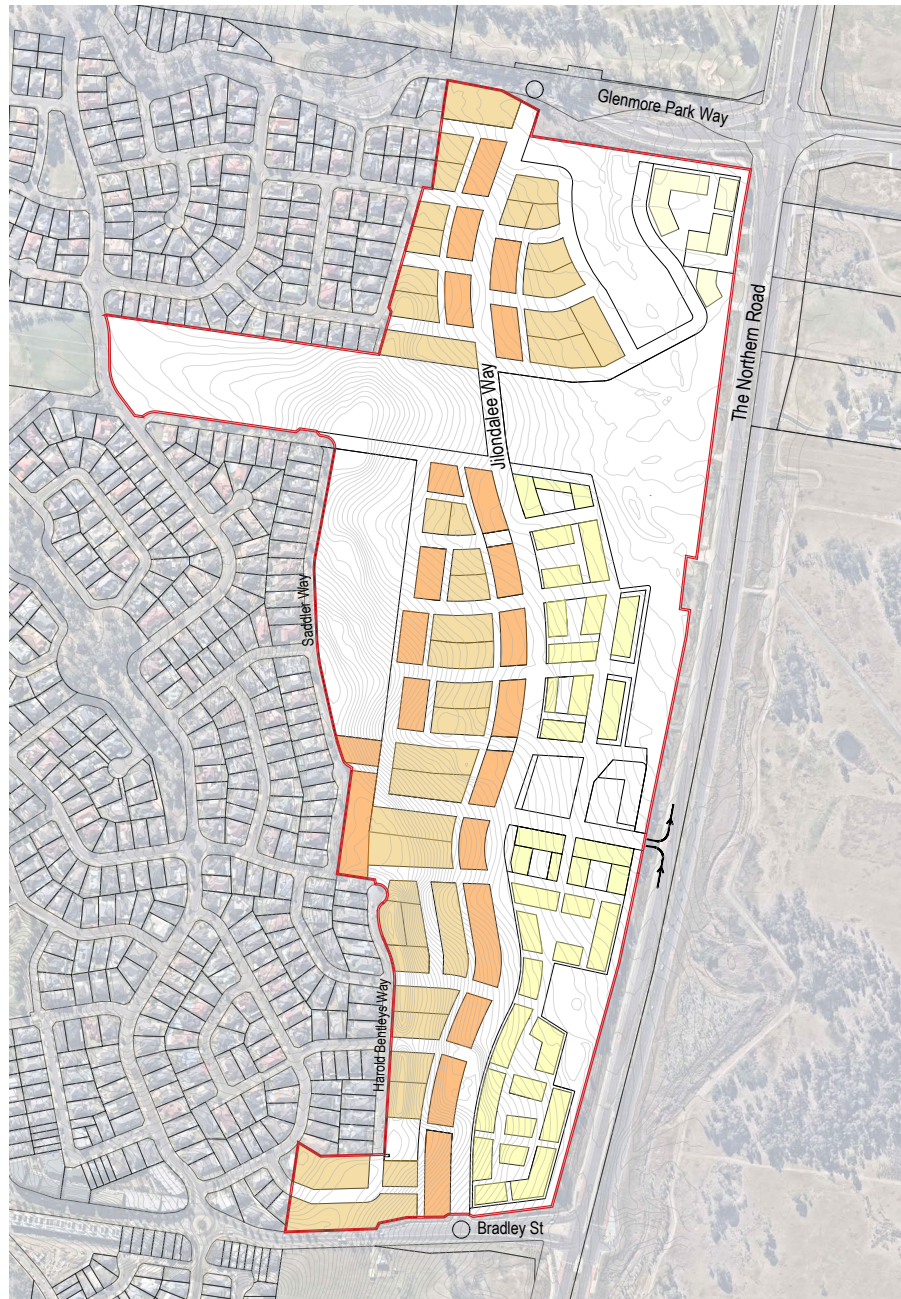
- Street typologies accommodating walking and cycling paths
- Pedestrian links between proposed rapid bus stop, Village Centre and potential local bus services
- Recreational pedestrian links connecting key destinations and amenities including village centre, hilltop local park, riparian corridor and broader Glenmore Park
- Slow, safe shared zones that enable all ages and abilities to safely and comfortably walk and cycle within residential and commercial areas







## HOUSING DIVERSITY



- Detached Houses
- Terraces
- Apartments

Glenmore Park East is proposed to deliver approximately 1,710 dwellings with a variety of lot typologies to create a diverse neighbourhood fabric to support a wide range of household and income types and cater to changing household needs.

Smaller dwellings and different lot sizes will offer the ability to downsize and age in place, while demonstrating that excellent liveability, privacy and comfort can be provided to residents.

The Master Plan provides an appropriate transition with:

- low rise (3-5 storey) apartments around the village centre and the lower elevations of the site with a mix of 1, 2 and 3 bedroom apartments;
- rear-access terraces (2-3 storey) on Jilondalee Way and fronting open spaces;
- low density detached housing adjoining existing Glenmore Park on the higher elevations of the site.

| Yield Summary:                       | Dwellings    |
|--------------------------------------|--------------|
| Detached Housing<br>(average 320sqm) | 242          |
| Terraces<br>(average 240sqm)         | 182          |
| Apartments<br>(average 90sqm)        | 1,286        |
| <b>Total:</b>                        | <b>1,710</b> |

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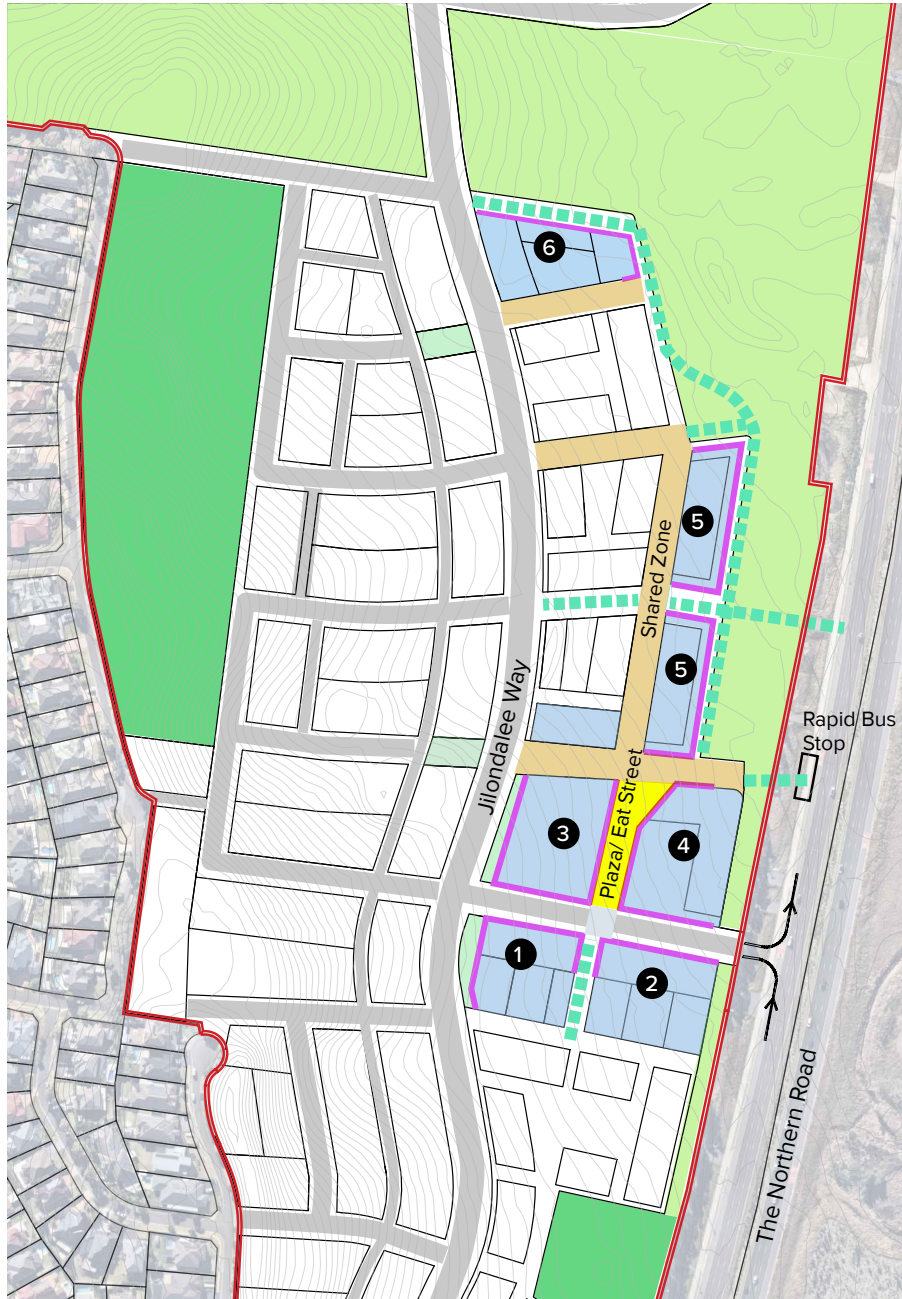






## VILLAGE CENTRE

- Mixed Use
- Active Frontages
- Plaza/ Eat Street
- Shared Zone
- Pedestrian Links



The main arrival point from The Northern Road provides convenient access to the mixed use village heart of the Master Plan through a tree-lined retail/ commercial main street. The Village Centre proposes a unique combination of a daily uses, workspaces and tourism/ dining destinations within a pedestrian friendly environment.

The proposed plaza is the focal point for the community which serves as 'Eat Street' and a destination for food and beverage. The plaza is visible from proposed rapid bus stop as well as retail/ commercial street, and provides direct views to the amenities within the riparian corridor. Main active frontages are designed around the plaza and along the north-south green pedestrian link connecting to the riparian corridor.

The Village Centre offers the following uses:

- 1 2,200sqm ground floor commercial uses (including post office, real estate, bank, child care and etc.)
- 2 2,000sqm ground floor medical centre
- 3 A four-storey building offering 10,000sqm office spaces with ground floor food and beverage framing the plaza
- 4 1,500sqm fresh food and specialties with 2,200sqm food and beverage framing the plaza and shared zone. A hotel for short-term accommodation sits above the podium in close proximity to the rapid bus stop providing service to tourists and Defence Establishment visitors
- 5 Ground floor restaurant and outdoor dining leveraging the proposed green-blue amenity along The Northern Road
- 6 3,800 sqm for venue and pub overlooking the water features and proposed activities within the green corridor

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**1 2** Retail/ Commercial Street



**3** Office building- Food & Beverage/ Eat Street



**4** Active Podium with Hotel Above



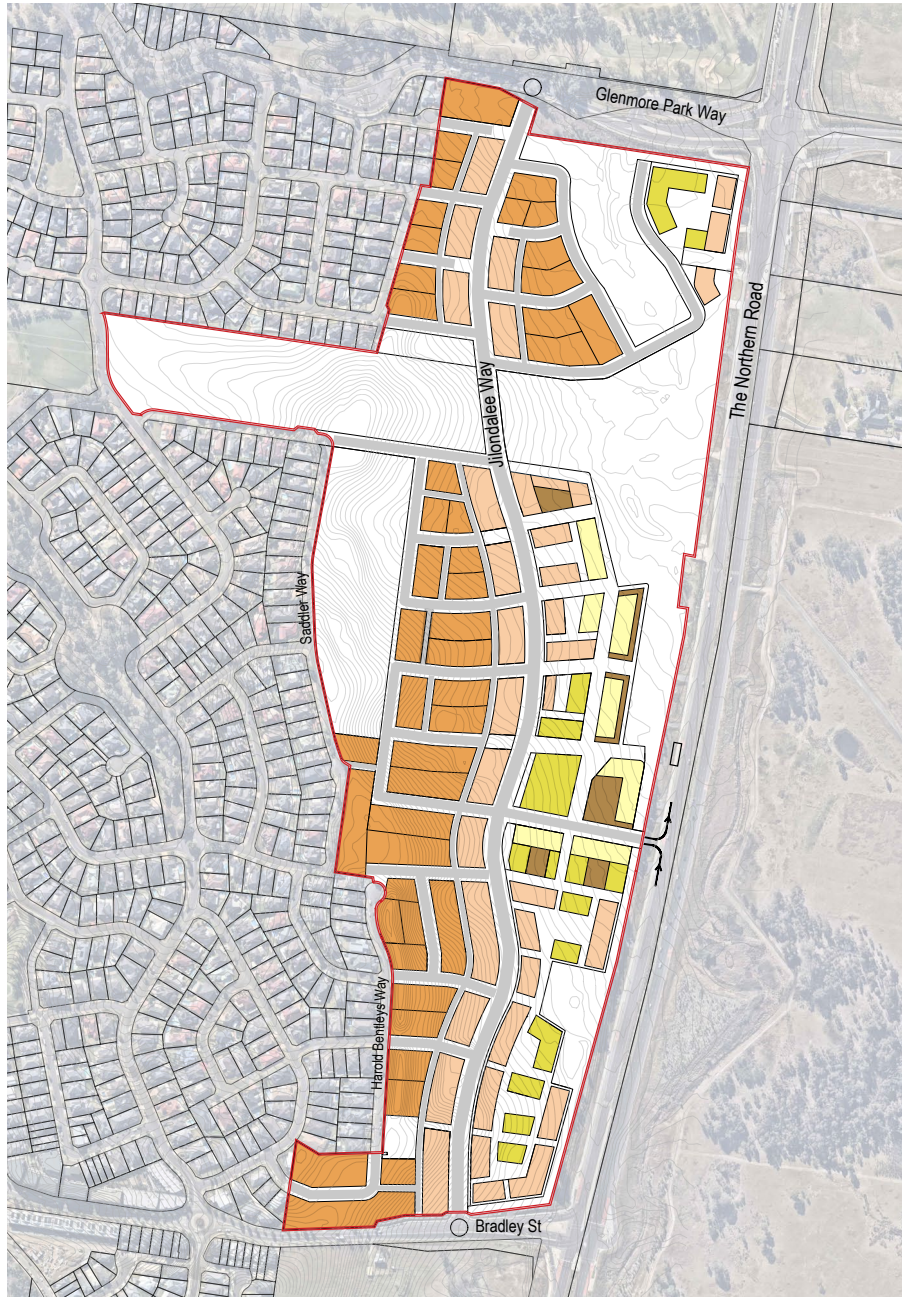
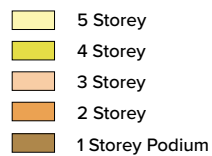
**5** Outdoor Dining/ Boardwalk



**6** Entertainment/ Pub



## BUILDING HEIGHT



The design provides a height transition with:

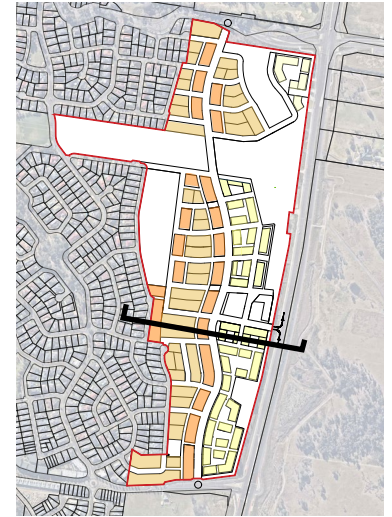
- low rise apartments (3-5 storey) at the lowest elevations along The Northern Road
- 2-3 storey terraces along Jilondalee Way and fronting open spaces
- 1-2 storey housing in the western half and more elevated areas of the site adjoining the existing low density residential fabric.

The proposed apartment height is consistent with the future character of the precinct with Orchard Hills planned to accommodate 3 to 4 storey apartment buildings along The Northern Road.

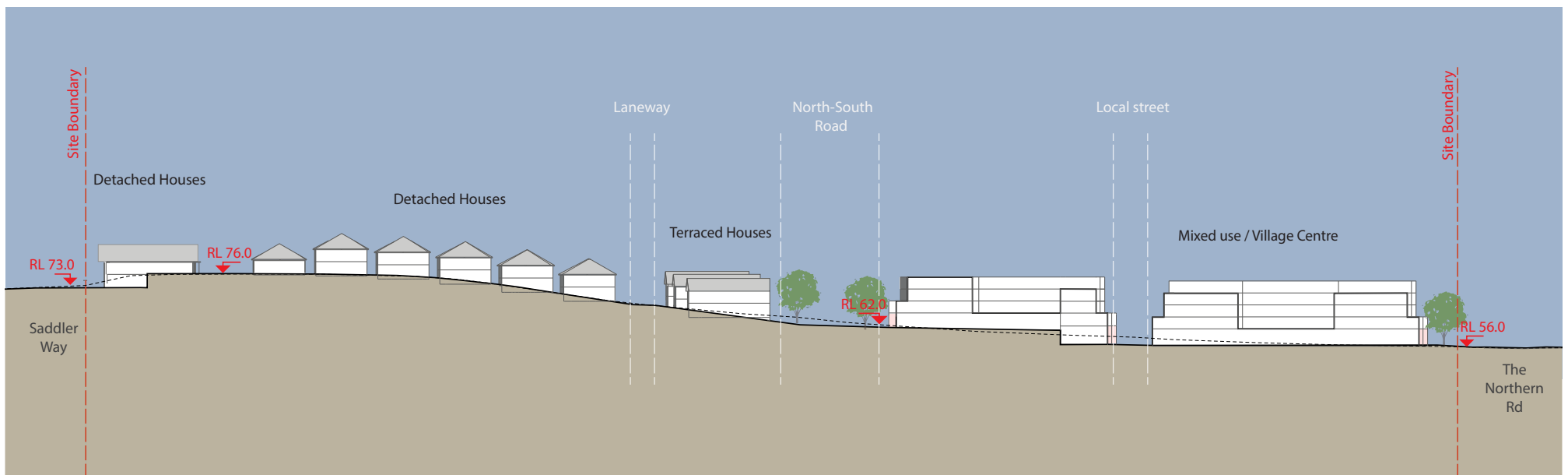
All proposed apartment buildings are setback from the Northern Road (minimum 10m) to maintain the existing vegetation and provide additional landscaping. The street wall along The Northern Road is limited to 2 storeys with additional setback for upper levels.



## CROSS SECTION



Kay Plan





# VISUAL ANALYSIS



View 1- Existing

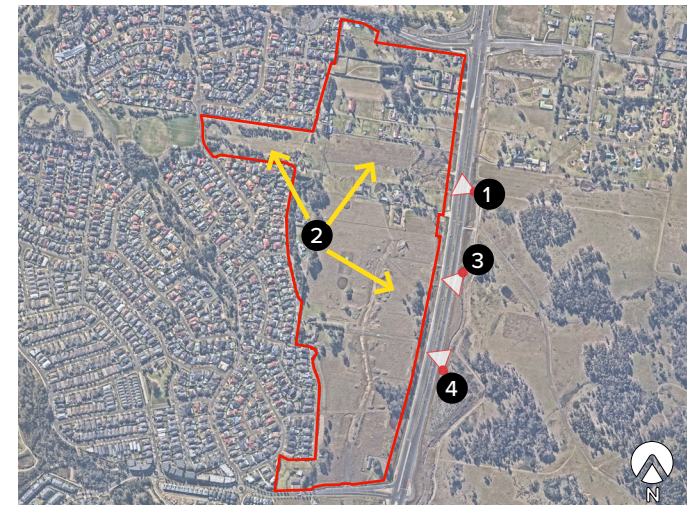


View 2- Existing

**View 1:** The east-west green link (Transgrid easement) is the only location providing wide views of the site and glimpses of the Blue Mountains from The Northern Road and is considered to have moderate sensitivity. This view corridor has been maintained within the Master Plan, resulting in low magnitude of visual impact.

**View 2:** The existing ridgeline provides uninterrupted panoramic views to the Blue Mountains and also views across to the Defence site bushland and is considered to have high sensitivity. These views are proposed to be protected and made publicly accessible with significant additional open space in this location, resulting in very low magnitude of visual impact.

**View 3 and 4:** Views from The Northern Road are dominated by the trees that line the road and is only seen momentarily by motorists travelling at high speeds, therefore is considered to have low sensitivity. The existing tree line is proposed to be retained and further embellished with additional landscaping. The proposed buildings along The Northern Road are proposed to be located behind this vegetation and below the height of the existing tree line to ensure they are not visually dominant. Overall the proposal is considered to have a low magnitude of visual impact on this view.







View 3- Existing



View 4- Existing



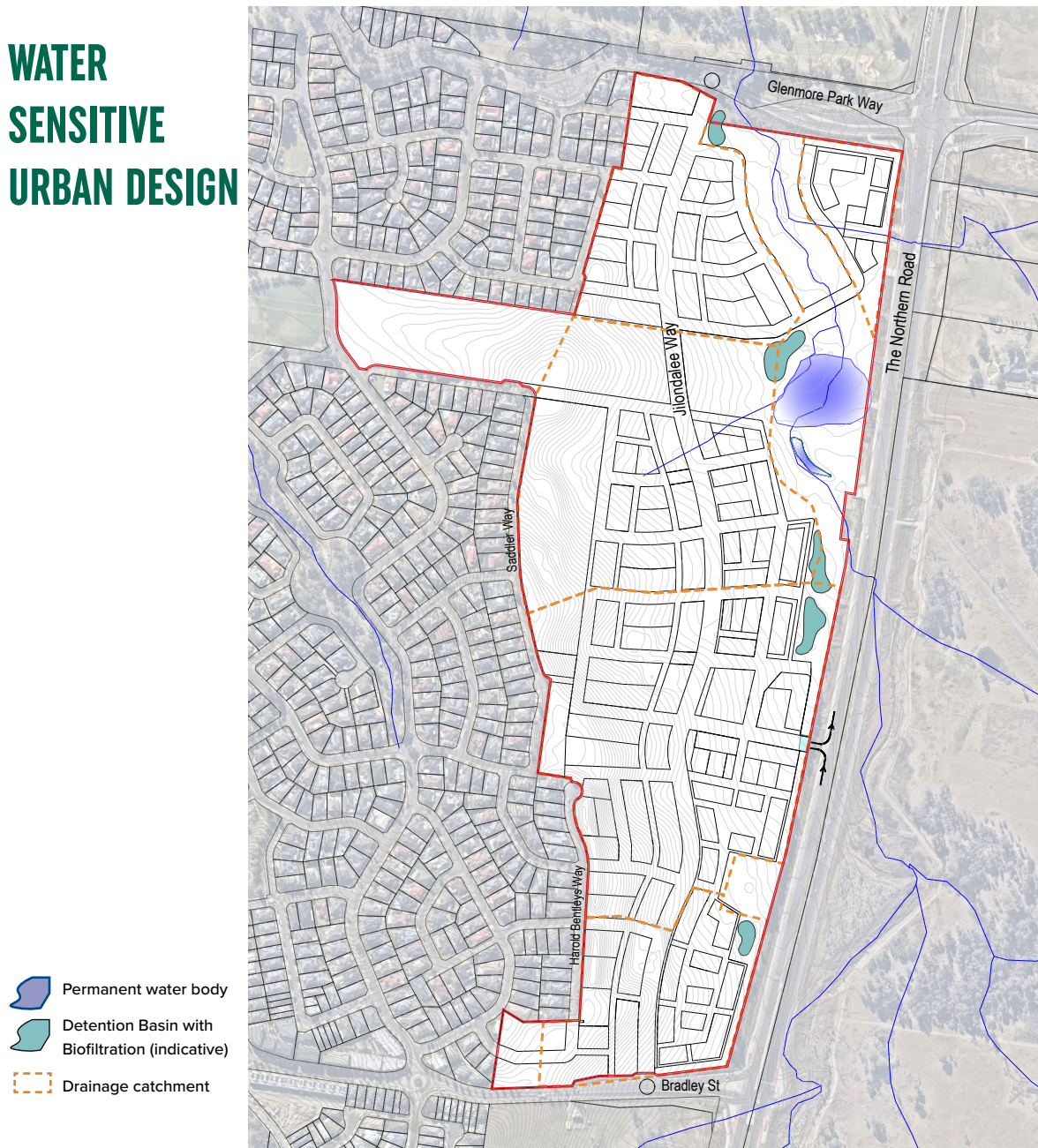
View 3- Proposed



View 4- Proposed



## WATER SENSITIVE URBAN DESIGN



The master plan integrates water sensitive urban design (WSUD) to minimise the impacts on the urban water cycle and improve waterway health to support the ecological functions along the natural creekline and existing riparian corridors. The WSUD strategy includes:

- Applying an integrated water cycle management approach to the development. Landscape features and planting will slow down, redirect, capture, and utilise stormwater run-off to be used within the landscape as passive irrigation before reaching storm water.
- Practical stormwater management across the site, with harvested rainwater to be used for landscape irrigation.
- Reduced site run-off and peak flows of water downstream through on-site detention measures and by minimising impervious areas where possible.
- Implement features such as planted swales and on-site detention basins to capture, store and treat runoff/overland flow.





Swales and Detention Basins



Permeable Pavers



Permanent Water Body



Riparian Corridor



## 6.0 CONCLUSION

The Master Plan is the result of a rigorous and iterative design, involving input from all technical and design consultants.

This Urban Design Report demonstrates the process and outcomes of these investigations and how they have been reflected in the master plan. The approach has been to avoid and minimise impacts where possible, with appropriate management of any residual impacts identified.

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 traditional detached homes, smaller attached terraces, and apartment buildings.

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, 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. 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 land which is to be partly utilised for flooding, drainage and landscape 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 and view corridors, providing the highest level of amenity for future residents.

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.

The proposal offers significant strategic and site-specific merit and we are excited at the opportunity to explore and develop this proposal further with Council and the community.







