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Part A – Glenmore Park Stage 1

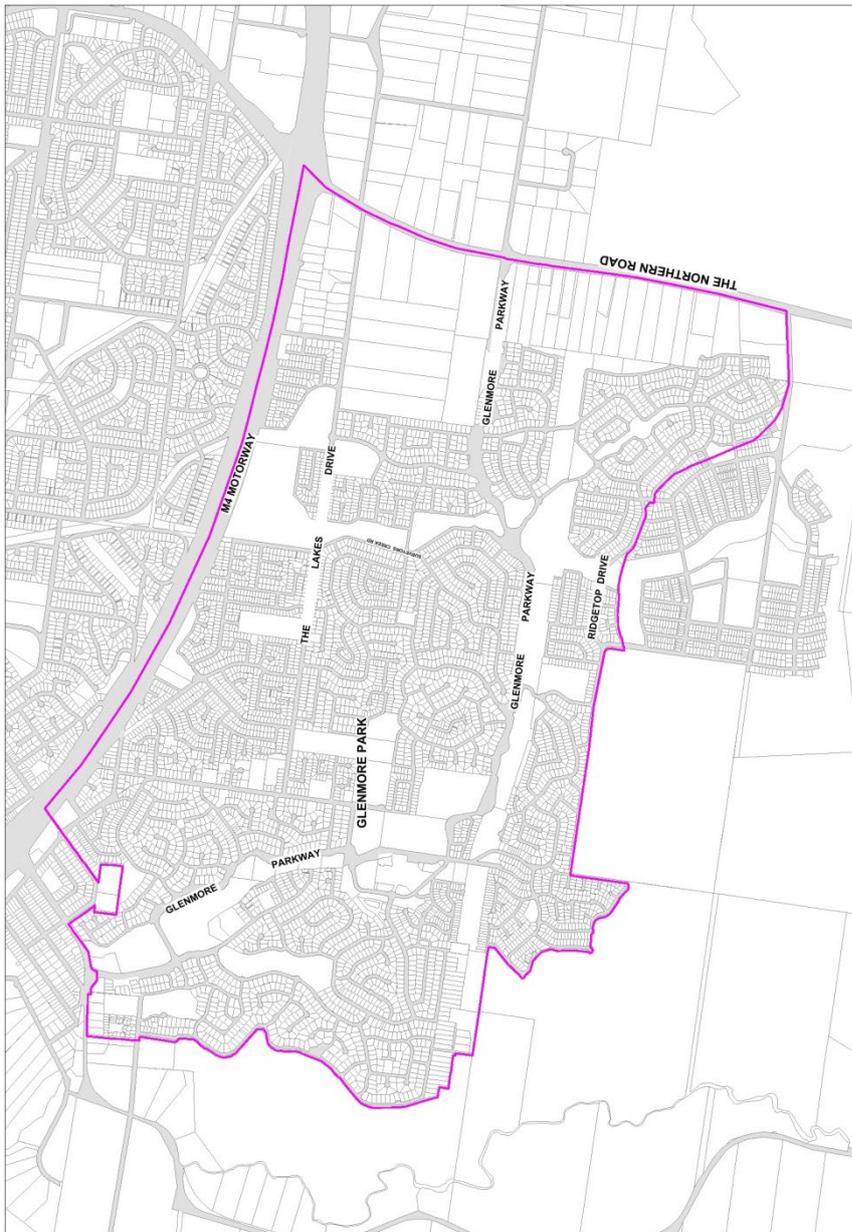
7.1 Preliminary

This Section relates to site specific controls within the Glenmore Park Area Stage 1 area to supplement the provisions of the Penrith LEP 2010.

7.1.1 Land to which this Part Applies

This Part applies to the land as shown on Figure E7.1 below.

Figure E7.1 Glenmore Park Stage 1



7.2 Glenmore Park Town Centre

7.2.1 Preliminary

Land to which this Section Applies

This section applies to development on land covered by the Glenmore Park Local Centre (GPLC) as shown in Figure E7.2. This section provides specific controls for the GPLC in addition to the general controls elsewhere in this DCP.

Figure E7.2 – Map of Glenmore Park Local Centre



A. Objectives

This section of the DCP provides more detailed provisions for development in the GPLC that will:

- a) Contribute to the growth and character of GPLC ,
- b) Provide a framework to guide the future development of GPLC ,
- c) Ensure development responds to the characteristics of the site and the amenity of the surrounding neighbourhood,
- d) Ensure future redevelopment integrates with existing access paths, pedestrian and cyclist
- e) Promote public/community transport,
- f) Encourage and facilitate high quality design, and

g) Protect and enhance the public domain.

The objectives of the controls for GPLC, in addition to the general objectives of the plan and other sections, are to create a community focus and to facilitate development that will:

- a) Provide for a range of retailing and community activities to primarily serve the Glenmore Park community's needs.
- b) Provide accessibility within the GPLC, connecting to activity nodes, public open space and surrounding residential areas.
- c) Encourage quality urban design and architectural excellence development within GPLC that creates an attractive, vibrant and distinctive centre.
- d) Encourage pedestrian and bicycle access and public transport through improved linkages and accessibility to the centre.
- e) Provide flexibility in the future planning of the centre to ensure that future development can be responsive to changes in market, consumer and planning considerations.
- f) Achieve an attractive and sustainable GPLC.
- g) Ensure the development of the GPLC is consistent with the desired future character as described in the following section.

7.2.2 Character of the Glenmore Park Local Centre

The main principles of the Glenmore Park Town Centre are:

- a) The desire for a Town Centre with a "heart".
- b) The Town Centre needs to have its own identity.
- c) The Town Centre is the hub or focus for the local Glenmore Park community
- d) Desire for a distinctive and proportioned, attractive, safe 'main street' character.
- e) Provide facilities sufficient to serve its residents.
- f) The Town Centre is a place to serve the entire community of Glenmore Park.

Importantly, however, the form and location of the development will change over time in response to changing needs. This Part of the Section responds to the growth and changing demands of Glenmore Park and its community over time.

While the centre is referred to as a "Local Centre" in the DCP, it is known as a "Town Centre" by the local community.

Town Terrace East/West Spine Road

Town Terrace east/west spine road is to provide an active shopping street. It will function as the town centre's "Main Street" providing a convenience to shoppers, in a setting that provides for both retail/commercial services.

Town Terrace East West Spine Road will be abbreviated *Main Street* within this part of this Section and should be treated as a pedestrian priority zone.

Town Square

The Town Square is to be the primary urban public focal point of the GPLC. It is to be a vibrant, active town square with links to both business as well as community facilities. The Town Square should be a pedestrian zone characterised by activity around its perimeter, pleasant micro climate including weather protection at its edges, comfortable seating with distinctive landscaping and public artwork, access to food and toilets and be conveniently located for as many people as possible. Its design needs to be flexible enough to

accommodate special community events with or without closing the vehicular traffic or disrupting the dominant existing pedestrian flows and paths.

Existing Community Centre

The existing community centre is to be integrated into the GPLC through improved pedestrian amenity along the east/west Main Street and by improving entry points to the Community Centre.

The treatment of the interim space between the Community Centre and future development adjacent to it is to be an attractive area that may incorporate landscaping with good active surveillance. Vehicular car parking either undercroft or at grade will not be allowed.

Demarcating Public and Private Spaces

Planning for the development of the Local Centre needs to clearly differentiate between “public spaces” and “publicly accessible private spaces”. Future development of the centre is to provide a public street or Main Street which is open to the public at all times. Conversely, the centre is also expected to incorporate internal malls (including the existing mall) that will be publicly accessible at times when the centre is operating.

Arcades, laneways and terraces though privately owned are to be perceived as part of the public network. Redevelopment is to ensure good accessibility, connectivity and design continuity within the GPLC and reinforce the sense of these spaces being part of the perceived public realm.

Gateways

The current GPLC lacks identifiable gateways. Redevelopment will need to address this aspect of the GPLC by providing welcoming, visually interesting and unique responses at the entrances by a combination of landscape, built form and artwork. Additionally, the gateways will be designed to calm traffic movements, allow safe pedestrian or cyclist movement and provide necessary systems of *way finding* graphics in order to make sense of accessing and parking within the centre.

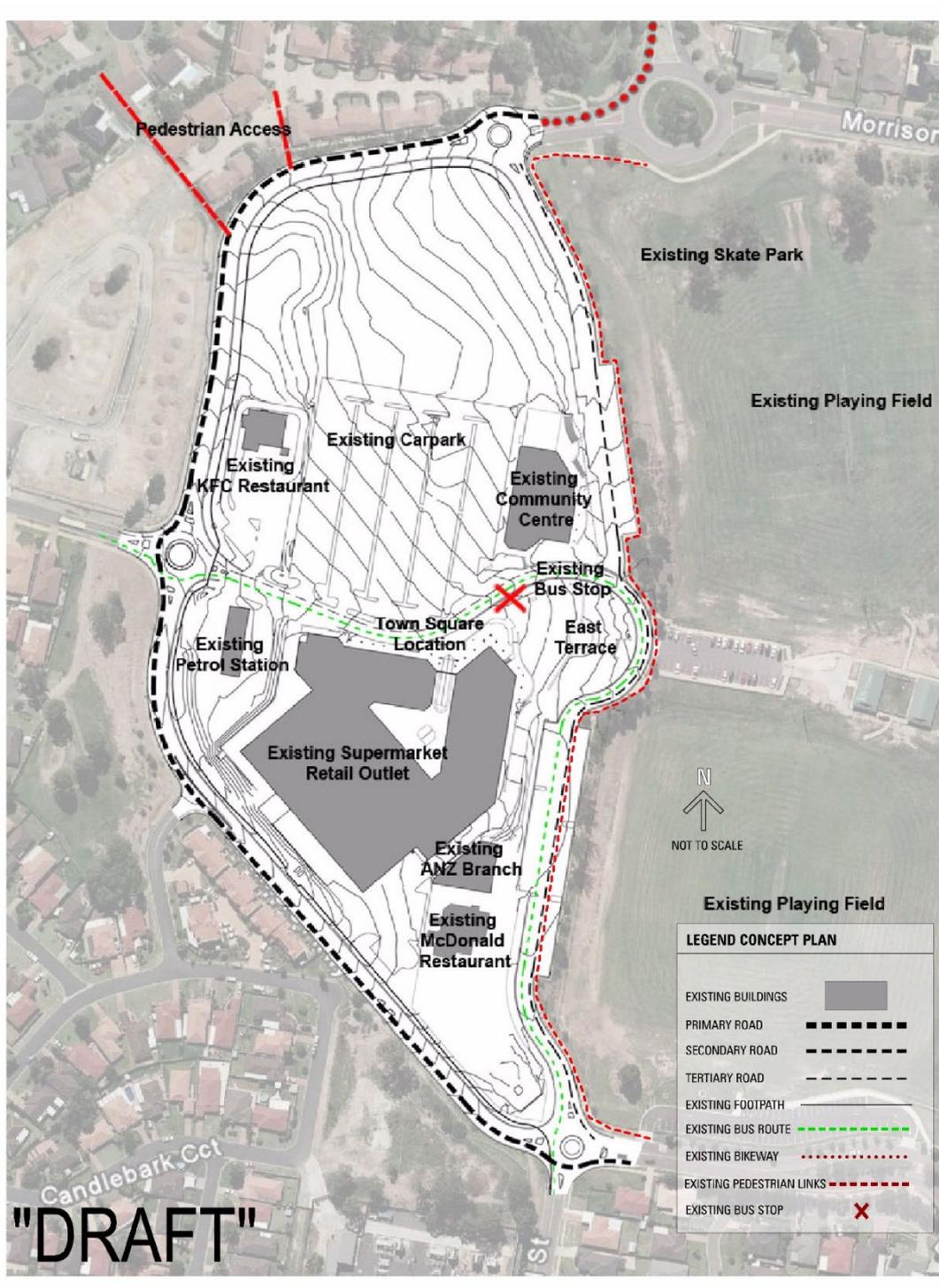
7.2.3 Urban Context

The GPLC represents an important focal point in the local community. Key characteristics include:

- a) The site connects to Glenmore Parkway, the primary arterial vehicle route through the precinct.
- b) Glenmore Parkway also provides a bus route through the local area with a bus stop located on the western side of the centre.
- c) Luttrell Street provides a secondary road adjacent to the playing fields linking into the Main Street.
- d) Urban residential development surrounds the GPLC to the south, west and north, with the playing fields and a school overlooking the GPLC to the east.
- e) There are existing points of pedestrian paths and connections from the residential precincts as well as from the reserve to the east. A pedestrian path exists to the north east across Glenmore Parkway.

Some of these characteristics are shown in Figure E7.3: The Context Plan.

Figure E7.3 Context Plan



7.2.4 Land Use Controls

A. Background

A Concept Plan, providing a vision for the future evolution of the centre has been prepared. The Concept Plan is shown in Figure E7.4. The main features of the GPLC include:

- a) An east/west spinal Main street connection to Luttrell Street/Town Terrace and Glenmore Parkway.
- b) A Town Square in the centre of the east / west Main Street.
- c) An extension of the existing arcade axis to the north of Main street/Town Square within any proposed development.
- d) Two to three storey developments in key locations in the centre.
- e) A mix of retail, commercial and community uses supermarkets, speciality retail, service retail, office premises and community centre.
- f) Provide opportunity for office premises and residential above ground level.
- g) Designated at grade and underground parking areas.

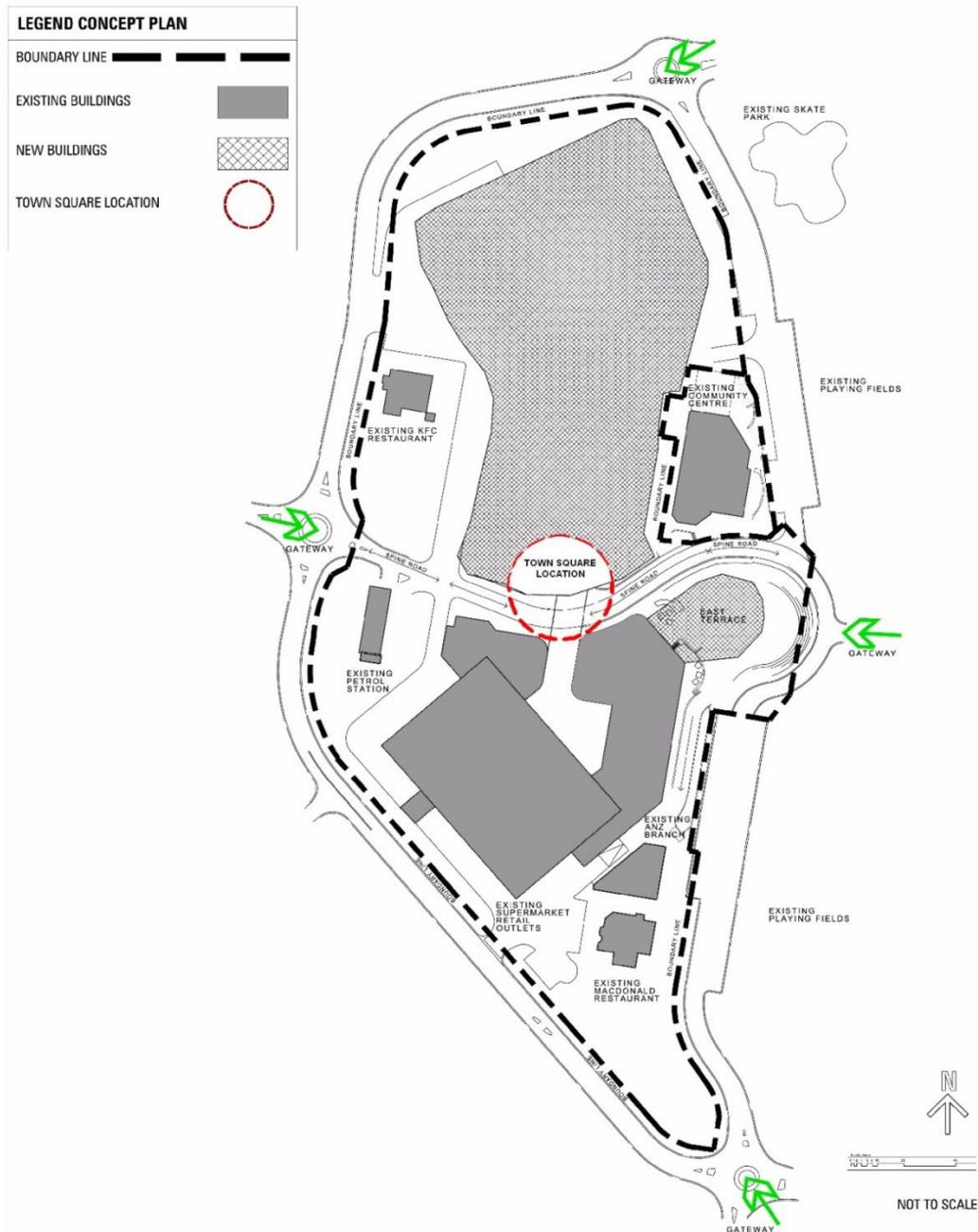
B. Objectives

- a) To encourage a variety of uses in the GPLC;
- b) To create lively streets and public spaces in the Town Centre; and
- c) To enhance public safety by increasing activity in the public domain on week nights and weekends.

C. Controls

- 1) This section allows flexibility for the location of uses, except as follows:
 - a) Development along the Main Street and the Town Square should have active retail premises on the ground floor such as café, restaurants and shop fronts.
 - b) Development along the Luttrell Street frontage should, where possible, be used for community services, offices and retail purposes to activate Luttrell Street.
 - c) Future land uses on the site are to complement and extend the range of the existing activities within the centre.
 - d) The Main street is to be primarily a high quality vibrant pedestrian oriented street, which allows for local access to both public transport options, taxis, cyclists as well as a limited amount of short term parking for shoppers on both sides of the street.

Figure E7.4 – Concept Plan for site



7.2.5 Built Form Controls

7.2.5.1 Background

The GPLC will continue to evolve and expand over time to provide retail services to the whole of the Glenmore Park community. The development provisions in this Section of the DCP are intended to encourage high quality design for not just new development, but to encourage improvements to the existing town centre. The resulting built form and character

of new development should contribute to an attractive public domain and produce a desirable setting for its intended uses.

Future development should aim to retain the local atmosphere that is characterised by:

- a) A diversity of retail, commercial and community services.
- b) A small scale, safe, compact environment.
- c) An attractive social focus.
- d) Convenient and safe access for pedestrian, cyclists, public transport/taxis and motor vehicles.

7.2.5.2 Objectives

In addition to the general objectives of this Part, the controls in this section aim to:

- a) Establish an appropriate scale, bulk and form of buildings.
- b) Achieve active street frontages where appropriate.
- c) Provide for pedestrian comfort and protection from weather conditions.
- d) Define the public domain area and make these accessible.
- e) Ensure that new development makes a positive contribution to the streetscape or public domain.
- f) Encourage high quality architectural and innovative design for all buildings and ensure that there is a comprehensive suite of street furniture elements to compliment the architecture.
- g) Encourage use of quality and durable materials.
- h) Provide for quality public domain to contribute to the amenity of the town centre and a sustainable urban environment.
- i) Ensure the design of buildings considers the surrounding residential amenity and responds accordingly to the amenity of the surrounding residential precinct without reducing the quality of that existing amenity.

7.2.5.3 Street Setbacks and Building Alignment

A. Background

Street setbacks and building alignments establish the front building line and reinforce the spatial definition of streets. They contribute to the public domain by enhancing streetscape character and the continuity of street facades. Setbacks also allow for improved ventilation, daylight and solar access and increased privacy.

B. Objectives

- a) To achieve a consistent definition of the public domain and street edge.
- b) To provide street setbacks appropriate to building function and character.
- c) To locate active uses closer to pedestrian activity areas.
- d) To maintain solar access to the public domain, particularly during the critical mid-winter lunch time periods of 12pm to 2pm.
- e) To ensure an appropriate interface with adjoining land uses.

- f) Allow for and assist in defining street landscape character where appropriate.
- g) Ensure any new development provides building separation to achieve the above objectives.
- h) Reduce the apparent bulk and scale of buildings by breaking up expanses of building facades with modulation of form, variation of setback, modulation of window and a range of other architectural design means.

C. Controls

- 1) Setbacks are to be generally consistent with those shown in Figure E7.5. Architectural features and other projections such as car park ramps which may encroach into this setback area are subject to appropriate design guidance by council officers and assessment.
- 2) Glenmore Parkway should have a minimum 3m setback to be consistent with the existing setback with a minimum average setback of 6m.
- 3) Luttrell Street should have a variable setback with a minimum zero setback to create an active edge, where appropriate.
- 4) Buildings along the Main Street and in the Town Square should be constructed to the front street alignment to create an active edge.
- 5) Long continuous walls and facades are to be avoided. All walls, particularly those addressing the peripheral road boundary, are to incorporate architectural design treatments to reduce the visual mass and bulk.
- 6) Development must demonstrate that it does not adversely impact on the adjoining community centre. Figure E7.6 illustrates the relationship of new buildings located to the rear of the community centre.

Figure E7.5 – Specific Street alignment and building setback diagram(s)

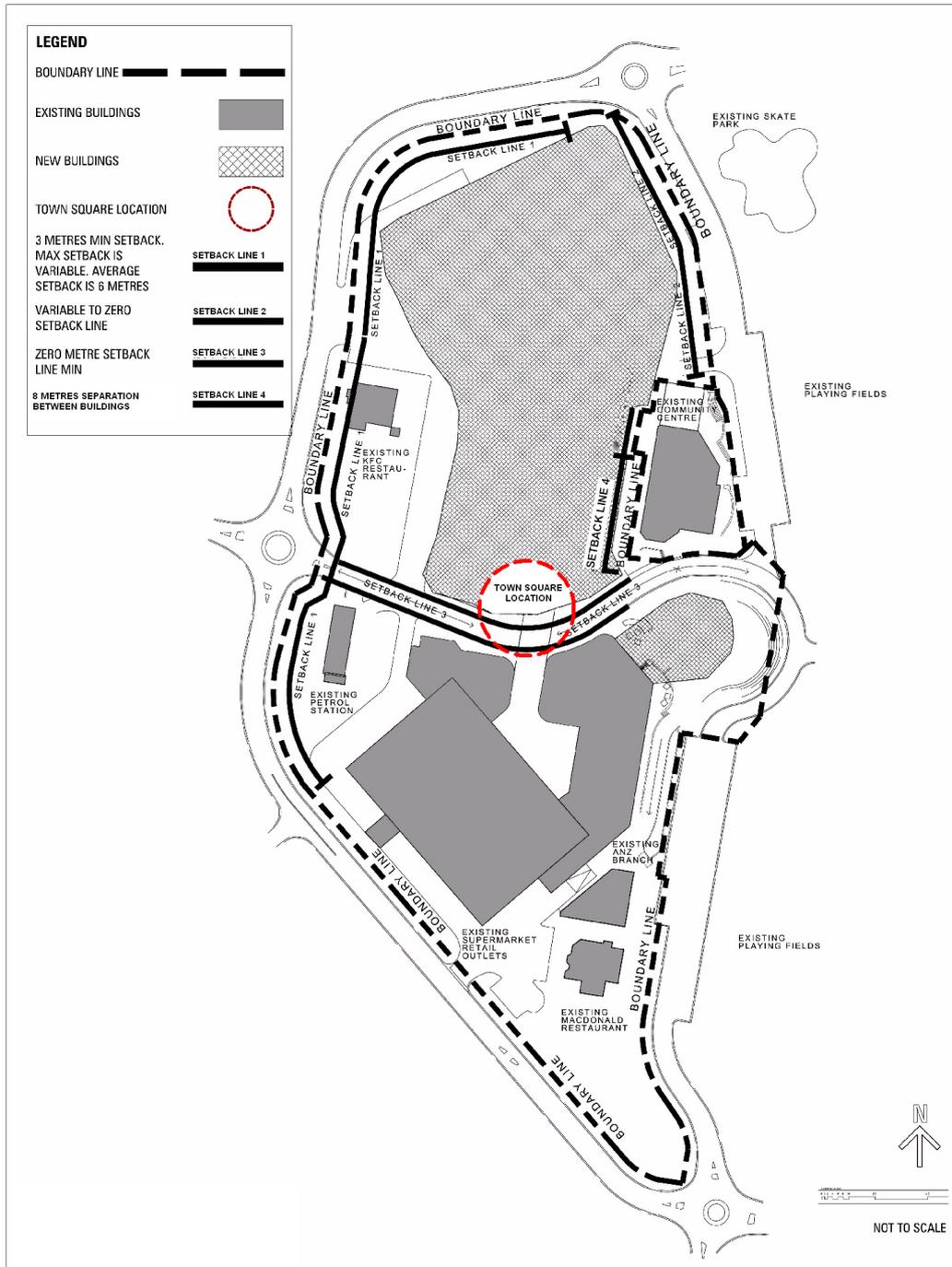
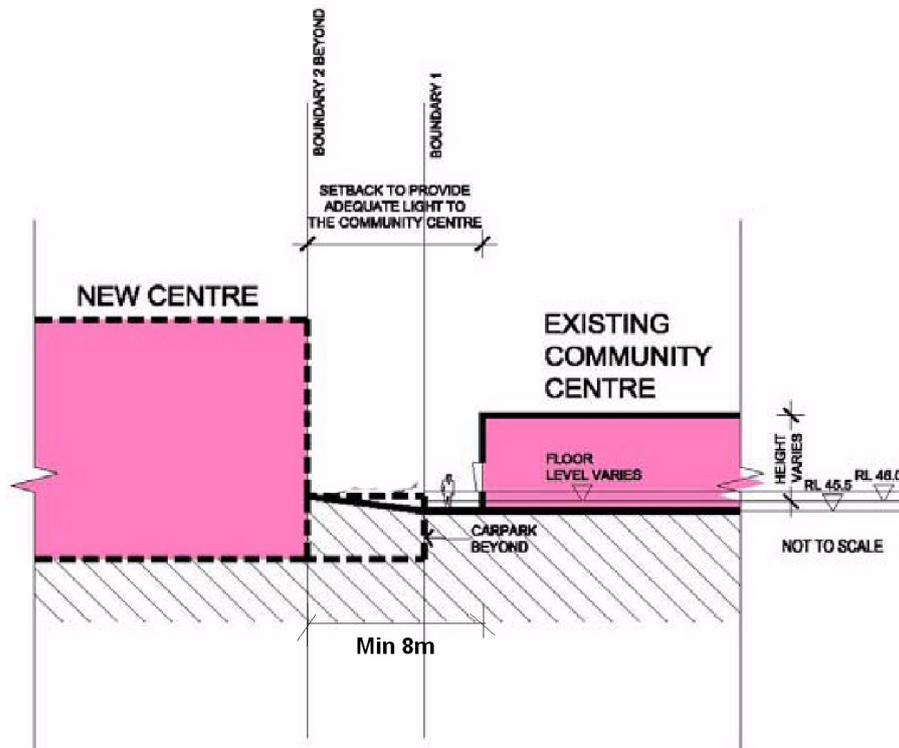


Figure E7.6 – Section between rear of community centre and development



7.2.5.4 Building Height Controls

A. Background

Building heights is an important characteristic of a town centre. Heights specified in this section will ensure future development will create a sense of place, streetscapes that respond positively to human proportions and will reflect the role of the GPLC.

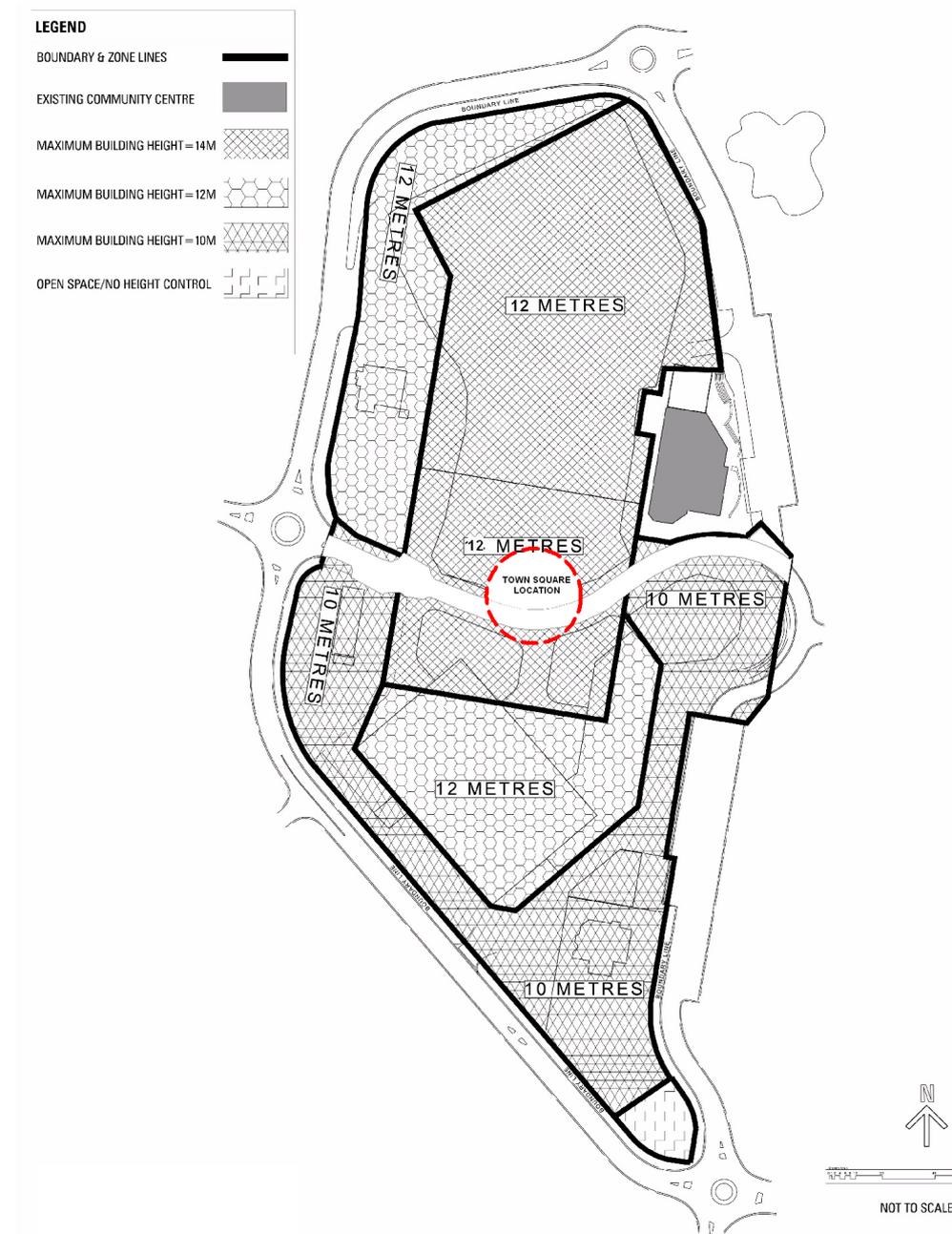
B. Objectives

- a) To provide for maximum height controls acknowledging the varying site topography, orientation and surrounding land uses.
- b) To ensure an appropriate scale relationship between new development and street width, local context, adjacent building and public domain.
- c) To achieve comfortable street environments for pedestrians in terms of daylight, solar penetration, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees and/or other landscape elements together with public art work, where appropriate.
- d) To allow sunlight to significant public spaces in the town centre particularly during critical times.
- e) To ensure appropriate management of overshadowing, access to sunlight and privacy.

C. Controls

- 1) New buildings should comply with the relevant maximum heights as shown on Figure E7.7.
- 2) Other building elements including plant or roof top treatment, may exceed the height controls provided that the consent authority is satisfied that the specific elements either represents a positive addition to the streetscape or the element won't be visible from the public realm and/or is generally screened from view from the street level within the public domain.
- 3) Proposals for buildings that exceed the specified heights must demonstrate through an urban design analysis that the built form outcomes will be consistent with the built form objectives of this Section of the DCP.

Figure E7.7 – Height diagram



7.2.5.5 Building Exteriors

A. Background

The character of GPLC is defined by the massing and articulation of building forms and its streetscapes. The surrounding topography accommodates views and vistas to the centre particularly from the adjoining eastern ridge. As such the visual character of the centre needs to present a varied harmonic address at ground level as well its roofscape. Building exteriors contribute to the character and quality of the public domain. Furthermore, building exteriors are able to accommodate active uses and displays usually at street/ground level that directly contribute to a healthy visually stimulating, vibrant urban setting.

B. Objectives

- a) To ensure that new development buildings make a positive contribution to the streetscape or public domain.
- b) To encourage quality architectural design for all buildings.
- c) To encourage use of quality and durable materials.
- d) Clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security.
- e) Maintain a pedestrian scale in the articulation and detailing of the lower levels of the building.
- f) Provide appropriate design responses to nearby development.
- g) Achieve an articulation and finish of building exteriors that contribute to design excellence.
- h) Ensure that the roofscape is considered as a design element and its appearance and form is of a high standard and does not distract from the visual amenity within the GPLC.

C. Controls

- 1) Articulate exterior facades to provide visual interest.
- 2) External walls should be constructed of high quality and durable materials and finishes.
- 3) To assist articulation and visual interest, avoid large expanses of any single material.
- 4) Maximise glazing for retail uses but break glazing into modulated rhythmic sections to avoid long expanses of glass.
- 5) Ensure that reflections from building materials that may negatively impact on the surrounding residential precinct's amenity are avoided.
- 6) Encourage the use of display windows that are regularly rearranged/ designed during afterhours and evening time.
- 7) Long continuous walls are to incorporate design treatments to reduce the visual mass and bulk by a variety of architectural and design treatments including landscaping.
- 8) Rooftop plant and equipment are to be integrated into building/roof forms or screened in a manner compatible with the building design and to minimise visual and acoustic impacts.
- 9) Roof forms are to be visually interesting, well-proportioned and consist of good quality, non-reflective, neutral toned and coloured material.

7.2.5.6 Interface with Residential Areas

A. Background

To the north and west of the GPLC are residential areas, requiring visual, acoustic and amenity consideration.

B. Objectives

- a) To ensure that the design of development acknowledges the amenity of surrounding residential properties.
- b) To ensure that vehicular services areas (including loading/unloading areas) and vehicular accessways are integrated within the development.
- c) To avoid vehicular egresses that have an impact on existing vehicular traffic flows and impact negatively on the pedestrian amenity of the public realm.
- d) To effectively manage the visual and acoustic impact of loading dock and back of house activities.

C. Controls

- 1) New development of the site must not significantly diminish the amenity of residents on Glenmore Parkway.
- 2) Loading/unloading areas and access to underground parking should be designed to minimise noise and amenity impacts on adjacent residents.
- 3) Loading/unloading areas are to be integrated into the design of the development with consideration of visual and landscaping screening as appropriate.
- 4) Provide quality architectural treatment to all external sides of the site.
- 5) Where vehicular service areas are above ground, implement noise reducing design elements, e.g. solid berm earth walls and /or acoustic wall panels.

7.2.5.7 Landscape Design

A. Background

Good landscaping provides breathing space, passive and active recreational opportunities and enhances air quality along with other environmental benefits.

GPLC has limited opportunity for landscaped open spaces. However, its main street, town square, laneways retail arcades need to respond positively in adding appropriate landscape elements. The design of public spaces in the centre should incorporate landscape elements and street furniture, contributing to the overall public amenity within the town centre.

Placement and species of tree types within the public realm will need to respond to seasonal solar penetration.

B. Objectives

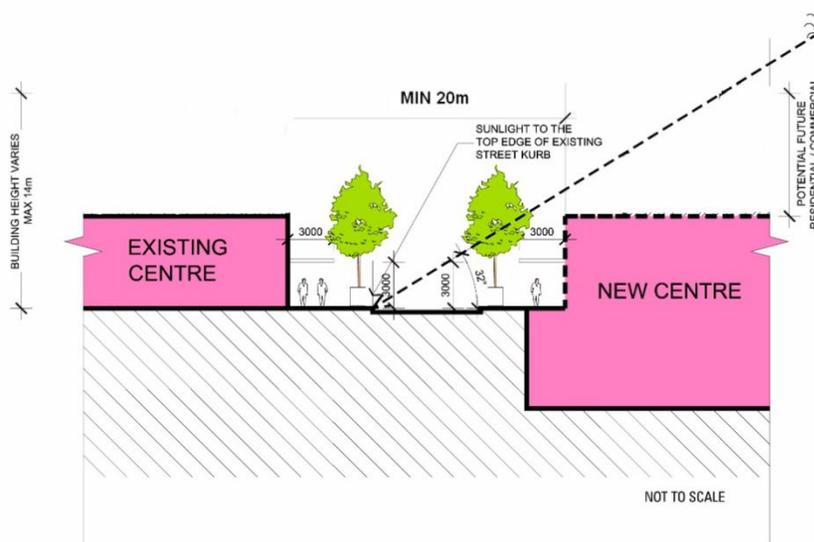
- a) To introduce landscaping and trees around perimeter to soften views to the site and reduce scale.
- b) To ensure that the use of potable water for landscaping irrigation is minimised.
- c) To ensure landscaping is integrated into the whole Glenmore Park Local Centre.

- d) To visually define and promote attractive public spaces by use of landscaping association with other design elements, street furniture, artwork etc.

C. Controls

- 1) New development along all external boundaries shall incorporate landscaping that screens or softens building elements and spaces from the surrounding residential precincts.
- 2) Landscaping treatments along with improved pedestrian amenity shall be integrated into the design of new entry points and gateways from the surrounding street network to the town centre.
- 3) Recycled and re-used water should, where possible, be used to irrigate new landscaped areas.
- 4) The use of plants with low water consumption characteristics is encouraged.
- 5) Street furniture and other public domain elements are integrated into the design of all public spaces and may include:
 - a) Seats
 - b) Litter bins
 - c) Lighting
 - d) Street and information signs
 - e) Bicycle racks
 - f) Planter boxes
 - g) Other items suitable to the function of each public space
 - h) Shade structures
 - i) Awnings
 - j) Water features
 - k) Public art
- 6) Provide deep soil zones for landscape areas.
- 7) Landscape is integrated with public and street lighting to not diminish the effectiveness of existing lighting.
- 8) Minimise changes in level and enhance access for those who may be disabled.
- 9) Embrace Universal design initiatives.
- 10) Ensure landscape enhances views and vistas to and from the town centre's open spaces contributing to passive surveillance and providing visual vitality to the overall streetscape.
- 11) The width of the main street (east-west link) is to be in accordance with Figure E7.8.

Figure E7.8 – Streetscape East/West Link



7.2.5.8 Public Domain

Pedestrian amenity incorporates all elements of individual developments that directly affect the quality and character of the public domain. The pedestrian amenity provisions are intended to achieve quality urban design and pedestrian comfort in the public spaces of the centre. The public gather spaces/places within the town centre must be attractive to all ages including both the very young as well as the elderly residents/visitors.

The controls in this section aim to increase vitality, safety, security, attractiveness and amenity of the public domain.

1) Pedestrian Amenity and Weather Protection

A. Background

Awnings and weather protection elements increases the suitability and amenity of public footpaths by protecting pedestrians from all weather conditions. They encourage pedestrian activity along streets and in conjunction with active edges such as retail frontages (cafes etc.), support and enhance the vibrancy of the local area. Awnings also provide architectural continuity and contribute to the streetscape.

Connecting the shoppers/retail visitors of the centre to the underground concealed car parking needs careful design consideration. It is envisaged that there will be alternative routes both covered and partially covered that allow shoppers to access underground car parking from either side of the Main Street. The Main Street will remain uncovered.

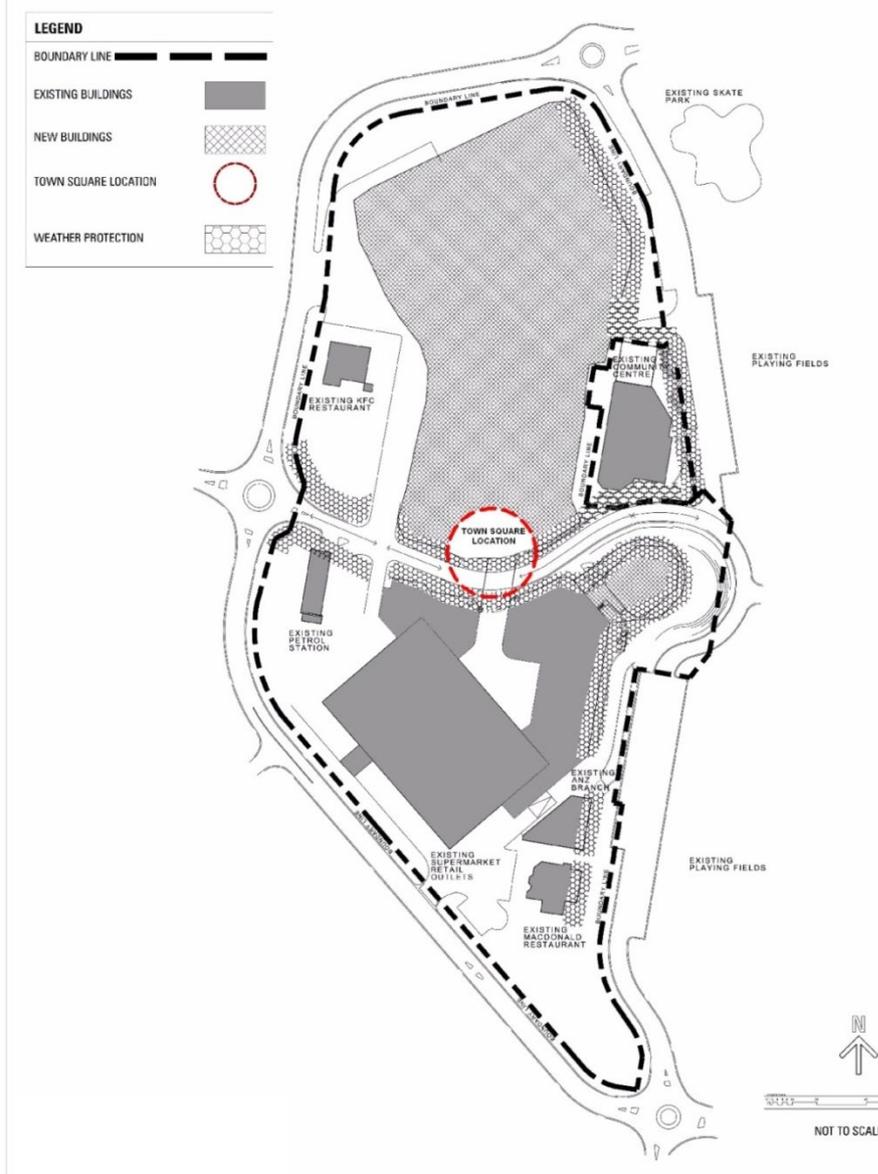
B. Objectives

- a) To provide shelter from wind, rain and sun for streets where most pedestrian activity occurs.
- b) To provide a visually integrated streetscape.
- c) To provide pedestrian convenience and amenity from existing centre to new centre via alternative covered routes to connect to the underground parking area without covering or roofing over the Main street.

C. Controls

- 1) Weather protection is to be provided for all new development as indicated in Figure E7.9.
- 2) The design of new development should consider where practical, the ability to incorporate weather protection measures from the existing centre to new centre and underground parking.
- 3) Weather protection must be consistent in appearance and relate to new or existing building facades.
- 4) Provide under awning lighting to facilitate night use and to improve public safety.

Figure E7.9 Weather Protection East West Link



2) Pedestrian Access and Mobility

A. Background

Any new development must be designed to ensure that safe and accessible access is provided to all people. Additionally, pathways are to have clear sightlines and be flanked, where possible, by active uses.

B. Objectives

- a) To ensure that people who visit the centre are able to access and use all spaces, services and facilities through the creation of barrier free environment in all public spaces, in particular the Main Street as well as arcades and retail streets.
- b) To provide a safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality, diversity and vibrancy of the public domain.
- c) To maintain and enhance, where possible, connections to the centre by public transport, as shown in Figure E7.3.
- d) To provide services that support the needs of mobility impaired persons.

C. Controls

- 1) The design and provisions of facilities for accessibility including car parking must comply with Australian Standards AS1428.
- 2) The development is to provide at least one main pedestrian entrance with convenient barrier free access to the ground floor and/or street level.
- 3) The development must provide visually distinctive accessible internal access, linking to building entry points and the public domain.
- 4) Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours and comply with the relevant Australian Standard.
- 5) Pedestrian pathways are to accommodate adequate lighting and consistent style of way finding signage/graphics.
- 6) Future development must maintain safe and unimpeded paths of travel from bus stops and existing pedestrian links and crossovers to the site.
- 7) Any new development proposing basement car park shall make provision to connect the proposed and existing development.

Permeability

A. Background

Through site links provide access connections between the long sides of street blocks for pedestrian and vehicular access at street level. These links provide an important permeability function in form of shared zone, arcades and pedestrian ways.

The town centre through site links should form an integrated pedestrian network providing choice of routes at ground level for pedestrians. Where level change is unavoidable, ramps and/or mechanised access such as lifts, travelators etc. connecting to basement car parks, need to be considered.

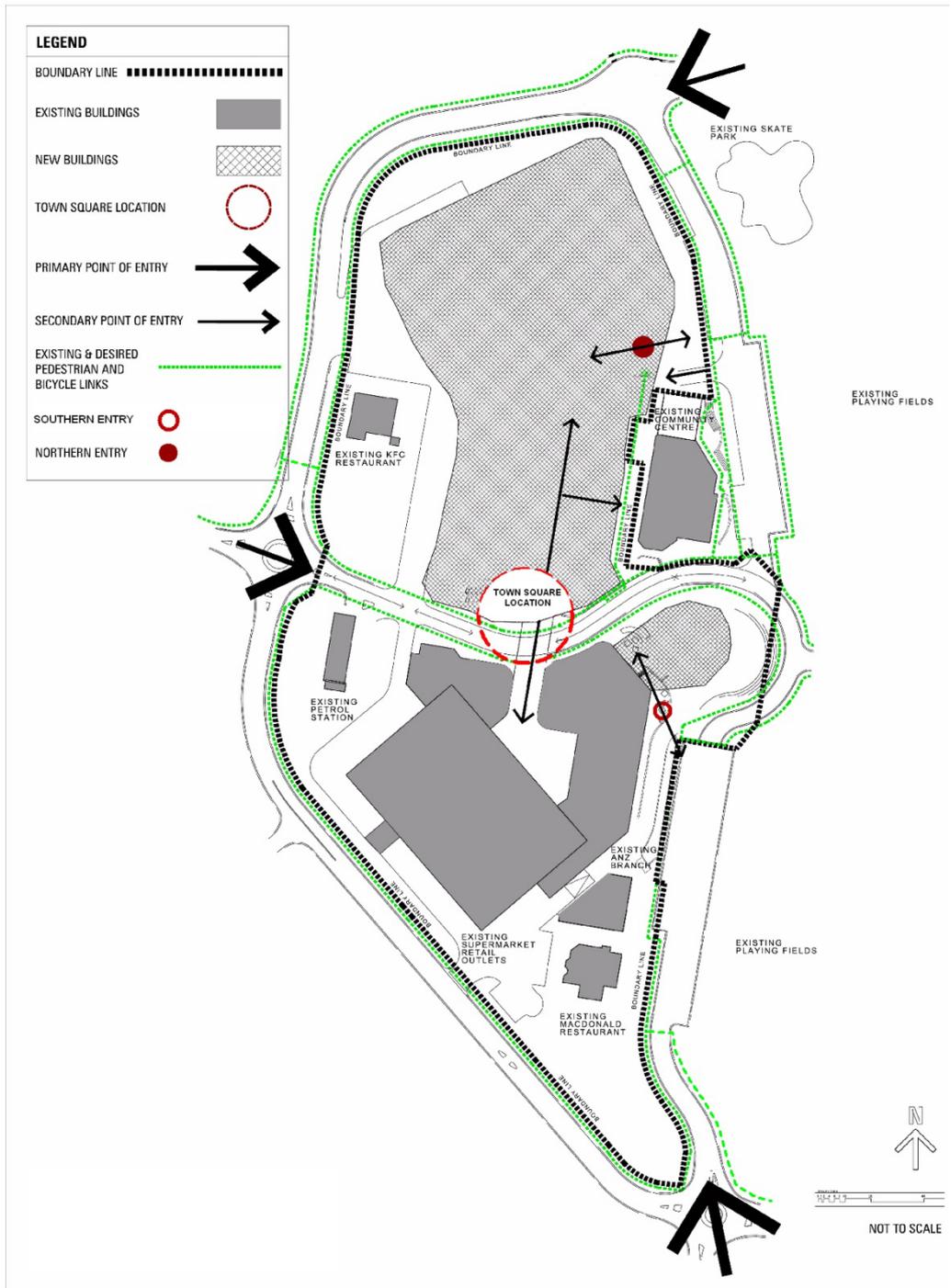
B. Objectives

- a) To maximise accessibility and permeability through the site within the constraints of the new development and the operational requirements of the centre.
- b) To maintain current access to and from the centre or create new links as redevelopment occurs.
- c) Use opportunities to improve existing links for better connectivity to the town centre.
- d) To encourage active street format, where appropriate, along the length of the Main street.
- e) To provide for pedestrian amenity and safety.
- f) To connect the internal mall to key entrance points to those clearly identified.
- g) To create a new northern address that activates and creates an arrival point for the centre to draw people along Luttrell Street.
- h) To retain unrestricted access to both the Main Street spine road and town square at all times except for agreed community events.

C. Controls

- 1) Through site links are to be provided as indicated in Figure E7.10.
- 2) New through site links should connect to existing through site links, arcades and pedestrian ways, where possible.
- 3) Comprehensive way finding signage is to be provided throughout the site.
- 4) Designated pedestrian routes are to be well designed incorporating the following elements, natural and artificial lighting, seating and other street furniture appropriate for public use.
- 5) All entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.
- 6) Provide safe and legible pedestrian access to and from car park.
- 7) Future development is to provide safe pedestrian movement through the car park to the centre.
- 8) New development along Luttrell Street (eastern) frontage to incorporate pedestrian links to the site in accordance with Figure E7.10.
- 9) Improve existing links along the eastern terrace south of Main Street through to Luttrell Street.

Figure E7.10 – Existing and Desired Pedestrian Links



3) Active Street Frontages and Address

A. Background

Active street frontages promote an interesting and safe pedestrian environment. Busy pedestrian areas (such as shops, cafes, offices, etc.) that offer direct physical engagement with the public space create the most active street frontage.

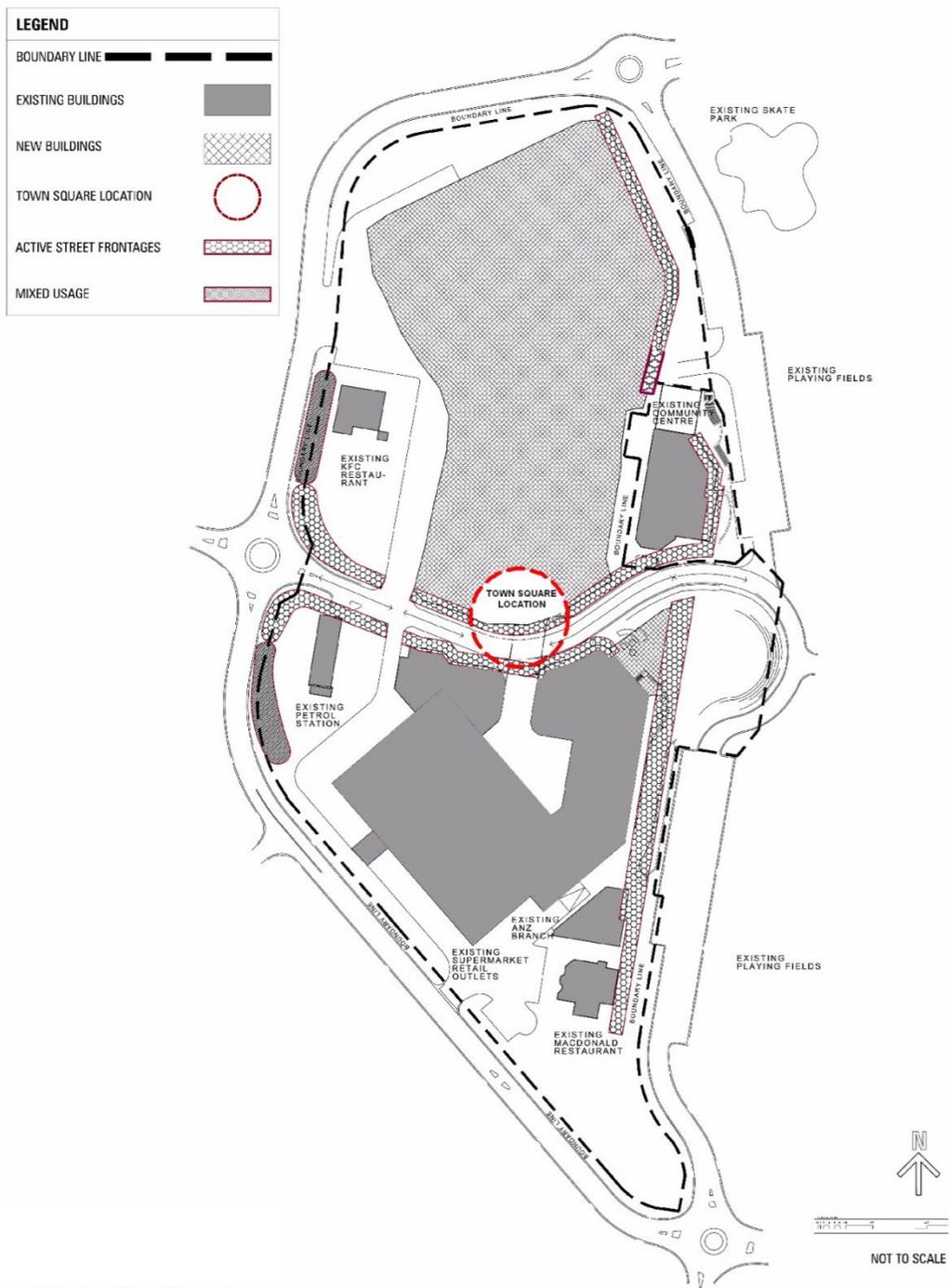
B. Objectives

- a) To promote pedestrian activity and safety in the public domain.
- b) To maximise active street frontages to the site.
- c) Promote shop front displays or encourage outdoor dining that externalise the buildings both night and day.

C. Controls

- 1) Active frontage uses are defined as one or a combination of the following at street level:
 - a) Entrance to a retail premises.
 - b) Shop front.
 - c) Glazed entrance to an active commercial premises located on the ground floor, such as reception.
 - d) Café or restaurant if accompanied by an entry from the street
- 2) Active street frontages are to be located at the ground level of all buildings located in those areas shown in Figure E7.11.
- 3) Only open grill or transparent security shutters are permitted to retail frontages or approved innovation.
- 4) Restaurants, cafes and the like are to consider providing operable shop fronts.

Figure E7.11 – Active street frontages



4) Internal Building Circulation Space

A. Background

Internal pedestrian retail paths/arcades are an integral part of the public space network. Although they are privately owned they are perceived as “public spaces” during centre operating hours. As these spaces form a significant part of the internal urban structure of the site, it is desirable for them to achieve a high level of environmental performance including thermal comfort, natural ventilation and good daylight access. Furthermore, these accessways should be connectors to the public domain.

B. Objectives

- a) Pedestrian retail access paths should connect to external through site links and pedestrian ways, where possible.
- b) Provide pedestrian convenience and amenity.
- c) Promote pedestrian activity and safety.

C. Controls

- 1) Pedestrian retail access paths are to:
 - a) Be direct and publicly accessible during business trading hours.
 - b) Be designed as an accessible path for all persons.
 - c) Have active frontage on either side by the full length.
 - d) Have, where possible, access to natural light for part of their length and at all openings.
 - e) Where air conditioned, have clear glazed doors to at least 50% of the entrance.

7.2.6 Car Parking and Access

This section contains detailed objectives and controls on vehicular access and site facilities.

7.2.6.1 Vehicle Footpath Crossings and Driveways

A. Background

GPLC benefits from having access from a number of streets including Glenmore Parkway, Luttrell Street and Town Terrace. Vehicle crossings over footpaths disrupt pedestrian movement and raise safety implications. The design and location of vehicle access to buildings also influences the quality of the streetscape, building facade and the active use of street frontages. The design and location of vehicle access to developments should minimise conflicts between vehicles and pedestrians on footpaths, particularly in pedestrian priority places such as the spine road as well as Luttrell Street.

B. Objectives

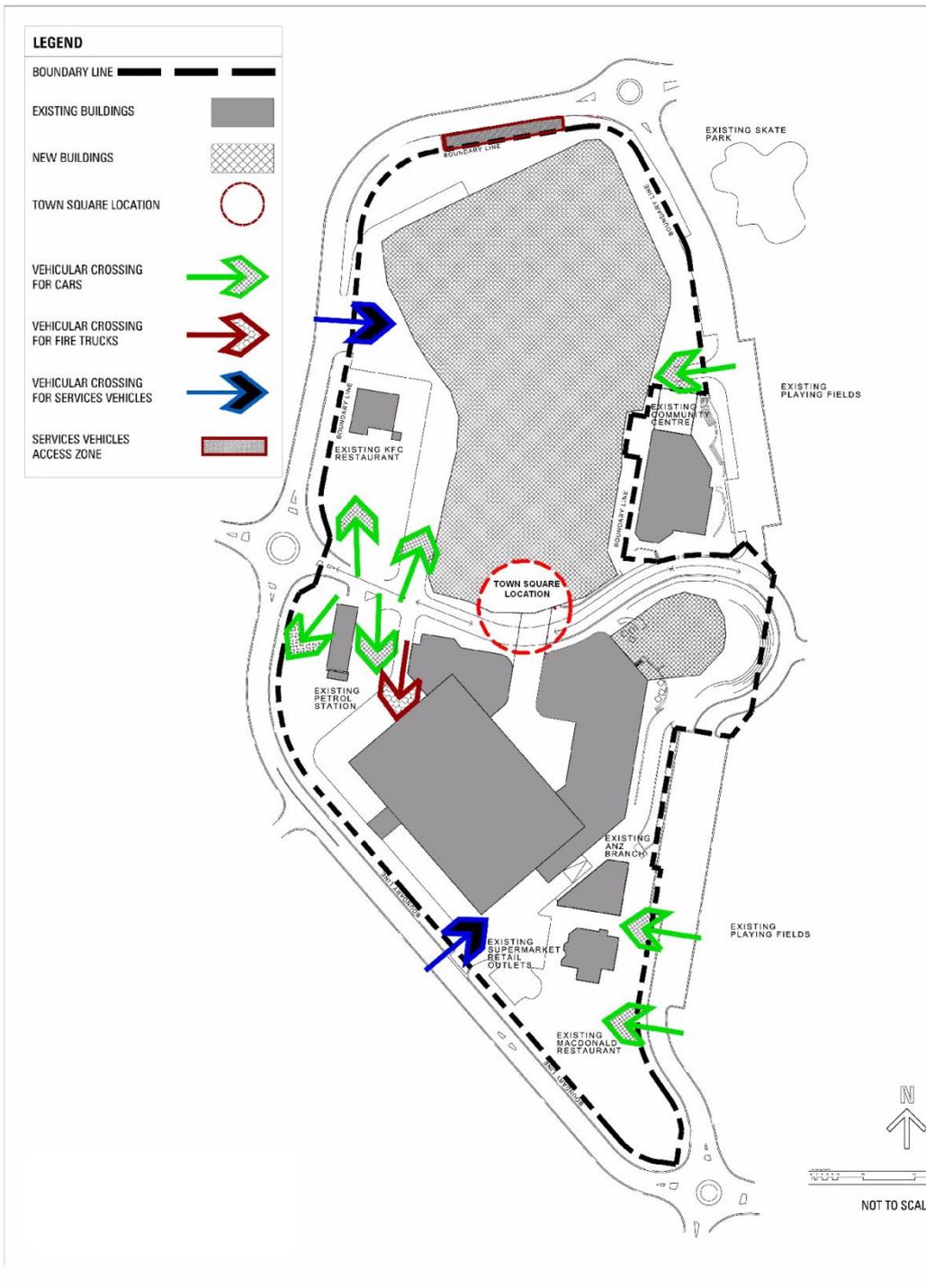
- a) To facilitate efficient and convenient access to and from the site.
- b) To avoid conflict between pedestrian/cyclists and vehicles, particularly in high priority pedestrian locations.
- c) To minimise the impact of vehicular access points on the quality of the public domain.
- d) To ensure vehicle entry points are integrated into building design.

e) To minimise stormwater runoff from uncovered driveways and parking areas.

B. Controls

- 1) Vehicle access points to the centre shall be provided generally in accordance with the Access Plan, shown on Figure E7.12.
- 2) Vehicle access widths and grades are to comply with the Australian Standards.
- 3) Design of driveway crossings must be in accordance with Council specifications for Vehicle crossovers.
- 4) The driveway threshold is to be designed to prevent ingress of stormwater.
- 5) Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing.
- 6) Vehicular driveways should be located wherever practical as follows:
 - a) Setback a minimum of 6m from the tangent point in the kerb.
 - b) Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees.

Figure E7.12 – Vehicle entry/crossing diagram



7.2.6.2 Access, Servicing and Manoeuvring

A. Background

Adequate on-site provision for delivery and service vehicle access should be made to facilitate the efficiency of the commercial, retail and other functions.

B. Objectives

- a) To ensure the appropriate on-site provision for parking of service vehicles.
- b) To provide for efficient service vehicle movements and access within the site.
- c) Establish appropriate access and location requirements for servicing.
- d) Ensure that servicing routes and egress points do not adversely impact on the pedestrian routes connecting to the centre.

C. Controls

- 1) All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.
- 2) The final location for the ingress of large trucks to the northern boundary of the site from Glenmore Parkway is subject to detailed design and traffic analysis.
- 3) Loading/unloading facilities are to be:
 - a) Separated from customer parking and circulation path of other vehicles.
 - b) Integrated into the design of developments and screened from the street.
 - c) Located away from circulation paths of other vehicles.
 - d) Designed for commercial vehicle circulation and access complying with AS2890.2.
- 4) The Main Street is to be a traffic calmed roadway together with raised thresholds for pedestrian cross over points and a reduced speed limit. Vehicular traffic is to give way to pedestrian at the raised threshold location/s.
- 5) Traffic calming devices are to be provided along the Main Street for safe pedestrian movement.
- 6) Traffic calming devices are to be considered along Town Terrace to reduce speed and truck movements as appropriate.
- 7) Generally, provision must be made for all vehicles, including emergency vehicles, to enter and leave the site in a forward direction.
- 8) For large scale retail and commercial development, consultation is to occur with Westbus regarding future bus access routes to the site.

7.2.6.3 On-Site Parking

A. Background

Onsite parking includes underground (basement) and surface (at-grade) parking for vehicles and bicycles. The following section provides on-site parking controls for the site.

B. Objectives

- a) To provide an appropriate amount of on-site car and bicycle parking to cater for future development.

- b) To integrate parking appropriately with the design of buildings to minimise its visual and environmental impact.
- c) To provide adequate space for parking and manoeuvring of vehicles.
- d) To ensure the appropriate on-site provision and design of accessible car parking.

C. Controls

- 1) Car parking is to be provided in accordance with the rates outlined in the Transport, Access and Parking Section of this Plan, unless it can be demonstrated that a lesser rate can still achieve sufficient parking provision to meet the needs of the shopping centre.
- 2) Accessible car parking spaces are to be provided and designed in accordance with the requirements with the Building Code of Australia and AS2890.
- 3) The car park and all its components including but not limited to driveway, aisle and ramp widths, ramp grades, and car space dimensions are to comply with the relevant Australian Standard (AS 2890.1 2004) – *Parking Facilities – Off-Street Car Parking*, as amended.
- 4) Where possible, natural ventilation is to be provided to underground parking areas with ventilation grills and structures that are integrated into the overall façade of the development and located away from the primary street frontage.
- 5) Short term parking is to be provided along one side of the Town Terrace east/west spine road.
- 6) 4 Council car spaces and driveway access adjacent to community centre are to be retained and integrated into design. These spaces are to be dedicated parking spaces for the community centre.
- 7) Proposals for basement parking areas are to be accompanied with a geotechnical report prepared by appropriately qualified professional and other supporting information to the Development Application.

7.2.6.4 Site Facilities and Services

A. Background

Adequate site facilities and amenities are important elements of a successful local centre function, and include bicycle storage and associated amenities, toilets and parents change rooms, accessible toilets, public telephones and staff facilities. Other servicing requirements of the site should be designed and sited to minimise visual and environmental impact.

B. Objectives

- a) To provide adequate site facilities to meet the needs of the local community.
- b) To establish appropriate access and location requirements for servicing.

C. Controls

- 1) The provision of site facilities such as bicycle storage and associated amenities, toilets and parents change rooms, accessible toilets, public telephones and staff facilities are to be considered as part of any redevelopment of the site.
- 2) Air conditioning, service vents and other associated structures should be:
 - a) Located away from street frontages

- b) Located in a position where the likely impact is minimised
- c) Adequately set back from the perimeter wall or roof edge of buildings
- d) Where it is to be located on the roof it should be integrated into the roof scale design and in position where such facilities become a feature in the skyline at the top of the building.

The responsibility for the ongoing management of waste facilities must be determined prior to work commencing on any redevelopment of the centre. Details of the management of waste by future tenants are to form part of the Waste Management Plan (in accordance with Section C5 Waste Management of this Plan) for the development.

7.2.7 Design Principles

7.2.7.1 Energy Efficiency

A. Background

The ability of development to optimise thermal performance, thermal comfort and day lighting will contribute to the energy efficiency of the buildings, provide increased amenity to occupants and reduce greenhouse emissions.

B. Objectives

- a) To encourage architectural design to minimise the need for mechanical heating and cooling of spaces to provide comfortable conditions for the community.
- b) To reduce the proportion of overall energy consumption in the construction and use of buildings.

B. Controls

- 1) Integration of shading devices and ventilation of building faces where practical, in order to reduce solar energy loads at high luminance periods of the day.
- 2) Using an architectural design to harness natural light into spaces where practical through integration of light wells, sky lights and voids to reduce lighting energy consumption.

7.2.7.2 Water Management and Water Sensitive Urban Design

A. Background

Building design can contribute to environmental sustainability by incorporating measures for improved water quality and efficiency of use. Integrating water use, collection and reuse measures into building and infrastructure design contribute to achieving environmentally sustainable outcomes.

B. Objectives

- a) To help improve the environment by improving the quality of water run-off.
- b) To ensure infrastructure design is complementary to current and future water use.
- c) To maintain pre-existing stormwater runoff flows off site.

C. Controls

- 1) The following water saving measures to be incorporated into new development:

- a) Water fixtures (low flow shower heads and taps, dual flush toilets, low flush/ water efficient urinals, etc.) are to be 3 stars (WELS Scheme) or better rated.
 - b) Select water efficient plants and/ or, indigenous vegetation for landscape in accordance with Council's preferred species.
 - c) Use non-potable water for watering new gardens and landscape features.
- 2) A Stormwater Management Plan is to be prepared that identifies how the quantity and quality of urban runoff from the site will be managed on the site as part of any major redevelopment of the centre.

7.2.8 Waste Management

A. Background

Waste management refers to all stages of development from demolition to design, construction and occupation. The following objectives and controls are in addition to those outlined in the Waste Management Section of this Plan, and are specific to the GPLC.

B. Objectives

- a) To minimise waste generation and disposal to landfill with careful source separation, reuse and recycling.
- b) To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development.
- c) To ensure efficient storage and collection of waste and quality design of facilities.

C. Controls

- 1) Development applications involving major demolition or construction works should include proposed waste management strategies.
- 2) Such strategies could include any of the following:
 - a) Proposals for recycling and reuse of construction and demolition materials.
 - b) Use of sustainable building materials that can be reused or recycled at the end of their life.
 - c) Handling methods and location of waste storage areas, such that handling and storage has no negative impact on the streetscape, building presentation or amenity of occupants and pedestrians.
 - d) Procedures for the on-going sustainable management of green and putrescibles waste, garbage, glass, containers and paper, including estimated volumes, required bin capacity and on-site storage requirements.
- 3) Details of the management of waste by future tenants are to form part of the Waste Management Plan for any redevelopment of the centre.
- 4) A Waste Management Plan for the site is to be implemented as part of any redevelopment of the site, in accordance with the Waste Management Section of this Plan.

7.2.9 Safety and Security (Crime Prevention through Environmental Design)

A. Background

A safe and secure environment encourages activity, vitality and viability, enabling a greater level of security. Planning and design can identify and address safety and security issues through the use of environmental and technical measures.

B. Objectives

- a) To address safety, security and crime prevention requirements in the planning and design of development (including the NSW Police 'Safer by Design' crime prevention through environmental design (CPTED) principles).
- b) To ensure developments and the public domain is safe and secure for pedestrians.
- c) To encourage a sense of ownership of the public domain.

C. Controls

- 1) For any large scale retail and commercial development an assessment is to be provided in accordance with the CPTED principles.
- 2) Applicants should refer to the Site Planning and Design Principles Section of this Plan and address the CPTED principles in their development application.

7.2.10 Site Topography

A. Background

A site's natural topography and landform are important features that inform the urban structure of the place.

B. Objectives

- a) Development should respond to a site's natural topography and landform, minimising excavation and potential visual impacts and in turn reduces construction costs.

C. Controls

- 1) Applicants must demonstrate how their design/ development respond to the natural topography and landform of the site, based on site analysis drawings.

7.2.11 Other Controls

7.2.11.1 Town Square

A. Background

The Town Square is to be the primary social focus of the GPLC. It is to be a vibrant, active town square that forms the hub of the centre.

The Town Square should be designed as a multi-functional public space that is able to operate on various levels responding to special events (such as markets) without disrupting the pedestrian flows of the shopping centre or the traffic calmed vehicular movements. On a few occasions each year this space will be totally closed off but this will be done within a clearly defined and communicated management regime.

B. Objectives

- a) To provide a vibrant, active, town square with a shopping Main Street character.
- b) To provide improved connectivity and interaction between the Town Square and the community centre.
- c) To encourage the Town Square is to be the pedestrian focus of the GPLC.
- d) To promote uses around the square that maximise activity and vibrancy, which permit and promote after hours usage of the space.
- e) To encourage use of high quality and durable materials.
- f) To ensure that the Main street will be a primarily a pedestrian oriented street with traffic calming measures for vehicular movement, which allows for local access and a limited amount of short term parking for shoppers on both sides of the street.
- g) To provide a flexible Town Square space capable of being enlarged without disrupting the normal pedestrian flows or vehicular traffic movements, provision should be made for temporary closing of the road for specific larger community events and be controlled within the town centres management program.

C. Controls

- 1) Retail facades should be designed to activate the frontages to the Square both during and after hours.
- 2) Two/three storey buildings are encouraged forming the edge of Town Square to provide a sense of enclosure.
- 3) Development fronting the Town Square is to have active retail premises on the ground floor.
- 4) Active uses including restaurants and cafés fronting the Town Square are encouraged, specifically after normal business hours e.g. restaurants/ cafes. Awnings and/or colonnades create a weather edge to the Town Square.
- 5) Adequate lighting should be provided for evening use, safety and security.
- 6) The surface of Town Square should reflect its primary pedestrian focus. Appropriate traffic calming measures, different paving or clearly defined pedestrian crossings should be considered for the east/west spine road.
- 7) The area of the Town Square shall be not less than 400m² and will not incorporate the vehicular traffic's carriageways and/or the standard public pedestrian width within its dimensions.
- 8) The surface of Town Square should be designed to permit its use by service and emergency vehicles.
- 9) Allow sunlight access into the town square in all seasons while also allowing for adequate weather protection and sun-shading opportunities.
- 10) A detailed design for the Town Square should be prepared with any major DA for the centre. The detailed design should establish the appearance of facades to the Square, materials, street furniture, seating, lights, signage, traffic management devices, soft landscaping and other elements relevant to the character of the Town Centre.
- 11) The Town Square and adjacent 'Main street' roadway is to be managed in order to allow for specific community events and activities.

7.2.11.2 Community Centre Building

A. Background

The current Community Centre Building is isolated from the remainder of the existing shopping centre fronting towards the playing fields. The development of the shopping centre will bring opportunities to better connect and integrate the community facility with the surrounding development, although this will remain relatively constrained while the community facility remains in its present configuration.

The role and function of the Community Centre Building is expected to continue to evolve and expand over time in order to meet the needs of the growing community. Accordingly, provision should be made to ensure that if and when a substantial expansion or redevelopment occurs with the community facility there is a mechanism in place that would enable the potential to physically integrate or link with any approved retail development.

However, in the interim, the space between the Community Centre and any new development should be treated as usable public walkway/pathway space with provision for adequate landscaping and passive surveillance from the retail centre.

B. Objectives

- a) To consider any additional community needs and facilities that may arise with an expansion to the Community Centre Building.
- b) To ensure that the new development improves connections and access to the Community Centre Building in its present form.
- c) To provide for improved connections and physical linkages between the shopping centre development and the Community Centre Building in the event that this facility is redeveloped or substantially expanded.

C. Controls

- 1) New development is to demonstrate that the design enhances the amenity of existing linkages and access to the community facility building in its present form.
- 2) New development is to make provision for access by a potential future physical connection from the community facility building in the event of a major expansion or redevelopment of the community facility building, which would enable a connection at a floor level consistent with the adjacent development. The provision of access will be approximately 3m in width and be of mutually acceptable timing, design and location between the Council and the owners of GPLC.
- 3) New Development to have a minimum setback of 8m between the existing Community Centre building and any new development. Additionally the interim space between the community centre and new shopping centre is to be landscaped, attractive and enjoy a high degree of surveillance with pedestrian paths.

7.2.11.3 Management Plan

A. Background

The management for the ongoing care, control and management of both public and private domain is important and needs to be clearly defined in terms of responsibility for these various areas.

B. Objective

- a) To ensure that all public and private domain located within the town centre is adequately managed.

C. Control

- 1) Prior to the final approval of any further development of the town centre a Plan of Management is to be prepared and submitted to Council for approval. The Plan of Management shall incorporate measures for the ongoing care, control and maintenance of both the public and private domain and shall differentiate those lands and facilities, which will remain in private ownership.

7.3 Glenmore Park Major Land Use

7.3.1 Land to which this Section applies

This Section applies to all land at Glenmore Park Stage 1.

7.3.2 Purpose of the Section

The central purpose of this section is to clearly establish and identify major land use areas within Glenmore Park Stage 1.

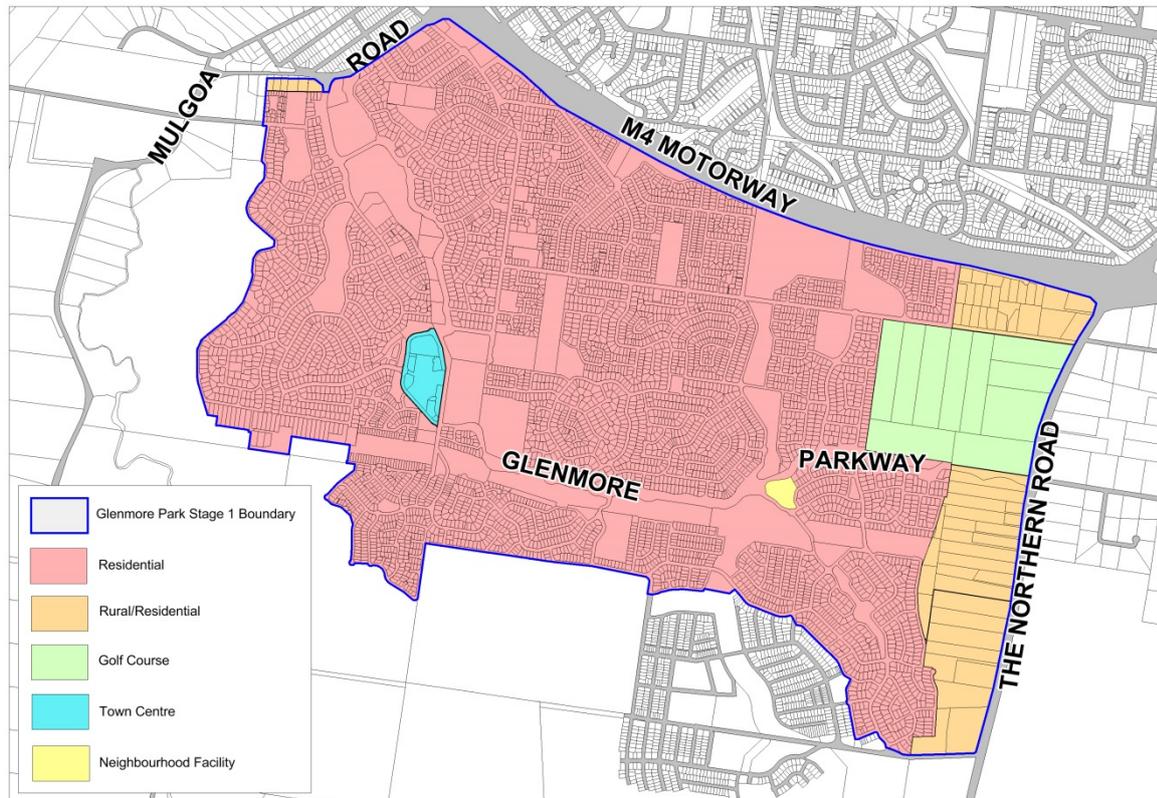
A. Objectives

- a) To establish major land use areas which identify specific precincts for key development activities;
- b) To promote the continuation of the open, semi-rural character of the estate's edges along The Northern Road and Mulgoa Road by maintaining a low density development pattern; and
- c) To restrict commercial or retail related activities from establishing along The Northern Road or Mulgoa Road frontages.

B. Controls

The following controls applying to all development proposals within Glenmore Park set the guidelines to be observed for each major land use area, as shown in Figure E7.13.

Figure E7.13: Major land use development areas in Glenmore Park Stage 1



1) Residential

In addition to the controls outlined in Section D2 Residential Development, the following objectives and controls apply:

A. Objectives

- a) To provide for a range of activities consistent with the establishment of a quality living environment;
- b) To encourage a diversity of housing types; and
- c) To provide development opportunities for non-residential activities which:
 - i) support neighbourhood planning concepts;
 - ii) do not impact on neighbourhood amenity;
 - iii) enhance access to a range of community services and facilities; and
 - iv) to make provision for a general store / neighbourhood shop within Glenmore Park, as show in Figure E7.25.

B. Controls

- 1) Minimum average density of 11 dwellings per net hectare; and
- 2) Range of lot sizes desirable.

2) Rural / Residential

A. Objectives

- a) To conserve the open, semi-rural character of The Northern Road and Mulgoa Road frontages of Glenmore Park;
- b) To promote the need to maintain a low density settlement pattern which:
 - i) recognises the importance of conserving the rural land use pattern and image of the gateways into the urban areas of the city located along the major road frontages; and
 - ii) provides sufficient flexibility for dwelling siting and orientation of allotments to minimise the visual impact of development and to overcome noise constraints;
 - iii) To provide an acceptable level of development in the event that reticulated sewer is not available to The Northern Road sub-catchments; and
 - iv) To provide for large lot residential living opportunities.

B. Controls

- 1) A minimum dwelling setback of 50m;
- 2) A range of lot sizes is desirable; and
- 3) No additional vehicle access to The Northern or Mulgoa Roads.

3) Neighbourhood Shopping Facilities

A. Objectives

- a) To provide for a range of commercial and retail activities and services at a neighbourhood level which satisfy day-to-day resident needs; and
- b) To encourage the early provision of retail and professional services and temporary facilities.

B. Controls

- 1) Scale and nature of the neighbourhood facility shall be supportive to, and not delay the timing for the natural inception of the major shopping facility at the Town Centre;
- 2) Activities which are inconsistent with the objectives of this major land use or which detract from the establishment of a high quality neighbourhood scale business centre, or the amenity of the surrounding area, will not be supported by Council; and
- 3) Maximum floorspace up to 1,500m².

4) Golf Course

A. Objectives

- a) To enable the continuation of the Penrith Golf Course to service the needs of Glenmore Park and the broader community.

B. Controls

- 1) Ensure that supplementary development is:

- a) consistent with the above-stated objectives for the rural/residential edge of the estate along The Northern Road and that the visual quality and amenity of the surrounding locality is conserved;
- b) managed in a manner which does not give rise to traffic conflicts on The Northern Road; and
- c) corporate signage is limited and consistent with the semi-rural character of the area.