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**To:** [DPIE PDPS Glenfield Precinct Mailbox](#)  
**Cc:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Subject:** Draft Glenfield Place Strategy  
**Date:** Thursday, 11 February 2021 1:56:30 PM  
**Attachments:** [11437\\_draft-glenfield-place-strategy-submission\\_occhiuto\\_final.pdf](#)

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Submitted on Thu, 11/02/2021 - 13:43

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am submitting on behalf of my organisation

**Name**

**First name**

Edward

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**I would like my submission to remain confidential**

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[11437\\_draft-glenfield-place-strategy-submission\\_occhiuto\\_final.pdf](#)

**Submission**

Draft Glenfield Place Strategy - Potential Acquisition of Property for Open Space

Property: Lot 108 and 110 Railway Parade, Glenfield

This submission was prepared by GLN Planning on behalf of Carmine Occhiuto, the owner of the properties.

Please refer to the document attached for the complete submission.

**I agree to the above statement**

Yes

8 February 2021

Our Ref: 11437\_Draft Glenfield Place Strategy Submission\_Occhiuto\_Final

Department of Planning, Industry and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Dear Sir/Madam,

**RE: DRAFT GLENFIELD PLACE STRATEGY - POTENTIAL ACQUISITION OF PROPERTY FOR OPEN SPACE**

**Property: Lot 108 and 110 Railway Parade, Glenfield**

**Summary**

The Department of Planning, Industry and Environment (**DPIE**) is currently exhibiting the Draft Glenfield Place Strategy (**the Strategy**).

GLN Planning represents Carmine Occhiuto, the owner of the properties 108 and 110 Railway Parade, Glenfield (our client).

The Strategy identifies these properties for future acquisition by Campbelltown City Council for the future provision of a 'civic space' opposite the east side entry to Glenfield railway station.

Our client objects to the Structure Plan proposal to rezone the lands Public Recreation RE1 on the basis that:

- no justification has been provided in the exhibition material for the proposed civic space
- the proposed civic space, if it were ever to eventuate as proposed, is too small and would not meet contemporary recreation planning standards
- there are better solutions to achieve a pedestrian – friendly high quality public domain interface between the high density redevelopment of the eastern side of the station (which is wholeheartedly supported) and the railway station itself.

**Background**

Our client received a letter dated 7 December 2020 from DPIE's Executive Director, Central River City and Western Parkland City advising that the properties are planned for potential acquisition for open space. A copy of the letter has been provided in **Attachment A**.

The properties are located opposite the eastern entry of Glenfield station on the corner of Railway Parade and Hosking Crescent. Currently, the character of the eastern half of Glenfield consists of



low-density residential development with a cluster of small business and a local shopping centre, several recreation areas and two schools. The proposed zoning around the site is B4 Mixed Use and R4 High Density residential as shown in **Figure 1**.



Source: DPIE

Figure 1. Extract of Draft Glenfield structure plan

Based on the draft structure plan diagram, it is assumed that the future character for the eastern district is to be consistent with the Station Character Area, west of Glenfield Station. However, this is not detailed within the Strategy. From this basis, the eastern district is likely to form part of the primary commercial employment hub of Glenfield, with High Density residential flat buildings, strong pedestrian connectivity and active transport linkages and decreased building heights around Glenfield Public School.

### Proposed east side civic space

The exhibition material focuses on the planned divestment of government lands west of the railway. It provides detailed character statements, analysis and design intentions for five character areas which reflect their unique roles and site-specific constraints and values. This same analysis does not extend east of Glenfield Station despite its inclusion in the strategy. There is no discussion or justification in the material about the planned land uses, buildings and open spaces east of the railway.

The proposed eastern civic space is to be provided on land currently privately owned and zoned Zone 3 (c)—Neighbourhood Business Zone under Campbelltown (Urban Area) Local Environmental Plan 2002. DPIE's proposal is to rezone the two parcels Public Recreation RE1. The draft structure plan envisages that the civic space will be created by the Council acquiring the land and creating the civic space.



The area of the proposed RE1 land and civic space is approximately 415m<sup>2</sup>. This is well below the NSW Government Architect's draft Greener Places Design Guide for Open Space as well as the Social Infrastructure and Open Space Services Report prepared as a part of the Strategy.

Both documents recommend a minimum size of 3000m<sup>2</sup> in higher density areas. The Greener Places guidelines consider local parks in high density redevelopment areas as small as 1500m<sup>2</sup> as acceptable, with smaller spaces being able to provide local amenity but are inadequate for diverse recreational needs.

### **Better alternatives are available**

The merit of having a central square where people can gather in a place with services, shops and transport facilities is not questioned. It is the fact that the proposed civic space – due to its extremely small size - is unlikely to achieve the place-making goals for Glenfield east side. Further, there are obvious alternatives that would yield a much better outcome. For example:

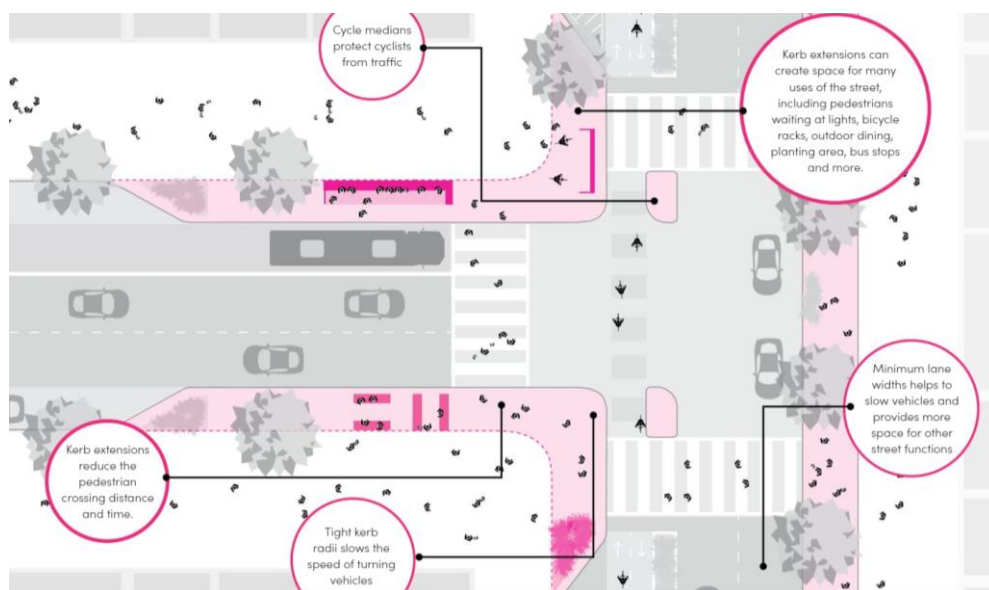
- **Privately-owned, publicly accessible space.** LEP or DCP controls can be made that require the development on the south west corner of Hosking Crescent and Railway Parade to provide for a privately owned but publicly accessible forecourt facing the street corner and provided as part of a multi-storey development on a consolidated parcel (e.g. consolidation of 108 to 118 Railway Parade). This option could allow a larger, more usable space and relieve Council of the burden of having to acquire land.
- **A 'complete streets approach' to the road network** would also achieve similar benefits to the current proposed civic space in conjunction with a forecourt. The current pedestrian footpaths as shown in **Figure 2** are quite narrow in comparison to the Railway Parade which contributes to the feeling of a car-dominated environment. This approach to street design combines smart transport planning with good design to create an attractive destination. Through this approach, the street design prioritises people over cars and design for all:
  - ages, backgrounds and abilities
  - modes (walking, cycling, public transport and vehicles)
  - functions including transport, shopping and outdoor dining.

**Figure 3** Demonstrates a potential street structure which would complement Railway Parade's intersection. As the road reserve already incorporates unprotected cycle lanes, future redevelopment provides opportunity for it to accommodate kerb extensions and protected bicycle lanes to increase the buffer between a potential forecourt and vehicle traffic.



Source: Google Maps

Figure 2. Railway Parade and Hosking Crescent Intersection



Source: [Canterbury Bankstown Council](#)

Figure 3. Bankstown Complete Streets Project CBD Transport and Place Plan, 2019

- **Larger consolidated site on the northern side of Hosking Crescent and Railway Parade.** Another alternative as shown in **Figure 4** would be for the east side civic space to be provided on the north side of the intersection and involving 104 Railway Parade and 4 Hosking Crescent.

The advantage of this option is that it can be consolidated with the adjacent Council car park site. This would allow a much larger and more useful meeting place which is still opposite the station entry. The consolidated 2100 m<sup>2</sup> site is large enough to contain a local park meeting Government Architect standards (min 1500m<sup>2</sup>) plus provide for public parking to be placed underground and the residual part of the site to accommodate a multi storey





development. The profits from the multi-storey development Council owned land would help fund the cost of the facilities. The local park could also be designed over the road reserve, closing access to Railway Parade from Hosking Crescent and redirecting traffic over an upgraded Magee Lane.



Source: SIX Maps

Figure 4. Aerial of Council car park

An example of a council capitalising on the latent value of a car park site in close proximity to shops and public transport is the Lindfield Village Green project (**Figure 5**) that is currently under construction. When complete the Village Green will have a total of 241 underground parking spaces, whilst delivering 2,700m<sup>2</sup> of open space in addition to a café and outdoor seating. A civic space on the northern side of Hosking Crescent and including the at grade public car park is a far superior opportunity than the current proposal.



Source: Ku-ring-gai Council

Figure 5. Village Green Masterplan



Provision of this park in this location may also be better suited to the other proposed location for open space along Hosking Crescent which would require further acquisition of land. The interactive map for the Strategy has also highlighted mixed opinions from the community about the location of this park citing concerns for illicit activities and underutilisation in comparison to the larger and existing parks available. For those favouring the presence of a 'pocket park' a more central location adjacent to the station could be more desirable.

### **Effect of proposal on owner of 108 and 110 Railway Parade**

Our client is concerned about the application of RE1 zoning to the land will sterilise its future sale to any entity apart from Campbelltown City Council. This is due to – under the Land Acquisition (Just Terms) Compensation Act 1991 - the Council having no timing obligation to purchase the land from the current owner unless the owner can demonstrate financial hardship. Our client is also concerned about whether the land value will be based on its current zoning or its potential high-density zoning instead of open space.

Taking up the invitation included in the letter from DPIE, a representative of our client contacted Council to find out more details about the proposed change of zoning. A member for the Urban Release Team indicated that a meeting was not necessary as Council would be not able to explain what will happen regarding whether Council will want to buy the land or even if Council is putting in a submission regarding the draft plan. In a follow-up inquiry with a DPIE officer it was noted that this proposed RE1 zoning over the subject property is unlikely to be pursued if Council is not supportive of it.

Based on the above, it would appear that Council has little or no interest in acquiring these particular parcels for open space purposes. The proposal to rezone subject land RE1 should therefore be abandoned, and (consistent with the plan zoning of adjoining land) the B4 Mixed Use zone should be applied to 108 and 110 Railway Parade.

Our client also has an interest in several other properties in Glenfield – namely:

- 70A Railway Parade
- 116 Railway Parade

Our client is fully supportive of the proposed changes on these lots and towards the urban renewal of Glenfield as a whole.



## Conclusion

The owner of 108 and 110 Railway Parade does not support the RE1 zoning being applied to these sites.

The open space reservation leaves the owner in limbo as the only prospective buyer of the land (Council) is not compelled to acquire the land. In any event, acquisition of the properties is unlikely to achieve the public amenity outcomes desired by the community.

No justification has been provided in the exhibition material for the proposed eastern civic space.

The proposed civic space, if it were ever to eventuate as proposed, is also too small, would not meet contemporary recreation planning standards and is unlikely to become the safe, accessible and usable east side meeting place needed for Glenfield centre.

There are better solutions to achieve a pedestrian-friendly, high quality public domain interface between the high density redevelopment of the eastern side of the station (which is wholeheartedly supported) and the railway station itself.

Should you have any queries in relation to this submission, please do not hesitate to contact me at [Greg@glnpplanning.com.au](mailto:Greg@glnpplanning.com.au) or 0419 257 177.

Yours faithfully

**GLN PLANNING PTY LTD**

A handwritten signature in blue ink, appearing to read 'Greg New', written over a light blue circular stamp.

**GREG NEW  
DIRECTOR**





## Attachment A



Planning,  
Industry &  
Environment

Mr Carmine Occhiuto  
PO BOX 531  
Ingleburn NSW 1890

Re: 108 & 110 Railway Parade, Glenfield NSW 2167

### Have your say on the future of Glenfield – Potential Property Acquisition

Dear Mr Occhiuto,

The NSW Department of Planning, Industry and Environment has prepared a draft place strategy (the draft plan) for the Glenfield Precinct and is now seeking community feedback until Friday **12 February 2021**.

I am writing specifically to you as your property, 108 & 110 Railway Parade Glenfield NSW is identified in the draft plan for investigation as potential open space. We are seeking your comments in relation to this proposal. If the site is rezoned for local open space, Campbelltown City Council would be the nominated acquisition authority. The timing, size and extent of acquisition will ultimately be a decision of Campbelltown Council who would manage the acquisition process.

To discuss the investigation of your land for local open space with Council, I would encourage you to contact the Urban Release team at Campbelltown City Council on (02) 4645 4000 or via email [council@campbelltown.nsw.gov.au](mailto:council@campbelltown.nsw.gov.au).

Glenfield will be South West Sydney's premier regional sporting and education destination. Its heritage will be protected and enhanced, with existing schools retained and investment into the future of Hurlstone Agricultural High School.

Transformation of the precinct shows how Glenfield can be a connected, thriving community where people come together to enjoy parks and open space, however it does not come without its challenges.

If you would like to meet with the Department and understand how to make a submission on the draft Place Strategy, please contact Thomas Holmes on [thomas.holmes@planning.nsw.gov.au](mailto:thomas.holmes@planning.nsw.gov.au) or via 9860 1583 at the Department to organise a one-on-one meeting.

Yours sincerely,

7/12/2020

**Catherine Van Laeren**  
Executive Director,  
Central River City and Western Parkland City

RECEIVED  
08 DEC 2020