

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPIE PDPS Glenfield Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Draft Glenfield Place Strategy
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Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

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I would like my submission to remain confidential

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Submission

To Whom It May Concern;

As below are some points that I would like considered as part of the Glenfield Place Strategy.

- Pedestrian Access Points Cambridge Ave from Glenfield Road housing estates - Glenfield will be undergoing significant transformation as part of the precinct plan that is currently under public submission. I would request that a number of pedestrian access points are made available for the residents in the Glenfield Road housing estates. These should be made available in the most direct manner that encourages pedestrian access over vehicle access to the train station and town centre rather than a meandering pathway. This should include crossings which would be suitable for people with disabilities. This is important to ensure that it aligns with the Glenfield precinct strategy of being a walkable and pedestrian friendly community.

- Pedestrian Access to Edmondson Park Precinct - Similarly Edmondson Park is also undergoing major transformation and at present the pedestrian access via Campbelltown Road is poor. Pedestrian access should be made available alongside the train line. This will enable multiple pathways into Edmondson Park from Glenfield town centre.

- Pedestrian Connection to Holsworthy - Currently there is no practical and safe pedestrian connection to Holsworthy from Glenfield and means that people have to drive or catch a train. It would be good if the planning authority could investigate the opportunity for establishing a direct pedestrian connection to Holsworthy which could run parallel to the train line. This could enable residents of Holsworthy pedestrian and cycling access to the improved amenity that will be available at Glenfield once the strategy is implemented.

- Recreational Space in Glenfield Road estates - As part of the master plan for the Glenfield Road estates there are provisions for the build of a Central Park on Atlantic Boulevard when the development completion rate is above 80%. The Glenfield Road estates is close to fully developed and has collected significant development contributions, however the planned Central Park has not started development. I would also like to understand whether the plans for the development contributions have changed as a result of this strategy as much of this has not yet been delivered as part of this plan (refer page 4 of link below). Through this feedback, I would like to raise awareness of this missed commitment and request that this is investigated by the relevant authorities and a committed timeline established so that the local residents can finally benefit from this missing amenity. <https://www.campbelltown.nsw.gov.au/files/assets/public/document-resources/builddevelop/contributionsplan/glenfield-road-urban-release-area-sec-94-plan.pdf>

- 3 x Pedestrian Bridges over train lines - The plan should consider increasing the number of pedestrian bridges over the rail tracks to increase the connection between the eastern and western sides of Glenfield. The current socio-demographic variation between the Glenfield Road Estates and parts of the Eastern Side of Glenfield are likely to be exacerbated if accessibility to the newer amenities developed on the western side is limited.

- Vehicular Entry and Exit from precinct to Campbelltown Road - From the current plan it appears that there are only 2 entry and exit points from the western precinct to planned Cambridge Ave extension. If these are not adequate it is likely that traffic choke points are created which will make it difficult to exit and enter western precinct. The plan should consider an additional entry / exit point via a new bridge over the train line to Railway Pde on the southern edge of the plan. Alternatively a 3rd access point could be created in the middle of the Cambridge Ave extension which could connect the northern side of the town centre.

- Pedestrian Protection on Pathways - Where new pedestrian paths will be built or upgraded on Cambridge Ave or Campbelltown Road, I would like to suggest that a buffer zone is created that separates the pedestrians or cyclists from the heavy vehicle traffic. This could consist of a medium sized vegetation strip that is separated from the main road. This would improve the visual and functional amenity and also create a more pleasant pedestrian

experience which aligns into the Edmondson Park and Glenfield precinct strategies of being walkable centres.

- Public Open Space Amenity on Georges River - I would like that the project considers pedestrian access to George's River. There is currently access on Cambridge Ave for residents and visitors to use George's River for Kayaking, Fishing and other recreational activities. With the upgrade of the Cambridge Ave bridge, I would like that the plan caters for continued access to George's river and consider a nearby picnic area which improves the amenity for the projected growth of residents in the Glenfield precinct.

- Commuter Carpark - With the projected growth of the South West Growth Region, Glenfield is an attractive entry point for the train network and commuter car park will continue to operate above capacity, I would like the strategy to consider planning to increase the height of the commuter car park which would increase capacity without increasing the land footprint.

- Connectivity into the Bus network - The strong rail connection of Glenfield into the Sydney trains network should be complemented with improved connectivity into the bus network. At present the only connections are the Campbelltown to Liverpool bus network which is largely a duplication of the existing train line and an additional limited service to Carnes Hill. Provisions should be made whereby Glenfield can operate as a hub for the bus network which would encourage use of the bus network rather than commuters driving to Glenfield to access the train network. This would benefit South West residents that are not serviced by trains.

- Central Plaza - I would like the plan to consider a larger public plaza than the minimum 700sqm allocated which should also include a feature or monument that would attract people and make residents proud of living in Glenfield. This would encourage residents to socialise and make use of the local amenity. A small playground and water feature and fountain would be ideal.

- Artwork - I would like the plan to consider the placement of artwork around the precinct that is considerate of the area's history which could include relevant pieces contextual to Hurlstone Agricultural High School (i.e. Cow Industrial Statues etc). This would create a connection for the new residents to the history of Glenfield and would also help residents become proud of where they live.

- Deciduous Tree Plantings in streets with Tall Building Heights - I would like the plan to consider the use of deciduous tree plantings in the streets that have the tallest building heights as this will allow light through the winter and still provide a green and vegetative edgeline through the summer.

- Connectivity to M7 Shared Path - I would like the project to consider what can be delivered that would improve connectivity of this area into the M7 shared path. Currently connectivity is poor as it involves riding through the Crossroads Logistics park which does not have any pedestrian friendly crossings within these roads. The plan should consider future planning for a connection which could run parallel to the M5/M7 Motorway and enable access to Glenfield and Edmondson Park.

- Glenfield Waste Depot Long Term Plan - I would like the plan to consider the longer term viability of the Glenfield Waste Depot. The geographic location of this waste depot next to George's river has water quality and environmental impacts downstream through waste seepage risk. In addition the waste depot is located at a commercially beneficial juncture adjacent to Moorebank Intermodal Terminal, Liverpool Centre and the planned Glenfield Precinct with good access to major road and rail connections. The planning authority should consider the activation of this site for a more commercially beneficial use which could provide jobs that benefit the region.

- Campbelltown Road and Cambridge Ave Clearway – As these are major roads these should be clearways especially at the locations close the Uncle Leo's truck stop on Campbelltown Road. At present heavy vehicles park on the northbound side of Campbelltown Road to use the truck stop and have observed dangerous behaviour from the drivers as they have disregard for the traffic when they are attending to their vehicles whilst parked or when they are crossing the road to use facilities at the truck stop. In addition the heavy vehicles parked generate excessive noise which is often late night or early morning when the heavy vehicles arrive to use the truck stop.

- Pedestrian Access to Uncle Leo's truck stop – Pedestrian pathway should exist from Glenfield Road to Cambridge Ave that allows access for residents in the Glenfield Road Estates. This is the only locally available commercial store that offers universal access to convenience goods. As per other points of feedback this should be 'protected' so that pedestrians can feel safe when using the pathway. As this is a major Hume Motorway on-ramp and conjunction point this should be a physical barrier and complemented by a vegetative strip to enhance visual aesthetics which would also act as an ecologically beneficial contributor.

- Noise Barrier at Uncle Leo Truck Stop, Campbelltown Road – At present there is no noise barrier at Uncle Leo's truck stop to prevent noise impacts to local residents. As this is a major truck stop that services the South West region and located at a major cross road juncture it is expected to experience increased patronage. Residents that are within the vicinity are subjected to heightened noise from the use of compression brakes when entering the truck stop as well as general heavy vehicle noise within the truck stop itself. The time that this noise occurs is generally late evening or early morning when the heavy vehicles arrive to use this facility.

- Heavy Vehicle Noise on Campbelltown Road - As a resident in Glenfield close to Uncle Leo's truck stop I would like to advise that the level of general noise due to heavy vehicles driving down Campbelltown Road and using compression braking is unacceptable. This noise will increase as many trucks will enter or exit the new entrance to Cambridge Ave from Campbelltown Road and use of compression braking will be exacerbated due to the changes in elevation. As this area is a convergence of entry and exit points to major roads, it is unacceptable that mitigants to minimise noise have not been implemented. I have sought resolution directly with the RMS, Council and through consultation of the Campbelltown Road upgrade and each authority has deflected to the other. Now that there is a major upgrade for the primary purpose of improving access for heavy vehicles, I would like the proposal for noise barriers to be implemented on Campbelltown Road and relevant sections of Cambridge Ave. See link for an example - https://img.archiexpo.com/images_ae/photo-g/80058-6717841.webp

If you would like to discuss any of these comments please contact me on 0403 547 480

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I agree to the above statement

Yes