

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
Date: Thursday, 11 February 2021 12:11:58 PM
Attachments: [210211---glenfield-submission.pdf](#)

Submitted on Thu, 11/02/2021 - 12:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my submission to remain confidential

Yes

Info

Email

████████████████████

Suburb

████████████████████

Postcode

██████

Submission file

[210211---glenfield-submission.pdf](#)

Submission

Please refer attached.

I agree to the above statement

Yes

To whom it may concern,

Thank you for the opportunity to make a submission on the proposed Glenfield Place Strategy.

I strongly support the intent behind the proposal but consider it should go further.

There is nowhere in South West Sydney with such a high level of transport connectivity as Glenfield. In the coming years it will provide direct train connection to the CBD, Parramatta and the future Aerotropolis, the three major employment areas of future Sydney. With the future Cambridge Road upgrade, it will also have direct, unconstrained, connection to the M5/M7 interchange, opening up road travel in any direction within Sydney without congesting local and sub arterial roads.

Planning for the future of Glenfield should take advantage of its unique location as a highly connected transport hub to provide for the future growth of Sydney's population. I strongly consider that higher densities are justified around the Glenfield precinct for this reason.

Aside from this, I would like to note an issue in relation to strata titled land, particularly in the vicinity of Glenfield Park.

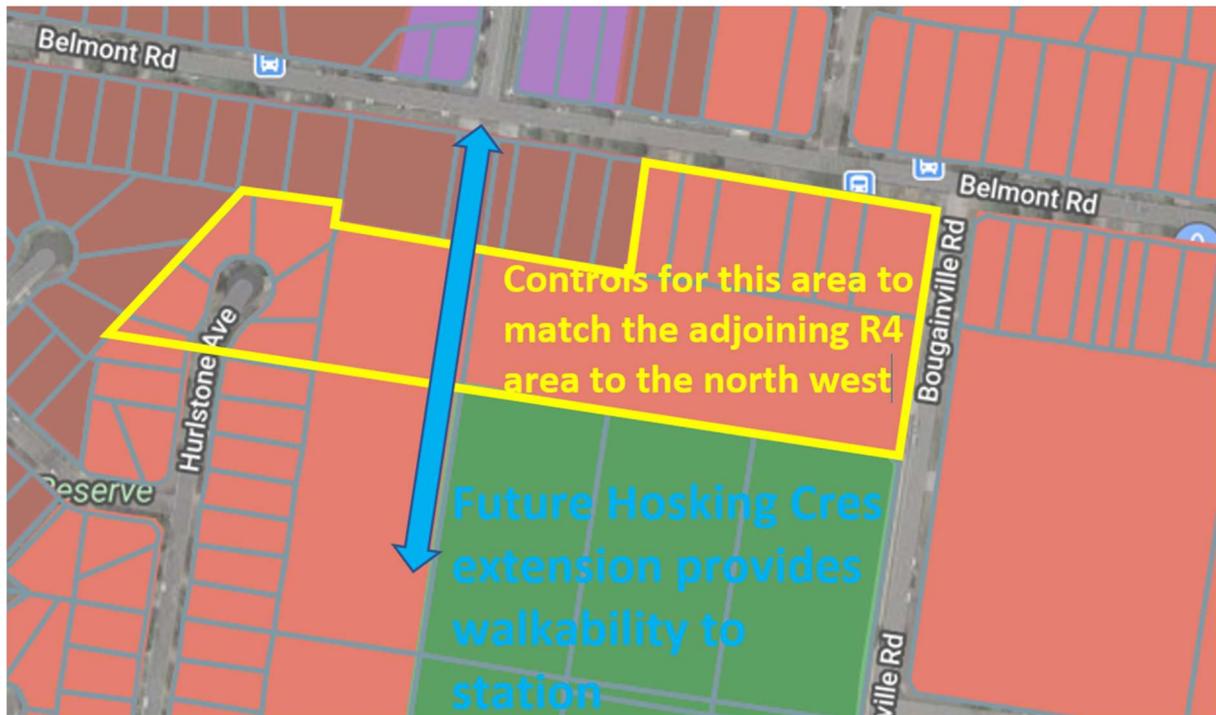
The draft "Glenfield Precinct – Land Use and Infrastructure Analysis (2015)" identified locations of strata title land and correctly noted these as a constraint to redevelopment. The constraints to redevelopment posed by strata titled land are that:

1. Any redevelopment of a site would require the consent of all (or at least a large percentage) of owners, rather than one single owner on a standard torrens title lot.
2. The strata titled land in the study area is already developed to a higher density than the surrounding standard torrens title lots, making it far less financially feasible to redevelop these sites.

I don't believe the proposed zoning, building height and FSR controls for the strata titled land surrounding Glenfield Park will achieve the vision for additional dwellings by 2040, as it does not provide the financial feasibility incentive to redevelop these sites.

Specifically, for the area adjoining Glenfield Park to the north (refer image below), it is justified to increase the zoning/height/FSR controls to that of the adjoining R4 area to the north west due to:

1. It is located within 400m from the Glenfield train station. The proposed extension of Hosking Crescent along the western perimeter of Glenfield Park will provide faster and more direct pedestrian access to the train station than other areas marked for R4 zoning in the current proposal.
2. It is located in an area of high amenity adjoining a large open space area.
3. Additional dwellings adjoining Glenfield Park will provide an increase in passive surveillance of the park in order to assist in minimizing undesirable activities.
4. Any overshadowing concerns can be addressed by way of development controls.



I thank you again for the opportunity and trust that this submission will be considered.