



Planning,  
Industry &  
Environment

GLENFIELD PRECINCT

## Explanation of Intended Effect

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# Introduction

## Purpose

This Explanation of Intended Effect (EIE) sets out the proposed planning controls arising from the planning process and is informed by the 2015 Draft Glenfield to Macarthur Corridor Strategy, Greater Macarthur 2040, the Western City District Plan, Future Transport 2056 and Campbelltown City Council's Local Strategic Planning Statement. The EIE also provides a snapshot of how infrastructure will be delivered to match growth in the study area and the immediate surrounding area.

The EIE applies to the study area outlined in yellow in **Figure 1**. The solid white outline shows the entire Glenfield Precinct as described by Greater Macarthur 2040 and the Glenfield to Macarthur Corridor Strategy. The rail corridor gives Glenfield two distinct halves, West Glenfield being land on the western side of Glenfield Train Station and land adjacent to Macquarie Field House and East Glenfield being land east of Glenfield Train Station.

This EIE describes in detail the proposed planning controls to deliver the vision for Glenfield as outlined in the Place Strategy and indicated by the draft Precinct Structure Plan (**Figure 2**).



**Figure 1 Glenfield Precinct and study area**





Figure 2 Draft Glenfield Precinct Structure Plan

## Proposed Amendment Summary

A State Environmental Planning Policy (SEPP) is proposed to amend the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centres SEPP) and *Campbelltown Local Environmental Plan 2015* (Campbelltown LEP 2015).

The proposed SEPP will amend the Growth Centres SEPP by removing Glenfield from the South West Growth Area and including new planning controls for the study area outlined in yellow on **Figure 1**. The proposed new planning controls will be located in the Campbelltown LEP 2015.

The Greater Macarthur Growth Area will continue to apply to the entire Glenfield precinct, meaning controls such as recycled water will still apply for future development and Glenfield continues to retain its status within a Growth Area for south west Sydney as an emerging destination and evolving centre.

The removal of Glenfield from the South West Growth Area means parts of the study area will no longer be subject to the Order to confer biodiversity certification on the Growth Centres SEPP (dated 11 December 2007) meaning certification for the South West Growth Area will no longer apply to the study area. The Cumberland Plain Conservation Plan will apply to parts of the study area instead.

### Proposed planning controls

The proposed SEPP will amend the zoning of land within the study area (**Figure 1**). It is proposed to amend the Campbelltown LEP 2015 by:

- Rezoning the land from SP2 Infrastructure in the west and a mix of zoning in the east to a combination of zones including:
  - R5 Large Lot Residential
  - R2 Low Density Residential
  - R3 Medium Density Residential
  - R4 High Density Residential
  - B3 Commercial Core
  - B4 Mixed Use
  - RE1 Public Recreation
  - E2 Environmental Conservation
  - SP2 Infrastructure
- Amending the height of building and floor space ratio controls;
- Introducing a 5% affordable housing provision
- Identifying new land reserved for acquisition and the relevant acquisition authority; and
- Identifying the study area as an Urban Release Area.

An explanation of each map change is provided in the section titled '*Amended Planning Controls*' of this report.

The amendments include introducing a new 'Clause Application' map, and updating the following maps:

- |                      |   |
|----------------------|---|
| • Land Zoning        | • Minimum Lot Size for Dual Occupancy Development |
| • Height of Building | • Heritage  |
| • Floor Space Ratio  | • Land Reservation Acquisition                    |
| • Minimum Lot Size   | • Urban Release Area                              |



# Amended Planning Controls

## Land Use Zones

### Existing:

The study area is currently zoned for a range of housing, recreational, employment and educational uses. East Glenfield is identified as Deferred Matter and the Campbelltown (Urban Area) Local Environmental Plan 2002 applies. The Campbelltown LEP 2015 applies to West Glenfield.

The existing zoning allows for:

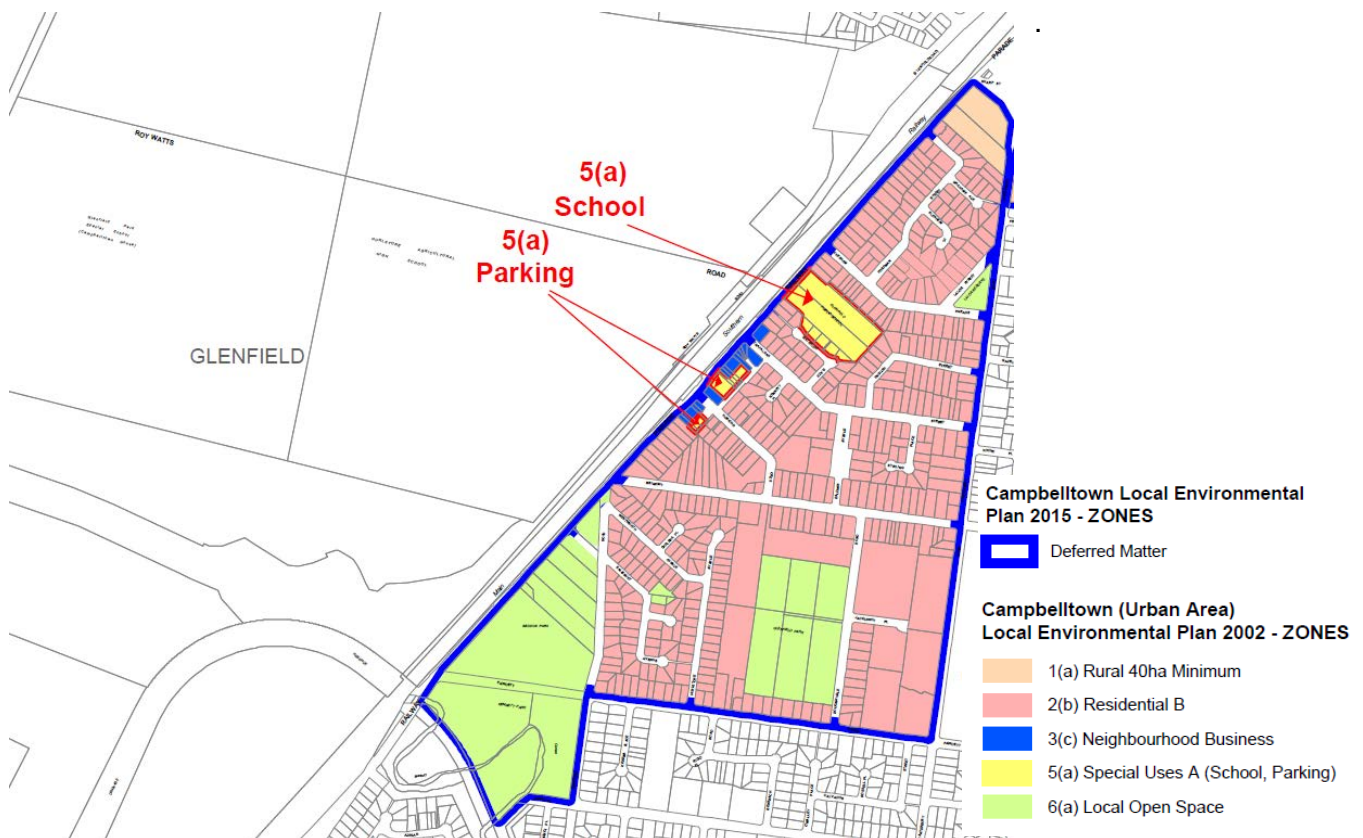
### Eastern:

East Glenfield is zoned a combination of:

- 2(b) Residential B
- 3(c) Neighbourhood Business
- 6(a) Local Open Space
- 5(a) Special Uses A (School, Parking)
- 1(a) Rural A

A strip of neighbourhood business run along Railway Parade on the eastern side of Glenfield Station. Housing, open space and the Glenfield Public School are also located in East Glenfield.

The existing Land Zoning Map is shown in **Figure 3**

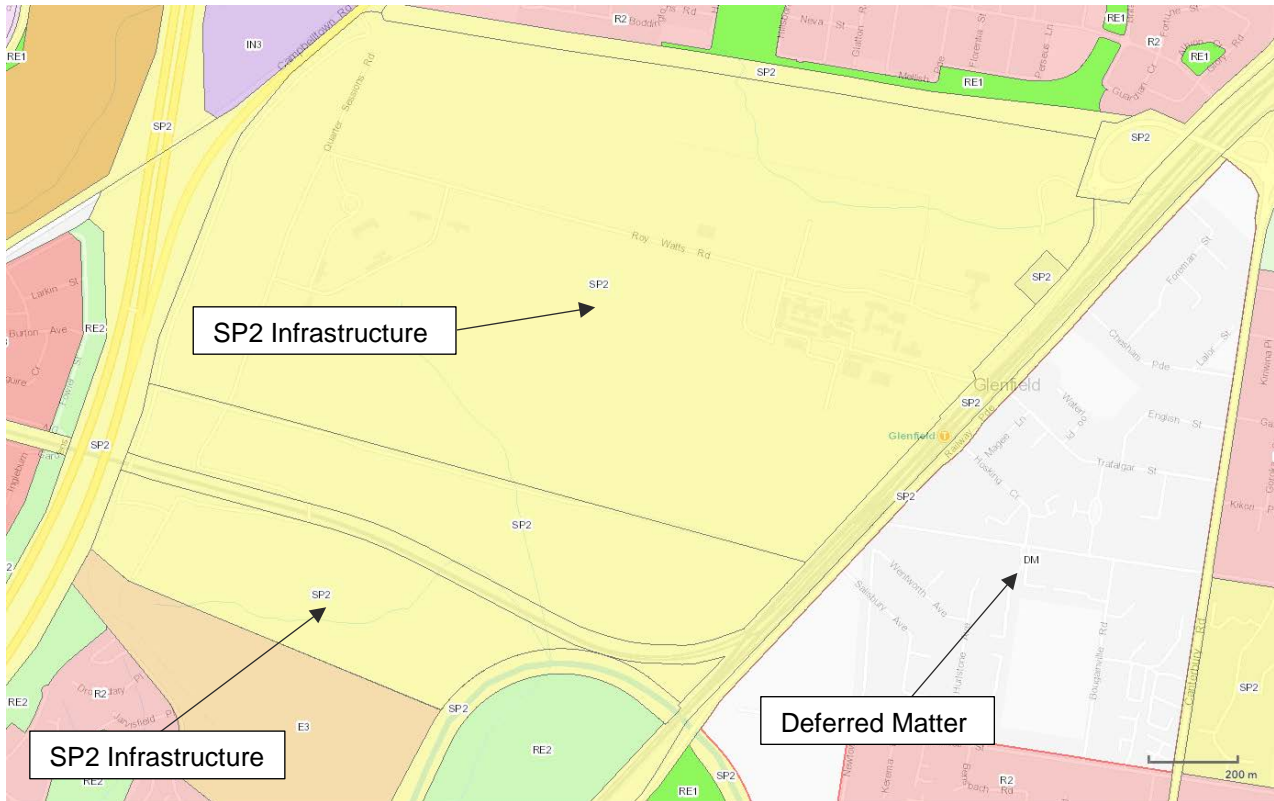


**Figure 3 Existing Land Zoning in East Glenfield**

## Western:

The existing zoning for West Glenfield is shown in **Figure 4**.

The western side of the study area is zoned SP2 Infrastructure. Hurlstone Agriculture High School, Glenfield Park School, Ajuga School and Campbell House School are located in this area.



**Figure 4 Existing Land Zoning in West Glenfield**



## Proposed:

The proposed rezoning (**Figure 5**) reflects the land uses identified in the draft structure plan which envisages that Glenfield will transition from a predominately special purposes infrastructure and low density area to a mixed-use town centre along the rail corridor supported by retail and commercial uses. Residential density is proposed to transition from high to low away from the station and amenity drivers of the study area.



**Figure 5 Proposed Land Zoning Map for the study area**

## Eastern:

The proposed zoning in East Glenfield will build on the Glenfield to Macarthur Corridor Strategy and draft Glenfield Precinct Plan prepared in 2015. The proposal will remove the “Deferred Matter” status. This means the existing Campbelltown (Urban) LEP 2002 won’t apply and East Glenfield, instead it will be subject to the Campbelltown LEP 2015

This will allow for the proposed zones:

- R3 Medium Density Residential
- R4 High Density Residential
- B4 Mixed Use
- RE1 Public Recreation
- SP2 Infrastructure

The proposed zoning could accommodate up to 3,000 additional dwellings and reflects the opportunity to deliver improved activation of Glenfield Station and support density alongside amenity, walking catchment and transport features.

The proposed zoning of land north of Fawcett Street and West of Canterbury Road provides the opportunity to manage undesirable impacts (such as overshadowing, character) to adjoining low-rise predominantly single-detached dwelling housing stock. Land outside of the study area has not proposed to be re-zoned as the Glenfield to Macarthur Strategy identifies this area will largely retain its existing character. Over time there is opportunity to consider potential for renewal of buildings providing a mixture of duplexes, townhouses, and terraces.

### **Town Centre**

The rezoning will provide a mixed-use centre close to Glenfield train station and expand existing commercial/retail offerings along Hosking Crescent and further along Railway Parade. The draft structure plan proposes this part of the study area be zoned B4 Mixed Uses which will enable a range of uses including higher density residential, business and retail such as cafes within lower floors of new buildings in this area.

### **Residential zones**

The draft structure plan provides for a diverse range of residential zonings. The proposal establishes R4 High Density Residential in areas immediately abutting the B4 Mixed use zones and area within 400m walking distance of Glenfield Station. Moving away from the station, the residential zoning transitions from R4 High Density Residential, to R3 Medium Density Residential. A review of accessibility shows the proposed R3 zoning is within 10minutes walking distance of Glenfield Station.

### **Open space**

Two parks including an Urban Plaza are proposed to be zoned RE1-Public Recreation in East Glenfield. The proposed parks are to help cater for the public-open space needs of the new town-centre and re-zoning in East Glenfield. The proposed Urban Plaza will act as a destination for pedestrians leaving Glenfield Station and provide opportunities to activate and encourage ground-level uses such as cafes. The proposed additional public-open-space further east along Hosking Crescent provides the opportunity to encourage additional pedestrian connections and passive surveillance from the proposed R4 High-Density land into the main street. Further discussion on what this proposed zoning means for existing landowners is discussed in the 'Land Reservation Acquisition' section of this report.

### **Western:**

Hurlstone Agricultural High School will be re-shaped with improved safety, walkability and access to state-of-the-art farming facilities. Approximately 77ha of Hurlstone Agricultural High School is being retained for ongoing educational uses. Of which, a significant proportion of the site, 50ha is allocated as Agricultural Land for Hurlstone Agricultural High-School. The residual land is proposed to be rezoned.

To support this, the proposed new zones are:

- E4 Environmental Living

- R5 Large Lot Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- B3 Commercial Core
- B4 Mixed Use
- RE1 Public Recreation
- E2 Environmental Conservation
- SP2 Infrastructure

## **SP2 Educational Infrastructure (Educational Establishment)**

The proposal seeks to retain a large portion of SP2 zoning on the Western side to support the existing Hurlstone Agricultural High School, Glenfield Park School, Ajuga School and Campbell House School and 2.5ha of land reserve for a potential future primary school. An SP2 zoning is also proposed for the Cambridge Avenue road corridor to identify this land for the future road and securing potential locations for future infrastructure such as sub-stations and detention basins.

## **Town Centre**

The rezoning will provide a mixed-use centre close to Glenfield train station. The draft structure plan proposes this part of the study area be zoned B4 Mixed Uses which will enable a range of uses including higher density residential, business and retail such as cafes within lower floors of new buildings in this area.

## **Commercial core around the train station**

The proposed B3 Commercial Core zoning will deliver a commercial and employment hub, focused around the amenity of the Glenfield train station. It will preserve employment space, recognising the strategic importance of Glenfield as an important source of local business and jobs including health and education related services.

## **Residential zones**

The draft structure plan provides for a diverse range of residential zonings. The proposal establishes R4 High Density Residential in areas immediately abutting the B3 Commercial Core and B4 Mixed use zones, these will be located in areas closely located to Glenfield Station. Moving away from the station, the residential zoning transitions from R4 High Density Residential, to R3 Medium Density Residential, R2 Low Density Residential, E4 Environmental Living and R5 Large Lot Residential.

## **Open space**

The draft structure plan expands on the existing social infrastructure and open space by providing a network of active and passive open space. Six new playing fields, potential regional active transport connections, linear infrastructure, civic centres and local parks. At-least 30ha of accessible open space is proposed.

## **E2 Environmental Conservation**

In-line with the Cumberland Plain Conservation Plan (CPCP), the proposed zoning controls seek to zone parcels of land E2 Environmental Conservation. This zoning is to protect land with high-value biodiversity features, heritage features, or riparian corridors.

## Height of Buildings

### Existing:

No existing Height of Building controls apply to the study area as can be seen in **Figure 6** below.



**Figure 6 Existing Height of Building Map**

### Proposed:

To encourage quality design outcomes with a variety of building forms, a range of heights are proposed across the study area (**Figure 7**). Building heights will be capped at 2-3 storeys adjoining key edges of Hurlstone Agricultural High School. The highest buildings are to be closest to the train station and will transition down towards the boundary of the study area. The highest buildings will be in the town centre main street and around the station.

#### East and West:

The concentrated heights around the station will energise the main street. A maximum building height of 43m (approximately 12 storeys) is proposed. Heights for land zoned R4 High Density will range from 7 storeys up, with a maximum building height of 33m. Land zoned R3 Medium Density Residential will have a height range of 11-18m (approximately 3-9 storeys). The maximum height for low density development will be 8.5m (2 storeys).

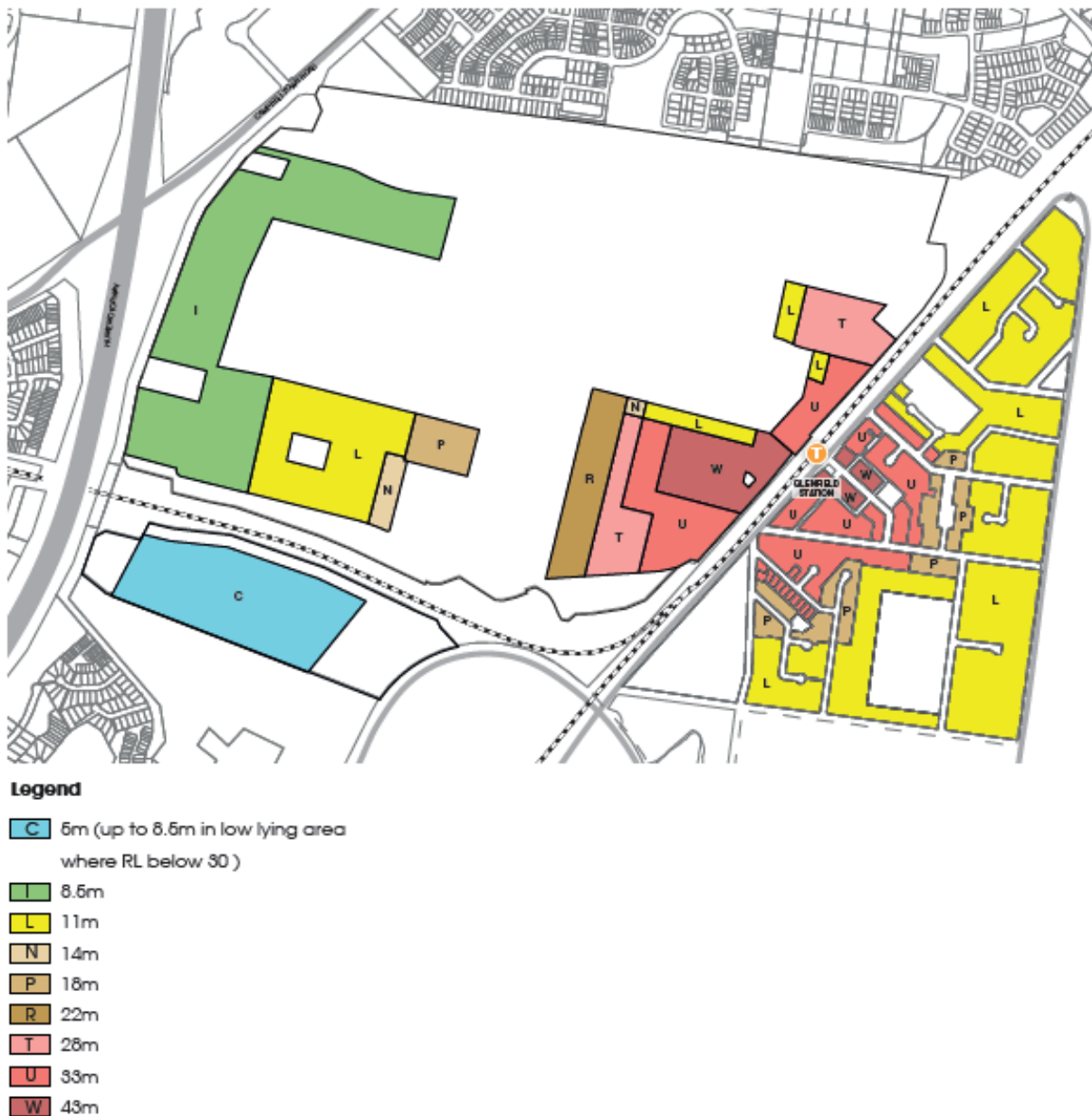
#### Western:

The transition of heights will ensure important view corridors in the west are maintained. This includes views to Macquarie Field House, although located to the south of the study area, maintaining the visual connection to Macquarie Field House, a State Heritage item, is an important factor of future development. The maximum height for low density development will be 8.5m (2 storeys), and 5m for land in the R5 Large Lot-Residential land. For land below the Reduce Level (RL) defined in the [standard instrument](#), with an RL30m in the R5 Large-Lot Residential land, buildings can be built up to 8.5m having regard to the heritage vistas and views in the area.



For West Glenfield, it is proposed to include a design excellence clause which will allow the maximum building height to be achieved subject to being satisfied that certain urban design principles will be achieved by the proposed development. These principles are proposed to be based on those outlined in the urban design report.

Design excellence provisions are proposed to support the delivery of the highest standards of architecture and urban design. Development is to exhibit design excellence and reflect the design principles and design criteria of the structure plan, the Place Strategy and the Urban Design Report. The design excellence clause will be new specific criteria applying to Glenfield West only. The consent authority must consider whether the development exhibits design excellence in accordance with the new criteria and no additional process will apply. It is proposed the existing criteria in section 7.13 of the Campbelltown Local Environmental Plan 2015 will not be applicable to Glenfield West, and the new criteria will be the assessment criteria.



**Figure 7 Proposed Height of Building Map for the study area**

## Floor Space Ratio

### Existing:

No existing Floor-Space Ratio (FSR) controls apply to the study area as can be seen in **Figure 8** below.



**Figure 8 Existing Floor Space Ratio**

### Proposed:

#### East and West:

For both the east and west, the proposed FSR controls reflect the proposed built form and building heights for the study area, with the highest FSR controls, or the greatest density, to be closest to Glenfield Station. Like the height controls, the highest FSR in this area will be within the mixed-use core closest to the station (**Figure 9**)

#### Western:

An FSR is used to control the size and form of buildings. As with the proposed height of building controls for the west, the FSR can only be achieved where the urban design intent for the study area is achieved and regard is given to the protection of Hurlstone Agricultural High School.

FSR controls apply to lower density development to ensure site coverage is a maximum in these areas. A maximum site coverage supports the amenity and natural features of this area.



**Figure 9 Proposed Floor Space Ratio**

## Minimum Lot Size

### Existing:

No existing minimum lot sizes apply to the study area (**Figure 10**). A series of minimum lot sizes are recommended to support the draft structure plan.



**Figure 10 Existing Minimum Lot size**

### Proposed:

The proposed minimum lot sizes are shown in **Figure 11** overleaf.

#### Eastern:

No minimum lot-size is proposed for East Glenfield as the proposed FSR controls will regulate the floor-area of future developments and the subsequent yield and development outcomes. This will also be supported by future development requiring to be consistent with the draft structure plan which nominates the development type in this area.

#### Western:

A minimum lot size of 1,200m<sup>2</sup> lots is proposed to apply to the land adjacent to Macquarie Field House. This minimum lot size will support retaining the amenity of the area.

A minimum lot size of 750m<sup>2</sup> is proposed to apply to the development blocks fronting the Hume Motorway with a gradual reduction to a minimum lot-size of 420m<sup>2</sup> for predominantly detached housing as development moves further away from noise, odour, and amenity constraints of the Hume. The proposed minimum lot size of 180m<sup>2</sup> for Area A in **Figure 11** is intended to apply to manage the size of townhouse developments, being the suggested type of development in the



area to ensure an adequate master-lot is provided to ensure sufficient open-space and services can be provided in these areas.

Large minimum lot sizes of 2,000m<sup>2</sup> and 2,500m<sup>2</sup> are proposed in West Glenfield to guide the footprint of future development and ensure the necessary services, private-open space, and development pattern envisaged in the urban design report can be achieved.

An additional amendment to the Lot Size for Dual Occupancy Development Map is proposed for Area R on **Figure 11**. The Minimum Lot Size for Dual Occupancy Development is proposed to be 2,000m<sup>2</sup>. This amendment will assist in achieving the vision of One dwelling house on lot and ensure Dual Occupancy development or secondary dwellings is not supported in land adjoining the Hume Motorway.



**Figure 11 Proposed Minimum Lot Size for the study area**

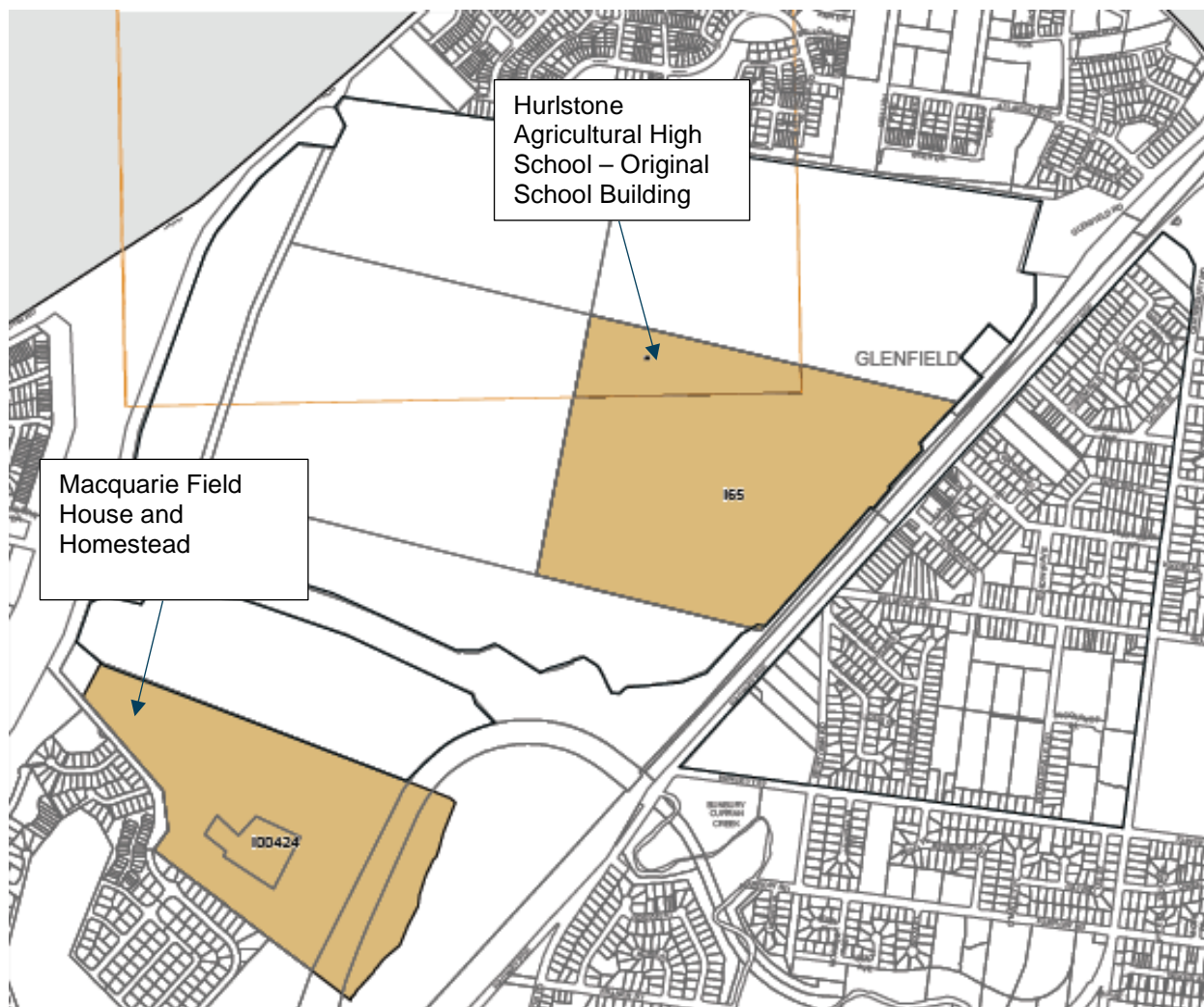
## Heritage

### Existing:

No existing heritage features apply to the eastern portion of the study area.

The study area includes the Hurlstone Agricultural High School (**Figure 12**) which is a heritage item of local significance located in West Glenfield. Macquarie Field House (located outside of the study area) is listed on the State Heritage Register.

Hurlstone Agricultural High School is significant as it is the first Agricultural High School in NSW, and the first to accept boarding students. The Hurlstone Agricultural High School site retains buildings and elements of significance from the period 1926 to 1957.



**Figure 12 Existing Heritage Layer**

## Proposed:

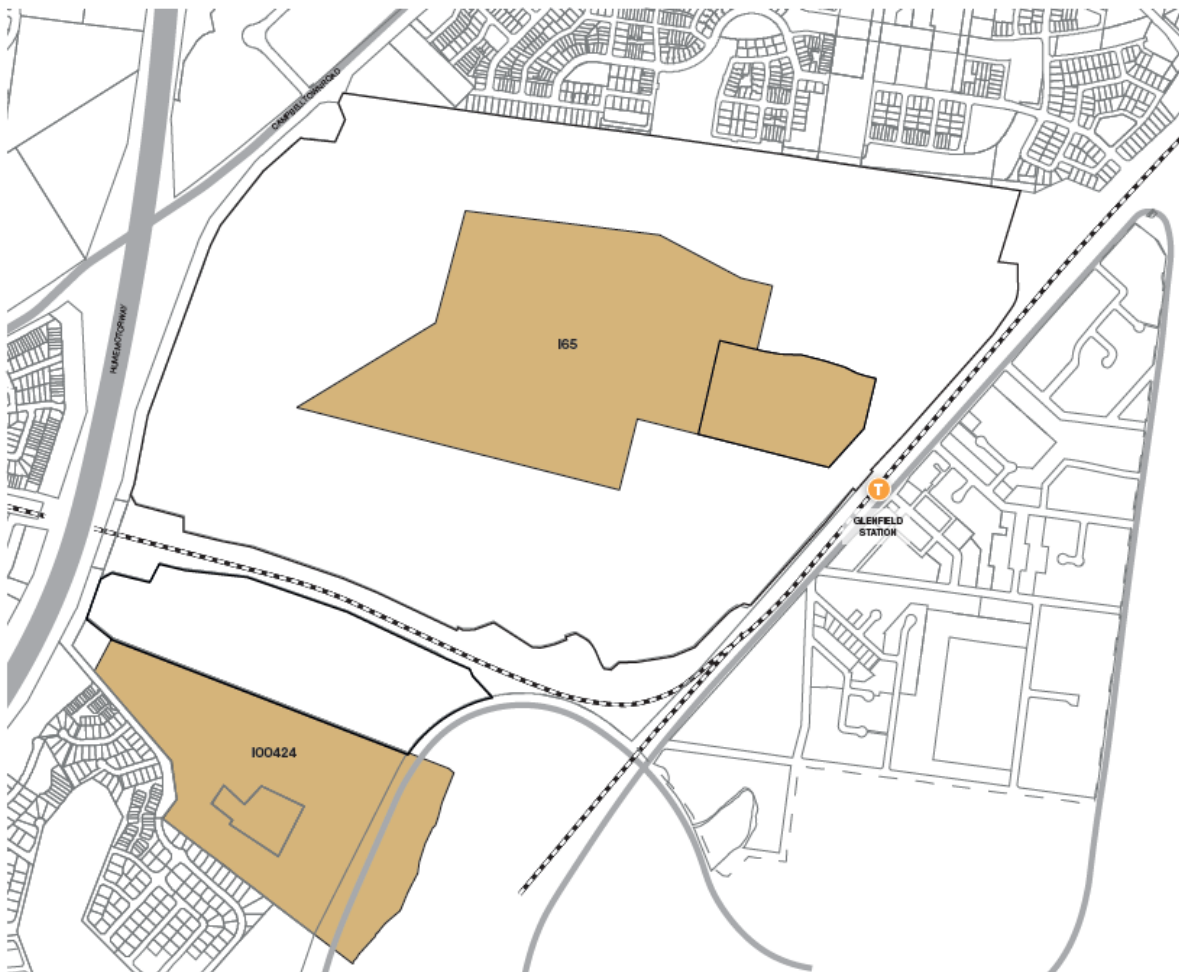
A heritage report was prepared to assess the relationship of existing heritage and potential development under the draft structure plan. The following features are considered to contribute to the heritage significance of the site:

- The original school buildings of Hurlstone Agricultural High School;
- The grounds, buildings and setting of Macquarie Field House; and
- View lines and amenity adjoining Macquarie Field House.

The draft structure plan seeks to protect heritage significance by implementing the following:

- Building Heights will transition away from the rail-corridor to maintain vistas and view corridors;
- Streets and the central open space corridor will be orientated to incorporate views to Macquarie Field House; and
- Development south of the rail line will be limited to low scale residential development to protect the visual catchment and amenity of Macquarie Field House.

It is proposed to amend the local heritage listing and associated mapping to more accurately reflect the future heritage significance of the site. An amended heritage map is shown in **Figure 13**.



**Figure 13 Proposed Heritage Layer**



## Land Reservation for Acquisition

### Existing:

No existing land reservation acquisition applies to the study area, as can be seen in **Figure 14** below.



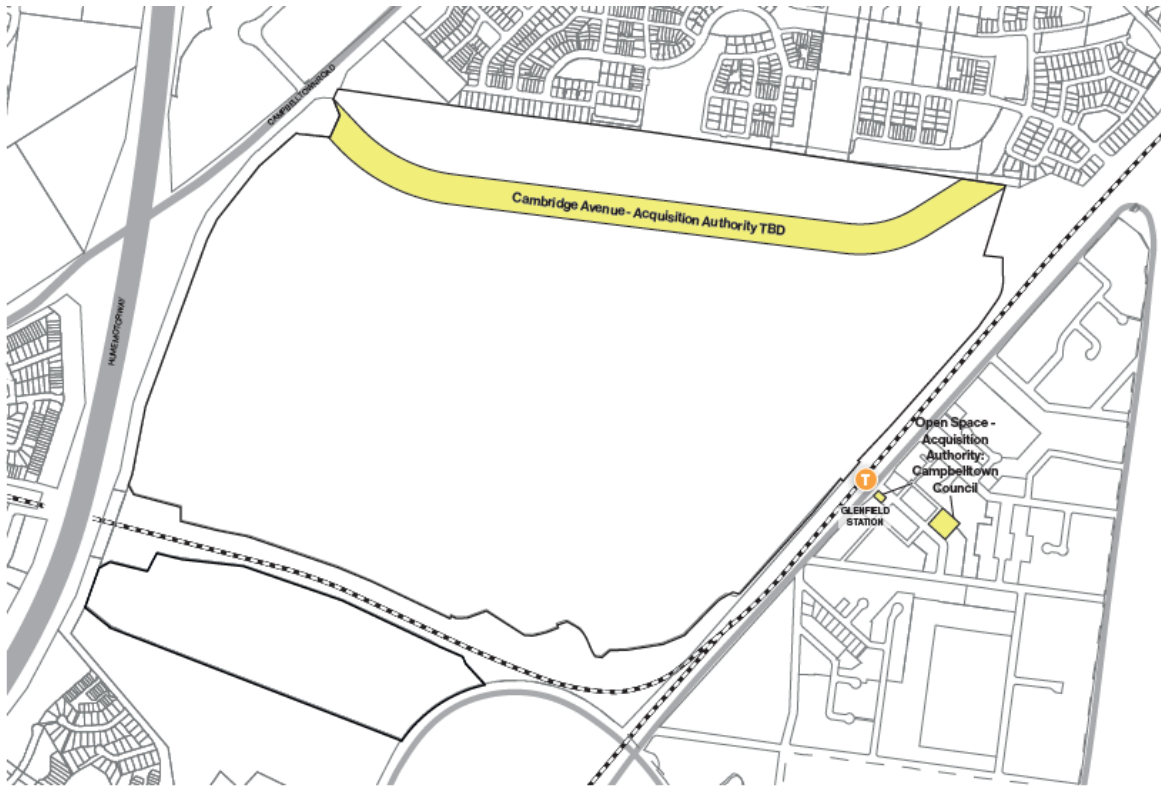
**Figure 14 Existing Land Reservation Acquisition Map**

### Proposed:

The draft structure plan will require some land to be reserved exclusively for public purposes. The proposed Land Reservation Acquisition Map is shown in **Figure 15** overleaf. This includes the potential for land to the east of Glenfield station to be investigated for local parks (to be rezoned RE1), and for the potential extension of Cambridge Avenue to be rezoned Classified Road (to be zoned SP2). For the potential local parks in the east, Campbelltown City Council will be the acquisition authority.

For the potential extension of Cambridge Avenue, the extent of land required for reservation will be determined by Transport for NSW. Once the extent of land and acquisition authority has been determined this will be reflected in an updated land reservation acquisition map. For detail on the proposed road reservation, please consult Transport for NSW.





**Figure 15 Proposed Land Reservation Acquisition Map for the study area only**

## Urban Release Area

### Existing:

No existing urban release area applies to the study area.

### Proposed:

It is proposed parts of the study area will be included in the urban release area as shown overlaid in **Figure 16**. The intention is to ensure that the urban release area provisions of the Campbelltown LEP 2015 apply to the study area. These provisions ensure satisfactory arrangements are in place for the provision of State public infrastructure before the detailed subdivision of land occurs.

The urban release area also ensures development consent is not granted until a development control plan has been prepared for the land. Transitional provisions are proposed to allow for existing development under existing planning controls to be considered for assessment, prior to the development control plans being prepared. For example, in East Glenfield this would allow for minor development applications to be assessed by Campbelltown City Council, such as for Dwelling Houses, Garages, Internal Fit-Outs, Minor extensions, Driveways, Building Works, and other types of development that are minor in nature and do not undermine the intent of the draft structure plan. Additional development envisaged in the draft structure plan will need the preparation of a development control plan prior to development proceeding.



**Figure 16 Proposed Urban Release Area Map**

#### Legend

Urban Release Area

## Development Control Plan

Under the urban release area of the Campbelltown LEP 2015 which is proposed to apply to the study area, a Development Control Plan (DCP) must be prepared for development consent to be granted. Transitional provisions are proposed to allow for existing development under existing planning controls to be considered for assessment, prior to the development control plans being prepared.

Under the Campbelltown LEP 2015, the DCP must provide for the following:

- (a) a staging plan for the timely and efficient release of urban land, making provision for necessary infrastructure and sequencing,
- (b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,
- (c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,
- (d) a network of active and passive recreation areas,
- (e) stormwater and water quality management controls,
- (f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,
- (g) detailed urban design controls for significant development sites,
- (h) measures to encourage higher density living around transport, open space and service nodes,
- (i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,
- (j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.

The full DCP provisions under the urban release area provision of the Campbelltown LEP 2015 can be found [here](#).

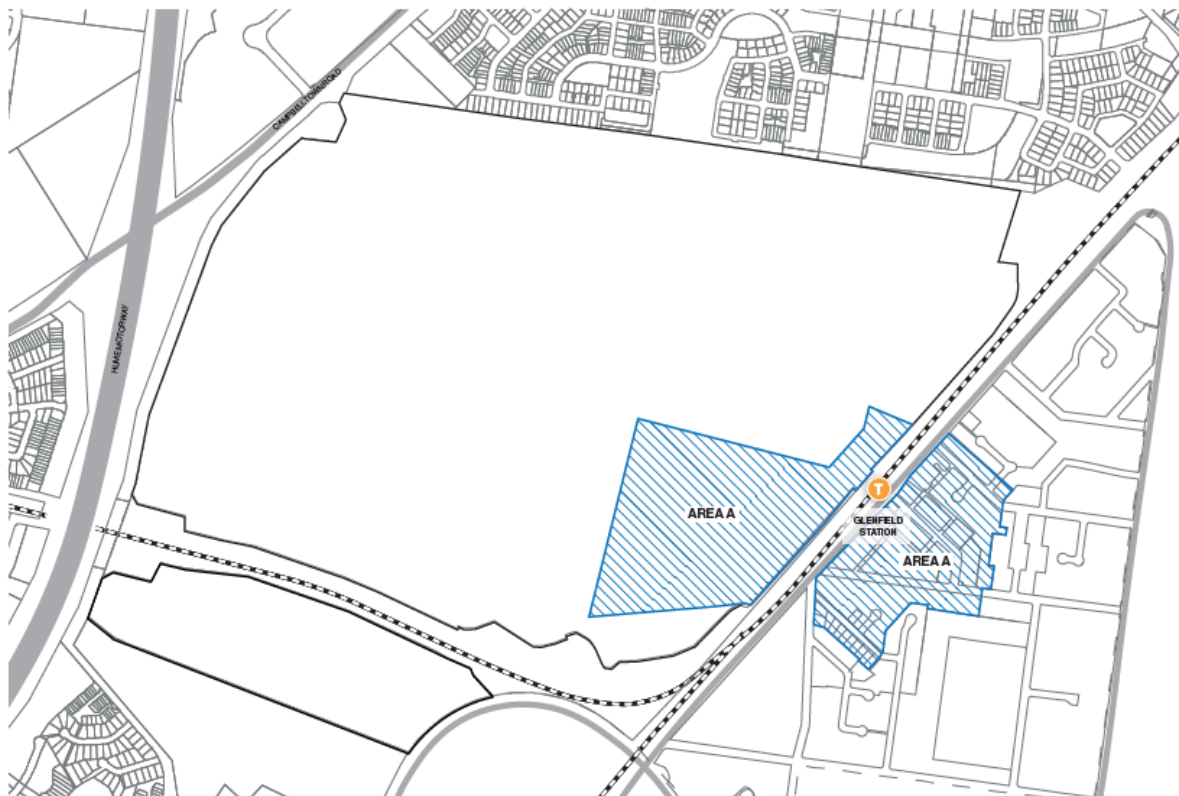
## Additional Local Provisions

It is proposed to insert new site-specific clauses in the Campbelltown LEP 2015 to enable maximum car parking rates (**Area A**) and affordable housing (**Area B**). The sites where the proposed provision would apply will be identified on the proposed Clause Application Map (**Figure 17 & Figure 18**).

### Car Parking Rates

Car parking rates are being explored for the Town Centre to achieve a balance between excess and adequate parking for the area shown as Area A in **Figure 17**. The draft structure plan seeks to minimise vehicular traffic generated in the Town Centre and encourage the use of alternative modes of transport. The car-parking rate and whether it sits in the Campbelltown LEP 2015 or the future Development Control Plan will be subject to exhibition. Two options to implement car parking rates are being explored: a maximum car park rate and a minimum car park rate. Only one option will be implemented. Where the rates associated with uses are not identified below (**Table 1** and **Table 2**), Campbelltown City Council's existing Development Control Plan rates would apply.

The department will also investigate opportunities for provisions for adaptable car parking.



**Figure 17 Proposed Clause Application Map Area A for Application of Car-Parking Rates**



## Maximum car parking

An option being explored is a clause nominating the maximum number of private parking spaces that can be provided in the Town Centre as described in **Table 1**.

**Table 1 Maximum car parking within the Town Centre of the study area**

Land use	Type	Car parking rate (maximum)
Residential apartment	Studio	0.5 space per dwelling
	1 bedroom	0.6 space per dwelling
	2 bedroom	0.9 space per dwelling
	3 or more bedrooms	1.4 space per dwelling
	Visitor parking	1 space per 5 dwellings
Commercial	All	1 space per 40m <sup>2</sup> Net Leasable Area (NLA)
Retail	<b>Gross Leasable Floor Area (m<sup>2</sup>) (GLFA)</b>	<b>Maximum number of car-parking spaces per 100m<sup>2</sup> GLFA</b>
	0-10,000	6.1
	10,000-20,000	5.6
	20,000-30,000	4.3
	Over 30,000	4.1

## Minimum car parking

Minimum car parking rates are also being explored as an alternative to maximum car-parking rates. Proposed minimum parking spaces to be provided in the Town Centre are described in **Table 2**.

**Table 2 Town Centre Minimum Car Parking Rates**

Land use	Type	Car parking rate (minimum)
Residential apartment	Studio	1 space per dwelling
	1 bedroom	1 space per dwelling
	2 bedroom	1 space per dwelling
	3 bedroom	2 space per dwelling
	Visitor parking	1 space per 10 dwellings
Retail	Major retail (Supermarket, DDS etc)	4.1 space per 100m <sup>2</sup> NLA

	All other retail, commercial, medical, cinema and entertainment uses	4.1 space per 100m <sup>2</sup> NLA
Other uses	Child care	1 space per 10 children and 1 space per 2 staff members
	Gym	3 spaces per 100m <sup>2</sup> NLA

## Affordable Housing

The NSW Government is committed to delivering more opportunities for affordable housing across Sydney.

It is proposed to amend Campbelltown LEP 2015 to include a clause that will require new development to contribute to the provision of affordable housing.

The intent of the clause is that residential development must contribute towards affordable housing based on a contribution rate of 5% of new additional residential gross floor area. A draft Clause Application Map is shown at **Figure 18**, identifying land in the study area that this provision would apply to. The final affordable housing rate, and how the rate is implemented will be subject to further investigation.



**Figure 18 Proposed Clause Application Map Area B for Affordable Housing Rates**

## Housekeeping Amendments

The South West Growth Area application map is also proposed to be amended as part of the finalisation package. Particularly the South West Growth Area Boundary will no longer include the study area. This allows for the final planning instrument to be within the Campbelltown LEP 2015, rather than the Growth Centres SEPP.

## Cumberland Plain Conservation Plan

Parts of the study area are subject to the draft CPCP. The CPCP is one of the largest strategic conservation plans to be undertaken in Australia. The proposed Glenfield amendment does not seek to amend the CPCP, however ensures the commitments and controls outlined in the CPCP remain. Securing the CPCP over Glenfield assists in avoiding impacts to high-value biodiversity and provides a means for land certified as urban capable to have biodiversity certification under the *Biodiversity Conservation Act 2016*.

## Infrastructure funding and delivery

A range of potential infrastructure items to support the growth of the entire precinct have been identified.

The identification of the items, delivery and timing has been informed by the variety of technical studies undertaken as part of the precinct investigation process and consultation with State agencies and other stakeholders.

Increasing the provision of open space in the area and upgrading the local roads and social infrastructure, such as upgraded local parks are clear priorities for the entire precinct.

### Funding infrastructure in Glenfield

Contributions will be collected by the NSW Government and by Campbelltown City Council. Collection can be achieved in several ways, such as local through Council's local infrastructure contributions plan and Voluntary Planning Agreements (VPA's).

Local infrastructure contributions are usually levied by Campbelltown City Council as a condition of development consent under Campbelltown City Council's contribution plan and go towards the cost of providing local public infrastructure and facilities required to support the development.

### Voluntary Agreements

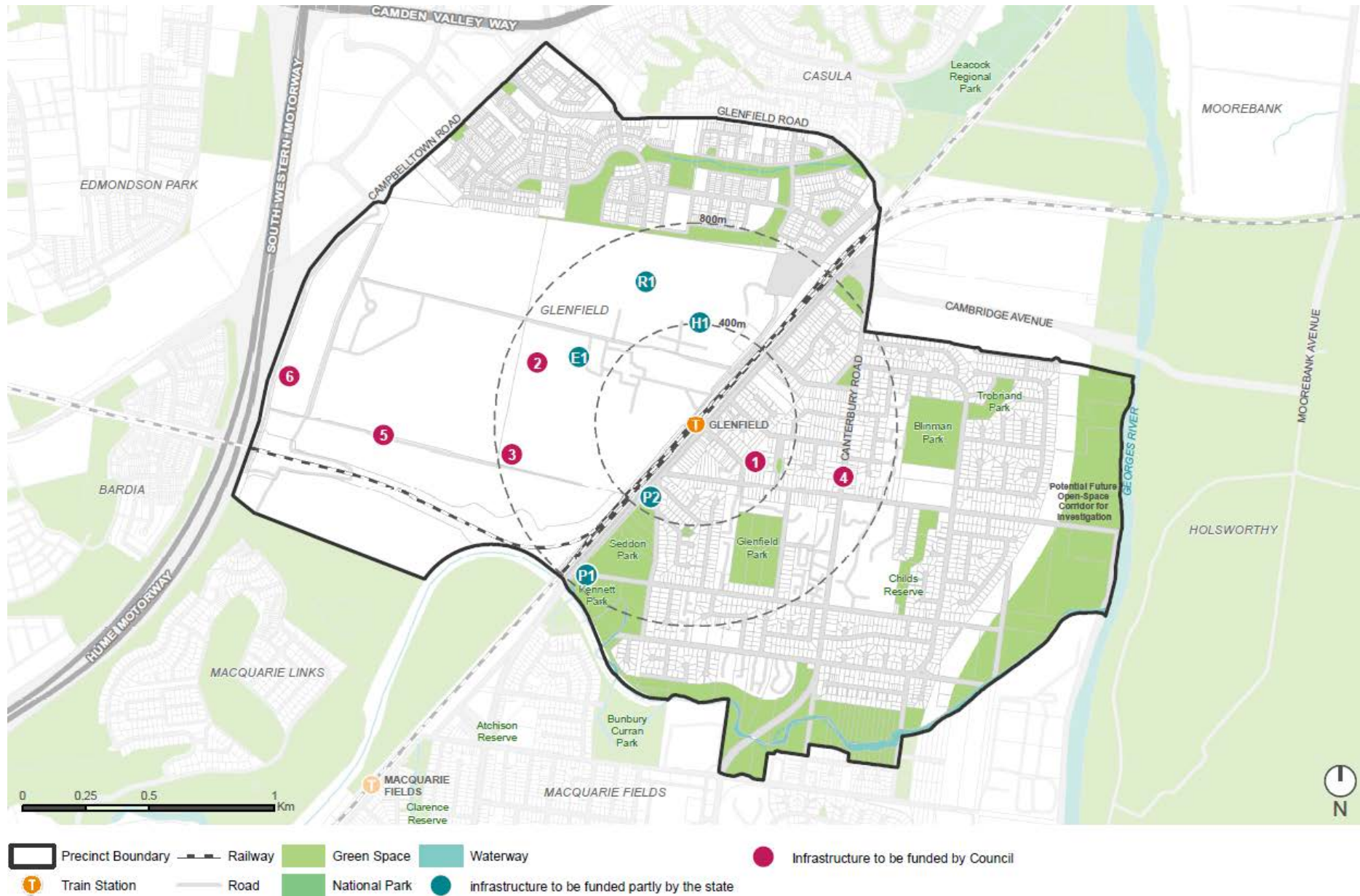
Section 7.4 of the *Environmental Planning and Assessment Act 1979* allows a developer to enter into a voluntary planning agreement to provide state or local infrastructure associated with a change to planning controls or a development application. This is an available avenue to provide infrastructure in the study area and can be used by council in lieu of local contribution schemes.

### Satisfactory arrangements

The planning investigations for Glenfield have identified various infrastructure to support growth. These items are shown in the infrastructure schedule (**Table 3**) and indicatively in **Figure 19**.

To ensure infrastructure delivery is linked to development, a 'satisfactory arrangements' clause is proposed to apply to parts of the study area.

This clause would require developers to make satisfactory arrangements to contribute to the provision of State infrastructure prior to development occurring. Typically, this would either be in the form of a monetary contribution to government (who then deliver the infrastructure) or via a 'works-in-kind' agreement, which is a legal undertaking that involves a developer building the infrastructure and transferring it to government once completed.



**Figure 19 Infrastructure Map**



Potential items to be delivered through a combination of State funding, Local funding and developer contributions (**Table 3**).

**Table 3 Proposed Infrastructure Funding**

ID.	Infrastructure	Responsibility
<b>R1</b>	Cambridge Avenue extension from Glenfield Road to Campbelltown Road	State Government
<b>H1</b>	Multi-Purpose Community Health Facility	State Government
<b>E1</b>	Potential future primary school	State Government
<b>*</b>	Potential additional secondary school places	State Government
<b>P1</b>	Cycleway Improvements to regional cycleway – Glenfield to Macquarie Fields	State Government
<b>P2</b>	Glenfield: Pedestrian/Cycle Bridges over railway	State Government
<b>George's River</b>	Potential Future Open-Space corridor for investigation	For Investigation
<b>1</b>	Local parks for investigation	Council
<b>2</b>	A new green open-space corridor and village green in the west of the study area connecting open-space	Council
<b>3</b>	3 new sportsgrounds containing up to 6 playing fields providing opportunities for active and passive recreation	Council/Voluntary Planning Agreement
<b>4</b>	New and upgraded pedestrian and cycling connections, shared pathways, footpaths, and lighting to improve connectivity and accessibility	Council/Planning Controls
<b>5</b>	Local roads	Council/Planning Controls
<b>6</b>	Flood storage and detention basins	Council/Planning Controls
<b>*</b>	Cultural Space	Council/Planning Controls
<b>*</b>	Additional Library Space	Council/Planning Controls
<b>*</b>	Community centre	Council/Planning Controls

\*Location TBD in consultation with Campbelltown City Council

## Next Steps

Following public exhibition, the department will consider all matters raised in submissions and prepare a submissions report, outlining key issues and how the department has addressed or responded to them. The department will make any necessary amendments to the draft planning controls in a final Glenfield Place Strategy and planning instrument. If substantial changes are required to the plan, the department will re-exhibit the plan before a final decision is made.

The final proposed changes will then be forwarded to the Minister for Planning and Public Spaces for further consideration and determination. If the amendments are approved, they will come into force and enable the future development of Glenfield.

Pending the extent of valued feedback, the plan is expected to be finalised in 2021.