

Department of Planning, Industry and Environment

Draft Glenfield Place Strategy

December 2020

Acknowledgement of Country

NSW Department of Planning Industry and Environment acknowledges the Traditional Custodians of the land, the Tharawal people, and pays respect to all Elders past, present and emerging.

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Photo

Open Space is an important feature
of the Draft Glenfield Place Strategy



Executive Summary

Glenfield has traditionally been an important meeting place, a crossroads for people to meet and exchange ideas. Glenfield has also been defined by its education facilities. This draft Place Strategy recognises these characteristics of Glenfield and provides the opportunity for the concepts of meeting place and education to be drivers of renewal.

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

It will be a connected, inclusive community, where people come together enjoying parks and playing fields, green cover and abundant open space. A variety of housing will meet the community's changing needs, whether people are downsizing or starting a family. People will live close to transport, connecting to places across Sydney, and better roads will make life easier for shoppers and commuters. Revitalised retail and commercial areas will make Glenfield a self-contained new centre that will offer jobs closer to home.

Glenfield has consistently been identified as an ideal location for urban renewal because of its access to public transport, opportunities to provide new jobs, and the potential to deliver high quality new homes supported by infrastructure.

Glenfield was identified as a vibrant local centre in the Glenfield to Macarthur Strategy in 2015. A draft Precinct Plan was prepared for Glenfield in 2015 which proposed additional homes, increased density and heights around the station to encourage both renewal and potential for jobs through education, health care and commercial opportunities.

In 2018, Greater Macarthur 2040 further clarified Glenfield's role as a new centre providing a sporting and educational precinct with high, medium and low-rise residential development and the potential for 7,000 dwellings and local jobs close to the station. A range of building heights were also envisaged with higher rise buildings closest to the station.

In late 2019, the Department of Education announced it is implementing a new model for state-wide agricultural education. This included Hurlstone Agricultural High School staying in Glenfield.

The Department of Planning, Industry and Environment (the department) has built upon the principles and controls of the draft plan, other place strategies in the area, the decision to retain Hurlstone and developed this draft Glenfield Place Strategy to identify a vision to respect Hurlstone Agricultural High School's heritage and provide an opportunity to deliver new active open space while responding to the need for additional housing, jobs and services and a pathway to identify infrastructure needs in the area to 2040.

The department collaborated with School Infrastructure NSW (SINSW), (former) Property NSW, Department of Health, Sydney Water, Transport for NSW, Campbelltown City Council and other state agencies to prepare the draft Glenfield Place Strategy.

Glenfield is changing

Transformational change is happening in Glenfield led by 5 big moves that will shape the future character and community:

- A unique educational hub for Western Sydney
- Improving accessibility and unlocking new open space
- Linking Infrastructure with growth
- Providing new, affordable and diverse homes and additional jobs
- A model that controls development whilst offering design excellence.

Guiding Principles:

Principles have been established to guide the future design and ensure development outcomes are balanced State and Local Government priorities, community aspirations and best planning practices for a sustainable future.

Celebrating Heritage – The draft Place Strategy has ensured future development respects Hurlstone Agricultural High School’s heritage significance. View corridors between the heritage sites of the Memorial Forest and Macquarie Field House have been protected and maintained.

A well-designed place – Streets will be pleasant to walk down, with buildings setback to encourage alfresco dining, minimise overshadowing and impacts on privacy. Heights are reduced along the interfaces with schools. The pedestrian experience will be prioritised with private vehicles discouraged from the main street and managed along laneways adjoining the schools for safety and amenity.

A green place – Future development will be integrated into the agricultural setting of Hurlstone Agricultural High School. A north-south green-spine will respect sight lines from Macquarie Field House to the Memorial Forest located on Hurlstone Agricultural High School land. Streets will be lined with trees and quality open space will be within 400m walking distance of all residents.

Deliver affordable and diverse housing – The Place Strategy will provide 5% affordable housing, consistent with the affordable housing target in the Greater Sydney Region Plan. Around 7,000 new homes, constructed by 2040, will provide greater choice for people within walking distance to public transport and community facilities. Density will be highest near the station and gradually transition away from amenity and service drivers.

Two vibrant and connected centres – To the west of Glenfield Station, a mixed-use, commercial and residential precinct will create new homes, jobs, schools and open space, with a high street anchored to public space and transport. There will be pedestrian and view corridor connections to the future centre east of the station, which will be a mix of commercial, retail and residential development.

Create opportunities for new jobs – Mixed-use development around the station will support health services, energising the main street. A lively employment hub around the Station will be easy to access, creating passing trade for local businesses, provide passive

surveillance of the Hurlstone Agricultural High School and locate jobs in the heart of Glenfield.

An accessible place – Upgrades and new infrastructure will align with development. Higher density will deliver more people close to amenities, by being located within walking distance to services and infrastructure such as open-space and high-frequency public transport.

The draft Precinct Structure Plan (structure plan) identifies proposed changes to planning controls, aiming to achieve high quality urban design outcomes, as well as enabling the delivery of infrastructure.

Key features of the Place Strategy include:

- Approximately 50ha of land at Hurlstone Agricultural High School for Agricultural Purposes;
- Up to 6 new playing fields, including 30ha of additional accessible open space;
- A plan for green links connecting open spaces, parks and plazas for everyone to enjoy over the next 20-30 years;
- A new town centre with heights up to 12 storeys;
- Identification of sites for new health and community facilities within the town centre;
- An Urban Design Strategy that delivers appropriate interfaces to the schools, including; building setbacks, reduced heights (2-3 storeys) and public access;
- Shared streets which prioritise pedestrian and active transport; and
- Improved cycleway connections and upgrades to regional active transport links.

You can view the draft structure plan [here](#).



Figure 1 Glenfield draft Structure Plan

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What is Glenfield?

Glenfield is approximately 15 kilometres north of Campbelltown and 40 kilometres south west of Sydney CBD. It sits in the north of the Glenfield to Macarthur urban renewal corridor, a growing area of south west Sydney that is being planned as a network of open space, new homes, community facilities, jobs and services.



Figure 2 Glenfield Context

Glenfield's community is growing and changing, attracting more families with young children and people from different backgrounds. The local community values the area's green and family-friendly environment.

Glenfield has good access to existing transport infrastructure. It has rail connections to Leppington and eventually the new Airport, Liverpool and Sydney CBD to the north, and Campbelltown to the south. As a result, Glenfield Station has a high rail frequency and is an attractive commuter station.

Today, Glenfield has two distinct halves. In the east, the existing Glenfield is a mainly low-density residential community with a local shopping centre, two schools and several active recreation areas. The Hurlstone Agricultural High School and Glenfield Park School, Ajuga School and Campbell House School in the west.

Glenfield has traditionally been an important meeting place, a crossroads for people to meet and exchange ideas and a place defined by its education facilities. With the planned reshaping of Hurlstone Agricultural High School, this draft structure plan recognises these characteristics and draws on the concepts of meeting place, education and sports as drivers of renewal to provide new jobs for the future and the potential to deliver high quality new homes supported by infrastructure.

The journey so far

Glenfield is part of the Glenfield to Macarthur urban renewal corridor in the Greater Macarthur Growth Area. The Draft Glenfield to Macarthur Corridor Strategy was developed in 2015. This was finalised in 2017 which included final precinct plans for each train station precinct, excluding Glenfield.

Since 2017, the department has been preparing a draft Precinct Plan for Glenfield for land east of the Glenfield Train Station and land west of the Glenfield Train Station in response to the previous NSW Government's decision to re-locate Hurlstone Agricultural High School.

In 2018, Greater Macarthur 2040 further clarified Glenfield's role as a new centre providing a sporting and educational precinct with high, medium and low-rise residential development and the potential for 7,000 dwellings. A range of building heights were also envisaged with higher rise buildings closest to the station.

In late 2019, the NSW Department of Education announced it is implementing a new model for state-wide agricultural education. This announcement includes Hurlstone Agricultural High School staying at its current location of Glenfield.

A plan created through collaboration

The project has been coordinated through a Project Working Group comprising the department, Council, Transport for NSW (TfNSW), School Infrastructure NSW (SINSW). Project meetings have also been held with the Government Architect NSW, Department of Health, Sydney Water, and other government stakeholders.

The Project Working Group has undertaken a rigorous place-led design process to prepare the draft Place Strategy to protect the residual Hurlstone Agricultural High School land and identify the number and location of any additional dwellings that could be supported in the study area, subject to design excellence, expansion of community assets and contributing to amenity improvements.



Photo
More open space for everyone

About this exhibition

Anyone can make a submission to the current exhibition. Feedback is requested on:

- This *Draft Glenfield Place Strategy*, outlining the proposed planning framework
- The *Glenfield draft Urban Design Report* (prepared on behalf of the department by Group GSA)
- The *Explanation of Intended Effect* document, which describes proposed changes to planning controls informed by the draft Glenfield Structure Plan and urban design report.

- All other supporting information.

All submissions to the exhibition will be carefully considered and changes may be made to proposed planning controls in response to feedback provided.

All exhibition documents are available on the department's webpage at www.planning.nsw.gov.au/glenfield.

This [link](#) will take you to the online submission portal as well as details of, and registration for, all exhibition events.

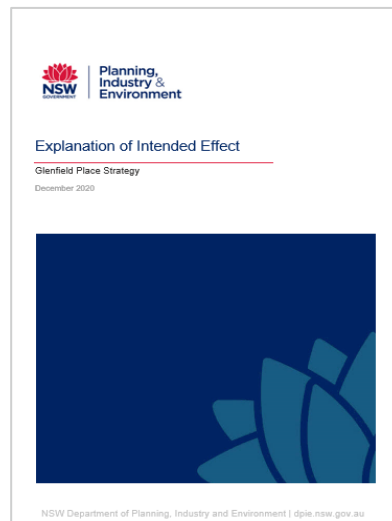
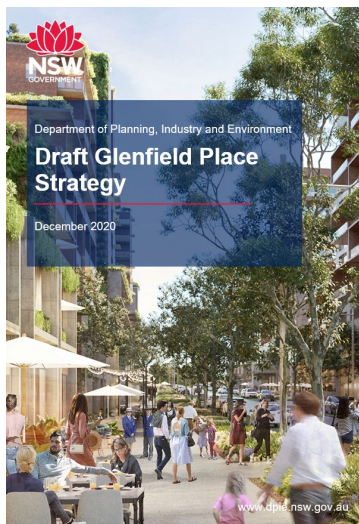


Figure 3 Exhibition documents: Draft Glenfield Place Strategy 2020, Explanation of Intended Effect and Urban Design Report

PLATFORM N° 5



Gypsy

The vision for Glenfield

In 2040, Glenfield will be South West Sydney's premier regional sporting and education destination. Glenfield will be a connected, inclusive community, where people come together enjoying parks and playing fields, green cover and abundant open space. Its educational heritage will be protected and enhanced, with existing schools retained, Hurlstone Agricultural High School upgraded, and a potential future primary school built. Revitalised retail and commercial areas will make Glenfield a self-contained new centre that offers jobs closer to home. A variety of housing will meet the community's changing needs, whether people are downsizing or starting a family.

Glenfield has traditionally been an important meeting place, a crossroads for people to meet and exchange ideas and a place defined by its education facilities. With the planned upgrades to Hurlstone Agricultural High School boarding facilities and retention of agricultural facilities of Hurlstone Agricultural High School, the draft plan recognises these characteristics and draws on the concepts of meeting place, education and sports as drivers of renewal to provide new jobs for the future and the potential to deliver high quality new homes supported by infrastructure.

Glenfield has good access to existing transport infrastructure. It has rail connections to Leppington and eventually the new Airport, Liverpool and Sydney CBD to the north, and Campbelltown to the south. As a result, Glenfield Station has a high rail frequency and is an attractive commuter station.

Glenfield's community is growing and changing, attracting more families with young children and people from different backgrounds. The local community values the area's green and family-friendly environment.

The Vision for Glenfield continues to focus on its existing educational heritage

and protection of Hurlstone Agricultural High School agricultural needs. Glenfield will be a connected, inclusive community, where people come together enjoying parks and playing fields, green cover and abundant open space. Its educational heritage will be protected and enhanced, with existing schools retained, Hurlstone Agricultural High School upgraded, and land reserved for a potential future primary school. Revitalised retail and commercial areas will make Glenfield a self-contained new centre that offers jobs closer to home. A variety of housing will meet the community's changing needs, whether people are downsizing or starting a family.

Achieving this vision will respect the Heritage significance of Hurlstone Agricultural High School whilst making Glenfield a great place to live, work, play and visit.


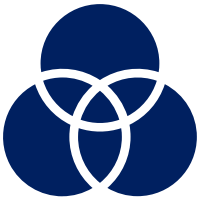






Photo
Macquarie Field House adjoins the study area to the south.

Guiding principles

Urban Design Principles have been established to guide the future design and development outcomes across the study area and are prioritised to balance State Government Priorities, community aspirations and best planning practices for a sustainable future.

Table 1 Urban Design Principles

Principles	Guiding Principle
<p>Respecting Heritage</p> 	<p>The draft Place Strategy has ensured future development respects the heritage significance of Hurlstone Agricultural High School. View corridors between the heritage assets as well as into and out of the school and farm areas have been protected and maintained. Approximately 50ha of agricultural land will be retained.</p>
<p>A well-designed place</p> 	<p>Streets will be of a human scale, where buildings are setback to encourage alfresco dining in key locations and located to minimise overshadowing and impacts of privacy. Heights are reduced along the interfaces with schools. The pedestrian experience will be prioritised with private vehicles discouraged from the main street and managed along laneways adjoining the schools for safety and amenity</p>
<p>A green place</p> 	<p>Future development will be integrated into the agricultural setting of Hurlstone Agricultural High School. A north-south green-spine will respect sight lines from Macquarie Field House to the Memorial Forest located on Hurlstone Agricultural High School land. Streets will be lined with trees and quality open space will be within 400m walking distance of all residents.</p>
<p>Deliver affordable and diverse housing</p> 	<p>Provide 5% affordable housing, consistent with the affordable housing definition in the Greater Sydney Region Plan. Around 7,000 new homes, constructed by 2040, will provide greater choice for people within walking distance to public transport and community facilities. Density will be highest near the station and gradually transition away from amenity and service drivers.</p>

<p>Two vibrant and connected centres</p> 	<p>To the west of Glenfield Station, a mixed-use, commercial and residential precinct will create new homes, jobs, schools and open space, with a high street anchored to public space and transport. There will be pedestrian and view corridor connections to the proposed future centre east of the station, which will be a mix of commercial, retail and residential development, with a vibrant commercial core.</p>
<p>Create opportunities for new jobs</p> 	<p>Mixed-use development around the station will support health services, energising the main street. A lively employment hub around the Station will be easy to access, creating passing trade for local businesses, and locate jobs in the heart of Glenfield.</p>
<p>An accessible place</p> 	<p>Glenfield is an important meeting place, accessible by two-train lines, providing direct links to Campbelltown-MacArthur, Liverpool, the Sydney CBD, Kingsford Smith Airport and the new Western Sydney International Airport. Upgrades and new infrastructure will align with development. Higher density will deliver more people close to amenities, by being located within walking distance to services and infrastructure such as open-space and high-frequency public transport.</p>

How are we delivering the principles?

The principles are delivered through the criteria set out in the urban design report which has informed the development of plans for each character area.

The principles set a benchmark reflecting the importance of achieving the criteria and seek to implement these through a design excellence planning control to achieve the vision for Glenfield.

5 Big moves for Glenfield

Transformational changes for Glenfield include:

1. A unique educational hub for Western Sydney



- Approximately 77ha of Hurlstone Agricultural High School will be retained for Agricultural and Educational needs
- 6 schools will be retained in Glenfield and land reserved for a potential future primary school, strengthening Glenfield's status as an education destination; and
- A central green-spine will protect Heritage values.

2. Improving accessibility and unlocking new open space



- At-least 30ha of additional accessible public open-space will be provided;
- New pedestrian/cycle connections across the rail-line will connect east to west;
- Shared streets will prioritise pedestrians; and
- Opportunities to connect Glenfield to regional cycleways and active transport links.

3. Linking infrastructure with growth



- The proposed extension of Cambridge Avenue will help cater for traffic demand in and out of Glenfield;
- A potential Future Health Facility will help provide jobs and cater for the needs of South West Sydney; and
- A Potential Community Facility will be located near open-space and services to cater for the needs of Glenfield.

4. Providing new, affordable and diverse homes and additional jobs



- Up to 7,000 new homes and 2,900 jobs to be delivered in the study area over the next 20 years;
- A diversity of dwelling types, including the promotion of housing choice including multi dwelling housing and apartments closer to the station and public amenity; and
- Up to 5% affordable housing.

Transformational changes for Glenfield include:

5. A model that controls development whilst offering design excellence



- Traditional controls such as Height of Building, Lot Size and Floor-Space Ratios have been used to control the extent of development in Glenfield.
- The proposed design-excellence clause encourages design and development outcomes that offer diversity, the highest standard of architectural and urban design whilst providing a mix of development types across a master-lot (**Figure 4**)

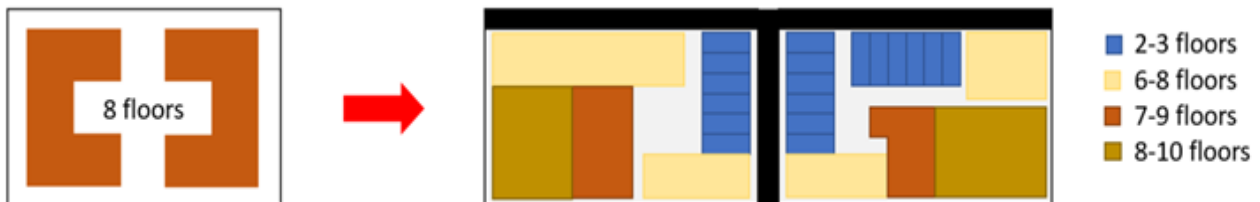


Figure 4 Traditional control compared with proposed design controls

Photo

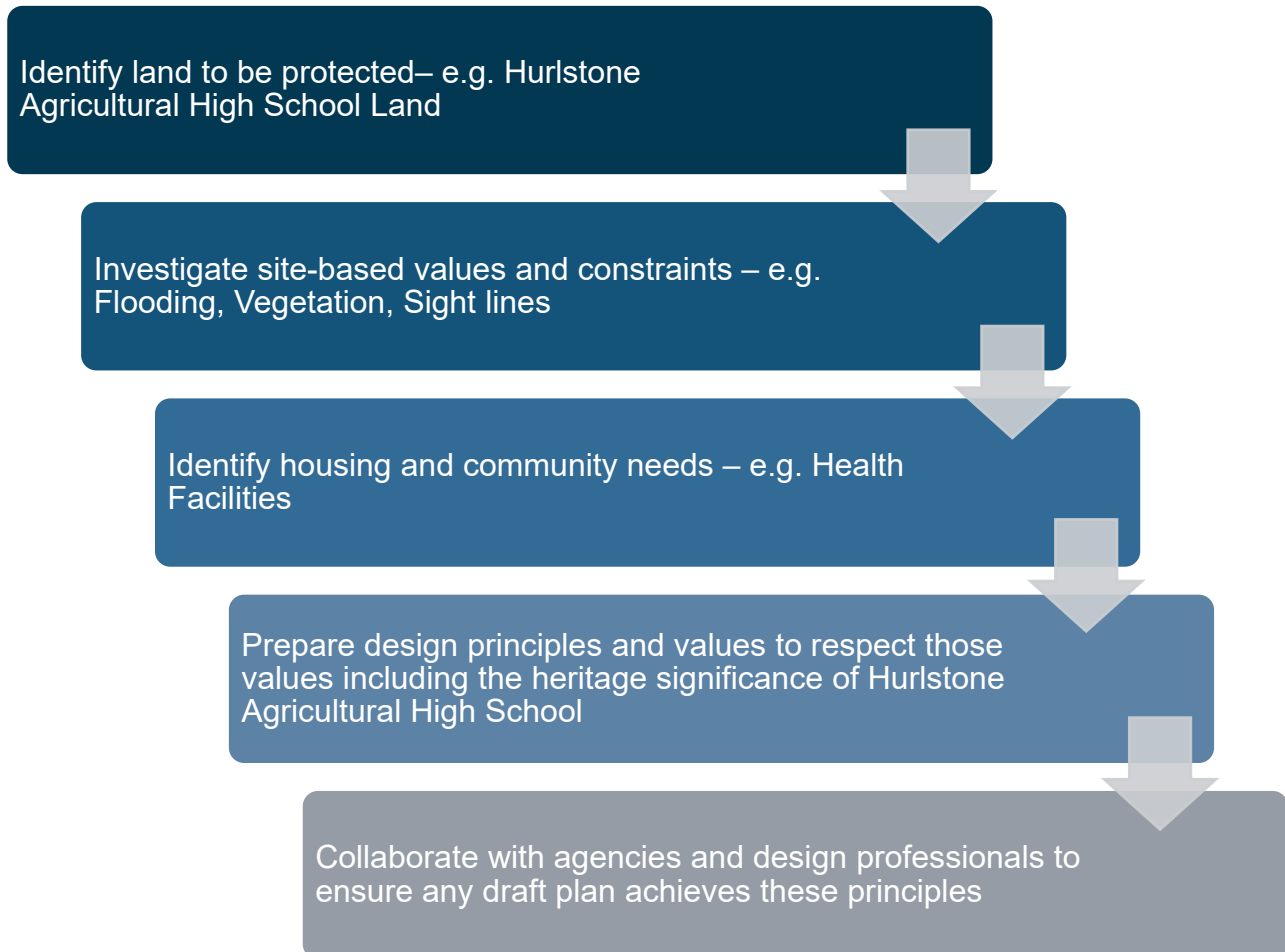
Housing diversity balanced with open space is a key feature of the Glenfield Draft Place Strategy



Character area and master plan approach

The planning process

The planning process has recognised Glenfield's history and the community's call for greater certainty in the area. In light of this, the aim of the master planning process was to:



The process has led to integrated urban design and built form outcomes, including appropriate amenity, building height and density controls. The design outputs align with the overall vision and planning principles established in the Draft Plan, respond to locally relevant design principles, and seek to achieve benchmarks for the future.

Reading the character areas

The plan divided the study area into five-character areas. Each character reflecting its unique role response to site specific constraints and values. An outline of the five-character areas is shown below (**Figure 5**):



Figure 5 2020 Character Area Map

Glenfield character areas

North West Character Area

A green, low-density residential neighbourhood complementing the landscape character of Hurlstone Agricultural High School, and the three special schools

About the character area

The North West character area will become a 1 to 2 storey low-density residential neighbourhood complementing the landscape character of Hurlstone Agricultural High School and surrounding schools.

Bordered by schools to the east and the Hume Highway to the west, the character area will be characterised by a mix of generous 750m² and 420m² blocks.

The low density dwellings proposed will sympathetically interface with the adjoining school and parkland, and will ensure an equity of access to sunlight, views and privacy for all residents.

Residences interfacing with road infrastructure will be buffered by a generous setback and a band of green landscaping, softening the impact of the Hume and improving views, noise, privacy and amenity. A park to the south will offer further separation and open space.



Photo

Neighbourhood park is proposed in the North West Character Area

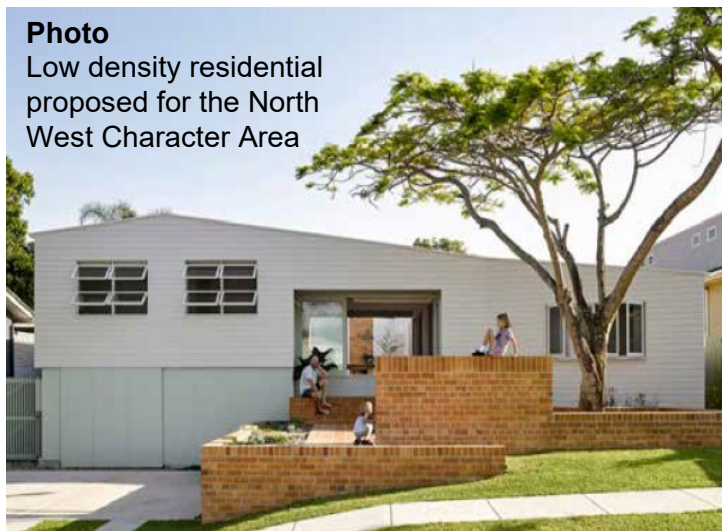


In addition to study area criteria and benchmarks, the North West character area seeks to provide:

- 1. Low density development** – Lower density is encouraged in this area as a transition from Hurlstone Agricultural High School's north western agricultural amenity whilst providing opportunity to reduce negative impacts such as noise, air quality and privacy from the M5 and key road infrastructure.
- 2. Greenery** – Buildings will be setback to provide ample landscaping in the front and rear yards. This greenery will complement the landscape character of the adjoining schools and provide opportunities to reduce the negative impacts of urban heat islands in these new communities.
- 3. Active transport connections** – Key streets will provide safe and convenient connections to regional cycling networks and key open-space in the character area.

Photo

Low density residential proposed for the North West Character Area



South West Character Area

Extensive parkland and green space will surround the area, offering diversity in housing stock and direct connection to open space



About the character area

The South-West Character Area is located predominantly along the southern boundary of Hurlstone Agricultural High School and Ajuga School. The area is bordered by the Hume Motorway to the west, the South West Rail link to the south and proposed expansive open space to the east.

The proposal for this area is to facilitate significant view lines between the Memorial Forest and Macquarie Field House, reducing building heights on boundaries, and encouraging pedestrian activation.

Extensive parkland and green landscaping will surround the development, providing separation from the Hume Motorway and railway. Vehicle movement will be discouraged along

these edges to prioritise pedestrian and shared-pathways offering a connection to open-space and improving residential amenity.

This area will showcase opportunities for diverse housing, including a mix of residential housing forms increasing in density from 1 to 2 storey detached dwellings in the west to 4 to 5 storey low rise apartments in the east overlooking open space.

The area offers four distinct sectors with proposed design controls for each.

- Western Sector – Area 1
- Central Sector - Area 2
- South East Parkland – Area 3
- North East Parkland – Area 4



Photo

Artist impression of design intent for the South West Character Area



Photo

Varied architectural forms are encouraged

Criteria

In addition to study area criteria and benchmarks, the following character area specific criteria apply:

New accessible public open space – deliver approximately 10,600m² of local open-space to drive amenity and accessibility.

Greenery – Buildings will be setback to encourage landscaping and tree planting in front and back yards. Options for green streets that connect to the central open-space will be encouraged, providing opportunities for increased tree-canopy and verge planting.

Respecting view corridors – The street network has been orientated to promote view corridors to and from Macquarie Field House. Building heights are capped to reduce density and articulated and varied architectural forms are encouraged to minimise impacts of built form.

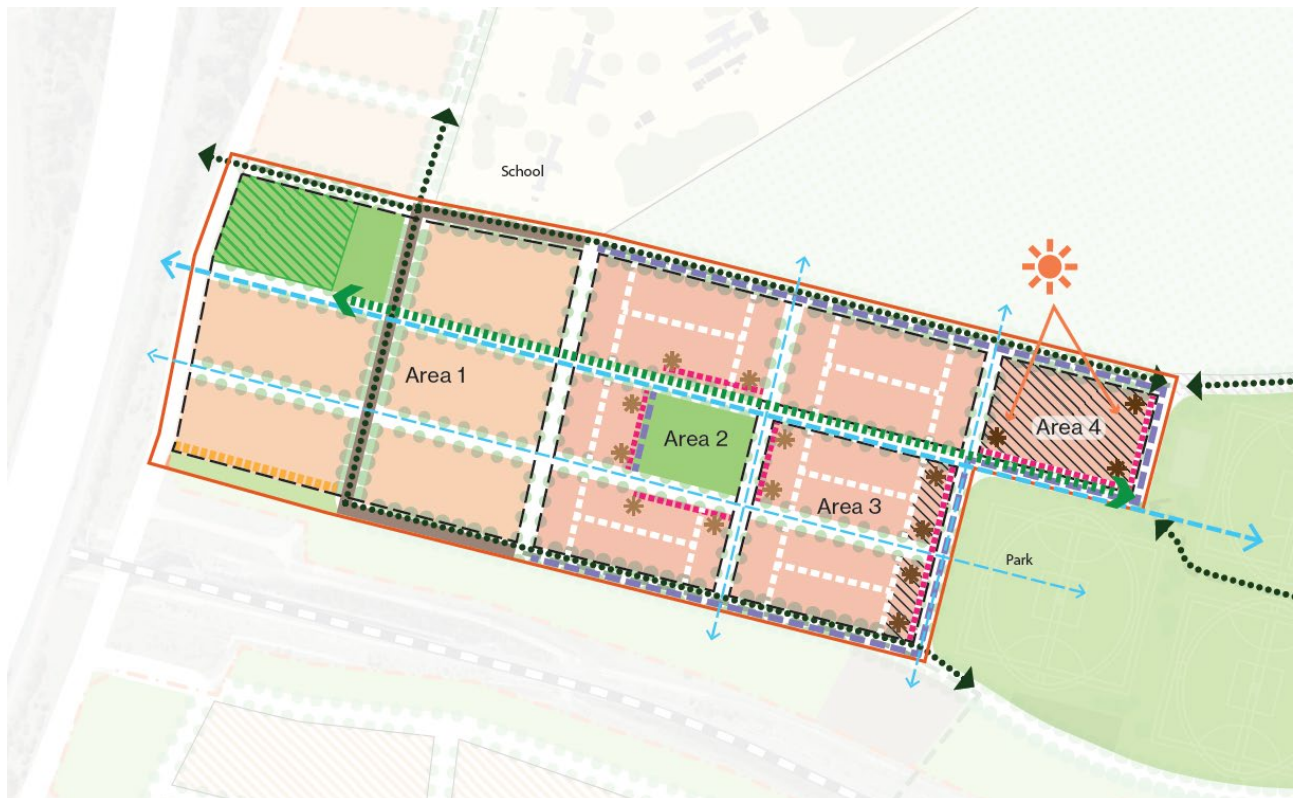
Density around amenity – the location of taller buildings has been proposed to maximise solar access and outlooks to public open-space. Density around amenity has been framed to maximise opportunities for passive surveillance of public parks and active-transport connections.

People friendly streets – Street amenity is a key objective for the south west character area, where walking and safety is prioritised. Rear-lane access is encouraged, and driveways will be minimised or restricted along active transport links or public open-space frontages. By restricting car-movement, an accessible and people friendly environment can be achieved.

Overshadowing – Solar access to public open space and adjoining developments is a primary design objective for potential development in this area. The proposed height strategy outlined in the draft Urban Design Intent recommends building heights and massing along eastern and southern edges.

Key infrastructure

- 2 local parks, totalling approximately 10,600m²;
- Direct connection to central open space;
- On-street, separated active transport connections;
- Local laneways to discourage vehicular traffic on pedestrian routes;
- Integrated stormwater detention basins filtering and cleaning stormwater run-off;
- Expansive footpaths to cater for active travel.



- Precinct Boundary
- Area Boundary
- Low Rise Residential
- Medium Rise Residential
- Open Space / Local Park
- Detention Basin
- Appropriate Built Form Interface & Address to parkland
- Appropriate Built Form Interface & Restricted Access Arrangement Adjoining Public Open Space
- > View Corridors
- Minimise Driveway Entries on Primary Roads
- Potential Laneway
- > Maximising Solar Access by Building Heights on Southern and Eastern Block Edges
- Low Rise Apartment Buildings
- > Open Space Link
- Prohibit vehicular access to lots
- > Proposed active transport
- Open Space / Park
- Recommended height in key locations:
- ✱ Up to 5 storeys
- ✱ Up to 4 storeys
- ✱ Up to 3 storeys

Figure 6 Design intent for south west character area

Southern Character Area

Large lot living to sympathetically transition people away from Macquarie Field House



About the character area

The Southern character area is bounded by the State Heritage Listed Macquarie Field House to the south, South West Rail Link to the north and proposed additional farmland for Hurlstone Agricultural High School to the east.

The proposal seeks to retain Macquarie Field House, agricultural amenity and offering diversity in housing stock through large-lot living. These dwellings will predominantly be 1 storey, with minimum lot sizes of 1,200m².

Large portions of land will be dedicated to the provision of open space, providing landscape connections to the wider green network and delivering respectful interfaces with surrounding development.

Additional farmland will be set-aside for Hurlstone Agricultural High School, offering opportunities for an immediate agricultural setting from Macquarie Field House.

Criteria

In addition to existing heritage controls, the following additional controls will apply to the Character Area:

Subdivision – Lots will be a minimum of 1,200m² or greater and include significant landscaping and tree-planting.

Building Height – Houses will predominantly be 1 storey in height, with opportunities for slender 2-storey buildings to be constructed where it does not impact on view lines from Macquarie Field House and is on a Ground Level below RL30.

Design criteria – Future developments will need to provide rural style fencing, significant setbacks to boundaries, and offer a heavily landscaped and planted buffer to Macquarie Field House. Pedestrian and active transport links will border the character area offering connections to regional links and alternative walking access to Macquarie Field House. During detailed design street types will be tailored to the agricultural character and integrate water sensitive urban design.



Photo

Large lot residential envisaged for the Southern Character Area

Town Centre

A compact and sustainable centre focused on the Glenfield Train Station and supporting pedestrian activity along the Main Street



About the character area

The Town Centre is bound by the railway to the east, Hurlstone Agricultural High School to the north, and playing fields and open space to the east and south.

The Town Centre will become a compact and sustainable centre focused around Glenfield train station, supported by diverse mix of uses including retail, commercial, residential, health facilities, community uses and public open space.

Higher density development and a diverse mix of uses will drive the growth of a vibrant centre with employment opportunities. Fine grained mixed uses including small footprint retail, cafes and restaurants, health care and community facilities with energise the main street. Residential areas will support the centre with increased densities adjoining key public open space to maximise the amenity of residents and connections to public open space



Photo

Indicative Main Street

Criteria

In addition to study area criteria and benchmarks, character area specific criteria include:

1. **Pedestrian Friendly Main Street** – The Main Street is the heart of the character area. Ground Floor Retail uses will be encouraged along the main street to bring life to this area. Opportunities for alfresco dining with wide footpaths and generous street-tree planting will deliver an active and pedestrian friendly main street.
1. **Context Responsive Design** – the placement of taller building elements has been carefully considered to balance the significance of the park and views to the memorial forest, whilst providing a transition away from Glenfield Train Station. Taller buildings are located closest to the train station and building heights will be limited to 2-3 storeys along the interface with Hurlstone Agricultural High School to minimise their impact. Laneway cafes and shops will also activate spaces between Hurlstone Agricultural High School and potential future development.
2. **Encouraging Jobs** - The Town Centre will be the primary commercial and employment hub of Glenfield. The Town-Centre will provide opportunity for a potential community and health facility in the main street and within easy walking distance to Glenfield Train Station. The health facility will support the growth of local businesses and potential seniors living opportunities in the area.
3. **Parking** – Car-parking entries will be discouraged off main roads and the Main Street. This helps with traffic flow and for improving the amenity of the future neighbourhood. Where appropriate, opportunities for adaptive car-parking such as ride-share or flexible parking options will be encouraged in the Town Centre.
4. **Respecting Indigenous Heritage** – Additional development controls will also ensure a significant heritage tree is protected in the proposed Town Centre. The draft structure plan and Urban Design report identifies this tree to be protected and valued in a future development. This can be achieved by separating the tree by at-least 20m from any building and providing room for it to grow in any future development.

Key infrastructure

The main street and pedestrian connections will be one of the most important features of the area. The town centre will be connected by additional pedestrian connections, accessible walking paths and infrastructure to meet the needs of the study area. The Town Centre is proposed to include:

- A Civic Plaza that is a minimum size of 700m²
- A combination of retail, commercial, community and residential frontages to public realm, with potential shopping centres and cafes driving activation of the main street;
- A potential health facility (delivery to be further investigated by NSW Health), co-located with a community centre (delivered by Council);
- An additional pedestrian connection across the rail-line;
- Direct connections to open space;
- Connections to regional active transport links;

- Continuous street-tree planting and room for alfresco dining and activation of the street-network;
- On-street bicycle parking; and
- Potential footbridge connections to the Glenfield Train Station



Figure 7 Design intent for Town Centre

Station Character Area

The primary commercial and employment hub of Glenfield



About the character area

The Station Character Area surrounds the eastern edge of Hurlstone Agricultural High School and is immediately adjacent to the rail line.

The area will become the primary commercial employment hub of Glenfield. Residential development to the north of the area will respect the land reserved for a potential future primary school through reduced heights on its edge. Street amenity will be maximised through active transport and green links connecting to the potential open space to the north. View corridors from the rail-line to Hurlstone Agricultural High School are particularly important to provide appreciation of the sites significance and history.

Development in the commercial hub will be the centrepiece of pedestrian connectivity to Hurlstone Agricultural High School and interaction with Glenfield Station. Building Heights of up to 12 storeys can be supported where quality urban design outcomes are achieved through improving the pedestrian connectivity to and from Glenfield station, activating the laneway between Hurlstone Agricultural High School and potential future development and providing sufficient land for a 'Kiss and Drop' bus facility along the schools edge.



Photo

Station character area will be the key commercial employment hub of Glenfield

Criteria

In addition to study area criteria and benchmarks, character area specific criteria include:

Integrated Pedestrian Connections –

Proposed development in the commercial hub will provide direct and shared connections from the train station to Hurlstone Agricultural High School so that pedestrian and cycle movements are prioritised over vehicles. Where appropriate, commercial buildings can deliver ease of movement through integrating these design elements into future public open spaces.

Safe and activated laneways – The proposed laneway in-between Hurlstone Agricultural High School and the

commercial hub will support pedestrian access. Proposed development should limit vehicular access of the laneway and develop and approach in future designs that prioritises walking, safety, activation of the ground-plane whilst providing safe movement for bus movements.

Separation to support bus movement –

The Urban Design intent identifies a potential bus 'Kiss and Drop' facility between Hurlstone Agricultural High School and potential future development. Land will need to be provided for vehicle circulation along the school's edge.

Key infrastructure

The pedestrian connection, Kiss and Drop, and bus-interchange between the proposed commercial buildings and Hurlstone Agricultural High School will showcase the opportunity to prioritise the pedestrian experience in the study area. The Shared street will offer generous space for high volumes of pedestrian activity and opportunities to showcase the diversity and history of the study area through street art or similar. Alongside this key infrastructure, the Station Character Area has the potential to include:

- Land reserved for a potential future primary school;
- Activation of the northern open space;
- Pathways lined on the most easterly edge of development, connecting the transport facility to Glenfield Train Station;
- Pocket parks linked to the civic plaza;
- Potential footbridge connections to the Glenfield Train Station;
- Consolidated driveways and loading bays to service the commercial businesses; and
- Ample room to cater for school drop off and pick up;



Figure 8 Design intent for station character area

Photo
Railway Parade, Glenfield



Delivering the plan

Statutory planning changes

The recommendations of the draft structure plan and draft Urban Design Report have informed proposed changes to planning controls for the study area.

The key controls are summarised below. For detailed information on the proposed controls and how they are proposed to apply, please refer to the [Explanation of Intended Effect](#).

Land use zones

The proposed rezoning (**Figure 9**) 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. E2 Environmental Protection zones are proposed to protect key ecological and heritage features of the site.



Figure 9 Draft Land Use Zone

Building Heights

To encourage quality design outcomes with a variety of building forms, a range of heights are proposed across the study area. 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.

The building height controls for Glenfield West will ensure important view corridors are maintained. This includes views to the State Heritage listed Macquarie Field House.

The proposed changes to the Height of Building Map for the study area are illustrated in **Figure 10**.

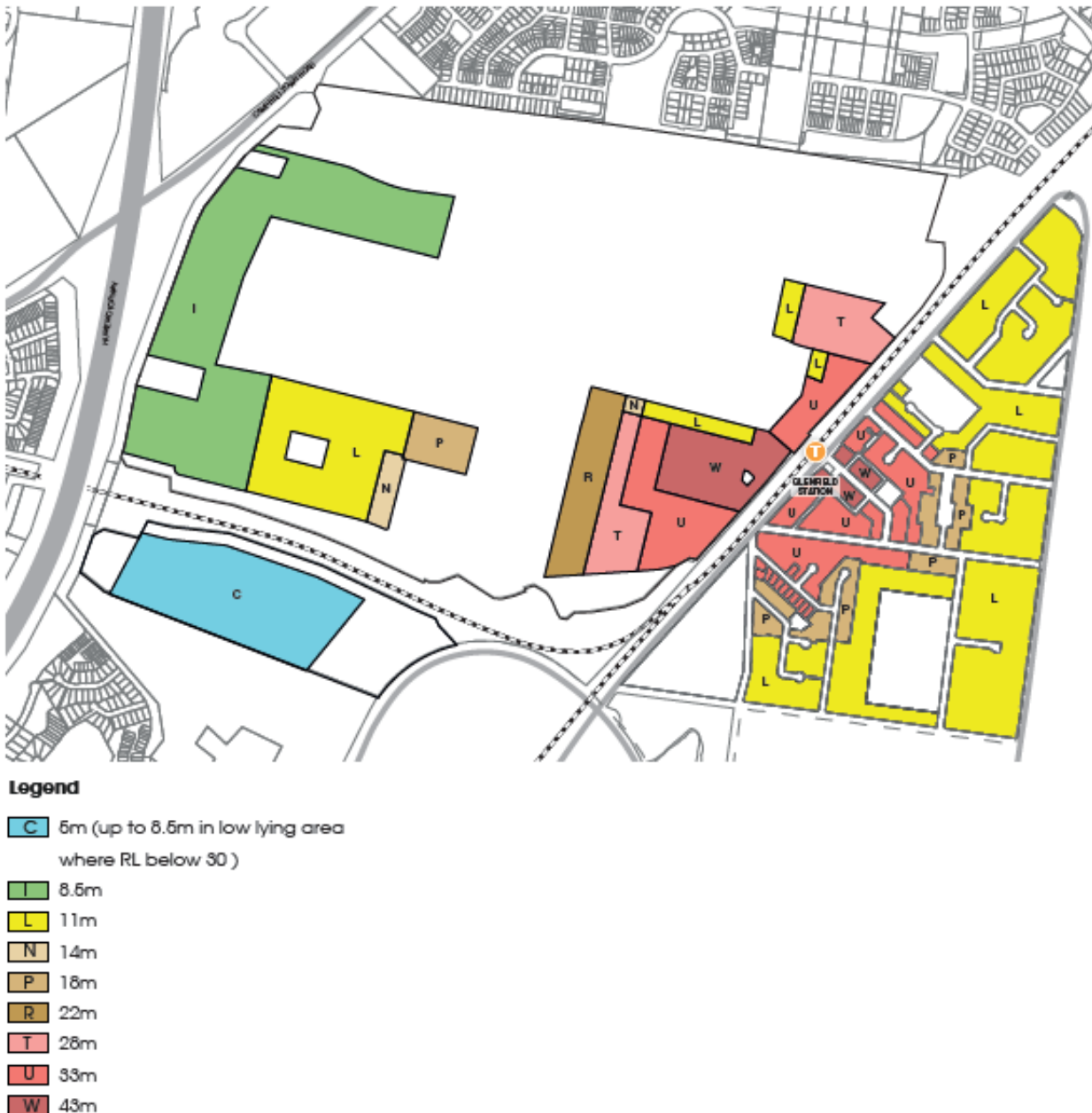


Figure 10 Draft Maximum Building Height Map

Floor Space Ratios

Floor space ratio controls define the size and form of development. The proposed floor space ratio controls are informed by the draft structure plan and Urban Design Intent for the study area.



Figure 11 Draft Floor Space Ratio Map

For both the east and west, the proposed Floor Space Ratio (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.

Design excellence

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 contain specific criteria that will apply to future development in Glenfield West only. The consent authority must consider

whether proposed development exhibits design excellence in accordance with this criteria prior to determining a development application. For future development in Glenfield West, It is proposed the new design excellence criteria will replace the existing criteria in section 7.13 of the Campbelltown Local Environmental Plan 2015.

Affordable housing

A 5% affordable housing target is proposed for the study area. *The Greater Sydney Region Plan, A Metropolis of Three Cities* recommends affordable rental targets of 5% of new residential floor space which can be levied under *State Environmental Planning Policy No 70 – Affordable Housing (Revised Schemes)* (SEPP 70). The Region Plan describes affordable housing targets as a mechanism to deliver an additional supply of affordable housing for very low to low income households.

The Explanation of Intended Effect proposes to introduce an affordable housing contribution rate of 5% of additional residential gross floor area for particular areas across the study area.

Infrastructure funding and delivery

A range of potential infrastructure items to support the growth of the study area have been identified.

Delivery and timing has been informed by a variety of technical studies undertaken as part of the investigation process and consultation with the 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 study area.

Infrastructure list

A complete list of proposed infrastructure items is at **Appendix A. Table 2** outlines some of the key infrastructure items which will support the development of the study area.

Table 2 List of proposed key infrastructure items

Key Infrastructure item	Delivery mechanism
Cambridge Avenue Extension	To be confirmed
Potential Health Facility	State Government
Pedestrian and cycle connections over the rail line	State Government
Cycleway improvements to regional infrastructure	State Government
Land reserved for a potential future primary school	State Government
Up to 6 Playing Fields	Council/Voluntary Planning Agreements

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 Council as a condition of development consent under 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 area and can be used by council in lieu of local contribution schemes.

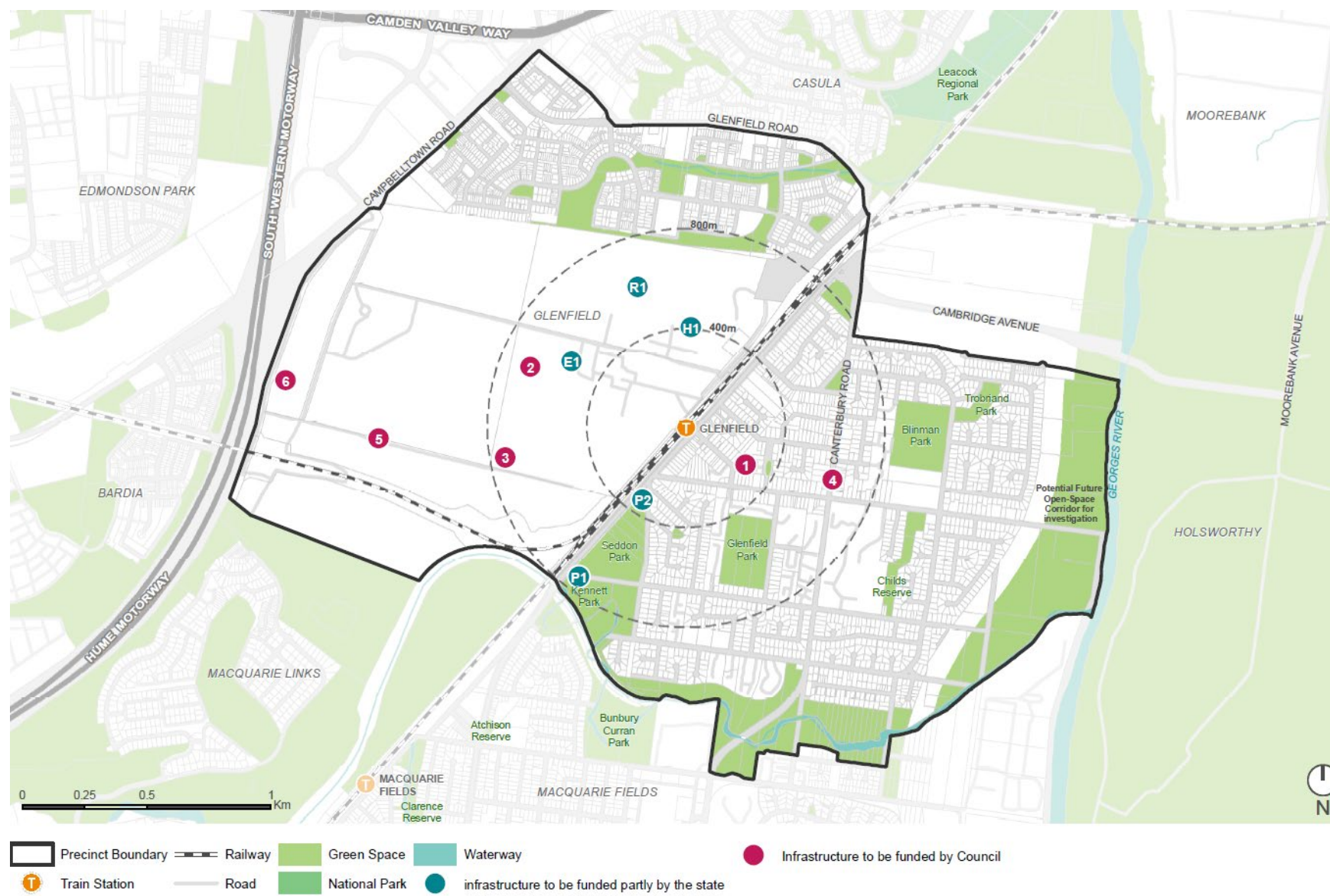
Satisfactory arrangements

The planning investigations for Glenfield have identified various infrastructure items that are required to support growth. These items are described in the infrastructure schedule and indicatively shown in **Appendix A**.

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

This clause will 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.

Appendix A- Infrastructure Schedule



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

*Location to be determined

Photo
Family enjoying open space





NSW
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