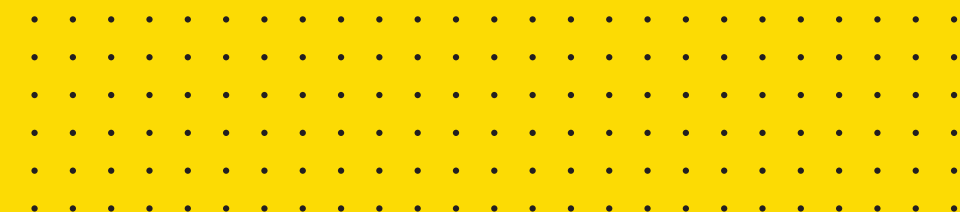




GLENFIELD PRECINCT

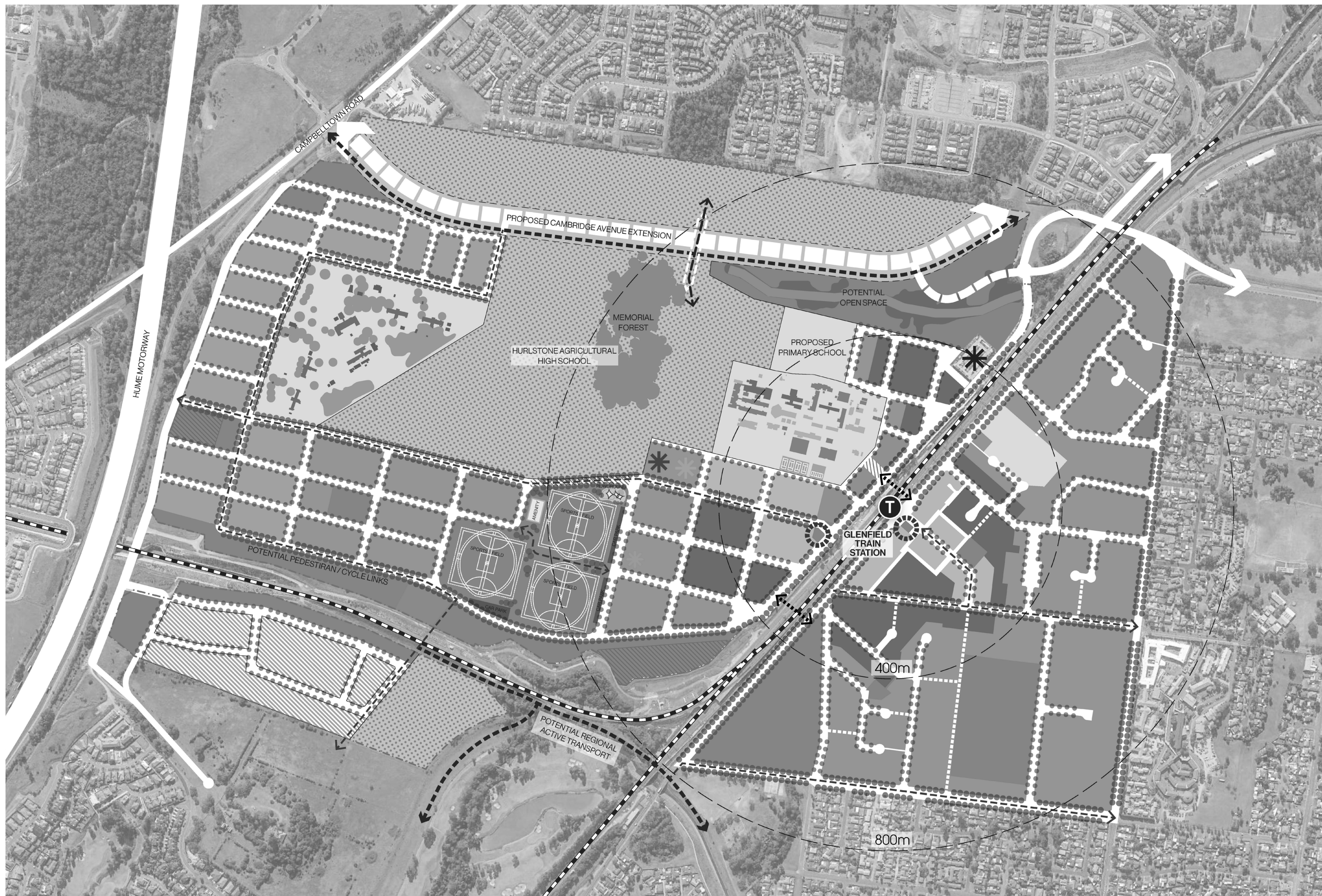
Urban Design Report



Issue	Title	Date	Prepared	Checked
1	Draft Issue for Review	15/10/20	JD/JK/SL	JK
2	Final Issue	27/10/20	JD/JK/SL	JK
3	Draft Issue for Discussion	18/11/20	JD/SL/JC	JK
4	Final Issue	20/11/20	JD/SL/JC	JK
5	Final Issue	23/11/20	JD/SL/JC	JK
6	Issue for Exhibition	8/12/20	JC	JK
7				
8				

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/ APPENDIX C: TYPICAL STREET PLANS AND SECTIONS	



EXECUTIVE SUMMARY





The Glenfield Town Centre is changing from a low density suburb to a thriving mixed use precinct where people can live, work and play.

People come from all over the Sydney Metropolitan area to enjoy and explore its parklands and recreation assets, with its immediate access to the South West Rail Link, within proximity of the Hume Motorway and 36km south west of the Central Business District.

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

Design Objectives

The Department of Planning, Industry and Environment (the Department) has been collaborating with Campbelltown City Council and other State agencies to develop a master plan for Glenfield, and has established the following key objectives to guide the next chapter for Glenfield:

-  Respect and acknowledge Hurlstone's Heritage;
-  Design that responds to place;
-  Infrastructure is identified and funded to support development
-  Increased connection and use of public-open space

The Vision for Glenfield

Glenfield will be South West Sydney's premier regional sporting and education destination for the next generation. Its educational heritage will be protected and enhanced, with existing schools retained, Hurlstone reshaped, and a potential new primary school built. 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 offers jobs closer to home.

Design Principles

The design principles establish a framework for future development within the precinct. The plan recommends proposed changes to planning controls, aiming to achieve optimal urban design outcomes, as well as enabling the delivery of infrastructure.

By 2040 Glenfield will be:

- Respecting heritage
- A well-designed place
- A green place
- Deliver affordable and diverse housing
- Two vibrant and connected centres
- Create opportunities for new jobs
- An accessible place

Purpose of this Report

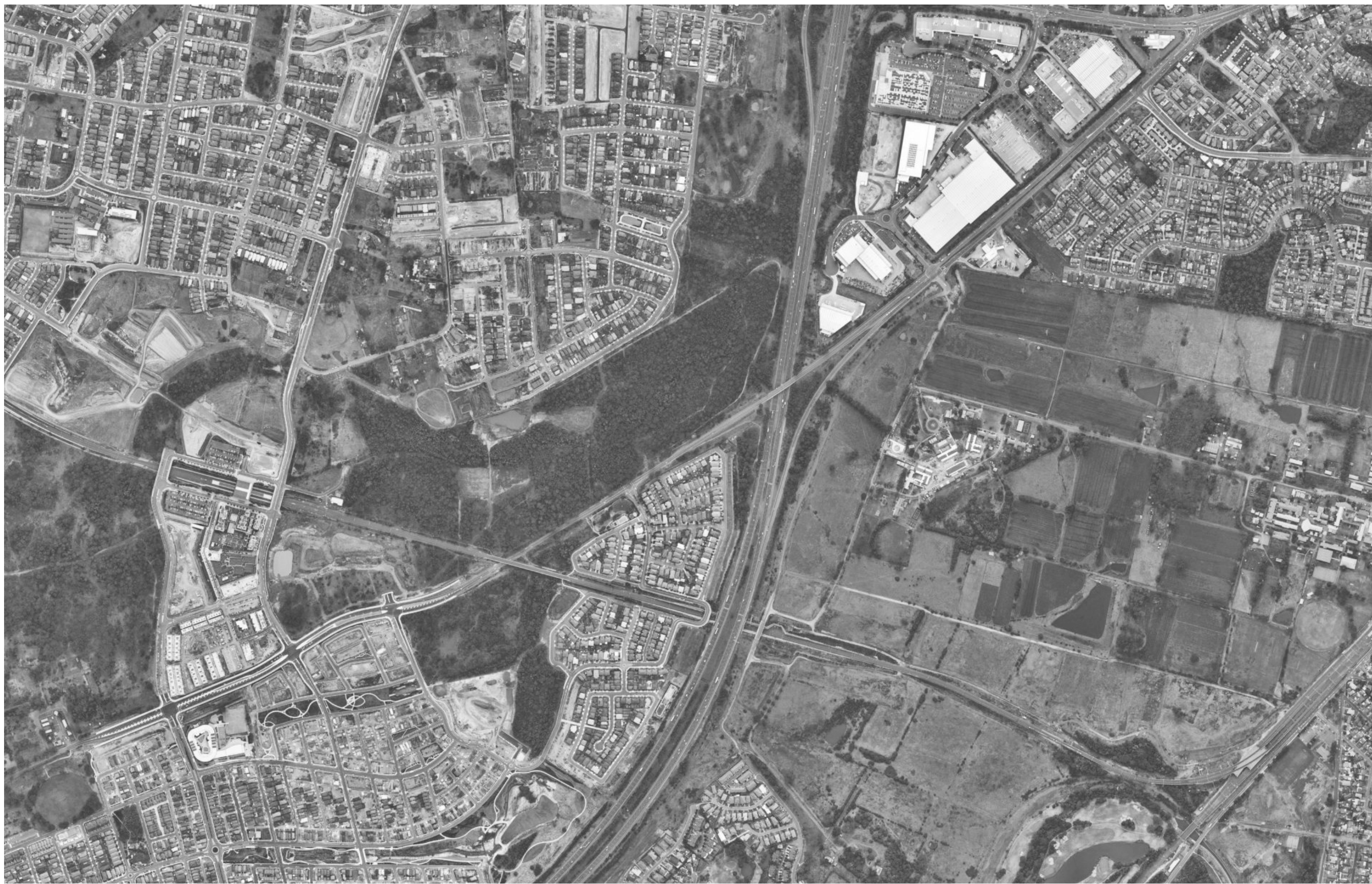
This report articulates the Structure Plan for the Precinct. The Plan sets out the high level design principles for the development of the site, addressing the distribution of land uses, access, integration with the existing context, building heights, staging, open space, pedestrian connectivity, legibility and the in-principle resolution of site levels.

The Plan represents a developed stage in testing and demonstrating the feasibility of development on the site and forms the foundation for the eventual re-zoning of the site and subsequent stages of detailed master planning.

In addition to presenting the Plan, its strategies and the options considered, the report also outlines the following analyses undertaken to inform the design development and articulate its intended outcomes:

- Evolution of the precinct

- Site opportunities and constraints
- Future vision for the Precinct
- Character areas





1.0 INTRODUCTION

01

A VISION FOR GLENFIELD

Glenfield will be south west Sydney's premier destination for regional sports and education for the next generation. Its educational heritage will be protected and enhanced, with existing schools retained, the selective high school reinforced and a potential new primary school delivered.

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 offers contemporary jobs closer to home.



PRINCIPLES GUIDING THE STRUCTURE PLAN

The Place Strategy establishes a framework for future development within the precinct to deliver the vision for Glenfield. The strategy recommends proposed changes to planning controls, to achieve desired urban design outcomes, as well as enabling the delivery of infrastructure.

By 2040 Glenfield will be:



Respecting Heritage

The draft Place Strategy has ensured future development respects Hurlstone's heritage. View corridors between the heritage assets as well as into and out of the school and farm areas have been protected and maintained.



A well-designed place

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.



A green place

Future development will be integrated into the agricultural setting of Hurlstone. A north-south green-spine will respect sight lines from Macquarie Field House to the Memorial Forest located on Hurlstone's 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

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.



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 proposed future centre east of the station, which will be a mix of commercial, retail and residential development, with the commercial core offering vibrancy and life.



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



An accessible place

Upgrades and new infrastructure will align with the development pattern. 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.

OPPORTUNITIES

A key component of a vision and principles led approach is the development of an understanding of the existing site and context. To enable an appropriate design response for the site, a number of opportunities have been identified;

- Close proximity to the Hume Motorway offers the site good access to the regional road network.
- The existing ridgeline running through the core of the site creates the opportunity for a local spine.
- Improve pedestrian connectivity to the existing Glenfield Town Centre and the train station.
- Potential new creation of green links through the siting of green space in constrained areas such as the local low point (where flood risk has been potentially identified) and the areas featuring Endangered Ecological Communities
- Maintain landscape qualities of Hurlstone Agricultural High School and frame visual connections through the development pattern.
- Maintain key heritage & landscape views and reinforce these with new public open space.
- Preserve the cultural tree and integrate into the new development.
- The wider context is evolving with new centres and infrastructure being proposed that could improve the attraction of the site as a place to live.
- The liveability of the area is enhanced by the commitment by School Infrastructure NSW to establish an education precinct within the site.

Legend

Site Boundary

Heritage Lot

Heritage building

Existing Town Centre

Future Development

Cumberland Shale Plains Woodland

Cumberland Riverflat Forest

Vegetation surrounding Macquarie Field House

Local Height Point

Potential Connection across the Railway Line

Vehicular Link across the Railway Line

Site Access Point

Key View into Site

Key View from Site

Key View and landscape connection between the Memorial Forest and Macquarie Field House

Cultural Tree and Potential Public Open Space



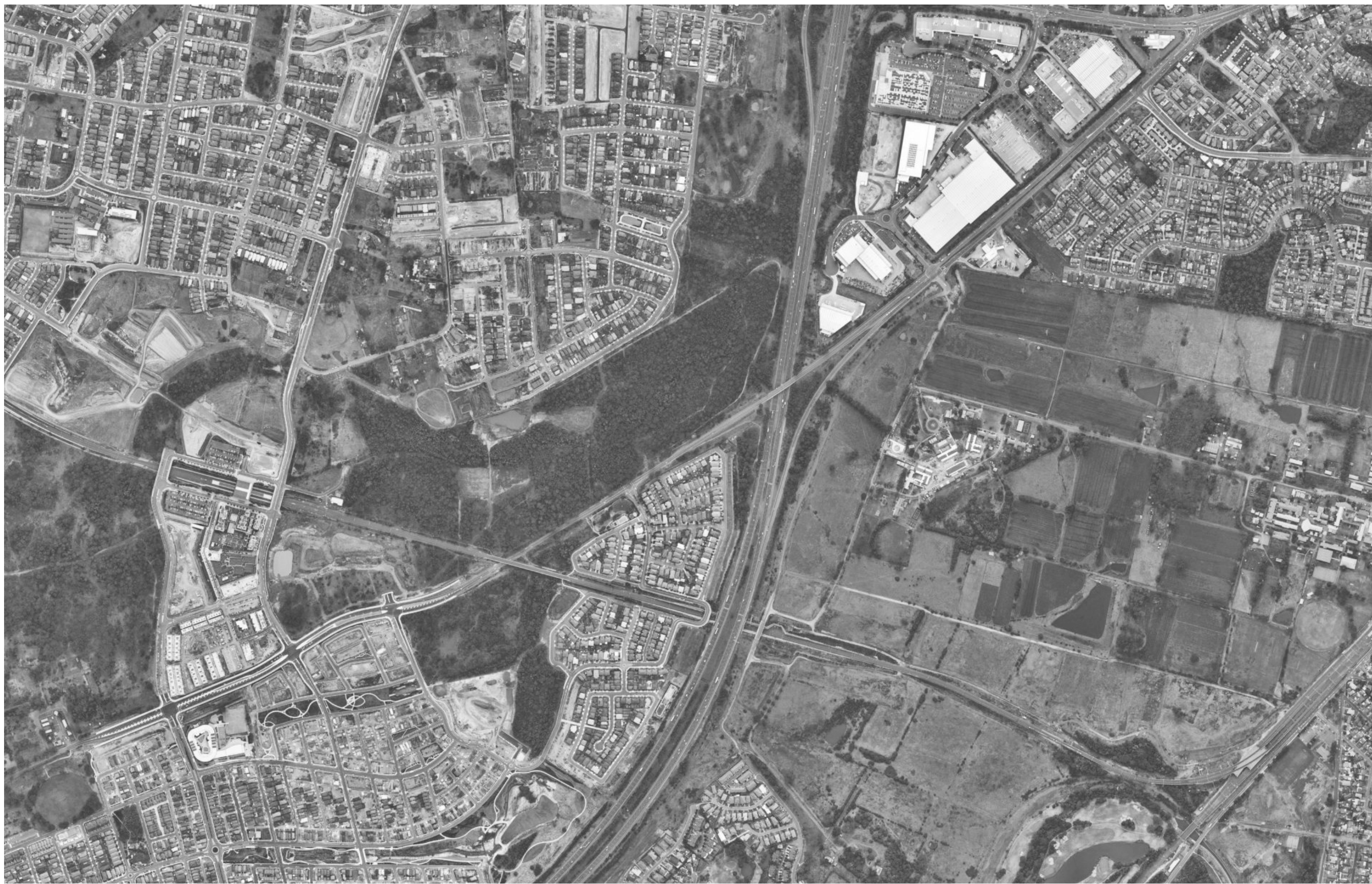
CONSTRAINTS

- The severance of the site on three sides by the Hume Motorway, Pylon Easement and Main Southern Railway.
- The South West Rail Link splits the site, isolating land in the south west of the precinct and forming a barrier to Glenfield East."
- Noise from the South West Rail Link will affect residential dwellings, requiring buffers from the corridor
- The proposed extension of Cambridge Avenue through the site will form another barrier between the site and the suburbs to the north.
- Significant strands of vegetation including Endangered Ecological Communities should be retained as far as possible.
- Steep areas of land present challenges for pedestrian connectivity, the precinct street pattern and distribution of lot typologies..
- The creekline in the north of the site is classified a 1st order watercourse. Associated with this is a 10m riparian buffer either side of the creek, from

Legend

- Site Boundary
- Land to be Retained for School Infrastructure
- Bushfire and Buffer Zone
- Flood Prone Land
- Steep Slopes
- Proposed Cambridge Avenue Extension
- Powerline Easement
- Noise Impacts and Physical / Visual Barriers
- Existing Creek and 20m Riparian Corridor
- Ecological Constraint Area with Endangered Communities
- Limited Access to the Southern Area
- Macquarie Field House and Curtilage







2.0 STRUCTURE PLAN

02

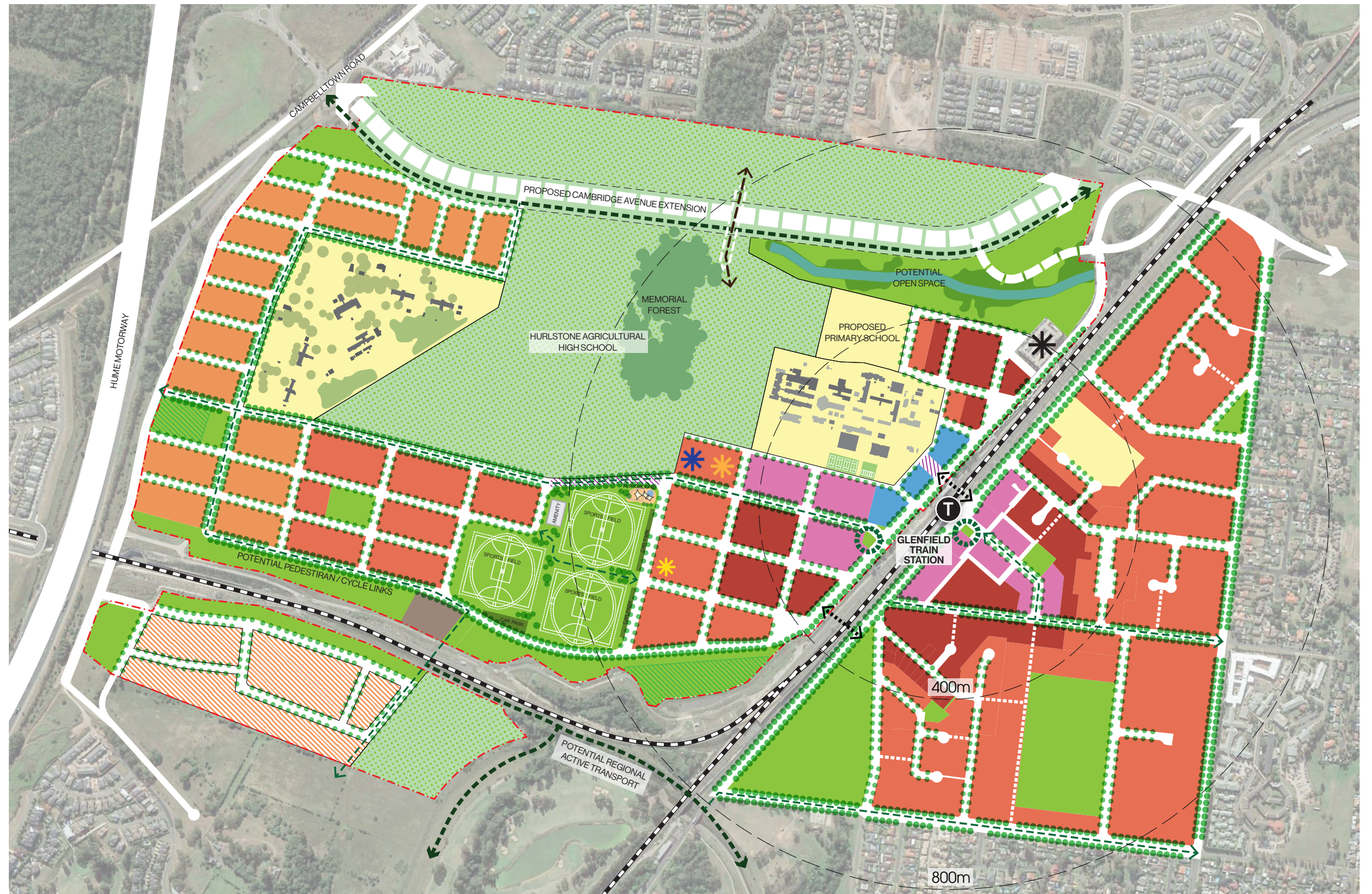
STRUCTURE PLAN

The structure plan (the plan) illustrates the desired urban design principles and outcomes to deliver the vision for Glenfield.

The design philosophy behind the Plan is to enhance and build on the existing social, environmental, landscape and cultural values of the Precinct. The design of the Plan synthesizes the design principles and intent with the unique place qualities, constraints and opportunities of the Precinct.

The Plan has been informed by the current street and subdivision pattern and considers surrounding land uses.

- Site Boundary
- Low Rise Residential (2 storeys)
- Low Rise - Large Lot Residential (1 storey)
- Medium Rise Residential (3-6 storeys)
- High Rise Residential (7+ storeys)
- Mixed Use/ Residential (7+ storeys)
- Employment/ Residential (7+ storeys)
- Schools
- Substation
- Hurlstone Agriculture Area
- Open Space/ Local Park
- Detention Basin
- ✱ Potential Future Health Facility
- ✱ Potential Future Community Facility
- ✱ Potential Future Transport Facility
- ✱ Cultural Heritage Tree to be protected
- ✱ Civic Plaza/ Open Space
- ✱ Shared Street
- Proposed Cambridge Avenue Extension
- Potential Pedestrian/ Cycle Links
- Proposed/ Potential Road Connections
- Active Transport
- Potential Regional Active Transport
- Underpass
- Memorial Forest
- Indicative Proposed Trees



ENVIRONMENTAL/ OPEN SPACE

The Glenfield Precinct will contribute to the existing environmental character and extensive green network by creating over 30 hectares of quality, diverse and connected open spaces.


The Precinct will offer a variety of environmental and recreational open spaces including local community parks, multipurpose playing fields, civic plazas and landscaped areas. The plan establishes a precinct wide active transport link connecting the open spaces in the precinct into the wider open space and active transport networks.


A 10ha main public open space is located at the centre of the precinct, preserving the landscape and open space connection between Macquarie Field house and the memorial forest. This main public open space will provide district level recreational opportunities including playing fields, and playgrounds.


The western edge of the precinct adjoining the Hume Motorway, together with interfaces along the the South West Rail Link will create landscape buffers to soften and minimise impacts from major infrastructure.


The riparian corridor of the creek in the north east of the site features River Flat Eucalypt Forest. The Plan expands on the conservation area creating an open space and landscape buffer towards the north.


Legend


 Site Boundary


 Environmental Conservation


 Open Space/ Local Park


 Detention Basin


 Civic Plaza/ Open Space


 Tree Buffer to Hume Motorway


 Active Transport

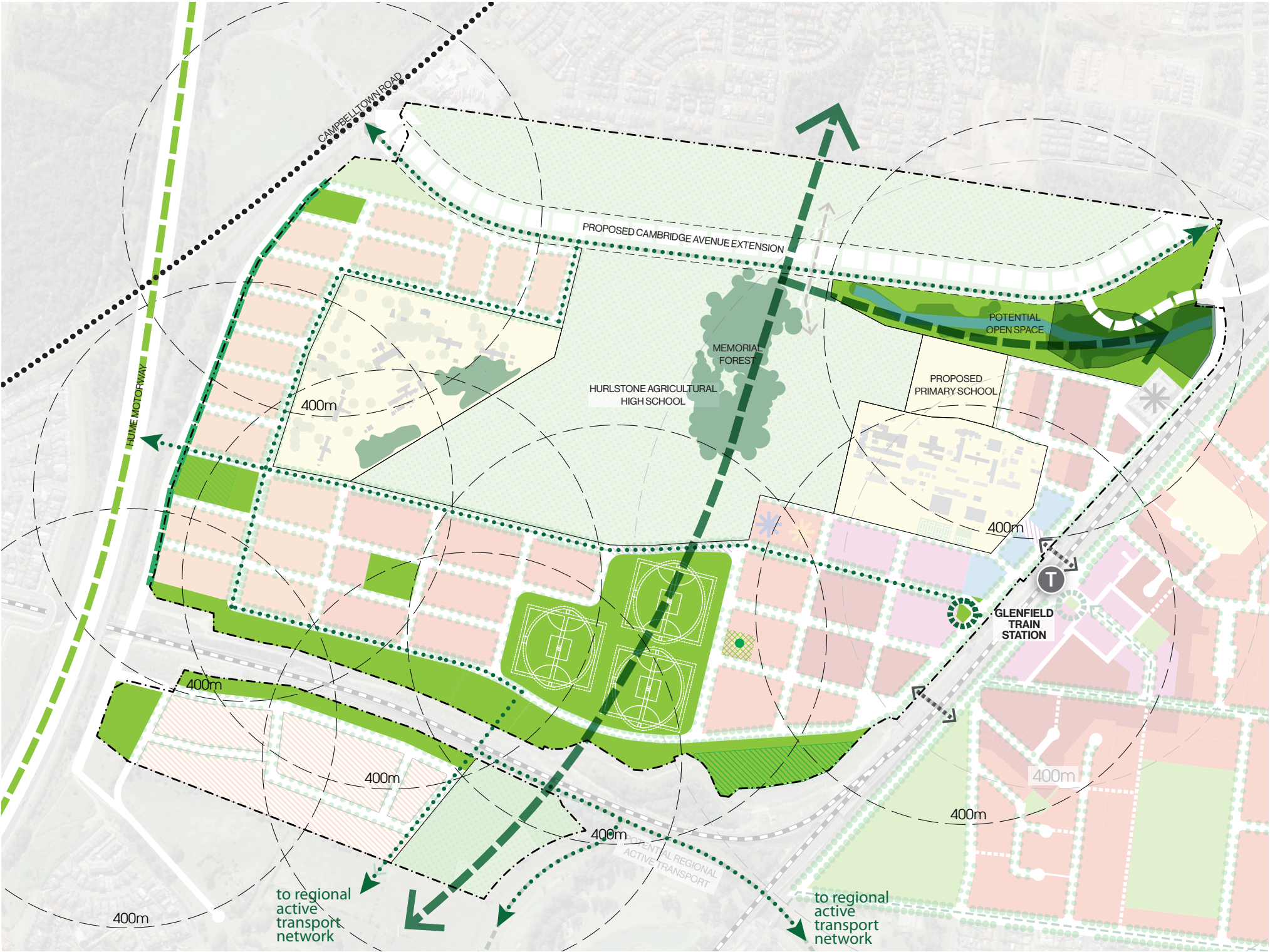
 Potential Future Pedestrian/ Cycle Links

 Main Landscape / Green corridor

 Sydney Green Grid Proposed Cycleways

 Existing Cycleways

 Cultural Tree and Potential Open Space



STREET NETWORK

The Plan creates a legible and responsive street network enhancing connectivity to the future Glenfield Town Centre and surrounding residential neighbourhoods.

A network of new local streets divide the precinct into the discrete, interconnected, character zones. The Plan provides for a clear and legible street hierarchy that responds to the character areas, land uses and built form.

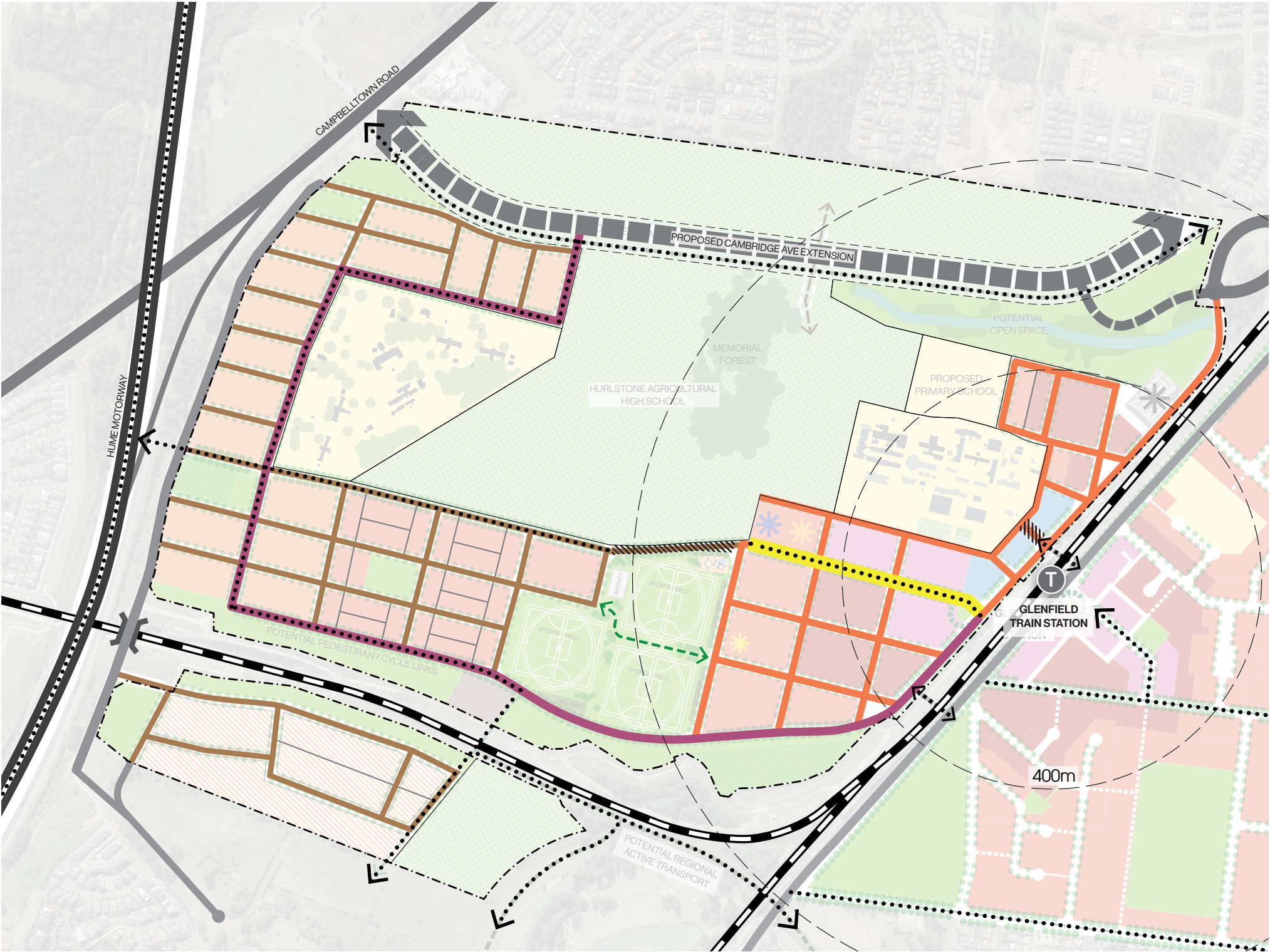
The Main Street marks the arrival experience into the new Town Centre creating an activated and inviting gateway into the precinct, connecting to open space and character areas to the west.

The streets are characterised by generous tree plantings, landscape treatments and integrated WSUD measures, further reinforcing the 'green' precinct and creating a comfortable pedestrian experience.

Refer to Appendix for indicative plans and section of typical precinct streets.

- Legend**
- Site Boundary
 - Railway Line
 - Collector (22.2m)
 - Main Street (20m)
 - Primary Local Street (20m)
 - Secondary Local Street (16.7m)
 - Laneway (9m)
 - Active Transport
 - Active Transport through Open Space
 - Shared Street
 - Proposed Cambridge Ave Extension
 - Existing Motorway
 - Existing Main Road
 - Existing Secondary Road

Note:
The street network is to be further developed in collaboration with TfNSW and Council



HEIGHT STRATEGY

An urban form that addresses the existing and future context of Glenfield and provides a transition in scale and typologies, with a focus of high density around the station scaling down to low density towards the western and southern heritage context.

- Key objectives of the height strategy include:
- Focus building heights and density around the station and Main Street;
 - Transition building heights from the station westward along the Main Street and towards the north and south boundaries;
 - Maximise solar access by encouraging increased building heights and massing to the eastern and southern edges of development blocks;
 - Increase building heights around key public open spaces and significant corners;
 - Increase building heights along the interface with the railway line to minimise acoustic impacts on new residential neighbourhoods;
 - Provide a human scaled Main Street and streetscapes facing the station; and
 - Lower the scale of built form along interfaces with the school site and areas of heritage sensitivity; and
 - Provide for a fine grain mix of building scales, heights and typologies within each development block.



DESIGN FEATURES

A series of design features underpin the Plan. The principles are informed by analysis of the existing site and context and guide delivery of the precinct vision and desired outcomes.

Key features include:

- Provide a central green landscape spine across the precinct connecting Macquarie Field House to the Memorial Forest and open space network beyond.
- Provide quality open space within 400m of all new residents, connected by green streets and active transport routes
- Protect and maintain land to accommodate existing and future school needs
- Develop a road pattern that maximises views to open space and landscape and protects heritage values;
- Provide for a highly activated mixed-use Main Street, anchored to the station and town square in the east and connecting to new distinct level recreational open space, together with health and community facilities in the west;
- Provide for a compact employment generating area, close to the station and main street to support the local economy;.
- Create a new town square providing a public connection between the station, Main Street and employment area;
- Deliver density and building height in areas of amenity and protect sensitive interfaces in accordance with the height strategy objectives set out on page 20;

- Provide for a diverse range of housing choices from large lot residential dwellings in the south of the precinct to apartments in the Town Centre; and
- Encourage design and development outcomes that provide for a mix of built form typologies in each mixed use, medium and high rise residential super lot.

Legend

 Site Boundary

 Promote View Corridors

 Reduced height and density for privacy purposes

 Recommended active frontages

 Prohibit vehicular access to lots

 Main Street

 Thin building massing to provide for view corridors

 Proposed road connection

 Proposed active transport

 Potential Links

 Open Space / Park

 Civic Plaza/ Open Space

 Recommended height in key locations:

 up to 12 storeys

 up to 10 storeys

 up to 9 storeys

 up to 8 storeys

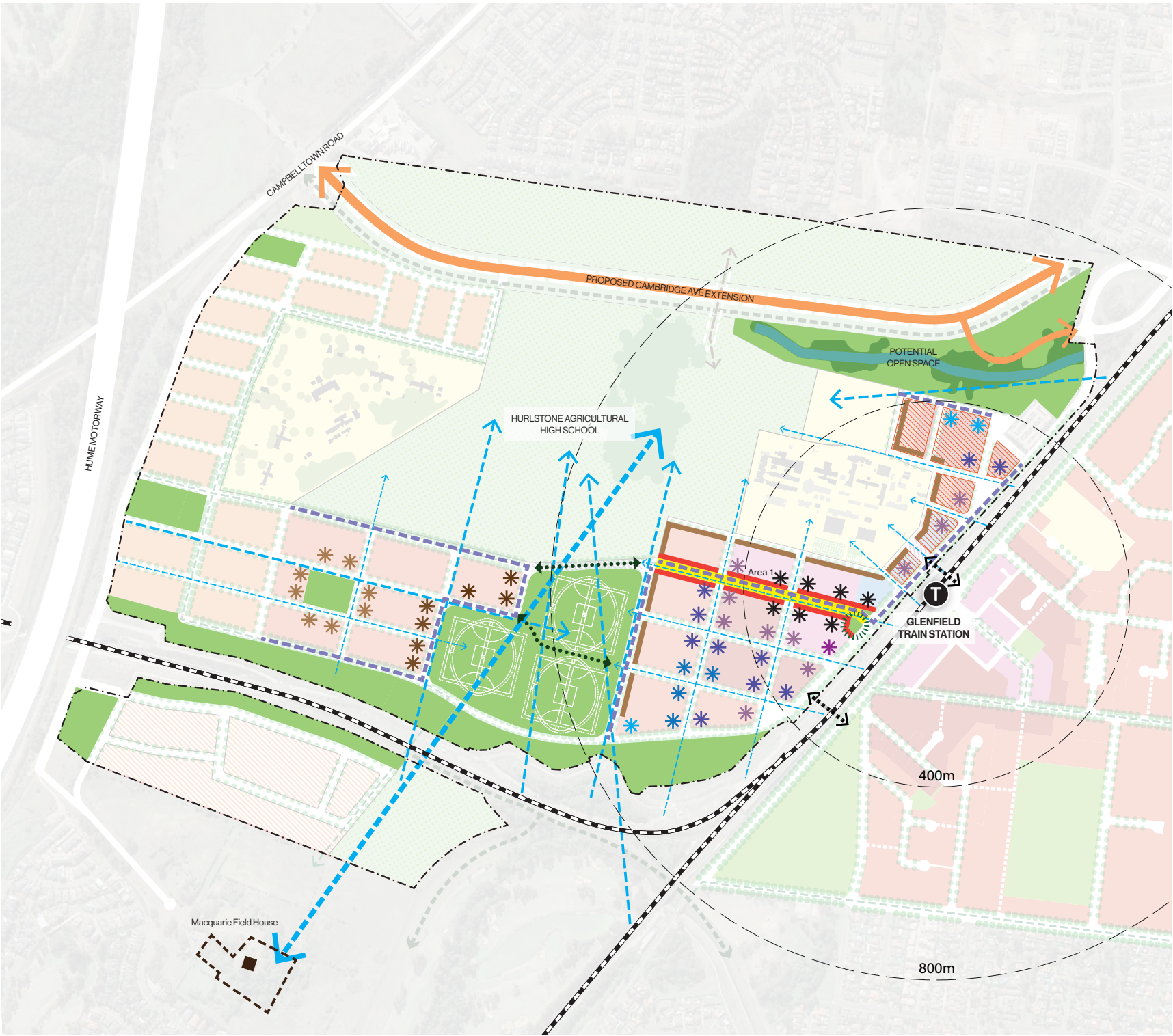
 up to 7 storeys

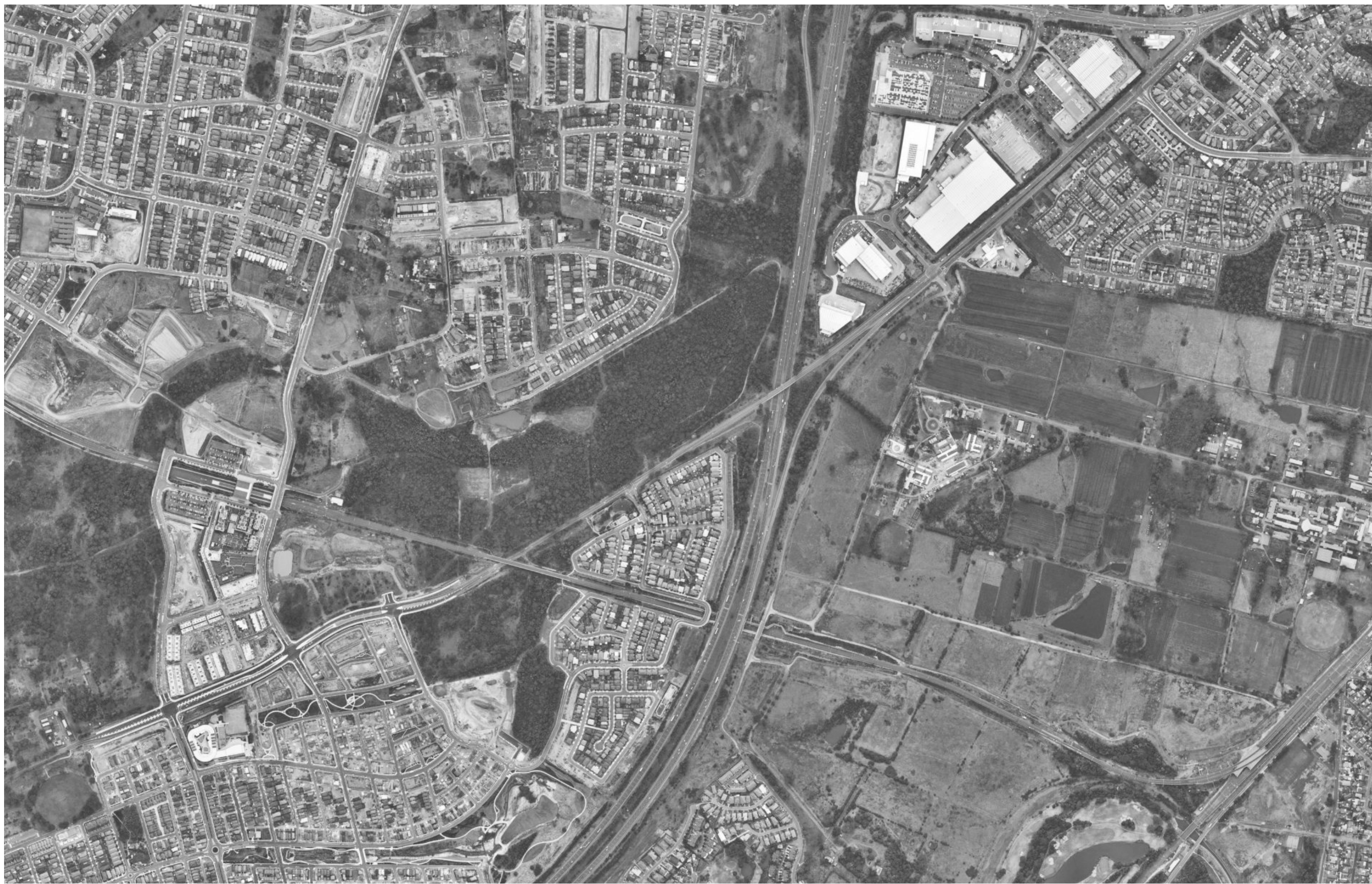
 up to 6 storeys

 up to 5 storeys

 up to 4 storeys

 up to 3 storeys







3.0 CHARACTER AREAS

03

CHARACTER AREAS

The Glenfield Precinct will feature distinctive character areas that pay respect to the natural landscape and heritage values, creating a welcoming, connected and liveable precinct.

Five character areas are proposed to guide the future design and built form of Glenfield West in accordance with the 7 design principles guiding the plan.

These 5 character areas include:

- Northwest Character Area
- Southwest Character Area
- Southern Character Area
- Town Centre
- Station Character Area

These 5 Character precincts are proposed with a guiding design intent, an example of the future built form and graphics indicating the intent for future development in the area.



NORTH WEST CHARACTER AREA

The North West Character Area will become a green 1 to 2 storey low-density residential neighbourhood complimenting the landscape character of the adjoining Hurlstone Agricultural High School.

Bordered by the existing land and built structures of Hurlstone Agricultural High School to the east and the Hume Motorway to the west, this character area will be characterised by a mix of two storey residential dwellings, detached townhouses and terraces.

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 motorway and improving views, noise, privacy and comfort outcomes. A park to the south of this area will offer further relief and open space.

Design Intent

- Deliver low density detached residential dwellings with a mix of 1 to 2 storey-built forms.
- Deliver a neighbourhood park to serve the daily needs of residents.
- Provide landscaped street setbacks with ample space to cater for a hard stand car parking space in front of garages.
- Encourage landscaping and tree planting in front and rear setbacks to compliment the landscape and open space qualities of the adjoining school sites.
- Encourage articulated and varied architectural forms and materials that minimises impacts of garages and support vibrant streets.



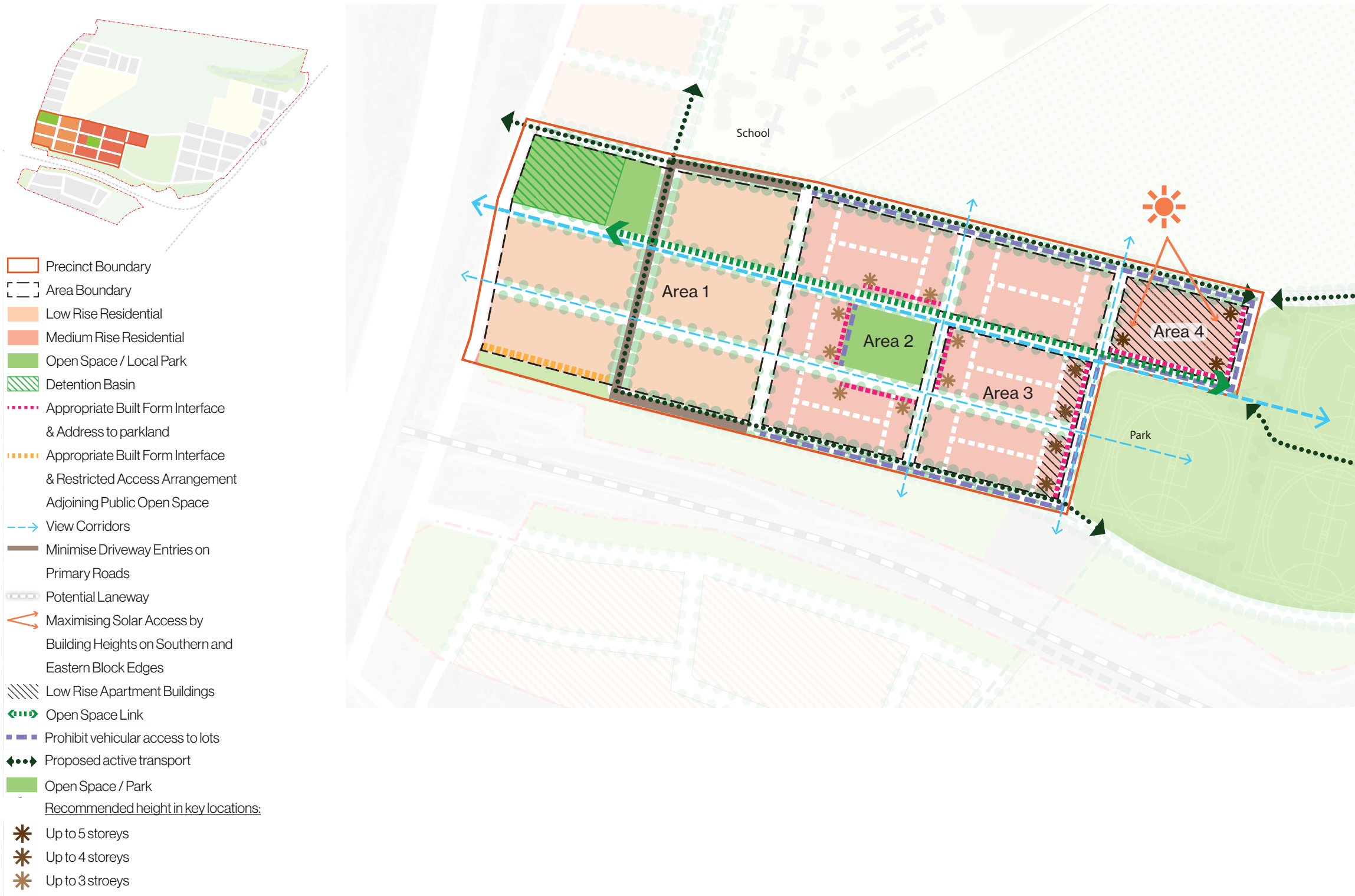
SOUTH WEST CHARACTER AREA

The south-western character area envisages low and medium rise residential buildings. Extensive parkland and green landscaping will surround the development, easing the effects of the nearby Hume Motorway and railway line.

This Character Area will include 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 the district level public open space.

This Character Area is comprised of 4 distinct areas:

- Western sector – Area 1
- Central sector – Area 2
- South east parkland – Area 3
- North east parkland – Area 4



SOUTH WEST CHARACTER AREA

Western Sector - Area 1

The western sector (Area 1) is comprised of primarily low density detached residential dwellings with a mix of 1 to 2 storey-built forms.



Design intent

- Deliver a pocket park co-located with drainage open space at the entrance to the character area to serve the daily needs of residents.
- Provide landscaped street setbacks with ample space to cater for a hard stand car parking space in front of garages.
- Encourage landscaping and tree planting in front and rear setbacks to compliment the landscape and open space qualities of the adjoining school sites and public open spaces.
- Encourage articulated and varied architectural forms and materials that minimises impacts of garages and support vibrant streets.
- Ensure the lots and dwelling adjoining open space address the open space with entry features and front fencing.

Central Sector - Area 2

The central sector of the South Western Character Area (Area 2) is characterised by a transition from low density to medium density dwelling forms.



Design intent

- Provide for a new neighbourhood park at the centre of the character area as focal point for the new residential community.
- Deliver density around amenity, frame public space and maximise opportunities for passive surveillance of public parks by providing increased density and building heights of up to 3 storeys along the edges of the neighbourhood park.
- Develop an approach to vehicle access and driveways that increases street amenity, prioritises walking and safety, maximises opportunities for public open space access, street tree planting and on-street parking, and delivers dwellings that address public open space by:
 - Restricting direct vehicle access to lots along boundaries and streets adjoining public open spaces;
 - Encouraging rear laneway access;
 - Providing consolidated access, where possible;
 - Minimising driveways along primary access streets / roads; and
 - Delivering dwelling entries and pedestrian access facing towards the neighbourhood park
- Promote view corridors to public open space and capturing vistas the Hurlstone Agricultural School landscape.
- Explore options for green streets connecting key public open spaces, such as increased tree canopy, verge planting and setbacks treatments.

South East Parkland - Area 3

The south eastern parkland (Area 3) continues the transition of medium density dwelling forms with further increases in building heights and density along the edges of the district level public open space.



Design intent

- Deliver housing choice by providing for a mix of medium density housing forms including;
 - 2 to 3 storey compact dwellings such as semi attached and attached housing; and
 - 4 storey low rise apartments.
- Promote quality design outcomes through encouraging integrated development
- Deliver density around amenity, frame public space and maximise opportunities for passive surveillance of public parks by providing increased density and building heights of:
 - Up to 3 storeys along the edges of the western neighbourhood park; and
 - Opportunities for low rise residential flat buildings along the interface with the eastern district level public open space of up to 4 storeys .
- Develop an approach to vehicle access and driveways that increases street amenity, prioritises walking and safety, maximises opportunities for access to public open space, street tree planting and on-street parking, and ensure dwellings can appropriately address public open space by:
 - Restricting direct vehicle access to lots along boundaries and streets adjoining public open spaces;
 - Encouraging rear laneway access;
 - Providing consolidated access, where possible;
 - Minimising driveways along primary access streets / roads; and
 - Delivering dwelling entries and pedestrian access facing towards the neighbourhood park.
- Provide for key active transport linkages to public open spaces and the town centre.
- Promote view corridors to the district level public open space and capturing vistas the Hurlstone Agricultural School landscape.

North East Parkland - Area 4

The north eastern parkland (Area 4) frames the north and west boundaries of the district level public open space and forms the north eastern gateway to the Town Centre.



Design Intent

- Deliver housing choice by providing for a mix of medium density housing forms including;
 - 2 to 3 storey compact dwellings such as semi attached and attached housing; and
 - 4- 5 storey low rise apartments.
- Deliver density around amenity, frame public space and maximise opportunities for passive surveillance of public parks by providing increased density and building heights of up to 5 storeys along the interface with the district level public open space.
- Maximise solar access and outlooks to public open space by encouraging increased building heights and massing to the eastern and southern edges of development blocks.
- Develop an approach to vehicle access and driveways that increases street amenity, prioritises walking and safety, maximises opportunities for access to public open space, street tree planting and on-street parking, and ensure dwellings can appropriate address public open space by:
 - Restricting direct vehicle access to lots along boundaries and streets adjoining public open spaces;
 - Encouraging rear lane access to lots;
 - Providing consolidated access, where possible; and
 - Minimising driveways along primary access streets / roads; and
 - Delivering pedestrian access facing towards the neighbourhood park.
- Provide for key active transport linkages to the district level public open space and town centre beyond.

SOUTHERN CHARACTER AREA

Glenfield's Southern Character Area will comprise of large lot residential dwellings, parcels of public open space and land for Hurlstone Agricultural High School.

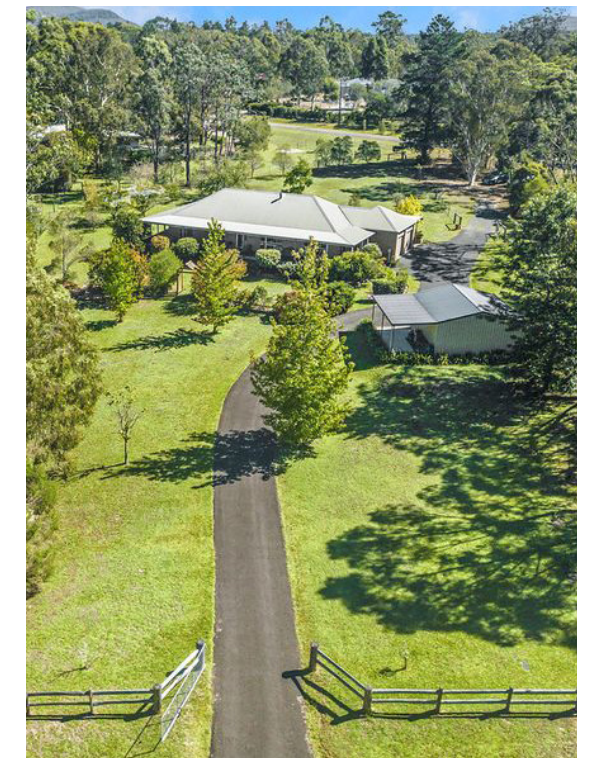
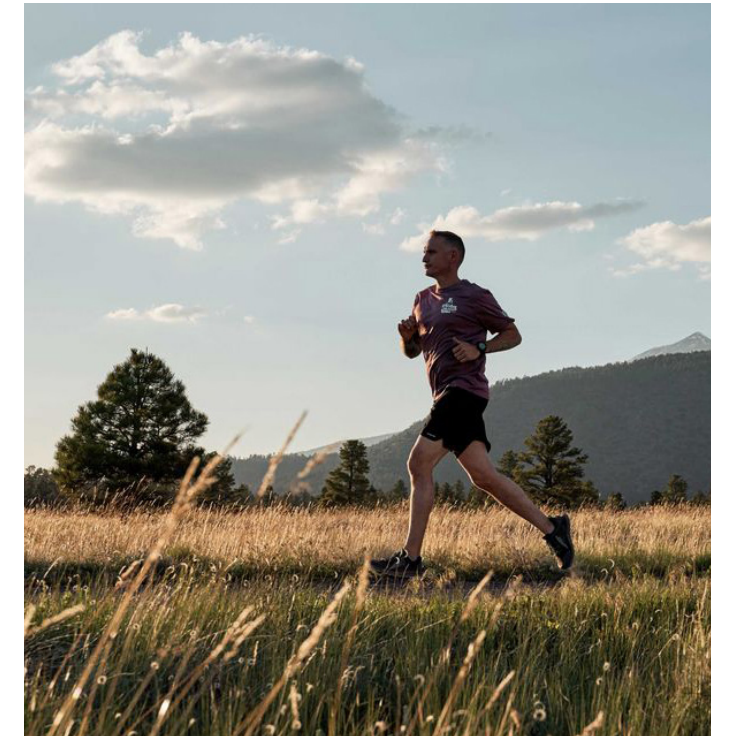
Located to the south of the existing railway line, these dwellings will be predominantly 1 storey in height and will sympathetically transition the density of Glenfield's town centre and south western character area to the State heritage listed Macquarie Field House and wider context.

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

Design intent

- Deliver very low density detached residential dwellings with a mix of 1 to 2 storey-built forms.
- Provide large lots in the order of 1,200m² or greater, that include significant landscaping and tree planting.
- Respect and protect the heritage values and landscape setting of the State heritage listed Macquarie Field House, through:
 - Preserving landscape qualities between the House and the Memorial Forest by locating farmland associated with the Hurlstone Agricultural High School along this view corridor;
 - Delivering very low density and low scaled single storey-built forms within the visual catchment of the heritage house and setting;
 - Providing sensitive interfaces with the heritage house and setting including:

- + Locating larger lots along the immediate interface;
- + Rear lot boundaries to the heritage lot;
- + Significant setbacks;
- + Delivery of a heavily landscaped and planted buffer area; and
- + Rural style fencing.
- Provide street types tailored to the landscaped character that integrate WSUD measure and significant street tree planting. Provide public open spaces along the western and northern boundaries to soften these interfaces, minimise impacts of development, mitigate potential adverse impacts from major infrastructure, and to cater for future extension of the active transport network.



TOWN CENTRE

The Town Centre will become a compact and sustainable centre focused around the Glenfield train station and 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 focused around the station. 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 and school site with increased densities adjoining key public open space to maximise the amenity of residents and connections to public open space.

The town centre is comprised of

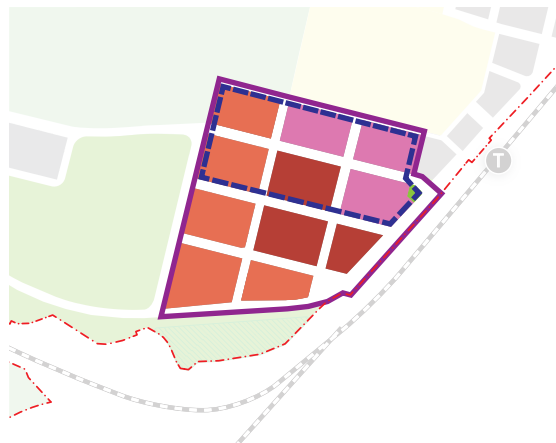
- Main street – Area 1
- Mid blocks – Area 2
- Southern edge – Area 3



TOWN CENTRE

Main Street - Area 1

The Glenfield Main Street will be the public retail and community spine of the new town centre. A vibrant mixed-use street connecting the train station, employment hub and urban square to the new district level recreational open space and playing fields.

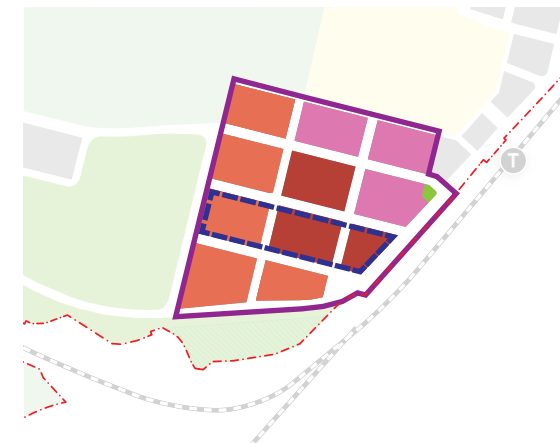


Design intent

- Deliver a mix of uses including:
 - Ground floor retail and supporting community and health uses;
 - Potential first floor and lower floors of commercial and business uses; and
 - Residential uses above.
- Promote housing choice by delivering a range of typologies through integrated block design such as:
 - 2 to 3 storey attached housing;
 - Low-rise to mid-rise apartment buildings; and
 - Shop top housing above the main street of up to 12 stories.
- Deliver a density and building height strategy focused around the amenity of the Main Street, town centre and Glenfield train station including:
 - Increased building heights and density along the Main Street frontage;
 - Increased building height and density on corners;
 - Transition heights from the east to the west of the Main Street;
 - Provide building heights up to 12 storeys to the east of the Main Street frontage;
 - Provide building heights of up to 6 storeys to the west of the main street frontage
 - Lower heights along the interface with the district level public open space, with taller buildings looking over the parkland behind; and
 - Lower scale compact housing and attached housing forms of 2 to 3 storeys along the interface with Hurlstone Agricultural High School, to protect privacy into the school; and
 - Maximise solar access by encouraging increased building heights and massing to the eastern and southern edges of development blocks.
- Provide built form setbacks to Hurlstone Agricultural High School site and ensure building address the school interface with pedestrian access and entries. As well as explore options for vehicle access along Hurlstone Agricultural High School interface.
- Deliver an active Main Street by:
 - Providing key anchors at each end of the Main Street. A new urban square adjoining the train station at the east, together with co-located health and community uses and distinct level public open space to the west;
 - Providing continuous weather protection / awnings and generous street tree planting;
 - Providing generous footpaths to priorities walking and accommodate outdoor dining and other spill over uses;
 - Providing incidental seating and quality furniture that encourages social interaction; and
 - Support active transport links between the district level public open space, urban square and the station, together with providing bicycle infrastructure in key locations.
- Develop an approach to vehicle access and driveways that delivers an active main street, increases street amenity, prioritises walking and safety, and that maximises opportunities for public open space access, street tree planting and on-street parking by:
 - Restricting direct vehicle access from the Main Street, fronting public open space, and facing the rail line;
 - Encouraging rear lane access to lots and promoting consolidated access where possible.
- Promote view corridors to the district level public open space and capturing vistas the Hurlstone Agricultural School landscape.

Central Sector - Area 2

The mid blocks of the town centre (Area 2) provide a transition from the Main Street with a decrease in building heights and a shift in the balance of land use towards high density residential.

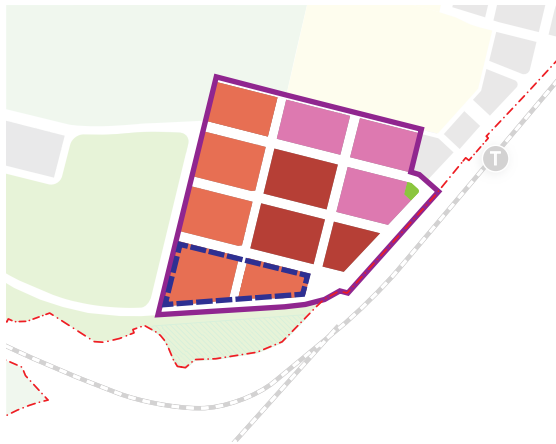


Design intent

- Deliver high density residential uses with residential flat buildings of up to 6 and 9 storeys.
- Promote a range of typologies through integrated block design including:
 - 2 and 3 storey attached housing;
 - 4 to 6 storey low-rise apartment buildings and
 - Mid-rise apartment buildings of up to 9 stories.
- Follow the building height and density strategy established in Area 1 by:
 - Providing increased height and density in the north east;
 - Providing increased building height and density on corners;
 - Transitioning heights from the east to the west;
 - Building heights of up to 9 storeys to the east;
 - Building heights of up to 6 storeys to the west;
 - Lower heights along the park edge, with taller buildings looking over the parkland behind; and
 - Maximising solar access by encouraging increased building heights and massing to the eastern and southern edges of development blocks.
- Support active transport and green links to and from public open space and provide bicycle infrastructure to support cycling.
- Explore opportunities to preserve and integrate cultural tree in detailed design.
- Develop an approach to vehicle access and driveways that increases street amenity, prioritises walking and safety, and that maximises opportunities for public open space access, street tree planting and on-street parking by:
 - Restricting direct vehicle access fronting public open space and the rail line; and
 - Mandating rear lane access to lots; and
 - Providing consolidated access, where possible.

Southern Edge - Area 3

The southern blocks of the town centre (Area 3) continue the transition from the Main Street and mid blocks with further decreases in building heights and residential density in support of the town centre.



Design intent

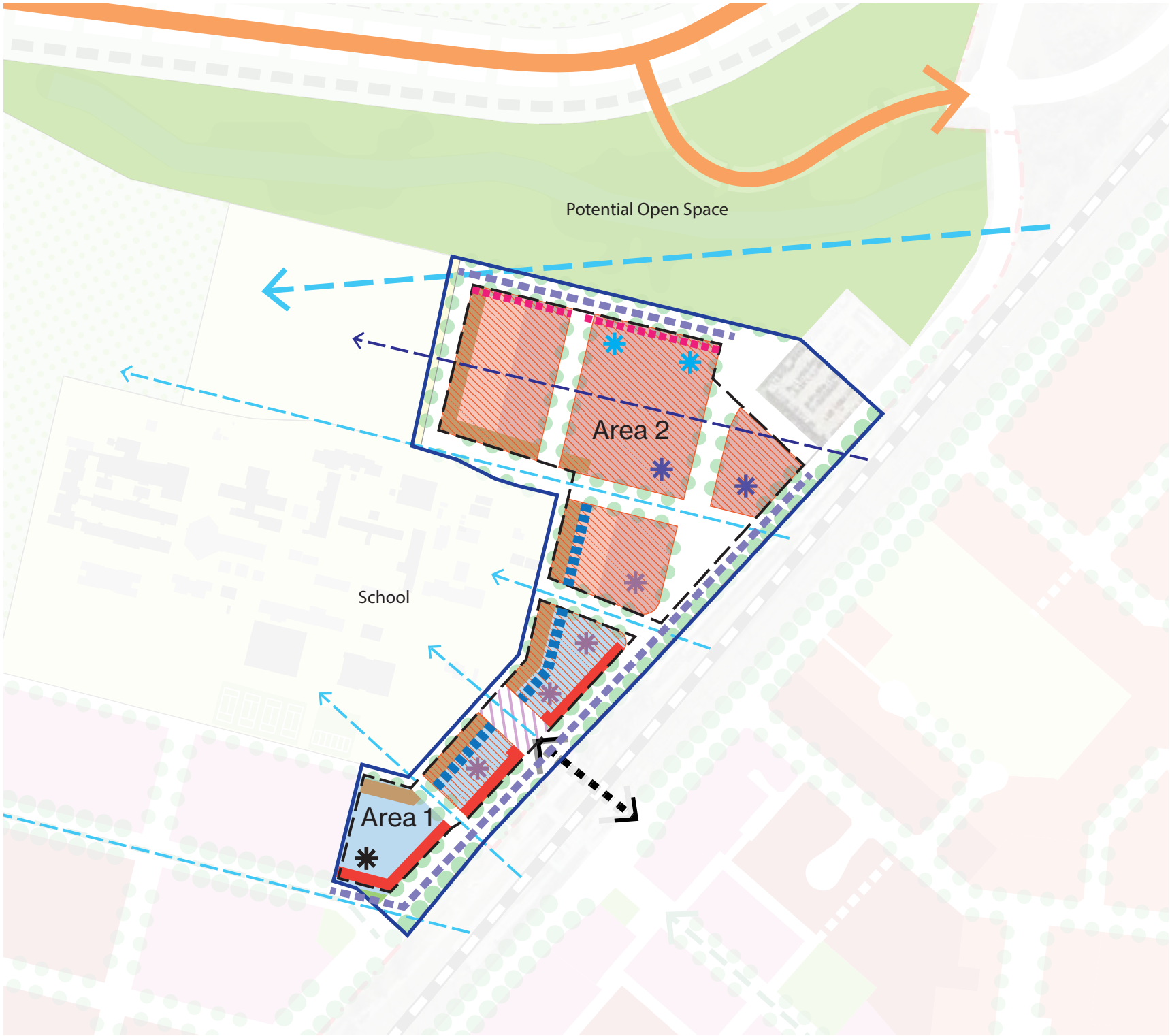
- Deliver high density residential uses with residential flat buildings of up to 6 and 9 storeys.
- Promote a range of typologies through integrated block design including:
 - 2 and 3 storey attached housing;
 - 4 to 6 storey low-rise apartment buildings and
 - Mid-rise apartment buildings of up to 9 stories.
- Follow the building height and density strategy established in Area 1 by:
 - Providing increased height and density in the north east;
 - Providing increased building height and density on corners;
 - Transitioning heights from the east to the west;
 - Building heights of up to 9 storeys to the east;
 - Building heights of up to 6 storeys to the west;
 - Lower heights along the park edge, with taller buildings looking over the parkland behind; and
 - Maximising solar access by encouraging increased building heights and massing to the eastern and southern edges of development blocks.
- Support active transport and green links to and from public open space and provide bicycle infrastructure to support cycling.
- Develop an approach to vehicle access and driveways that increases street amenity, prioritises walking and safety, and that maximises opportunities for public open space access, street tree planting and on-street parking.
- Promote view corridors to the district level public open space and Hurlstone Agricultural School landscape.

STATION CHARACTER AREA

The Station Precinct will be an accessible employment hub supported by a new medium rise residential neighbourhood overlooking the northern riparian open space corridor.

The character area contains 2 distinct areas.

- Precinct Boundary
- Area Boundary
- Medium Rise Residential
- High Rise Residential
- Employment / Residential
- Appropriate Built Form Interface & Address to parkland
- Built Form Setbacks
- Restricted Access
- Active Frontage
- View Corridors
- View Corridor & Break in Built Form
- Reduced height and density for privacy purposes
- Thin building massing to provide for view corridors
- Proposed road connection
- Potential Links
- Open Space / Park
- Recommended height in key locations:
 - Up to 12 storeys
 - Up to 9 storeys
 - Up to 8 storeys
 - Up to 6 storeys

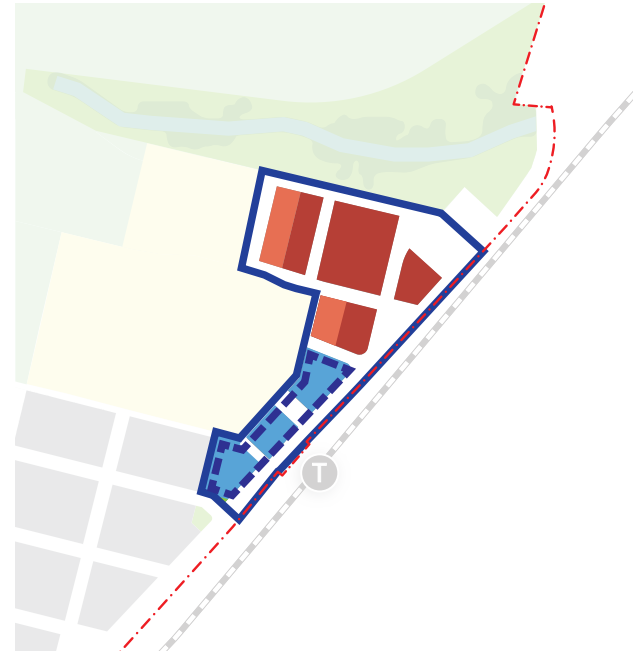


Station South (Area 1)

Station South (Area 1) includes the primary commercial and employment hub of the Precinct.

Design intent;

- Deliver primary commercial and business land uses.
- Promote quality design outcomes through encouraging integrated development with a variety of building forms ranging from 2 to 12 storeys.
- Deliver a density and building height strategy focused around the amenity of the Glenfield train station, and town centre Main Street that maintains key views and vistas including:
 - Increased building heights and density around the Main Street and train station;
 - Increased building height and density on corners;
 - A transition in heights from the south to the north;
 - Building heights up to 12 storeys to the south;
 - Building heights of up to 9 storeys to the north;
 - Lower heights and more compact low-rise / attached housing development to the western interface with the school site, to protect privacy of the school; and
 - Maximise solar access and maintain key view to the school site through carefully sited building massing, setbacks, and tall slender towers with small footprints.
- Deliver active edges to the, Main Street, train station, and along the railway line by:
 - Mandating active frontages;
 - Providing a landscaped / open space element to the south eastern corner to support the new urban square;
- Providing continuous weather protection / awnings and generous street tree planting; and
- Providing generous footpaths.
- Provide for integrated movement that:
 - Delivers active transport connection and links to key destination such as the North Eastern Character Area, train station, Main Street, and new urban square;
 - Delivers a direct shared street connection from the train station to the school that prioritises pedestrian and cycle movement;
 - Supports cycling by providing bicycle infrastructure at key locations;
 - Prioritises pedestrian crossings at key locations and provides generous footpaths to encourage walking;
 - Provides for vehicle circulation along the school site edge in a northward direction, integrating school bus stops and 'Kiss and Drop' facilities and proving rear lane access to lots; and
 - Delivers ease of movement, to, from, and through, the Character Area, integrating walking, cycling, bus and train transport.
- Develop an approach to vehicle access and driveways that delivers active edges, increases street amenity, prioritises walking and safety, and that maximises opportunities for school and public open space access, street tree planting, and on-street parking by:
 - Restricting direct vehicle access from the Main Street and the streets facing the railway line;
 - Providing for rear lane access to lots; and
 - Providing consolidated access, where possible.



Station North (Area 2)

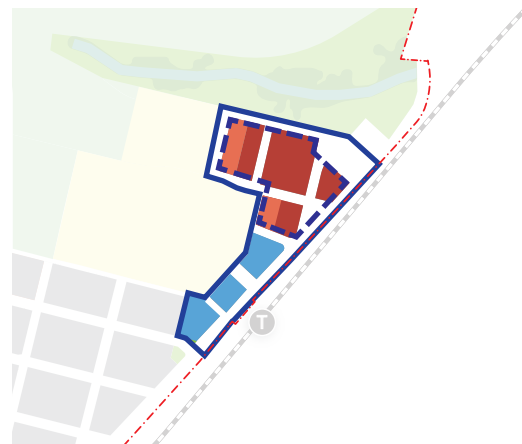
Station North (Area 2) will deliver a new residential neighbourhood, supporting the Station Character Area and Town Centre.

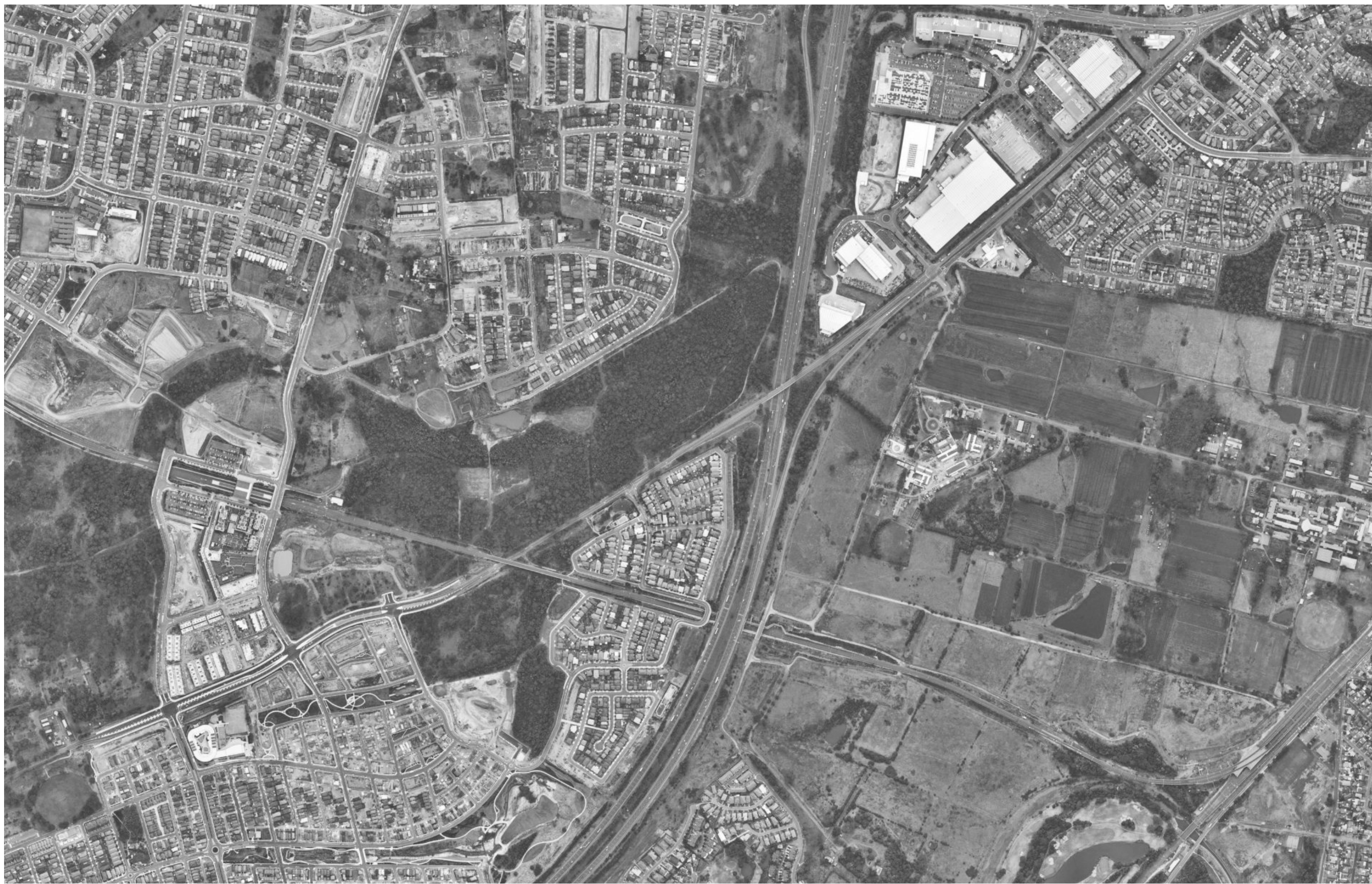
Design intent;

- Deliver medium to medium-high residential uses.
- Promote a range of typologies through integrated block design including:
 - 2 and 3 storey attached housing; and
 - 4 to 9 storey low-rise apartment buildings.
- Deliver a density and building height strategy focused around the amenity of Glenfield train station and public open space creek corridor including:
 - Increased building heights and density adjoining the Station Character Area, of up to 9 storeys, to provide a transition from the higher building forms to the south;
 - Increased building heights along the interface with the railway line to minimise acoustic impacts on the new residential neighbourhood;
 - Increased building heights adjoining the creek corridor to deliver density near public open space amenity and maximise the norther parkland outlook;
 - Medium density housing types, with lower heights of 2 to 3 storey along the west and south interfaces with the school sites, to protect the privacy of the schools; and
 - Maximise solar access by encouraging increased building heights and massing to the eastern and southern edges of development blocks.
- Support active transport and green links to and from public open spaces and the schools, together with provision of bicycle infrastructure to

support cycling at key locations;

- Maximise street amenity, safety, open space and school access, street tree planting and on-street parking by:
 - Restricting direct vehicle access from streets fronting the public open space creek corridor and Hurlstone Agricultural High School;
 - Providing consolidated access, where possible.
- Promote view corridors to the northern public open space creek corridor.





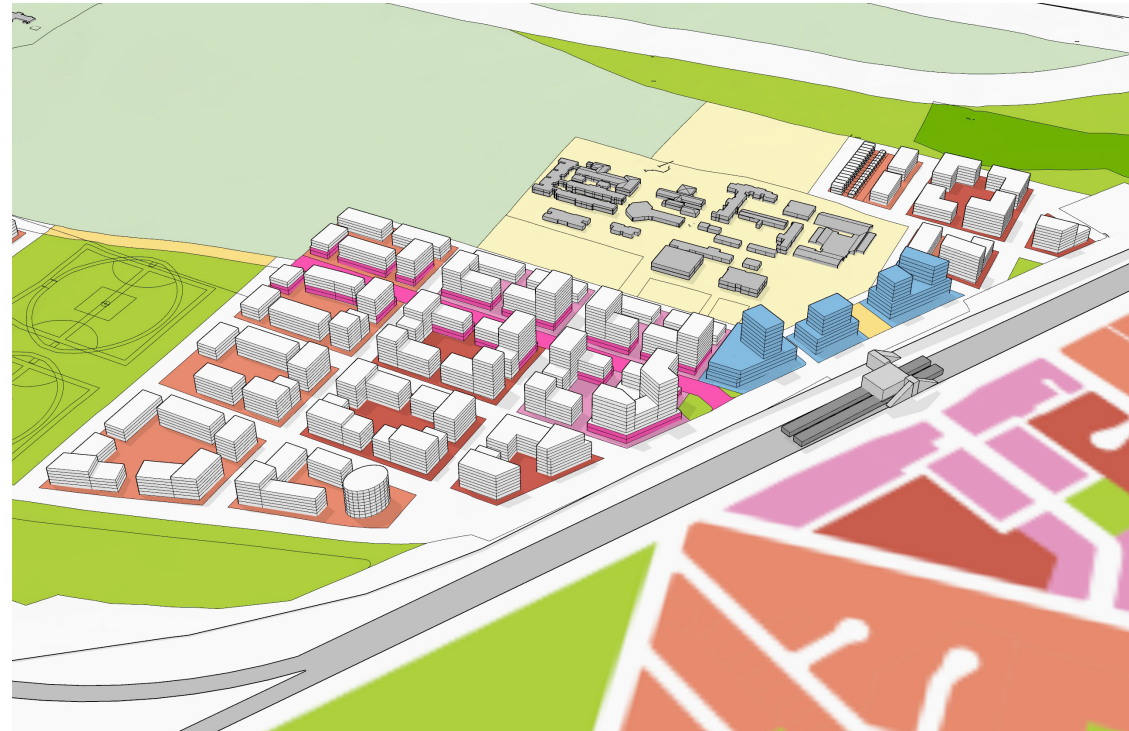


4.0 APPENDICES

04

APPENDIX A: 3D MASSING & SOLAR ACCESS

3D massing & Articulated
built form



APPENDIX A: 3D MASSING & SOLAR ACCESS

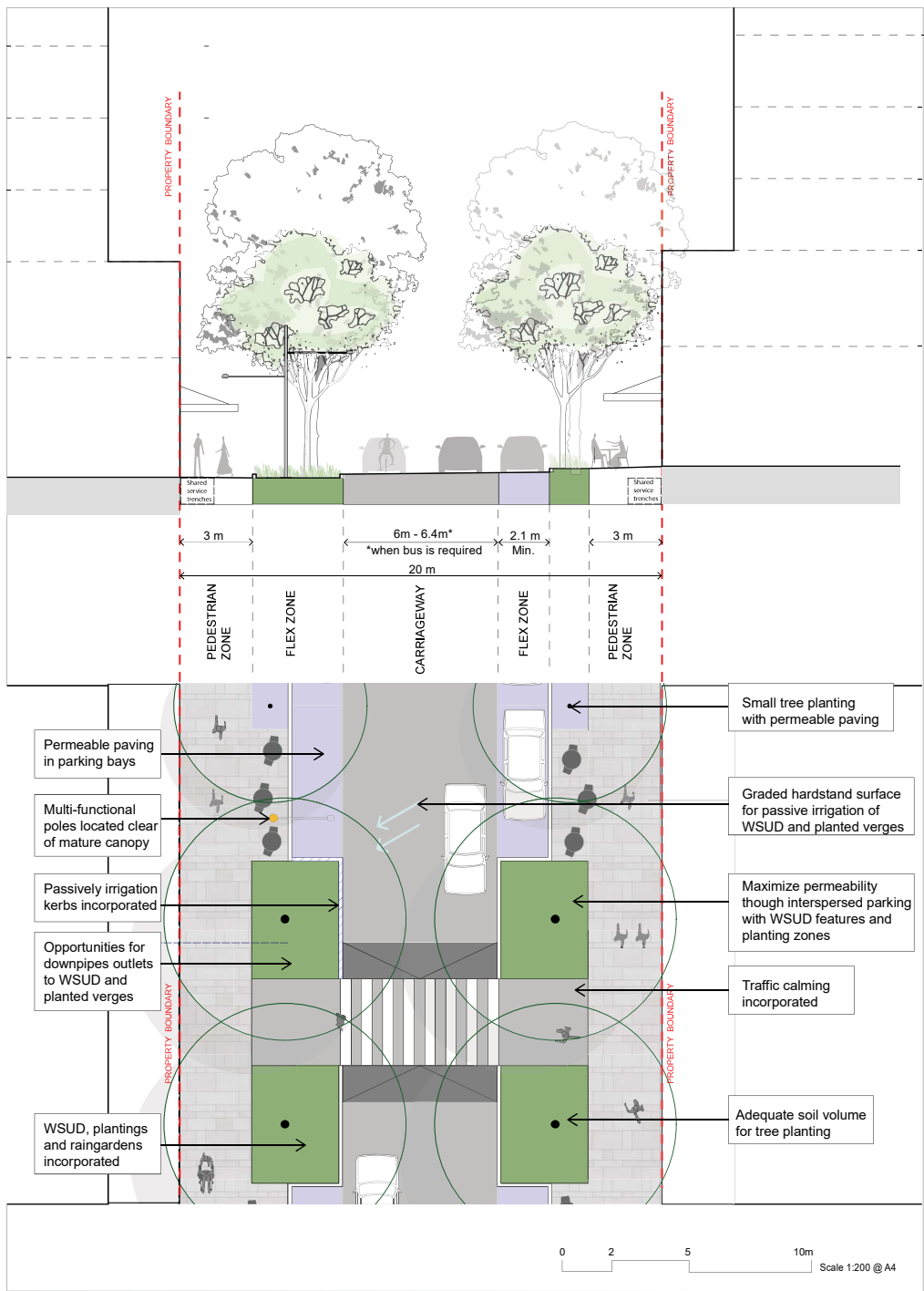
Solar Analysis: Mid Winter



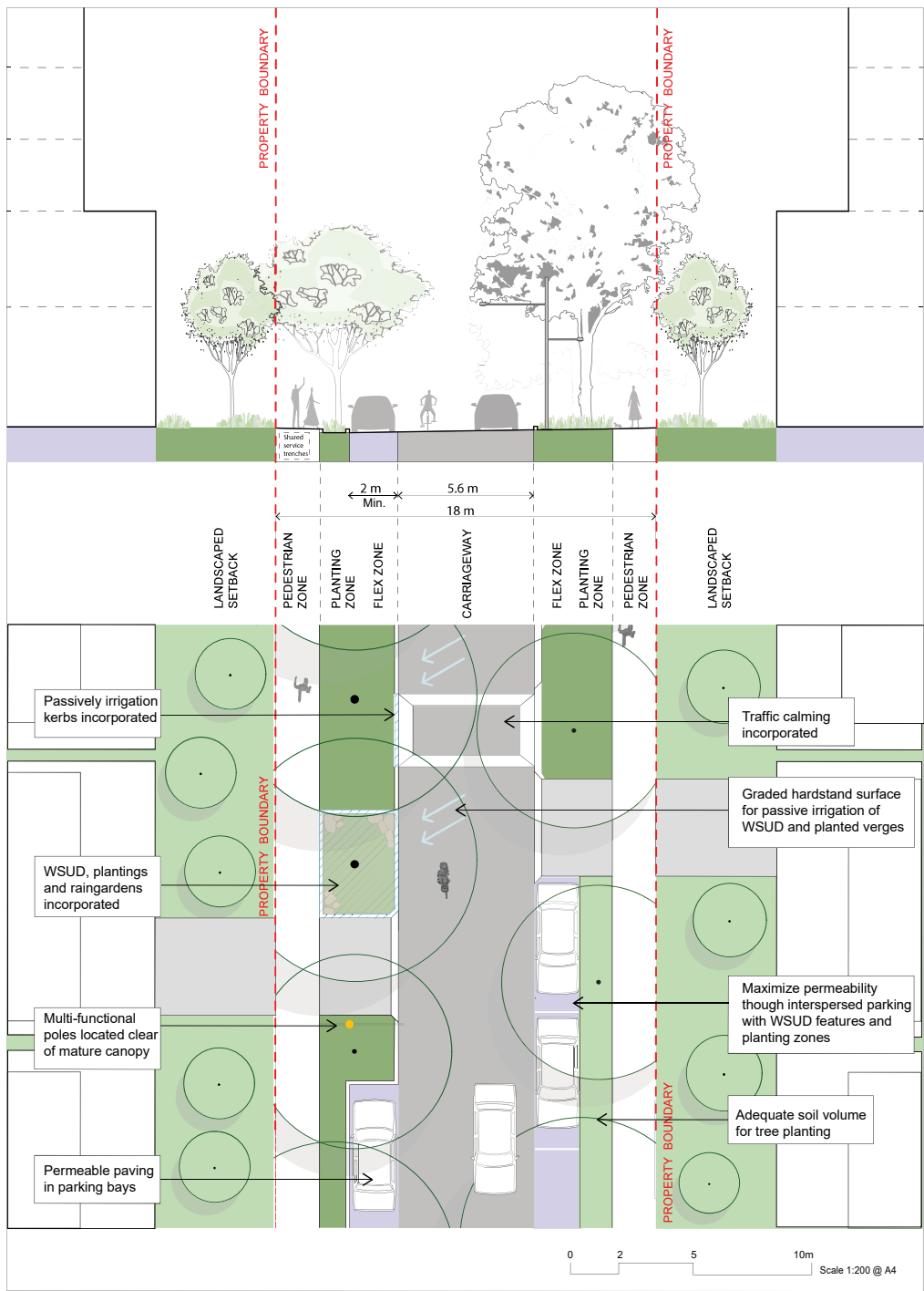
- AREAS THAT RECEIVE 0 HOUR SUNLIGHT
- AREAS THAT RECEIVE 0-1 HOUR SUNLIGHT
- AREAS THAT RECEIVE 1-2 HOURS SUNLIGHT
(BETWEEN 9 AM TO 3 PM IN THE WINTER
SOLSTICE)

APPENDIX C: TYPICAL STREET PLANS & SECTIONS

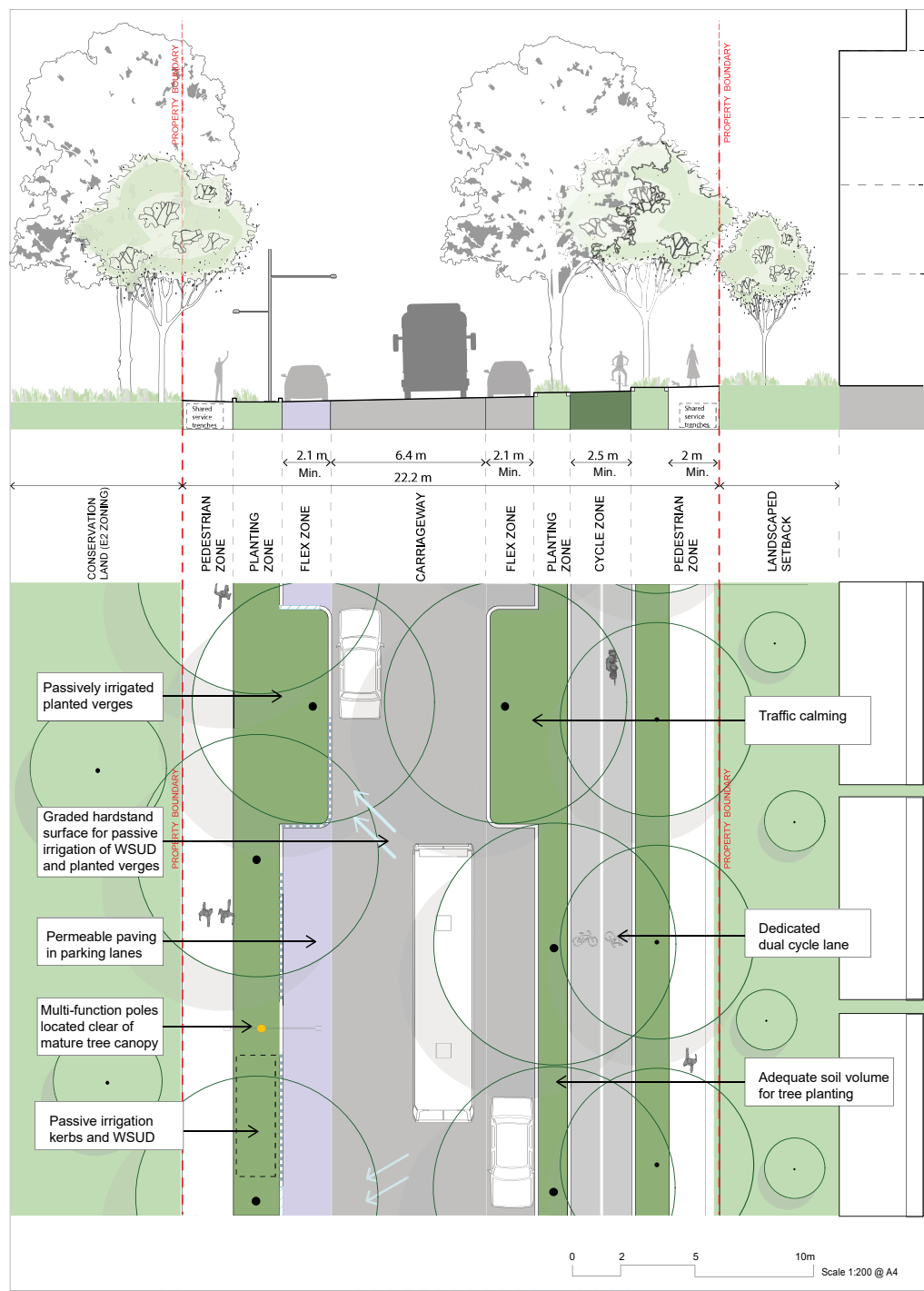
Main Street - Centre



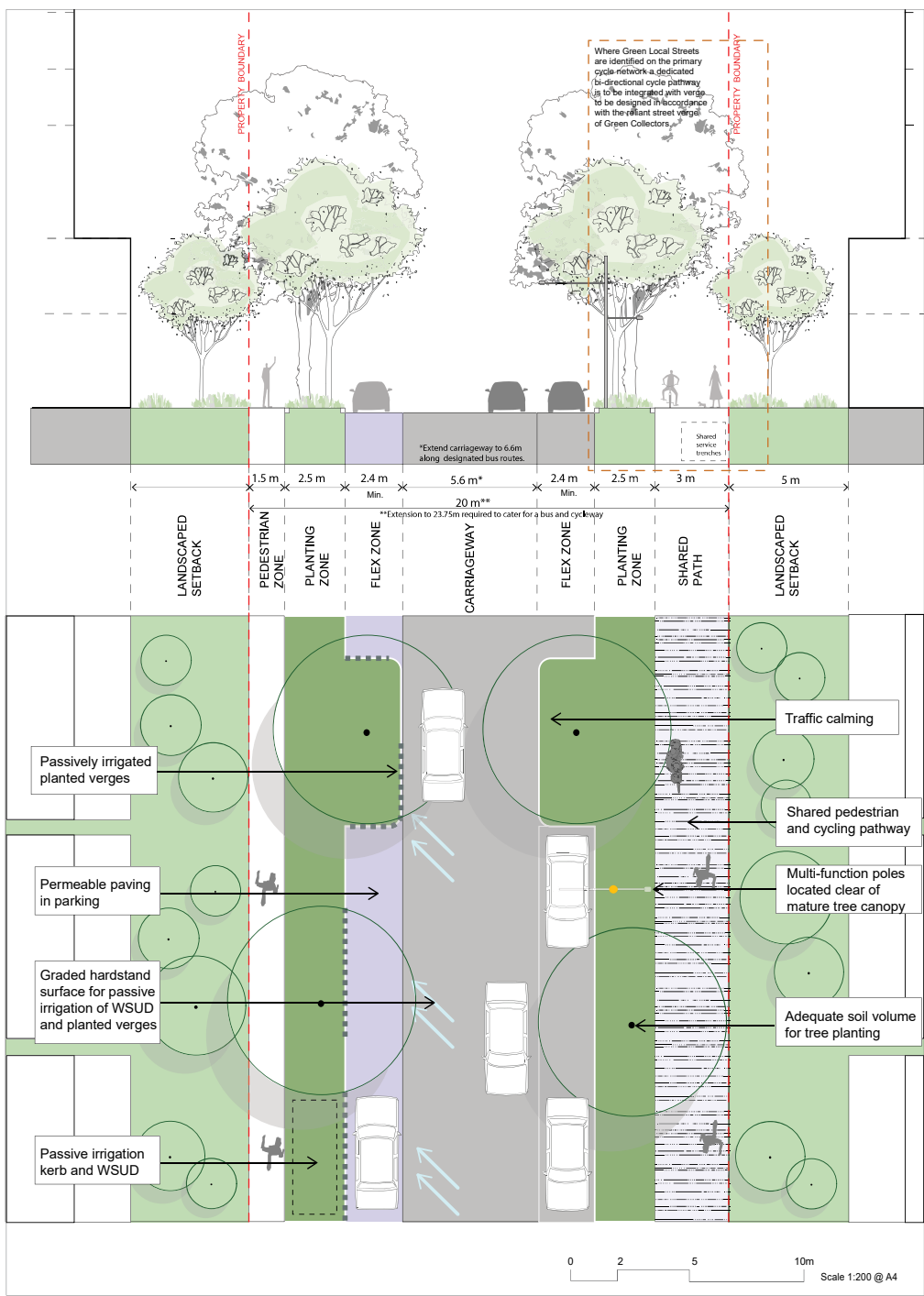
Local Street - Centre



Green Collector - Centre



Green Local Street - Centre





SYDNEY

Level 7, 80 William Street
East Sydney NSW 2011
Australia

MELBOURNE

Level 1, 104 Exhibition Street
Melbourne VIC 3000
Australia

BRISBANE

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Brisbane QLD 4000
Australia

PERTH

Level 2, 307 Murray Street
Perth WA 6000
Australia

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Shanghai 200041
PR China

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19th Floor – Havana Tower, 132 Ham Nghi,
Ben Thanh Ward, District 1, Ho Chi Minh City
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