

Department of Planning, Industry and Environment

# Final Glenfield Place Strategy

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July 2021



# 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.

We recognise Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to society. Aboriginal people take a holistic view of land, water and culture and see them as one, not in isolation to each other.

The Glenfield Place Strategy is based on the premise upheld by Aboriginal people that if we care for Country, it will care for us.

## **Find out more:**

[www.dpie.nsw.gov.au](http://www.dpie.nsw.gov.au)

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Cover image: Park area with family barbecuing.

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**Photography**

Open space is an important feature of the Glenfield Place Strategy.

# Contents

<b>Executive Summary</b>	<b>6</b>
.....	
About the Place Strategy	6
Implementing the Place Strategy	7
Planning for Infrastructure	7
The Final Structure Plan	9
<b>Introduction</b>	<b>10</b>
.....	
About Glenfield	10
Past precinct planning	11
A plan created through collaboration	12
<b>Planning for Glenfield</b>	<b>13</b>
.....	
Vision	13
Guiding principles	14
Structure planning	16
Technical studies	17
<b>5 big moves</b>	<b>18</b>
.....	
<b>Character Areas</b>	<b>20</b>
.....	
Reading the character areas	20
North West Character Area	21
South West Character Area	22
Southern Character Area	25
Town Centre Character Area	27
Station Character Area	29
<b>Achieving the vision</b>	<b>32</b>
.....	
Statutory planning changes	32
New land uses	32
<b>Infrastructure funding and delivery</b>	<b>37</b>
.....	
Funding infrastructure in Glenfield	37
Infrastructure list	38
<b>Appendix A – Infrastructure Schedule</b>	<b>39</b>
.....	





**Photography**

Glenfield Train Station.

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. The final Glenfield Place Strategy shows how Glenfield can be a connected, thriving community where people come together to enjoy parks and playing fields, green and abundant open space.

## Executive summary

### About the Place Strategy

Glenfield will be South West Sydney's premier regional sporting and education destination for the next generation.

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 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 delivering a sporting and educational precinct with high, medium and low-rise residential development

for up to 7,000 dwellings and 2,900 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.

We received feedback on the Draft Glenfield Place Strategy exhibited from 9 December 2020 to 12 February 2021 and we've been working closely with the community and other stakeholders to ensure this feedback is reflected in the Final Place Strategy.

We've heard and responded to concerns about:

- the importance of managing traffic and ensuring adequate car parking;
- ensuring infrastructure is planned to support development;
- proposed heights of buildings;
- the importance of open space, including quality open space with good amenities; and
- the need for improvements to cycle and pedestrian links.

This final Place Strategy shows how Glenfield's heritage will be protected and enhanced, with existing schools retained and with investment in the future of Hurlstone Agricultural High School to continue a strong legacy of contribution to agricultural education.



## Implementing the Place Strategy

Planning controls will facilitate up to 7,000 new homes and 2,900 new jobs and ensure development responds to Hurlstone Agricultural High School's heritage over time. Development in Glenfield is anticipated to occur over the next 20 years. To align this future development with the Place Strategy, the proposed controls have:

- Expanded the Heritage Curtilage of Hurlstone;
- Introduced a requirement for development to consider the guiding principles and character area provisions prior to consent being granted for a development application;
- Mode share targets to help reduce traffic congestion and encourage walkability, cycling, active transport and use of public transport;
- Protected areas of significant vegetation and ecological communities;
- Reserved land for upgrades to Cambridge Avenue;
- Identified land for future commuter parking;
- Expanded recreational zoning for open-space and playing fields.

## Planning for Infrastructure

Planning for infrastructure is to be provided as the population grows and draws from the findings of detailed technical studies such as the Infrastructure and Utilities Report, Social Infrastructure and Open-Space services report, Transport Management Plan and inputs from State agencies and Campbelltown City Council.

Detailed transport modelling has been updated in conjunction with Transport for NSW. The Department has worked closely with TfNSW to plan for the transport and road infrastructure required to service the precinct. In response to feedback, the Department undertook further transport modelling which identified an opportunity to increase options to access west Glenfield. This additional work identified a new north-south link in the precinct and a new all-access intersection.

In-addition, the final Structure Plan has been updated to include an additional location for commuter car-parking. As identified below, the Structure Plan provides a platform for delivery agencies to request additional government funding to deliver these services. Over-time, TfNSW and Council will identify a pathway to deliver this infrastructure.

Further to ensuring the road network can cater for future development, other submissions highlighted the importance of encouraging walkability and use of public-transport and other travel needs. The Department recommends that future transport modelling and inputs into the preparation of detailed Development Control Plans consider the ability for the Glenfield Precinct to provide a higher proportion of trips being made using public transport and active transport. Mode share targets are a common way to set an aspiration figure to encourage modal shift. To support this work, the Department would recommend future mode share targets for detailed modelling and design work considers:

- 10% of people only walk;
- 5% catch bus;
- 15% catch the train;
- 38% drive their own vehicle;
- 15% are a passenger in a vehicle;
- 2% are other modes.

Several submissions on the draft Place Strategy sought upgrades to the existing open space in Glenfield. The NSW Government through its Precinct Support Scheme has committed \$2 million in funding for the recently upgraded and inclusive playground in Glenfield Park and an addition \$2.9 million for upgrades to Seddon/Kennett Park. Moving forward the Department has also undertake an audit of the community's access to quality open-space and whether the land allocated for additional open-space can cater for upgrades into the future.





**Photography**

Neighbourhood park.

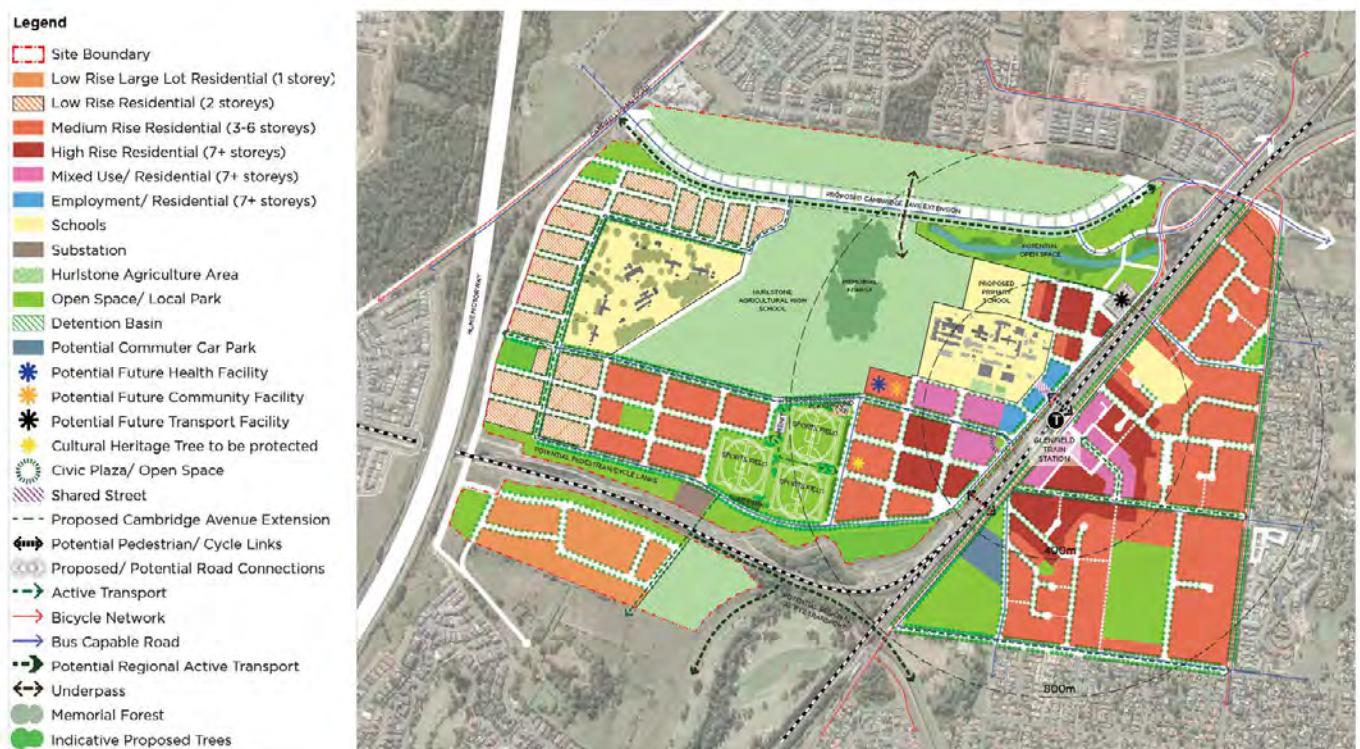


# The Final Structure Plan

The final 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 structure plan include:

- Over 70 ha of land retained at Hurlstone Agricultural High School for agricultural purposes;
- Up to 6 new playing fields, including 30 ha 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 north-south link and all-access intersection to Cambridge Avenue helping traffic flow and efficiency;
- 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 pedestrians and active transport; and
- Improved cycleway connections and upgrades to regional active transport links.



**Figure 1**  
Glenfield final Structure Plan.



# Introduction

## About 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, agricultural education, 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 the future Western Sydney 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, Glenfield is a mainly low-density residential community with a local shopping centre, two schools and several active recreation areas. In the west is the Hurlstone Agricultural High School, Glenfield Park School, Ajuga School and Campbell House School are the current primary land uses.



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 final structure plan recognises these characteristics

and draws on the concepts of meeting place, education and sports as drivers of renewal. The plan will provide new jobs for the future, and high quality new homes supported by infrastructure.

## Past precinct planning

### Timeline

**2015**

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 and finalised in 2017, including final precinct plans for each train station precinct, except Glenfield.

**2017**

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

**2018**

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 for up to 7,000 dwellings. A range of development heights were also envisaged, with taller buildings closest to the station.

**2019**

In late 2019, the NSW Department of Education announced it was implementing a new model for state-wide agricultural education. This announcement included Hurlstone Agricultural High School staying at its current location of Glenfield. This changed the scope of the Glenfield Precinct Plan to include the retention of land for the school as part of the overall project.

**2020-21**

The draft Glenfield Place Strategy was exhibited from 9 December 2020 to 12 February 2021.

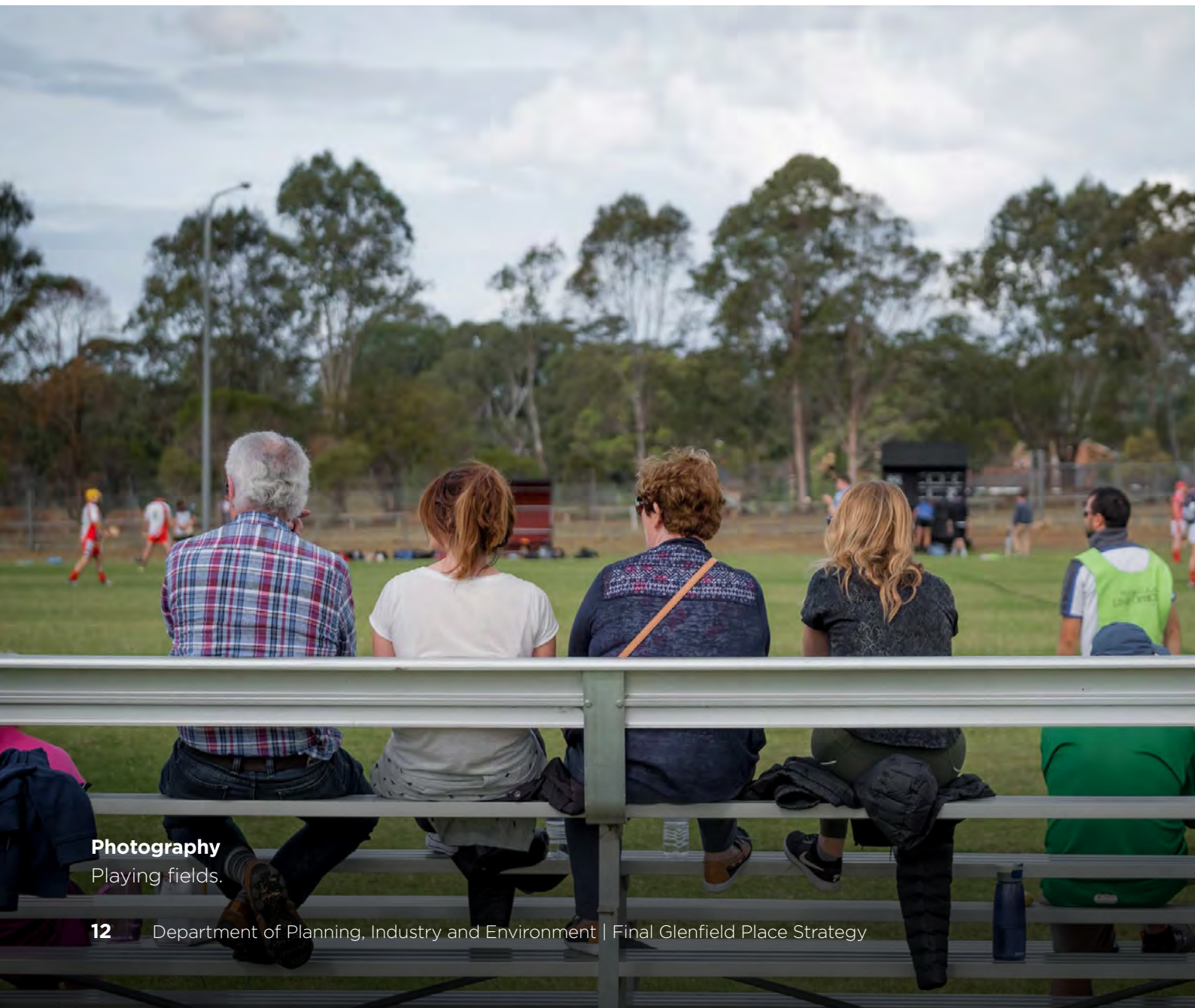


## A plan created through collaboration

Work on the precinct has been coordinated through a Project Working Group comprising the Department, Council, Transport for NSW (TfNSW), Schools 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 undertook a rigorous, place-led design process to prepare the draft Place Strategy. Key objectives of the working group were 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, conditional upon design excellence, expansion of community assets and provision of suitable infrastructure.

The exhibition of the draft Glenfield Place Strategy took place alongside Schools Infrastructure NSW's Hurlstone Agricultural High School Master Plan consultation, and Transport for NSW's Cambridge Avenue Extension exhibition.



**Photography**  
Playing fields.

# Planning for Glenfield

In 2040, Glenfield will be South West Sydney's premier local sporting and education destination. Glenfield will be a connected, inclusive community, where people come together to enjoy 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.

## Vision

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 and other facilities, the final plan recognises these characteristics. It draws on the concepts of meeting place, education and sports as drivers of renewal to provide new jobs for the future, and to deliver high quality new homes supported by infrastructure.

Glenfield has good access to existing transport infrastructure. It has rail connections to Leppington and in future 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's agricultural needs. 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.










# Guiding principles



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

**Table 1**

Urban Design Principles.

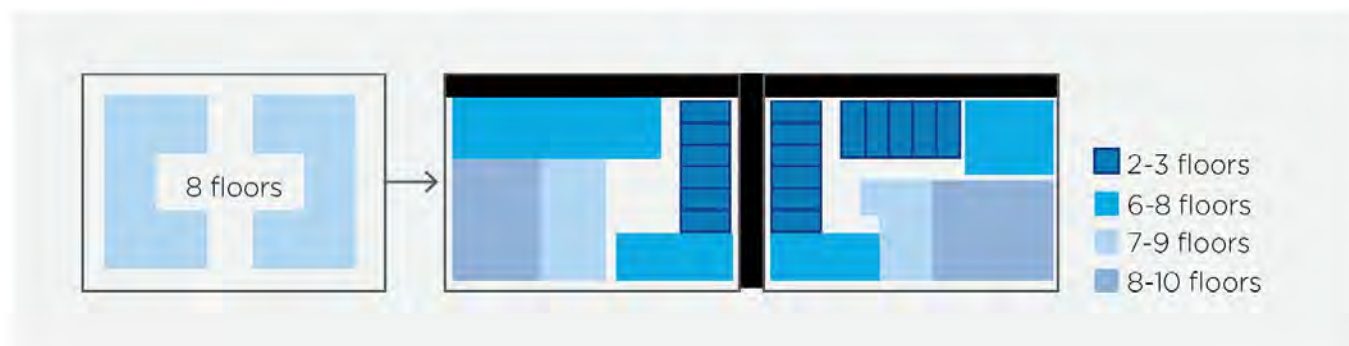
Principles	Guiding Principle
 <b>Respecting heritage</b>	<p>The final Place Strategy has ensured future development respects the heritage significance of Hurlstone Agricultural High School. View corridors between the heritage assets as well as into and out of the school and farm areas have been protected and maintained. At-least 50 ha of agricultural land will be retained. Development surrounding Macquarie Field House will be sympathetic and compatible with the heritage buildings and landscape.</p> <p>Existing aboriginal and indigenous heritage will be protected to embed the sites history and significance into the future place.</p> <p>Investigations for open space outside the Precinct and identified in the Infrastructure Schedule will consider embedding Aboriginal and Indigenous heritage early in the decision making and design phases of the project. This early engagement will protect and respect the sites existing heritage.</p>
 <b>A well-designed place</b>	<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 privacy impacts. 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>
 <b>A green place</b>	<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>
 <b>Deliver affordable and diverse housing</b>	<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 as distances increase from amenity and service drivers.</p>
 <b>Two vibrant and connected centres</b>	<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 cycling connections, which will be a mix of commercial, retail and residential development, with a vibrant commercial core. View corridors between the two centres will further increase the sense of connectivity.</p>



Principles		Guiding Principle
	<b>Create opportunities for new jobs</b>	Mixed-use development around the station will support health and community services, energising the main street. A lively employment hub around the Station will be easy to access, creating passing trade for local businesses, and approximately 2,900 jobs in the heart of Glenfield.
	<b>An accessible place</b>	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 future 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 including open-space and high-frequency public transport.

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

The principles set a benchmark reflecting the importance of achieving the criteria, and seek to implement them through a ‘design excellence’ planning control (Figure 3) to achieve the Glenfield vision.



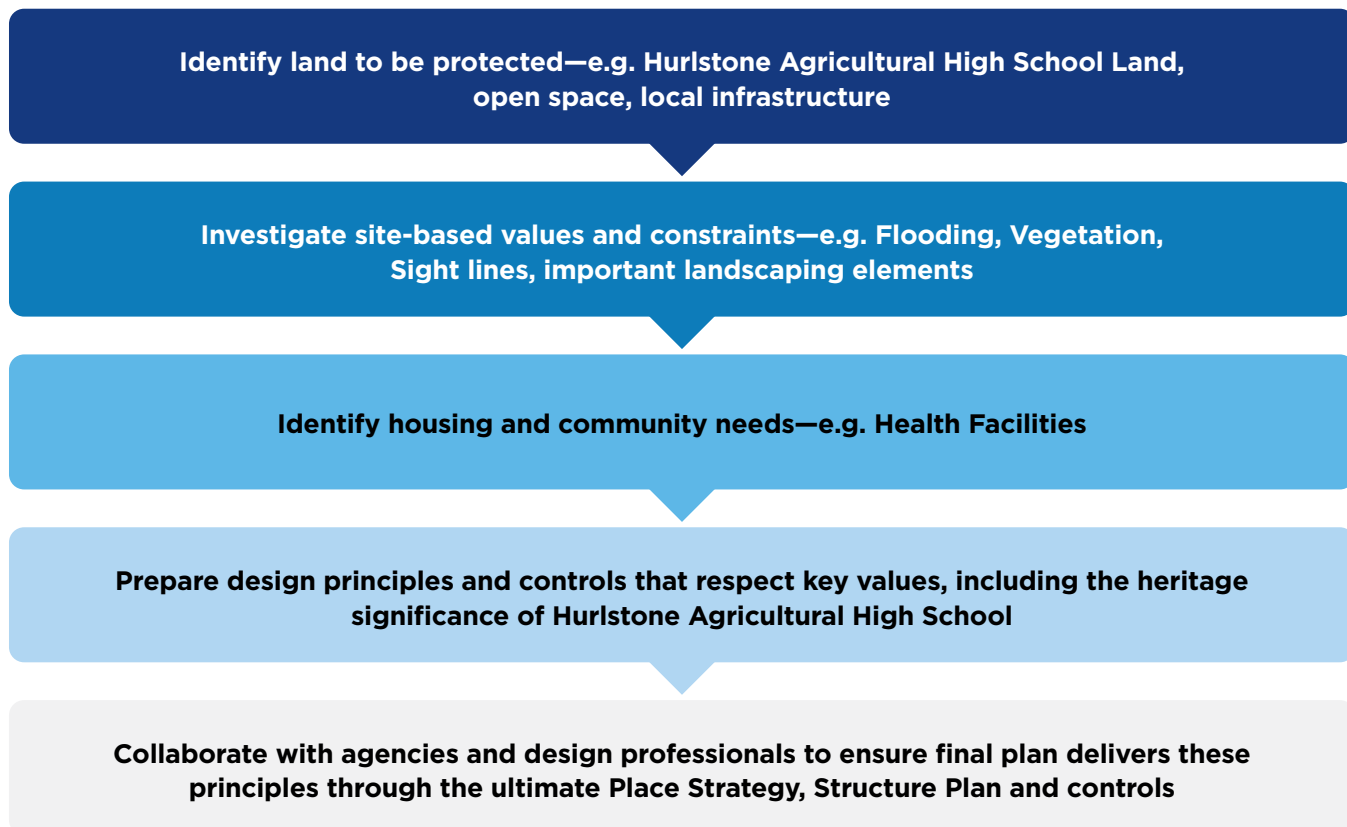
**Figure 3**

Traditional control compared with proposed design controls.



## Structure Planning

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



**Figure 4**

Structure planning.

The process has delivered integrated urban design and built form outcomes, including appropriate amenity, building height and density controls. To ensure future development aligns with the structure planning and vision for Glenfield, it is recommended that subdivision applications that seek to create lots of approximately 200sqm are accompanied with designs for the intended built form on the site. This will provide an opportunity for the lot size and pattern to provide for matters such as deep tree planting, pedestrian access, and appropriate acoustic and visual privacy. The design outputs:

- Align with the overall vision and planning principles established in the final Plan;
- Respond to locally relevant design principles; and
- Seek to achieve benchmarks for the future.



## Technical Studies

The Place Strategy is supported by a range of technical studies to identify whether the area can support increased development and pathways for the delivery of identified infrastructure. The studies include:

- Aboriginal Cultural Heritage Assessment;
- Biodiversity study;
- Social infrastructure and open-spaces services report;
- Heritage Impact Statement
- Infrastructure and Utilities report;
- Transport Management Plan; and
- Urban Design report

The final Place Strategy includes updated and refined (or new) reports and studies addressing feedback, including:

- Updated Transport Management Plan;
- Environmental and Risk Assessment – Interface between Hurlstone Agricultural High School and future development.

Outcomes of these updated reports have guided the development of the final Structure Plan and design considerations for future development applications. In particular, the Environmental and Risk Assessment provides recommendations to manage impacts related to:

- Spray Drift
- Odour
- Noise
- Soil
- Surface Water
- Groundwater; and
- Waste management.

For example, future development of HAHS will need to consider:

- Vegetation buffers and screenings between cropping areas, the boundary of the site and receptors;
- Boom sprayers that are fitted with shields;
- An Acoustic impact assessment should be undertaken during the design and future development of the school;
- A site weather station to monitor environmental effects of the farm.



# 5 big moves

Transformational changes for Glenfield include:



## 1. A unique educational hub for Western Sydney

- Approximately 77 ha 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 30 ha 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.



## 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.



## 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.
- Future transport and parking infrastructure to be delivered near Glenfield Station.



## 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 delivering a mix of development types across a master-lot (Figure 3).





**Photography**

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



# Character Areas

## Reading the character areas

The plan divided the study area into five-character areas. Each character reflecting its unique role and in response to site specific constraints and values. Further character areas may be developed for east Glenfield as detailed planning progresses as part of the Development Control Plan stage of the process. An outline of the five-character areas is shown below (Figure 5):



**Figure 5**  
Character Area Map.



# North West Character Area

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



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. This will also reduce negative impacts such as noise, air quality and privacy from the Hume and other surrounding 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.

## About the character area

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

Bordered by schools to the east and the Hume Highway (Hume) to the west, the character area will be characterised by a mix of generous 750m<sup>2</sup> and 420m<sup>2</sup> 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.



## Photography

Neighbourhood park is proposed in the North West Character Area.



## Photography

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 to the west, the South West Rail link to the south and proposed expansive recreational open space to the east.

The plan for this area will 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 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 diverse housing types, including a mix of residential housing forms. These types will increase 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.

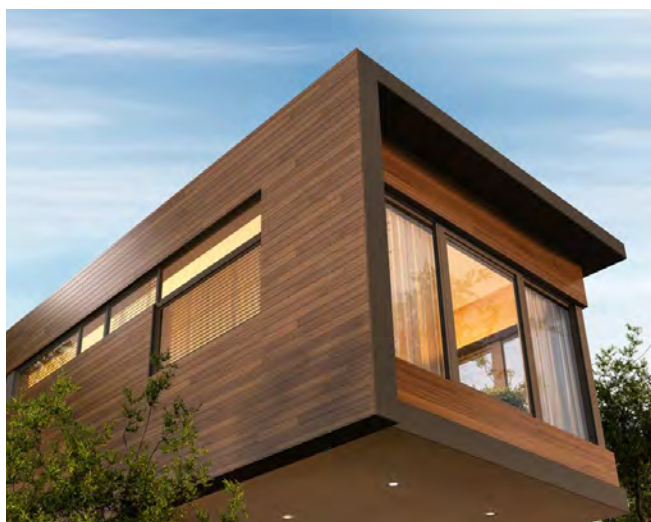
The area offers four distinct sectors with proposed design controls for each.

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



### Photography

Artist impression of design intent for the South West Character Area.



### Photography

Varied architectural forms are encouraged.



## Criteria

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

- 1. New accessible public open space** – Deliver approximately 10,600m<sup>2</sup> of local open-space to drive amenity and accessibility.
- 2. Greenery** – Buildings will be setback to encourage landscaping and tree planting in front and back yards. Encourage options for green streets that connect to the central open-space, providing opportunities for increased tree-canopy and verge planting.
- 3. Respecting view corridors** – Orient the street network to promote view corridors to and from Macquarie Field House. Building heights are capped to reduce density. Encourage articulated and varied architectural forms to minimise impacts of built form.
- 4. Density around amenity** – The location of taller buildings will maximise solar access and outlooks to public open-space. Density around amenity will maximise opportunities for passive surveillance of public parks, and active-transport connections.
- 5. People friendly streets** – Prioritise street amenity for the south west character area, to maximise walking and safety. Encourage rear-lane access and minimise or restrict driveways along active transport links or public open-space frontages. By restricting car-movement, an accessible and people friendly environment can be achieved.
- 6. Overshadowing** – Maximise solar access to public open space and adjoining developments as a primary design objective for development in this area. The height strategy delivers building heights and massing along eastern and southern edges to deliver maximum solar access.



**Photography**

Indicative medium density housing.

## Key infrastructure

- 2 local parks, totalling approximately 10,600m<sup>2</sup>;
- Additional north-south transport link to alleviate traffic out of the Town-Centre and Station precincts. Further investigations may support a 4-lane access road adjoining the farm to support traffic flow into and out of the Precinct;
- 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; and
- Expansive footpaths to cater for active travel.



**Figure 6**  
Design intent for South West Character Area.



# Southern Character Area

Environmental living with large lots to sympathetically transition density 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 plan retains Macquarie Field House's agricultural amenity and delivers diversity in housing stock through environmental, large-lot living. These dwellings will predominantly be 1 storey, with minimum lot sizes of 1,200m<sup>2</sup> and additional landscaping requirements.

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 adjacent to Macquarie Field House.

## Criteria

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

- 1. Subdivision** – Lots will be a minimum of 1,200m<sup>2</sup> or greater and include significant landscaping and tree-planting through the provision of a 'maximum site coverage' control.
- 2. 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.
- 3. 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. Future detailed design of street types will be tailored to match the agricultural character and integrate water sensitive urban design.



Photography

Large lot residential envisaged for the Southern Character Area.





**Photography**  
Enjoying open space.



# Town Centre Character Area

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, will energise the main street. Residential areas will support the centre, with increased densities adjoining key public open space, in order to maximise the amenity of residents and connections to public open space.

## 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. Encourage ground floor retail uses 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.
- 2. 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, while providing a transition away from Glenfield Train Station. Locate taller buildings closest to the train station and limit building heights 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.
- 3. 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.
- 4. Parking** – Discourage car-parking entries off main roads and the Main Street. This helps reduce traffic flow and improve the amenity of the future neighbourhood. Where appropriate, encourage opportunities for adaptive car-parking, such as ride-share or flexible parking, in the Town Centre.
- 5. Respecting Indigenous Heritage** – Additional development controls will also ensure a significant heritage tree is protected in the proposed Town Centre. The 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 some 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 700m<sup>2</sup>;

A 4-lane access road adjoining the rail-line to cater for traffic into and out of the Town-Centre. Alternative arrangements could be made in the Southern Character Area;

A combination of retail, commercial, community and residential frontages to the 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, 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 at 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 ensure appreciation of the site's 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. These include 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 school's edge.



## Criteria

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

### 1. 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 by integrating these design elements into future public open spaces.

### 2. Safe and activated laneways –

The proposed laneway in-between Hurlstone Agricultural High School and the commercial hub will support pedestrian access. Limit vehicular access to laneways and design laneways to prioritise walking, safety and activation of the ground-plane whilst providing safe movement for bus movements.

### 3. Separation to support bus movement –

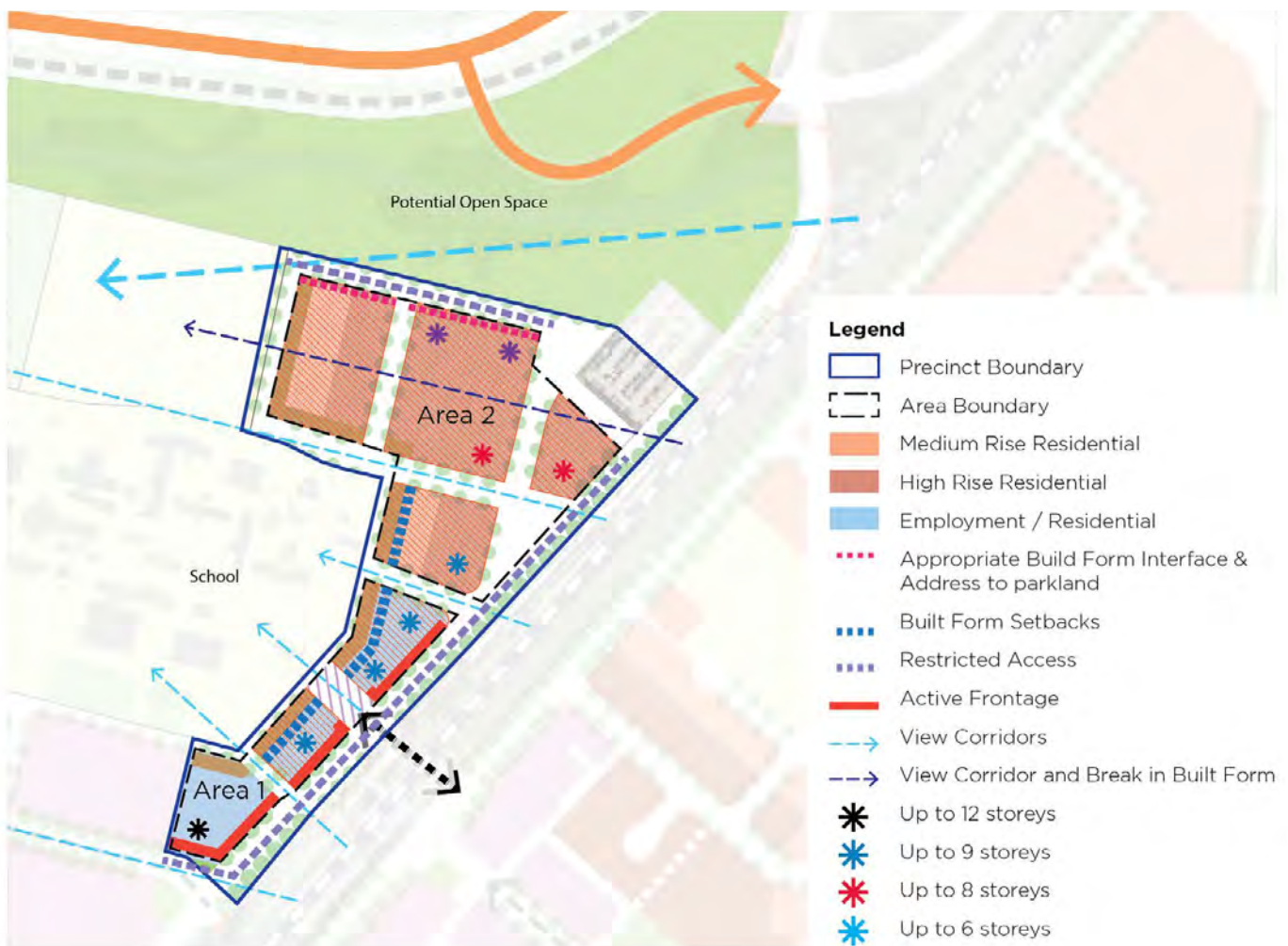
The Urban Design intent identifies a potential bus 'Kiss and Drop' facility between Hurlstone Agricultural High School and potential future development. and will need to be provided for vehicle circulation along the school's edge.



## 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;
- A 4-lane access road to support traffic into and out of the precinct. Detailed investigations may require one-way links around the existing commuter parking to support traffic access to Hurlstone and surrounding Schools. Alternative arrangements including increasing lanes in the South West Character Area and adjoining the farm;
- Pocket parks linked to the civic plaza;
- Potential footbridge connections to the Glenfield Station;
- Consolidated driveways and loading bays to service the commercial businesses; and
- Ample room to cater for school drop off/pick up and a bus-interchange;



**Figure 8**

Design intent for station character area.





**Photography**  
Railway Parade, Glenfield.



# Achieving the vision

## Statutory planning changes

The submissions made in response to the exhibited draft Structure Plan, draft Place Strategy, draft Urban Design Report and other technical reports have informed the final 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 [Finalisation Report](#).

## New land uses

The land use zones (Figure 9) reflect the vision 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 will transition from high to low away from the Station and amenity drivers of the study area. E2 (Environmental Protection) and E4 (Environmental Living) zones are proposed to protect key ecological and heritage features of the site.



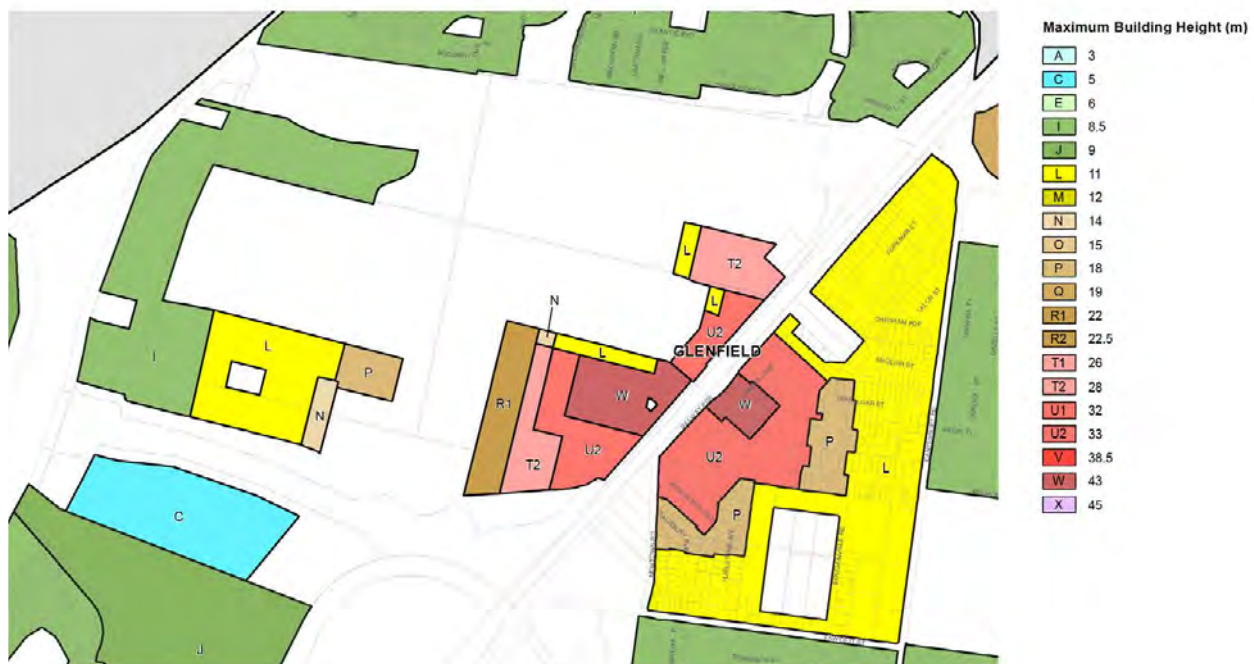
**Figure 9**  
Land Use Zone.



## Building Heights

To encourage quality design outcomes with a variety of building forms, a range of heights will be provided across the study area. The highest buildings are closest to the train station and transition down towards the boundary of the study area. The highest buildings are in the town centre main street and around the station.

The building height controls for western side of the Precinct ensures important view corridors are maintained. This includes views to the State Heritage listed Macquarie Field House.



**Figure 10**  
Maximum Building Height Map.

## Floor Space Ratios

Floor space ratio controls define the size and form of development. For both the east and west, the Floor Space Ratio (FSR) controls reflect the future desired built form and building heights for the study area. The highest FSR controls, or the greatest density, will be within the mixed-use area closest Glenfield Station.



**Figure 11**  
Floor Space Ratio Map.



## Design excellence

A Design excellence provision in the LEP will 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 contains specific criteria that will apply to future development in a portion of western side of the Precinct only. The consent authority must consider whether proposed development exhibits design excellence in accordance with the criteria prior to determining a development application. For future development in this part of the Precinct, the new design excellence criteria will replace the existing criteria in clause 7.13 of the *Campbelltown Local Environmental Plan 2015*.

## Affordable housing

A 5% affordable housing target is proposed for the study area and formed part of the exhibited EIE. 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.

Post exhibition, the Department undertook further discussions with Council and relevant Government Agencies to determine the most appropriate way to progress an Affordable Housing Contribution that was consistent with SEPP 70 (Affordable Housing Revised Schemes).

As a result of this consultation, the LEP controls will include a 5% affordable housing contribution for the western side of the Precinct, and introduce a framework for a future contribution for the eastern side of the Precinct once further assessment under SEPP 70 is undertaken by Council at a suitable stage.



**Photography**  
Indicative built form.

## Car Parking Rates

Consistent with the principles of transit-oriented development and the Regional Plan “30-minute cities”; as well as the Future Transport Strategy 2056 intentions for reduced congestion, adaptable car parking and more environmentally sustainable travel, maximum car parking rates will be applied to parts of the Glenfield precinct. The rates are outlined in the Table below.

**Table 2**

Final car parking maximum rates

Land Use	Maximum car parking spaces
<b>Studio</b>	1
<b>1 Bedroom</b>	1
<b>2 Bedroom</b>	1
<b>3 + Bedroom</b>	2
<b>Visitor</b>	1 per 5
<b>Commercial Premises</b>	1 per 25sqm of Gross Floor Area for retail premises
<b>Retail</b>	
<b>0-10,000 sqm of Gross Floor Area</b>	6.1 spaces per 100sqm of Gross Floor Area
<b>10,001-20,000 sqm of Gross Floor Area</b>	5.6 spaces per 100sqm of Gross Floor Area
<b>20,001-30,000 sqm of Gross Floor Area</b>	4.3 spaces per 100sqm of Gross Floor Area
<b>30,001+ sqm of Gross Floor Area</b>	4.1 spaces per 100sqm of Gross Floor Area

### Development control plan

A Development Control Plan (DCP) will be prepared by Council or developers and set out fine-grain built form, sustainability, and urban design provisions that guide the detailed design of the future development. These are likely to include:

- management of the interface to Hurlstone
- layout and precinct structure controls, such as road, open space, and connections
- road widths and designs
- built form controls
- landscaping and private open space controls
- bushland, native vegetation, tree protection, and natural features requirements
- waterways and riparian corridor protection
- sustainability requirements and targets, including the Premier’s Priority target to increase tree canopy cover across Greater Sydney to 40%

- stormwater and water cycle management requirements and targets (for water quality and water quantity)
- amenity, view sharing, solar access, and privacy requirements and controls
- geotechnical requirements
- flood planning controls.

Development applications within the Glenfield Precinct which are not minor in nature will not be able to be determined under the proposed planning controls until a DCP has been prepared and is in force. Minor development applications including master-lot/management subdivisions, dwelling houses, garages, internal building works/fit-outs, minor building works/extensions etc that do not undermine the intent of the Structure Plan will need to make a request to the approval authority at the time of the application to determine if the proposed development can proceed without the need for a DCP to be in-place.



# Infrastructure funding and delivery

Technical studies and inputs from State agencies and Council informed the infrastructure planning for the precinct.

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.

Planning for infrastructure is guided by the following principles:

- Infrastructure will maintain or improve quality of life and places for residents in and around Ingleside.
- Delivery of infrastructure will be coordinated between the State Government and Council.
- Infrastructure will be available at the right time and aligned with growth.

## 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 planning 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, the existing 'satisfactory arrangements' clause in the CLEP 2015 will apply to the study area.

It requires developers to make satisfactory arrangements to contribute to the provision of state infrastructure prior to development occurring.

## Agency budgets

Infrastructure can be funded through relevant State agencies' capital works budgets. This recognises the limited capacity of contributions to fund the required infrastructure, and that some infrastructure improvements are required regardless of the growth anticipated in the Place Strategy.

# Infrastructure list

A complete list of proposed infrastructure items is at Appendix A. Table 3 outlines some of the key infrastructure items which will support the development of the study area.

**Table 3**

List of proposed key infrastructure items

Key infrastructure item	Delivery mechanism
<b>Cambridge Avenue Extension</b>	To be confirmed in negotiations as part of a Voluntary Planning Agreement
<b>Potential Health Facility</b>	State Government
<b>Pedestrian and cycle connections over the rail line</b>	To be confirmed in negotiations as part of a Voluntary Planning Agreement
<b>Cycleway improvements to regional infrastructure</b>	State Government
<b>Land reserved for a potential future primary school</b>	State Government
<b>Commuter parking</b>	State Government/Council
<b>Bus-Interchange</b>	State Government
<b>Up to 6 Playing Fields</b>	Council/Voluntary Planning Agreements



**Figure 12**

Indicative infrastructure location.



# Appendix A – Infrastructure Schedule

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

\*Location to be determined.



**Photography**

Family enjoying open space.





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[dpie.nsw.gov.au](http://dpie.nsw.gov.au)