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GREATER MACARTHUR URBAN RENEWAL AREA

GLENFIELD

Finalisation Report

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Executive Summary

Glenfield will supply approximately 7,000 additional homes, 2,900 additional jobs, open space and recreational facilities, as well as an upgrade of the Hurlstone Agricultural High School.

The rezoning of the Glenfield precinct facilitates the NSW Government's vision for the Glenfield to Macarthur Corridor Strategy and the Western City District Plan, which recognises the opportunity to deliver a 30-minute city through Glenfield as an emerging destination and evolving centre. The precinct will provide for jobs closer to home and contribute to the NSW economy. People can reach Liverpool, Parramatta and future centres of Leppington and the aerotropolis within 30 minutes by public transport

The draft Glenfield Place Strategy was exhibited from 9 December 2020 – 12 February 2021, including a Draft Glenfield Structure Plan and Explanation of Intended Effect outlining proposed planning legislation amendments, and a series of technical specialist reports supporting the draft Glenfield Place Strategy.

We reached 89,000 Facebook users, nearly 4,500 visits to our webpage, over 10,000 visits to our social pinpoint page, over 950 letters were sent to landowners and 763 electronic notifications were distributed to other stakeholders. Following this extensive engagement, we received:

- 100 submissions;
- 46 comments via the Social Pinpoint Map;
- 33 one-to-one sessions were held; and
- 125 people attended the two joint Government online information sessions.

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
- improvements to cycle and pedestrian links.

This Finalisation Report along with supporting documents, outlines the consultation process, summarises the issues raised in submission and reports on how those issues have been addressed to finalise the precinct.

1. Introduction

1.1. Overview

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

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

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

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

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

In late 2019, the Department of Education announced a new model for state-wide agricultural education. This included HAHS staying in Glenfield. The vision for Glenfield is to respect HAHS's heritage and provide an opportunity to deliver new active open space while responding to the need for additional housing, jobs and services and a pathway to identify infrastructure needs in the area to 2040.

The rezoning of the precinct will:

- Permit a range of uses, including up to 7,000 new dwellings and 2,900 jobs to be delivered over the next 20 years through changes to land zoning and development controls such as height and floor space;
- Deliver at-least 30ha of additional accessible public open space;
- Incorporate planning controls to deliver up to 5% affordable housing in the precinct;
- Create a unique educational hub for Western Sydney through the retention of HAHS, retention of Glenfield Public School, Glenfield Park School and Campbell House School, and land preserved for a potential future primary school;
- Identify and plan for delivery of infrastructure that is required to support development, including extension of Cambridge Avenue, and potential future health and education facilities;
- Protect and enhance the heritage significance of Macquarie Field House;
- Delivery of best practice design through a Design Excellence provision which will apply to future development applications; and

- Assist in encouraging active and public transport through future cycle and walking connections, while providing opportunity for additional public transport infrastructure, and delivering a maximum car parking rate, a shift away from the usual minimum requirements.

Following the public exhibition, the Department of Planning, Infrastructure and Environment (the Department), in collaboration with Transport for New South Wales (TfNSW) and Campbelltown City Council (Council), undertook an extensive review of issues raised in submissions.

This report documents the consultation process, summarises the issues raised in submissions and reports on how those issues have been addressed to finalise the precinct plan.

2. Exhibition

2.1. Exhibition and Submissions Period

The draft rezoning package was exhibited from 9 December 2020 to 12 February 2021. All submissions received by the Department have been considered in the summary of submissions and detailed response in **Sections 3** and Error! Reference source not found. of this report.

2.2. Exhibited Materials

The following documentation was publicly exhibited as part of the Glenfield Place Strategy (place strategy):

- Discussion Paper, as an Explanation of Intended Effect (a 'plain English' version of the proposed amendments to planning controls and legislation);
- Draft Glenfield Precinct Structure Plan (draft structure plan) and place strategy which identifies the vision for the precinct;
- Draft re-zoning Maps identifying the changes required to planning controls to help realise the vision for the precinct; and
- The following technical studies:
 - Aboriginal Cultural Heritage Assessment;
 - Biodiversity Study;
 - Social Infrastructure and Services Report;
 - Heritage Impact Statement;
 - Infrastructure and Utilities Report;
 - Transport Management Plan; and
 - Urban Design Report.

The package was available on the Department's website at www.planning.nsw.gov.au/glenfield.

2.3. Public Notice

A media release announcing the start of exhibition was issued by the Minister for Planning and Public Spaces on 9 December 2020.

Notices were placed in the Liverpool Champion advising of the details of the public exhibition:

Additionally, the following public notifications were made:

- 763 Electronic Direct Mail (EDM) sent at start of exhibition to Glenfield webpage subscribers, plus reminder EDM sent halfway; and

- Social media advertising on Facebook and posts on Twitter and LinkedIn carried out by the Department's digital team.

2.4. Notification to Landowners

The Department notified 962 landowners in writing at the start of the exhibition period. The letter provided details of the exhibition period and information sessions, and invited submissions on the draft place strategy.

The Department also individually wrote to specific landowners in relation to the proposed potential open space in the precinct.

2.5. Information Sessions

The Department hosted two online information sessions regarding during the exhibition period. The following sessions were held:

- Community information session – Tuesday 15th December 2020 – 5:30-6:30pm; and
- Community information session – Wednesday 3rd February 2021 – 5:30-6:30pm.

The sessions were an opportunity for members of the public to gain further information on the project and provide comment on the exhibited materials. TfNSW and SINSW also presented at the sessions.

More than 125 landowners and community members participated in the information sessions.

A briefing to Campbelltown City Councillors was held on the 2nd February 2021, and other elected officials were also provided during the exhibition period, identifying key aspects of the draft planning package, including planning controls by Departmental representatives and a presentation on the future of HAHS by SINSW. TfNSW also provided a presentation on the future road and transport infrastructure related to Cambridge Avenue.

2.6. One on One – Individual Landholder meetings

In addition to the community wide information sessions, the Department also hosted online individual landholder meetings. A booking platform was available on the Department's website for individuals to nominate a time to meet with the project team. This one to one briefing provided landholders an opportunity to ask further questions on the draft plan, clarify site-specific planning controls, and understand avenues to make a submission. The Department held 33 one-on-one landholder meetings.

2.7. Post-exhibition targeted consultation

At the close of exhibition, the Department undertook further targeted engagement with a range of stakeholders to address and resolve key matters outlined in submissions, including:

- Density, built form, zoning, lot size and building height;
- Delivery of appropriate infrastructure to support the future precinct;
- Interface of development with HAHS;
- Transport and parking requirements for the future precinct;
- Approach to affordable housing;
- Open space needs; and
- Heritage and environment issues including flood, noise, odour and landscaping.

The results of this further engagement and are detailed in **Sections** Error! Reference source not found. and **5** below.

3. Submissions Summary

3.1. Number of Submissions

The Department reached 89,000 users on Facebook, received 4,500 visitors to the Glenfield webpage, 10,000 visits to the social pinpoint page, sent 962 letters to landowners and 763 electronic direct mail to stakeholders.

A total of 100 submissions were received as a result of this extensive engagement. All submissions are available on the Department's website. A summary of submissions grouped into major stakeholder groups is provided at **Table 1**.

Table 1 Summary of Submissions



| Submission author | Number of submissions |
|---|-----------------------|
| Community and Organisations | 81 |
| Landowners and Developers | 12 |
| Government agencies and utility providers (including Council) | 4 |
| Elected Officials | 3 |
| Total | 100 |



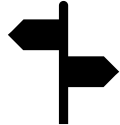




3.2. Themes raised in submissions

All submissions received were reviewed by the Department. Where necessary the Department consulted Council and other State agencies including TfNSW, SINSW, and Department of Primary Industries, to respond to submissions.

Table 2 below outlines the key themes raised in submissions.

Table 2 Themes raised in Submissions

| Key theme | What we heard |
|---|--|
|  Hurlstone Agricultural High School interface | <ul style="list-style-type: none"> Clarity on how the building heights would not affect the privacy and amenity of HAHS. Concerns about potential conflict of land with the agricultural land e.g. odour, spray drift and how this is managed. |
|  Car parking and commuter parking | <ul style="list-style-type: none"> Existing car parking, particularly commuter parking, is critical and should be retained and increased. Expansion of the commuter car park is seen as high priority. The need for additional parking to support proposed development. |

| Key theme | What we heard |
|--|--|
| Infrastructure delivery  | <ul style="list-style-type: none"> • The need for clarity about the infrastructure items committed for delivery and how it will be delivered. • Requests to improve road infrastructure and access points to reduce congestion. • Concerns that infrastructure will need to be increased to support proposed growth and development. |
| Active transport  | <ul style="list-style-type: none"> • Requests to improve cycle and pedestrian links from the precinct, to the north at Panorama estate (Glenfield Road community) and to the M7 shared path. • Consideration of links to the railway station and how these can be well designed. • The need for amenity such as shade and planting when providing pedestrian links. |
| Road infrastructure  | <ul style="list-style-type: none"> • A focus on the need to resolve congestion and the consideration of needed road upgrades. • Consideration of additional access points for Glenfield how these will be designed. • Clarity on how parking will be provided to cater for the proposed development. • Concern that Cambridge Avenue extension will affect neighbourhood amenity e.g. noise, trucks and congestion. |
| Future development  | <ul style="list-style-type: none"> • Concerns that the land use zones and densities proposed would result in overdevelopment, particularly for east Glenfield. • Support for additional retail along Railway Parade. • Concerns about overshadowing and other negative impacts from increased density and building heights. • Requests for further additional uplift of statutory controls on the eastern side of Glenfield Train Station (e.g. zoning, FSR and height) for their properties; • Concerns that the FSRs proposed in some locations did not appear to correlate with the exhibited proposed dwelling densities. |
| Open space  | <ul style="list-style-type: none"> • There is a need to upgrade existing open space with amenities such as shade, play equipment and sporting facilities. • Opposition by all affected landowners of the proposed potential acquisition of land at 108 & 110 Railway Parade and 12 - 16 Hosking Crescent. • Objection to the acquisition of the same land parcels for open space and suggestion of a 'land swap' to create a plaza near the station on the east. |
| Affordable Housing  | <ul style="list-style-type: none"> • Guidance requested on how the affordable housing target will be implemented. • There was broad agency support for an immediate 5% affordable housing target for west Glenfield. • It was requested that an in-principle affordable housing target be agreed for east Glenfield with detailed provisions to be implemented once Council had undertaken further studies in accordance with SEPP 70. |
| Environment and Heritage  | <ul style="list-style-type: none"> • Requests that future development adjoining Macquarie Fields House be of an appropriate low-density built form, with significant landscaping to respect the heritage curtilage and form of the heritage precinct. • Requests that further stormwater and flooding advice be provided to ensure future development is not unnecessarily impacted by flooding. • Requests for additional European heritage studies to be undertaken prior to redevelopment of west Glenfield. |

4. Response to submissions

Following what we heard, the below outlines the proposed response to the range of items raised during exhibition. The response to items raised should be read in conjunction with the final structure plan at **Figure 1**.

Post exhibition changes have been made to the exhibited zoning maps, relevant CLEP 2015 provisions, draft structure plan and place strategy as a result of the Department's review of submissions. The changes made to the draft structure plan, place strategy and future CLEP 2015 provisions since exhibition are summarised in **Section 5** and discussed below.



Figure 1: Glenfield Structure Plan

4.1. Hurlstone Agricultural High School Interface

4.1.1. School size and educational requirements

Post-exhibition, the Department of Education, through SINSW, has determined that the appropriate land size for the HAHS, is approximately 77 ha, which is unchanged from the exhibited ILP. Land use decisions were made by prioritising teaching and learning outcomes for students and were influenced by industry experts, Department of Education staff and feedback from community consultation. Based on these considerations, the Department of Education has determined that approximately 77 ha of land will be retained for the HAHS campus (school, farm, dairy, sporting facilities and boarding facilities).

The farm hub has been designed with the future of the surrounding area in mind. By co-locating livestock housing and other farm facilities in a centralised hub, the Department of Education has sought to reduce the number of interfaces between the school farm and neighbouring properties and minimising potential impacts. The upgraded facilities include new livestock housing, equipment, machinery, in-ground irrigation systems and a new effluent management system.

These facility upgrades will modernise and improve current operations across the farm and help to manage potential land use conflicts arising from noise, dust, odour and spray drift.

4.1.2. Interface with surrounding development

Several submissions highlighted the importance of the interface of development with agricultural activities at HAHS. In response, SINSW commissioned additional environmental reports to assess the perceived land use conflicts between HAHS and development surrounding the farm. The reports are available on the Department's website. The recommendations from the environmental reports identify measures to mitigate and resolve the land use conflict, particularly regarding the farm operations.

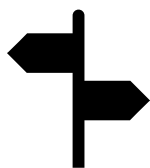
The Department of Education has determined the size of land that will be retained for HAHS, approximately 77 ha. Land use decisions were made by prioritising teaching and learning outcomes for students and were influenced by industry experts, Department of Education staff and feedback from community consultation. Based on these considerations, the Department of Education has determined that approximately 77 ha of land will be retained for agricultural purposes at the HAHS (school, farm, dairy, sporting facilities and boarding facilities).

The farm hub has been designed with the future of the surrounding area in mind. By co-locating livestock housing and other farm facilities in a centralised hub, the Department of Education has sought to reduce the number of interfaces between the school farm and neighbouring properties and minimising potential impacts. The upgraded facilities include new livestock housing, equipment, machinery, in-ground irrigation systems and a new effluent management systems. These facility upgrades will modernise and improve current operations across the farm and help to manage potential land use conflicts arising from noise, dust, odour and spray drift.

The findings and recommendations from various assessments will be used to inform future operations and mitigation measures in detailed Development Control Plans and future State Significant Development (SSD) applications for HAHS.

Regarding the location of building heights adjacent to HAHS, the Department's exhibited planning controls identified a separation of future buildings from the HAHS, maximum building heights of 3 storeys to limit overshadowing and design recommendations in the Urban Design Report and place strategy to manage this interface. Particularly in the Station Precinct, the place strategy identified additional separation of the HAHS and development through the introduction of a bus-interchange or laydown area. Further detail on the interaction of development and the HAHS, including potential sight lines into the school will be addressed during the preparation of the Development Control Plan. The Department has included criteria that requires each development on the western side of the Station to demonstrate design excellence. This legislated design excellence criteria includes controls relating to achieving the appropriate interfaces between buildings and the public domain, having regard to special character of the school, any heritage issues, and the location of any tower with regarding to bulk and massing of the building.

4.2. Transport, Parking and Infrastructure



4.2.1. Road & Transport Infrastructure

Cambridge Avenue & Detailed transport modelling

The design of the future Cambridge Avenue extension is an important, longer-term project associated with the precinct and the surrounding road network.

Upgrades to Cambridge Avenue are intended to help cater for background traffic, traffic demand within, into and out of the precinct.

The future road corridor of approximately 2.5 ha is zoned SP2 infrastructure to ensure this land is retained for future road purposes. The existing satisfactory arrangements clause will ensure future development provides funding or the ability to negotiate and work with government to deliver part or all this road corridor to help service demand from the Precinct.

The Department has been working closely with the TfNSW to plan for the transport and road infrastructure required to service the precinct. Following consideration of submissions on the recommended design for Cambridge Avenue upgrade TfNSW will assess the potential noise measures as part of the environmental investigation during the next phases of the Cambridge Avenue project. More information on the plans for Cambridge Avenue Upgrade can be found here: <https://roads-waterways.transport.nsw.gov.au/projects/cambridge-ave-glenfield-upgrade/index.html>.

In response to feedback on whether the road network can cater for traffic demand from the place strategy, in consultation with TfNSW, the Department undertook further transport modelling and to align with more recent standards required by TfNSW. The work of this updated modelling identified an opportunity to increase options for exiting the west Glenfield. This modelling indicated that by providing an additional all-movements intersection in the western side of the Precinct, it will help reduce traffic movements in front of the proposed Town-Centre and potential conflicts with pedestrian and other school movements running adjacent to the Rail Line. In-response the Department has identified a new all-movements intersection on the western edge of the precinct.



4.2.2. Active Transport

A range of submissions outlined the need to further consider active transport, cycling and walking links in the precinct and particularly to the Glenfield Road community.

While the active transport opportunities identified in the place strategy and draft structure plan are indicative at this stage, these documents will become statutory 'matters for consideration' as future DCP controls are developed, along with subsequent DA consents. The existing Clause 6.3(3)(b) of the CLEP 2015 (Development Control Plan) requires that the future DCP provide for *"an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists."*

In response to feedback, additional cycling and active transport links were identified on the final structure plan, including links to the Hume and along the Cambridge Avenue corridor. There was no ability to include additional pedestrian/cycling links from west Glenfield to the Glenfield Road community, given the potential for contamination, safety and operational risks to these users and to the school operation.

It is considered that these additions will ensure that the detailed future active transport design will enhance the liveability and amenity of the future precinct, in accordance with the final structure plan and place strategy principles.



4.2.3. Car Parking, Commuter Parking & Bus Facilities

Car parking rates

Car parking rates were a key topic during exhibition, with varied opinions. Some submissions supported implementation of maximum car parking rates, while other submissions felt that minimum rates should be applied. Other submissions did not object to the principle of maximum parking rates, however considered that a higher maximum should be applied.

The Department undertook further consultation with both TfNSW and Council regarding the proposed 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, that maximum parking rates would be applied to the precinct. However, it was also acknowledged that to facilitate a transition to maximum car-parking rates in Campbelltown and allow for business to adapt to changing travel patterns in the LGA, the higher of the two exhibited rates would be used.

Table 3 below outlines the maximum rates to be applied in the CLEP 2015.

Table 3 Final car parking maximum rates

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

Commuter Parking & Bus-Interchange

Several submissions highlighted the importance of appropriate commuter car parking for the area and providing land for additional bus-services for the area. The draft structure plan nominated an opportunity for more commuter parking and other transport services such as bus-services to be expanded at the existing commuter car-parking location, adjacent to HAHS. As the precinct and surrounding region develops, it is acknowledged additional commuter carparks will be required to service the community. To integrate more commuter parking into the precinct, further consultation with Council and TfNSW was undertaken. This consultation identified that to meet the predicted growth in the area, an additional future car park in proximity to the station, playing fields, and existing businesses was recommended to meet future anticipated demand.

In response, the Department has updated the draft structure plan to nominate the carpark adjacent to Seddon and Kennett Park as a potential location for future commuter parking. This carpark was not identified in the exhibited ILP, however, being an existing carpark will provide for adaptable parking uses over time, including weekend parking for local sporting events and commuter parking. Further investigations between Council and TfNSW will need to be undertaken to facilitate the delivery of this additional commuter parking and confirm commercial terms.

Additional land will be required over time to provide for bus set-down areas and bus-stops adjacent to Glenfield Train Station to service the precinct and commuter needs. The exhibited Transport Management and Accessibility Plan identifies a potential bus-set down area for commuter needs adjacent to the station. The width of the road corridor identified in the final structure plan can accommodate bus-stops and other services in this area. The existing commuter car park has the potential to adapt over time to provide additional areas large enough for buses to park and turnaround (layover). Additional options identified in the Urban Design Strategy identifies a bus-set down area adjacent to HAHS to cater for school drop off and other needs. The ultimate road width and land set-aside for bus-stops will be identified during the preparation of relevant Development Control Plans and secured during the Development Application stage.



4.3. Infrastructure Delivery

4.3.1. Location of Health and Community Facilities

Several submissions requested confirmation of the intended locations of the Health and Community Facilities to be implemented as part of the final structure plan. This infrastructure was identified in the draft structure plan as part of the Town Centre to west Glenfield (**Figure 1**).

While it is acknowledged that the location of these facilities in the structure plan are indicative, the ultimate location and delivery of these items will be subject to the delivery authority's responsibility, such as NSW Health and Council for the Community Facility in accordance with the allowable land uses under the zone. The final structure plan is a statutory 'matter for consideration' under the Regulations meaning it will require these facilities to be delivered, however the location of these facilities will be determined in the future. Ideally, the location identified will help invigorate the main street, improving pedestrian activity and business for future business in the area. Alternative locations include adjacent to the HAHS and the Station which provides an opportunity for direct activation of business and activity outside of the station.



Figure 1. Identified Community and Health Facilities – draft Structure Plan (refer to asterisks')

4.3.2. Infrastructure delivery

Several submissions raised the importance of infrastructure delivery and requiring a Special Infrastructure Contributions plan to be in-place prior to the rezoning to facilitate the delivery of key state infrastructure including roads and regional active transport links.

In November 2020, the NSW Productivity Commissioner delivered a final report on the Review of the infrastructure contributions system in NSW. This report is publicly available at the [NSW Productivity Commissioner's website](#) and forms the foundation of reform to create certainty about funding and delivery of infrastructure to support communities.

In March 2021, the government accepted all 29 recommendations in the final report and outlined a pathway to implement these recommendations by Mid-Late 2022. The pathway can be found [here](#).

Underpinning the contributions reform is the introduction of a broad-based charge across Greater Sydney to create a strong funding base for key State and regional infrastructure. One of the principles of the new system is that the contribution charge is not tied directly to the rezoning of land. This removes the need for a state infrastructure contributions plan to be established prior to rezoning of this precinct. To manage the transitional period and ensure funding is provided for infrastructure to service the precinct, no development can be approved unless there are satisfactory arrangements in place (as identified by clause 6.1 of the CLEP 2015) to facilitate the delivery of state and regional infrastructure required to support the precinct. The sequencing and delivery of infrastructure will be determined over time in negotiation by Council and state government agencies.



4.4. Open Space

4.4.1. Proposed open space in East Glenfield

The draft structure plan and Explanation of Intended Effect (EIE) identified five parcels of land, (12-16 Hosking Crescent and 108-110 Railway Parade) to the east of the Glenfield Train Station as potential local open-space and proposed to be acquired by Council.

Several submissions recommended upgrades to existing facilities in-addition to new playing fields proposed in west Glenfield as an alternative to additional open space. The Department undertook further investigations to determine whether alternative measures can be provided and remove the proposed potential open space. These investigations sought to ensure the Premier's Priority of increasing the proportion of homes in urban areas within 10 minutes' walk of quality green, open and public space by 10% by 2023, can be achieved.

The analysis found an acceptable alternative approach can be achieved for the precinct. By improving the quality of existing open-space and improving the communities' access to open-space, the Premier's Priority can be achieved without the need for additional local open space. This means that the proposed zoning as exhibited is no longer required and the zoning of adjacent lots, being B4, will be applied to these lots.

4.4.2. Playing Fields and upgrades to local parks

Several submissions requested further information to demonstrate how the playing fields identified in the draft structure plan and place strategy could be further refined and other submissions requested upgrades to existing local facilities.

The NSW Government, through its Precinct Support Scheme, committed \$2 million in funding for a recently opened new inclusive playground in Glenfield Park, in collaboration with Council and Variety – the Children's Charity NSW/ACT. The playground has been carefully designed and

constructed to provide interesting and challenging play areas for children of all ages, abilities and backgrounds.

In addition, the NSW Government has also funded upgrades at Seddon/Kennett Park for up to \$2.9million that include:

- A youth precinct that features a bike pump track;
- Provision of circuit walking tracks in Seddon and Kennett Parks and outdoor exercise equipment;
- Upgrades to the existing off-street car-park;
- Upgrade to existing tennis courts;
- A neighbourhood playspace upgrade to the existing playground in Seddon Park; and
- Provision of circuit walking tracks in Seddon and Kennett Parks and outdoor exercise equipment.

To ensure future playing fields are an appropriate size and are designed to cater for upgrades and services proposed for Kennett/Seddon and Glenfield Park, a review of the open-space size and layout was undertaken by landscape architects. The Department also requested an overall audit of all open space and playing fields (existing and proposed) to demonstrate that the final structure plan and place strategy can achieve the recommended targets in the exhibited Social Infrastructure and Open Space Services Report. Figure 2 provides the analysis of the existing and proposed open space around the Precinct.



Figure 2. Analysis of existing and proposed key-active recreation spaces in the precinct



4.5. Future Development

4.5.1. Increased Density proposed in new controls

Most submissions related to the proposed increase in density, particularly in the more established east Glenfield. Many submissions emphasised that the increased density needed to be accompanied by appropriate infrastructure including open space, traffic and transport and walking and connectivity improvements. In addition, several landowners also requested further increases in densities to their properties on the eastern side of the Train Station.

The Department reviewed the submissions to consider whether the exhibited densities and infrastructure aligned with the strategic priorities of the precinct. This analysis was undertaken both at a local scale, and then considered against the District and Regional Plans, which specifically identify the precinct as a strategic opportunity for future housing and employment growth.

The controls proposed, have been carefully chosen to also result in a dwelling density that matches the significant infrastructure to be provided as part of the Precinct including:

- 77 ha of land retained for HAHS' agricultural purposes;
- Up to six 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 to 30 years;
- A new town centre with heights up to 12 storeys;
- Identification of sites for new health and community facilities within the town centre;
- An Urban Design approach that delivers appropriate interfaces to the schools including building setbacks, reduced heights (two to three storeys) and public access;
- Shared streets which prioritise pedestrian and active transport; and
- Improved cycleway connections and upgrades to regional active transport links

Higher densities will see more people closer to amenities, within walking distance to services, open-space and public transport.

Each of the above infrastructure and amenity elements are discussed in detail in **Section 4.3**. Similarly, the post-exhibition review also found that requested increases to densities on the eastern side of the Glenfield Train Station would not be appropriate at this time, given the need to identify further infrastructure or road capacity to cater for further densities.

Should landholders wish to amend planning controls in the future, the pathway is through a Planning Proposal in discussion with Council. Matters such as strategic alignment with the Structure Plan, and consideration of infrastructure capacity and impacts to neighbouring properties will be undertaken.

4.5.2. Lot Size

Several submissions raised concern that the minimum lot size of 180sqm to be applied to land zoned R3 in the precinct, was too small and would result in dwellings of an inappropriate bulk and scale with insufficient open space and landscaping.

To address this issue, lot sizes in this area were increased to 200sqm and a new Local Provision was introduced is proposed to guarantee built form outcomes at the subdivision stage for sites identified as having a 200sqm minimum site area or less. The Clause will ensure that when a subdivision application is applied for lots of 200sqm or less, in the identified area, Council must

review the intended built form outcome of development on the lots prior to the subdivision being approved.

4.5.3. Changes to Floor Space Ratios

Submissions requested an independent review into the exhibited statutory controls, including floor-space ratios (FSR) to determine the number of dwellings in the western portion of the precinct. The submissions considered the proposed statutory controls would lead to a significantly different yield than anticipated and would impact on the ability to achieve the Department's intent for design excellence and articulated built form. The Department has worked with design experts to clarify the methodology to inform the exhibited FSR's and has updated some FSR's in response to feedback. The proposed changes do not increase height limits or increase the achievable number of dwellings in the precinct.



4.6. Affordable Housing

The EIE emphasised the importance of Affordable Housing across Greater Sydney. The EIE included a recommended provision to amend CLEP 2015 to include a clause that will require new development to contribute to the provision of affordable housing.

The intent of the clause is that residential development must contribute towards affordable housing based on a contribution rate of 5% of new additional residential gross floor area. A draft Clause Application Map was shown (see **Figure 3**), identifying land in the study area that this provision would apply to.



Figure 3. Land Identified for Affordable Housing Target in exhibited EIE

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).

The land on the western side of the precinct is almost entirely owned by the State Government. The feasibility testing that has been undertaken for this part of the precinct has already factored in the cost of a 5% affordable housing contribution and demonstrated that the western precinct is still feasible in these circumstances. Given this existing work, a Clause mandating a 5% affordable housing rate will be applied to the 'Area B' land in west Glenfield.

In contrast, the eastern side of the Train Station is relatively established, with significant numbers of landowners and differing typologies. Given that Council has not yet finalised their own LEP background studies and provisions to support SEPP 70, a Clause mandating a 5% affordable housing contribution in east Glenfield will not be pursued at this time.

Instead, the Glenfield Place Strategy identifies the need for affordable housing to be delivered over time, subject to satisfactory resolution of an affordable housing contributions scheme in accordance with the requirements of SEPP 70 and Section 7.32 of the Act.



4.7. Environment and Heritage

4.7.1. Cumberland Plain Conservation Plan (CPCP)

Council requested, as part of its submission, that the CPCP be finalised as part of the introduction of the precinct controls into the CLEP 2015.

Strategic conservation planning for the precinct will support biodiversity and growth by protecting the area's important conservation values. The Draft Cumberland Plain Conservation Plan (draft CPCP) is a conservation plan for Western Sydney that identifies strategically important biodiversity areas within the Cumberland subregion to offset the biodiversity impacts of future urban development to facilitate a vibrant, green and liveable city.

The draft CPCP will meet requirements for strategic biodiversity certification under the *Biodiversity Conservation Act 2016* (NSW) and strategic assessment under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) for the precinct. These biodiversity approvals are required to deliver urban development in the four growth areas in Western Sydney.

The final place strategy is consistent with the draft CPCP that was on exhibition from 26 August to 2 November 2020.

The structure plan is consistent with the draft CPCP and the land required for biodiversity protection and resulting land that is suitable for urban development.

The draft CPCP also identifies areas with high biodiversity value that are not suitable for urban development. The Department considered the draft CPCP while planning the layout of the Precinct, and the area identified as high biodiversity value under the draft CPCP will not be rezoned for urban development.

Areas with strategic biodiversity value for the Cumberland subregion are identified as strategic conservation area and include land with high-value biodiversity, important connectivity or potential for ecological restoration. These areas have the potential to be managed for conservation.

4.7.2. Macquarie Field House and Heritage Assessments

Submissions raised concern with the proposed R5 zoning for land in the Southern Character area, which is directly to the north of the heritage listed Macquarie Field House and its landscaped curtilage (see **Figure 4**). Concerns noted that the R5 zoning, combined with the lot size of 1,200sqm, may result in a built form that was not compatible or sympathetic to the heritage significance of Macquarie Field House, its visual context, and the HAHS generally. A request was

also made that the exhibited Heritage Assessment be updated to ensure its recommendations, including protecting view corridors, are considered with future redevelopment of this precinct.



Figure 4. Place Strategy – Southern Character Area

In recognition of the heritage significance of Macquarie Field House and its landscape curtilage, the proposed zoning of the Southern Character Area was amended to E4 (Environmental Living) to emphasise its importance of protecting significant scenic, heritage and environmental values. This is particularly acknowledged by the E4 Zone objectives.

In addition, new provisions were included restricting the maximum building site coverage of lots in this precinct to 30% of site area, as well as a minimum lot size of 2,000sqm for dual occupancies.

Cultural Heritage Tree

Submissions requested confirmation that the cultural heritage tree identified in the draft structure plan would be protected through future statutory controls. Other submissions supported the proposed approach, facilitating an opportunity to embed the history and significance of a place in the future detailed designs of development surrounding the tree. Alongside existing heritage laws, including the *National Parks and Wildlife Act 1974* and clause 5.10 of the CLEP 2015, the final structure plan will also form a statutory 'matter for consideration' under the EP&A Regulations 2000, which will enable greater protection of the Cultural Heritage Tree. Detailed planning and protection through design-based controls as part of the Development Control Plan will provide opportunities to integrate and protect this cultural heritage tree in the future development of Glenfield.

4.7.3. Interface with Hume Highway Motorway

Several submissions raised concerns about the impact of the Motorway, including noise, odour and privacy on these future dwellings and residents. However, submissions differed on how to best address these impacts through zoning and planning controls. Given that the E4 Zone (Refer to **Section 4.7.2**) is intended for sensitive landscapes that need to be protected and surrounded by compatible and sympathetic built form, it was not considered the best zoning for the land adjoining the Motorway.



Figure 5. EIE Exhibited Zoning Plan showing land proposed to be zoned E4

Land adjoining the Motorway needed to have a lower density so that appropriate design protections could be built into the future development to ensure negative amenity impacts are managed. This did not align to the objectives of the E4 Zone and this portion of the Precinct has been rezoned to R5 (Large Lot Residential) with the existing minimum lot size and other planning controls remaining unchanged. Further, it was not considered appropriate to increase densities in this area as it would place more people further away from the railway station and town centre.

Additionally, future development on these sites will require the preparation of a DCP in accordance with Clause 6.3 of the CLEP 2015 that will require consideration of, an overall landscaping strategy and amelioration of natural and environmental hazards. Any future redevelopment will also be subject to the design and amenity provisions in the Infrastructure SEPP, as well as Council's existing DCP controls relating to matters such as noise and air quality. Should a change to zoning occur in this area into the future, it will be subject to the Planning Proposal process.

4.7.4. Water Management

Submissions raised several queries regarding ongoing water management and treatment requirements for the western side of the precinct. A request was made for an updated assessment of the land area requirement for water quality treatments based on the exhibited documents. As a result, the Department engaged further advice from the existing water management consultant to respond to this request.

Further assessment was undertaken, which noted that the key changes from a water management perspective of the draft structure plan, were increase in open spaces, with less developable areas and minor changes to the site boundary.

As part of the original Water Cycle Management Strategy, a MUSIC modelling catchment was completed as part of the Water Sensitive Urban Design water quality analysis. The results from the

previous assessment indicated the proposed water quality treatment train sufficiently achieves water quality targets set out by Council. Through inspection of the exhibited character area boundaries and typology of each character area in the place strategy, the revised report confirmed a consistency of the placement of open spaces with the previous structure plan. The increase in scale of the open spaces from the earlier studies includes recreational green space and parklands, and therefore provides flexibility to adapt the previous Water Cycle Management Strategy to the revised layout.

The provision of more open space, as outlined in the final structure plan, reduces the impervious areas to be modelled for the western side of the precinct's development footprint in future design stages of the proposal. Based on the results of the existing modelling for the draft structure plan, the changes in land use zoning are expected to improve the results from the existing analysis. The proposed water quality treatment train already identified in the previous study will provide adequate improvements for the site and comply with Council objectives.

In conclusion, the additional review confirmed that the changes in the draft place strategy result in sub-catchment properties which are consistent with previous structure plans to such a degree that the documented Water Cycle Management Strategy is still valid for adoption.

5. Post exhibition amendments to the rezoning package

The following table (**Table 4**) summarises the changes made to the draft structure plan after exhibition as shown in Error! Reference source not found. and details the corresponding changes to the relevant CLEP 2015 maps.

5.1. Structure Plan and CLEP 2015 Map Amendments

Table 4 Description of changes made to the Structure Plan and SEPP maps since exhibition

| Description/ location of change | Structure plan/ CLEP 2015 map amended | Comments | See Section (of this report) |
|---|--|---|------------------------------|
| Land adjacent Hume Hwy | Zone changed from E4 to R5. | More appropriate zone to reflect aims and objectives for development at this part of the Precinct. | Refer to Section 4.7.3 |
| Land identified in Place Strategy 'Southern Character Area' | <ul style="list-style-type: none"> Zone changed from R5 to E4. New Clause requiring minimum 2,000sqm lot size requirement for dual occupancy development. New Clause requiring maximum building footprint to be 30% of site area. | More appropriate zone and planning controls to ensure sensitive heritage interface with Macquarie Fields House and landscape curtilage is protected and enhanced. | Refer to Section 4.7.2 |

| Description/ location of change | Structure plan/ CLEP 2015 map amended | Comments | See Section (of this report) |
|---|--|--|---|
| Area identified as 'Area B' Affordable Housing Map | <ul style="list-style-type: none"> Land to be split as 'Area B' – west of the Glenfield Train Station. 'Area C' – east of the Glenfield Train Station. Area B to be subject to 5% affordable housing contribution, with Area C to be subject at a future date once SEPP 70 principles finalised with Council. | Land on Area C (east of Glenfield Train Station) has not yet been subject to feasibility testing to demonstrate the appropriate Affordable Housing rate. As such it is not appropriate to impose a 5% affordable housing contribution to Area C until this work is undertaken. | Refer to Section 4.6 |
| Area identified in Land Reservation Acquisition Map | <ul style="list-style-type: none"> Two parcels of land East of Glenfield Train Station to be removed from the map. Future corridor for Cambridge Avenue extension to be removed from the acquisition map. | <p>Different mechanisms are proposed to deliver required infrastructure.</p> <p>Land to the east of Glenfield Train Station to be delivered through new 'Key Sites' local provisions.</p> <p>Glenfield Avenue extension to be identified on the zoning map as SP2, with acquisition to occur at a later date once more detailed design is finalised by TfNSW.</p> | <p>Refer to Section 4.4.1</p> <p>Refer to Section 4.2.1</p> |
| Area identified for a Clause Application Map for Car Parking (Area A) | No change to map. | New LEP maximum table to be implemented reflecting a mix of the exhibited proposed car parking rates. | Refer to Section 4.2.3 |
| Remove drainage land and sub-station | Change to zoning map. | <p>Consultation with energy providers and an updated stormwater assessment identified no need for this infrastructure in the proposed locations.</p> <p>Should additional infrastructure be required, the sub-station has existing approval pathways under State Environmental Planning Policies and stormwater treatment can be integrated at the Development Control Plan stage.</p> | N/A |

| Description/ location of change | Structure plan/ CLEP 2015 map amended | Comments | See Section (of this report) |
|--|--|--|------------------------------------|
| Area identified as 'Seddon Park' on Structure Plan | Inclusion of a potential commuter carpark within the park grounds. | A carpark exists in Seddon Park which has the potential to facilitate additional commuter parking into the future. The delivery of the commuter carpark will be subject to negotiations between Council and Transport for NSW. | Refer to Section 4.2.3 |
| FSRs throughout the precinct. | Amended Floor Space Ratios | In response to submissions seeking clarity on whether the exhibited floor space ratios can achieve design excellence and the intended yield for the western portion of Glenfield. | Refer to Section 4.5.3 |

6. Consistency with Strategic Framework

6.1. Greater Sydney Region Plan and Western City District Plan

The Greater Sydney Region Plan, dated October 2018, identifies a 'Metropolis of Three Cities' within Greater Sydney: the Western Parkland City, the Central River City and the Eastern Harbour City. The Glenfield precinct is within the Western Parkland City. Therefore, the Western City District Plan, dated October 2018, applies to the precinct. The District Plan establishes planning priorities and actions for growth and development.

The Western Parkland City recognises the opportunities delivered through Greater Macarthur Growth Area which includes the Glenfield precinct. The rezoning of the precinct supports the vision for the Western Parkland City by:

- Supporting the delivery of jobs closer to people's homes, to deliver the vision for a 30-minute city;
- Building on the Western Sydney City Deal to transform the Western City District over the next 20 to 40 years with a greater choice of jobs, transport and services aligned with growth;
- Developing a range of housing, providing access to public transport and infrastructure including schools, hospitals and community facilities;
- Linking walking and cycling paths, bushland and a green urban landscape framed by the Western Sydney Parklands; and
- Protecting the District's natural landscapes, heritage and tourism assets, unique rural areas and villages.

6.2. Future Transport Strategy 2056 and Greater Sydney Services and Infrastructure Plan

Future Transport Strategy 2056 is an overarching strategy prepared by the NSW Government to achieve a 40 year vision for the NSW transport system. The Strategy outlines a vision, strategic directions and customer outcomes, with infrastructure and services plans underpinning the delivery of these directions across the state. The Strategy works with the Region and District Plan and aims to deliver integrated solutions to transport. A focus is on the role of transport in delivering movement and place outcomes that support the character of the places and communities of the future. The Strategy is focused on specific customer outcomes for Greater Sydney including:

- efficient, reliable and easy-to-understand journeys for customers;
- efficient and reliable freight journeys;
- a safe transport system;
- 30-minute access to centres;
- fast and convenient interchanging;
- integrated walking and cycling facilities;
- vibrant centres;
- fully accessible transport;
- use of new technology;

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- integration of future forms of mobility with other modes of transport;
 - affordable delivery, operation and maintenance; and
 - a resilient transport system that contributes to net-zero emissions by 2050.

The rezoning of the precinct will closely align with the strategic priorities of the Future Transport Strategy by:

- Providing opportunities for people to live in close proximity to transport, facilities, jobs and homes;
- Delivering new walking and cycling connections and accessibility for the precinct;
- Integration of future transport modes between active transport, public transport and private transport; and
- 30-minute access to centres.