

Campbelltown (Sustainable City) Development Control Plan 2015



VOLUME 2

Site Specific DCPs

Part 15: Glenfield East

Creating Campbelltown's Future 2025



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15.1

Application

15.1.1 Glenfield Precinct

This Part applies to the Glenfield East Precinct. The Glenfield East Precinct mainly consists of low -density residential communities and includes a local shopping centre, two schools and several active recreation areas.

The entire Glenfield Precinct comprises the existing land areas located on both sides of the railway line. Hurlstone Agricultural High, Glenfield Park, Ajuga and Campbell House Schools are the primary land uses in the west of the Precinct while the intersection of the Hume Highway and Campbelltown Road delineates the Precinct's western boundary with Glenfield Road being the northern boundary.

15.1.2 Land to which this part applies

The land where this Part of Volume 2 Site Specific Development Control Plans of the Campbelltown (Sustainable City) Development Control Plan 2015 (SCDCP) applies is shown in Figure 15.1.2.1 below. This site is a triangular-shaped Precinct located within Eastern Glenfield ("Glenfield East Precinct"). This precinct is bounded by the railway line to the west, Canterbury Road to the east, and Fawcett Street to the south.

The Glenfield East Precinct is mapped as an 'Urban Release Area' within the Campbelltown Local Environment Plan 2015 (CLEP 2015) and has been identified for future urban redevelopment and intensification. This is largely due to the precinct's proximity and accessibility to the Glenfield Railway station and amenities.

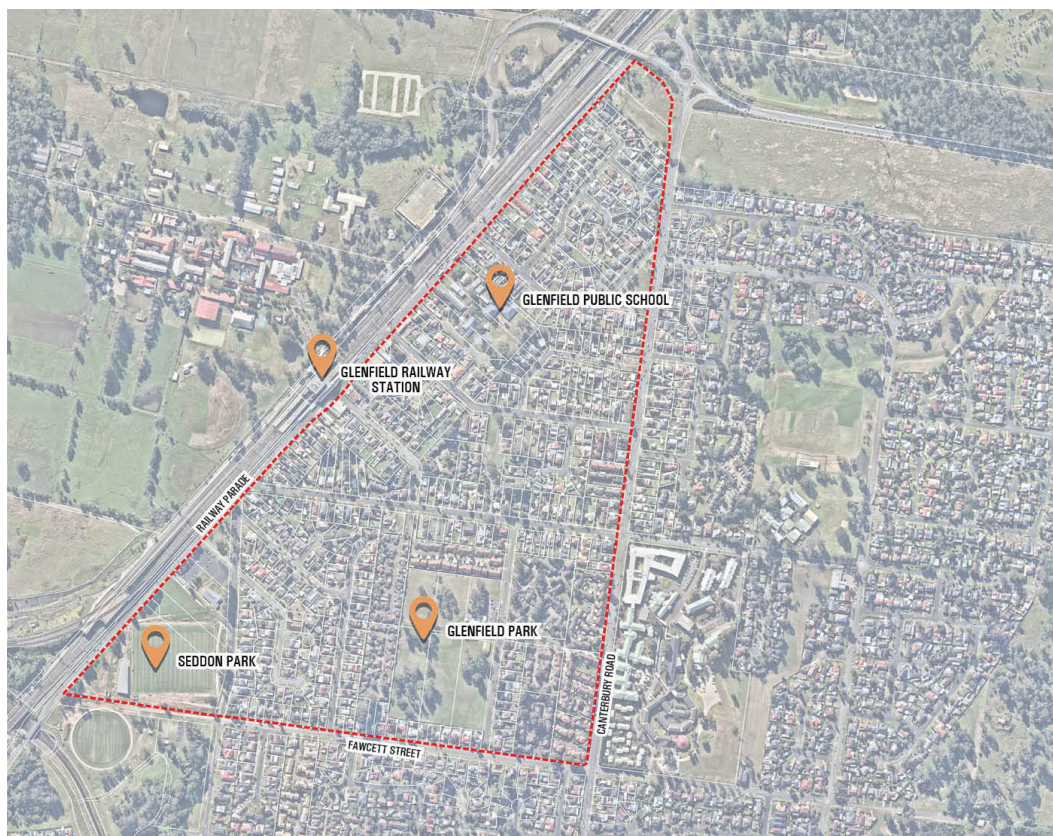


Figure 15.1.2.1 - Land to which this site specific DCP Applies - Glenfield East Precinct

15.1.3 Background and purpose of this part

This Part has been prepared in accordance with Part 6 ‘Urban release areas’; Clause 6.3 (Development Control Plan) and Clause 8.3 (Car parking in ‘Area A’ of the CLEP 2015. The purpose of this Part is to provide a set of development controls and requirements which:

- Ensures that future development in the Glenfield East Precinct aligns with the ‘Glenfield Place Strategy’ and ‘Glenfield Structure Plan’ as prepared by the Department of Planning, Industry and Environment.
- Facilitates the redevelopment of this Precinct in line with the maximum building height and floor space controls, nominated in Clauses 4.3 (Height of Buildings) and 4.4 (Floor space ratio) of the CLEP 2015.
- Facilitates future development that include provisions of appropriate infrastructure including improvements to pedestrian connectivity throughout the Precinct; and
- Delivers best practice design through a Design Excellence provision which will apply to a majority of development applications proposed in this precinct.

15.1.4 Background: A New Vision, Place Strategy and Structure Plan for Glenfield

On 16 July 2021 the Department of Planning, Industry and Environment (DPIE) finalised a wider rezoning of Glenfield, which included the Glenfield East Precinct in addition to extensive land holdings located on the western side of the railway line and Hurlstone Agricultural High School.

The rezoning involved amendments to a number of key provisions in the CLEP 2015, including land use zones, maximum building heights and floor space ratio controls, which also facilitated bringing the vision highlighted in the ‘Glenfield to Macarthur Corridor Strategy’ and ‘Western City District Plan’ to fruition.

As part of the planning documentation for the Glenfield East Precinct, the ‘Glenfield Place Strategy’ (GPS) was also finalised in July 2021 and included a Structure Plan which is shown in Figure 15.1.4.1 of this Part. The GPS aims to achieve better urban design outcomes and deliver sufficient infrastructure to support the intensification of future development proposed within this Precinct. It is envisaged that the redevelopment of Glenfield as per the GPS will facilitate the provision of approximately 7,000 additional homes, 2,900 new jobs, increased open space/recreational facilities and an extensive upgrade to Hurlstone Agricultural High School.

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Application

The GPS outlines the following broad Vision for Glenfield:

In 2040, the suburb of 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. (Adapted from Glenfield Place Strategy (p13).

The red boundary shows the Glenfield East Precinct to which this part applies (East of the Rail line)



Figure 15.1.4.1 - Glenfield Structure Plan (Source: DPIE & Group GSA, 2020)

The main focus of the GPS is the future redevelopment of land located on the western side of the railway line which includes the five designated character areas nominated in this Strategy. The GPS also states that *“further character areas may be developed for east Glenfield as detailed planning progresses as part of the Development Control Plan stage of the process”* (p20).

This site specific DCP is only applicable to the Glenfield East Precinct, and also:

- accords with the new CLEP 2015 provisions and overarching Structure Plan;
- outlines a future ‘Vision’ for this precinct; and
- identifies new Character Areas within the precinct.

15.1.5 Relationship to Campbelltown (Sustainable City) DCP

The design requirements contained within this part are to be read in conjunction with the relevant provisions contained in Volume 1 of the SCDCP. When development controls/requirements are not specified in this Part, development should be consistent with all other relevant controls/provisions provided in Volume 1 of the SCDCP.

The Parts of Volume 1 of the SCDCP listed below are relevant to Glenfield East as this precinct also includes areas zoned for Business (B4) and Residential (R3 and R4) purposes:

Part 2: Requirements Applying to All Types of Development

Part 3: Low and Medium Density Residential Development

Part 5: Residential Flat Buildings and Mixed-use Development

Part 6: Commercial Development

Where this Part does not include specific development controls for a certain type of development (example child care centres), the development controls nominated in Volume 1 shall be used to assess the development applications received by Council for that type of land use.

Where there is an inconsistency between this Part and Volume 1 of the SCDCP, the provisions under this Part shall prevail to the extent of the inconsistency.

Development Applications (and accompanying Statement of Environmental Effects) shall address the relevant controls within both Volume 1 of the SCDCP and this Part.

The arrangement of controls in this section does not represent any particular order of priority or importance. Some of the maps and diagrams in this Part are indicative only.

Glenfield East has been identified as an “Urban Release Area”, in the CLEP 2015 and clause 6.3 of the CLEP 2015 requires a DCP to be prepared for the land that includes certain provisions and controls. This DCP satisfies the requirements of Clause 6.3 as detailed in Table 15.1.

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Application

Table 15.1 - Clause 6.3 CLEP 2015 Considerations (DCP's in Urban Release Areas) - Glenfield Structure Plan

CLEP 2015 Clause 6.3 Requirement	How addressed in this DCP
<i>(a) a staging plan for the timely and efficient release of urban land, making provision for necessary infrastructure and sequencing,</i>	<p>A Staging Plan has been included under Section 15.3.1 of this DCP.</p> <p>The Glenfield East Precinct is an existing serviced urban area. There are provisions in CLEP 2015 (Clause 6.2 Public utility infrastructure) that require Council to be satisfied that essential infrastructure is available or can be provided - prior to granting approval.</p>
<i>(b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,</i>	<p>The existing road hierarchy will remain in terms of jurisdiction and function. Some new laneway and pedestrian pathway connections are proposed by controls within this DCP.</p>
<i>(c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,</i>	<p>This DCP contains controls encouraging the retention of existing vegetation and landscaping within all the development sites located in this Precinct. Once adopted, the Glenfield Public Domain Plan will detail the landscaping requirements proposed in the public domain.</p>
<i>(d) a network of active and passive recreation areas,</i>	<p>The existing active and passive recreation areas are considered to be sufficient for the existing and future residents of this Precinct and are shown in Figure 15.3.1.1</p>
<i>(e) stormwater and water quality management controls</i>	<p>An adequate stormwater system exists within this Precinct and any future development in Glenfield East will be required to demonstrate compliance with the Campbelltown City Council Engineering Design Guide for Development.</p>

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<i>(f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,</i>	<p>A large majority of the Precinct is free from known natural and environmental hazards.</p> <p>The south-western portion of the Precinct, however, is flood-affected as identified in the <i>Bow Bowing Bunbury Curran Creek Strategic Floodplain Risk Management Study and Plan</i>. Development applications on flood-affected land are subject to Clause 5.21 of the CLEP 2015, as well as addressing flood information/controls nominated in this Part.</p>
<i>(g) detailed urban design controls for significant development sites,</i>	<p>No significant development sites were identified in this precinct, however, appropriate urban design controls have been included for all the B4 Mixed-use zoned land.</p>
<i>(h) measures to encourage higher density living around transport, open space and service nodes</i>	<p>The zoning of the land provides for high density living located within close proximity to existing open space areas, the Glenfield Railway Station and bus transport linkages. This Part reflects the zoning arrangement.</p>
<i>(i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,</i>	<p>The B4 Mixed-use zone within the Precinct provides for a range of land uses while Clause 7.9 of CLEP 2015 requires the ground floor level of any buildings proposed in this zone to be solely utilised for business and retail uses only. The provisions of Section 15.4 of this Part are consistent with this requirement.</p>
<i>(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.</i>	<p>These controls are detailed in Sections 15.3.3 (Transport Movement Hierarchy); 15.3.4 (Parking) and 15.4.4 (Services, Safety and Amenity for Area A).</p>

15.2

Strategic Context and Vision

15.2.1 Existing Character: Glenfield East

The Glenfield East Precinct is a predominantly low-density residential community which mainly comprises one to two storey detached dwellings of varying age and quality. Some larger blocks contain existing multi-dwelling housing developments that were constructed in the 1970s and 1980s which have also been strata-subdivided. The ownership pattern of land is fragmented while the residential street pattern is typified by angled perimeter/collector roads with east-west connections, and includes several interior cul-de-sacs. This pattern results in many properties having splayed boundaries and irregular block shapes.

A small neighbourhood centre located opposite Glenfield Railway Station comprises several convenience shops and a commercial premises which currently services the local community. These premises are typically one and two storey aging structures which all share a collective frontage to Railway Parade; and the corners of Hosking Crescent and Trafalgar Street. Magee Lane allows rear access to some of these premises with a nearby existing Council owned car park which also provides suitable vehicular access to/from Railway Parade.

Glenfield Public School is located to the north of the shopping centre and is accessed from both Railway Parade and Waterloo Place.

The Glenfield East Precinct has two large open space areas and includes Seddon Park which comprises several active recreation fields located on the south-western edge of the Precinct, in close proximity to the railway station. Nearby Glenfield Park is also proposed to provide additional passive open recreational space which incorporates stands of mature trees and a children's playground.

The precinct contains some scattered vegetation consisting of isolated/remnant mature trees which are interspersed throughout the neighbourhood. Street tree planting also appears limited with overhead electricity poles and wires currently constraining growth to the existing vegetation while there are very few opportunities for further planting within the road reserve.



Figure 15.2.1.1 - Looking west along Hosking Crescent, showing existing commercial properties and Council car park fronting Railway Parade (at far left). Taken from Glenfield Railway Station overpass.

15.2

Strategic Context and Vision



Figure 15.2.1.2 - Existing commercial premises fronting Railway Parade.



Figure 15.2.1.3 - Glenfield East Precinct: Examples of typical existing low density residential street character and existing housing.



Figure 15.2.1.4 - Children's Playground, Glenfield Park.

Important Note:

Council is in the process of preparing a Glenfield East Public Domain Strategy for the Glenfield East Precinct (GE PDS). The GE PDS will provide detailed information in relation to tree plantings, street furniture, pavements and the like.

The GE PDS will be placed on public exhibition prior to it being formally adopted by Council.

Any reference to the a public domain strategy in this Part, is a reference to this the GE PDS . Any requirements related to the GE PDS will have effect, only upon the adoption of the GE PDS by Council.

15.2.2 Glenfield East: Vision Desired Future Character and Development Principles

Vision

The acquired Vision for Glenfield East is that it transforms into a specialised higher density precinct which has the potential to accommodate much higher ‘mixed-use’ built forms, in close proximity to the Glenfield Railway station.

The population of the Glenfield East Precinct is anticipated to grow and be accommodated in a variety of housing types such as multi-storey apartments, medium density housing and lower density detached dwellings with increased affordable housing options.

This precinct is also proposed to contain a high quality public domain and vibrant commercial district with retail premises, schools and open spaces all located within close walking distance to the railway station. Pedestrian and bicycle linkages to the new Glenfield west employment precincts and amenities will provide excellent alternative access to rail transport, including facilitating vital connections to other major centres and the Airport.

Desired Future Character Areas

Figure 15.2.2.1 illustrates the three Desired Future Character Areas within Glenfield East Precinct. Character Statements and Controls for each are provided later in this Part In summary the character areas reflect the land use zoning for the land and comprise:

- Area A - Station East - will experience the most transformation with mixed-use buildings up to 12 storeys with active street frontages adjacent to the Railway Station.
- Area B - High Density Residential - will contain high quality residential apartment buildings up to 8 storeys with a high level of amenity and accessibility to services and transport.
- Area C - Medium Density Residential will provide a range of housing choice and types at a lower scale with convenient connections to amenities within the suburb.

An entry statement to Glenfield East precinct shall be provided in a suitable location at the Railway Parade and Canterbury Road entry points (north and south of precinct) that defines the locality and provides a welcoming character setting by use of appropriate signage, wayfinding information for pedestrians and motorists and incorporates suitable materials and landscaping theme. This could take the form of a public art installation or structure.

15.2

Strategic Context and Vision

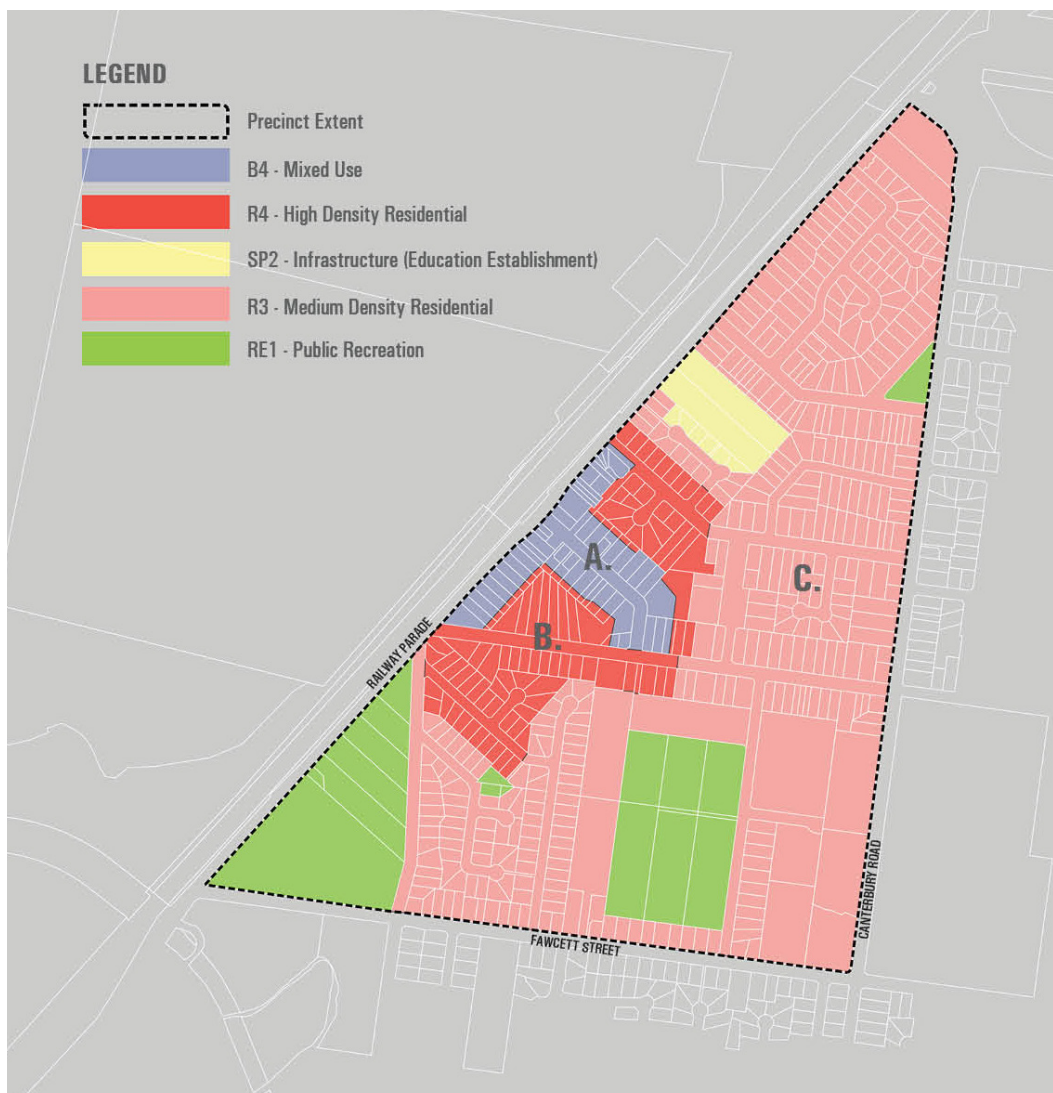


Figure 15.2.2.1 - Desired Future Character Areas

15.2

Strategic Context and Vision

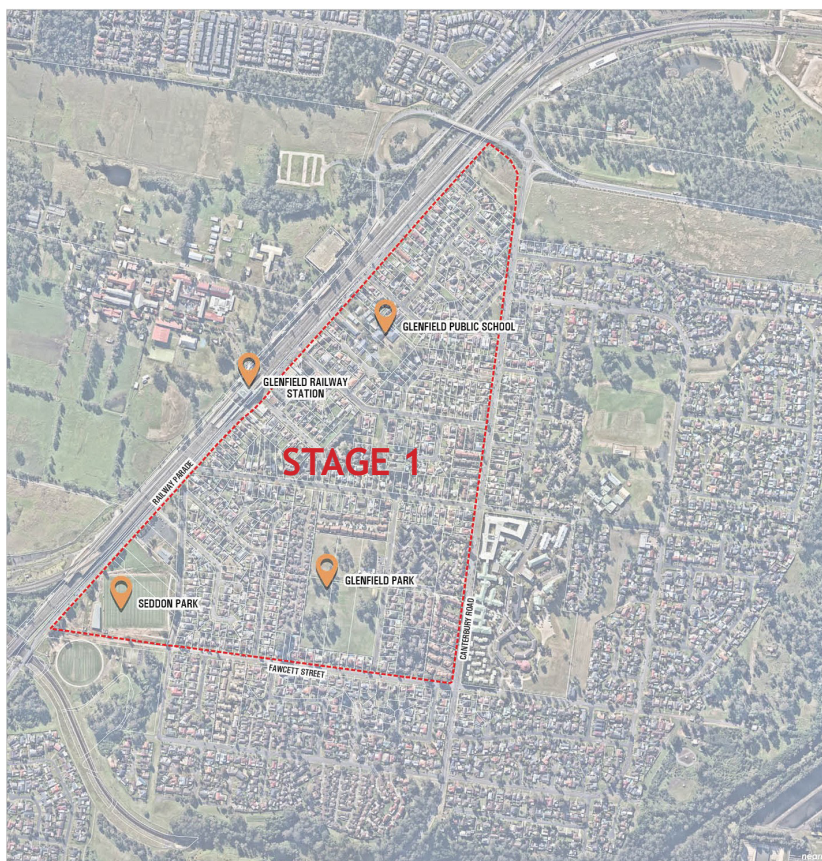
Principles	Guiding Principle
A well designed place	Streets will be designed to incorporate a human scale with buildings being setback to encourage alfresco dining in key locations and to minimise any potential overshadowing and privacy impacts. Building heights will be reduced along the interfaces with schools with pedestrians being prioritised by discouraging all private vehicles from entering the main street and redirected to the laneways adjoining these school sites.
A green place	Streets will be lined with trees with quality open space areas that are located within 400m walking distance of all residents.
Deliver affordable and diverse housing	New homes will include a mix of dwelling types and sizes which provide a greater choice for future residents located within walking distance to public transport and community facilities. Density will be highest near the station and gradually transition down as the distance increases away from this area.
Two vibrant and connected centres	To the west of Glenfield Station, a mixed-use, vibrant commercial core and residential precinct will create new homes, jobs, schools and open space, with a proposed high street that facilitates better access to public space and transport. There will be pedestrian and cycling connections with view corridors being implemented between the two centres which are intended to further increase the sense of connectivity around the Glenfield East Precinct.
Create opportunities for new jobs	Mixed-use development around the station will support health and community services in addition to activating the main commercial street. A lively employment hub around Glenfield station will be easy to access and provide greater potential to create passing trade for local businesses.
An accessible place	Glenfield East is an important meeting place which is accessible by two-train lines that provides direct links to other major centres and airports. It is also anticipated that higher density development within this precinct will deliver more people in closer proximity to amenities by locating these structures within walking distance to services and other important infrastructure such as open-space and high-frequency public transport.

Table 15.2 - Guiding Urban Design Principles *(Adapted from Glenfield Place Strategy, DPIE p14)*

15.3.1 Staging Plan

Controls

1. The development of this precinct will occur in one stage.



15.3.2 Provisions of Height and Density - CLEP 2015

Objective:

- Provide an urban form that reflects the future context and character envisaged for Glenfield East by providing a transition in space and typologies which focuses on higher built densities with mixed-use in close proximity to the railway station, before scaling down toward the lower scale residential Precincts located further away from the railway station.

Controls

1. Any development proposed in the Glenfield East Precinct shall reflect compliance with Clauses 4.3 (Building Height) and 4.4 (Floor space ratio) of the Campbelltown Local Environmental Plan (CLEP) 2015 for each zone, as indicated in the following Table (15.3) and Figure 15.3.1.1.
2. Where development is located within or adjacent to a site containing a change in zone and/or building height/FSR, an increased building setback and/or stepping down between the two height controls is required. Refer to relevant Precinct(s) for numerical controls.

15.3

General Controls

CLEP 2015 Land Use Zones	Maximum Building Height	Maximum Floor Space Ratio
Clause 2.3 - CLEP 2015	Clause 4.3 - CLEP 2015	Clause 4.4 - CLEP 2015
B4 Mixed-use	43m, 33m and 9m	4:1 and 2.56:1
R4 High Density Residential	33m and 9m	2.56:1
R3 Medium Density Residential*	18m and 11m	1.3:1 and 1.6:1

Table 15.3 - Zoning and Key Development Controls in Glenfield East

***Important Note:**

The R3 Medium Density Zone in the CLEP 2015 prohibits residential flat buildings (RFBs).



Figure 15.3.1.1 - Zoning, Building Height and Floor Space Ratio - CLEP 2015

15.3.3 Movement Network

Objectives:

- To reinforce the railway and existing road network, in addition to improving the existing infrastructure and enhancing connectivity for future residents of Glenfield East
- To provide for an efficient, connected and attractive street/footpath network which improves vehicular, pedestrian and cycling access through this Precinct.
- To reduce reliance on private vehicles and encourage people to use alternative transport modes such as walking, cycling and public transport.

Controls

1. New development shall provide proposed service laneways and pedestrian pathway connections as indicated in the Glenfield Structure Plan in Figure 15.3.2.1 and in Figure 15.4.3.1 of this Part
2. Existing Magee Lane and new service laneways shall be maintained for the provision of vehicular access to new buildings in the Station East Precinct and adjacent High Density Residential Precinct. Each laneway is to be a minimum of 9 metres wide.
3. Laneways shall be inviting and will provide convenient and safe pedestrian linkages as well as vehicular access to mixed use and multi-storey residential development.
4. Any floor level higher than two storeys of a mixed use building that is proposed adjacent to a residential area shall be set back as per the configuration in Figure 15.3.2.2 - typical section between the B4 Mixed-Use and R4 Medium Density Zones.
5. New pedestrian pathways shall have a minimum of 3 metres width and shall be landscaped and finished in material specified in Council's Glenfield East Public Domain Plan.
6. The technical design of all streets and pathways shall be in compliance with the Campbelltown City Council's 'Engineering Design Guide for Development' and the Public Domain Plan.

15.3

General Controls



Figure 15.3.2.1 - Excerpt from the Glenfield Structure Plan showing proposed laneway and pathway connections

15.3

General Controls

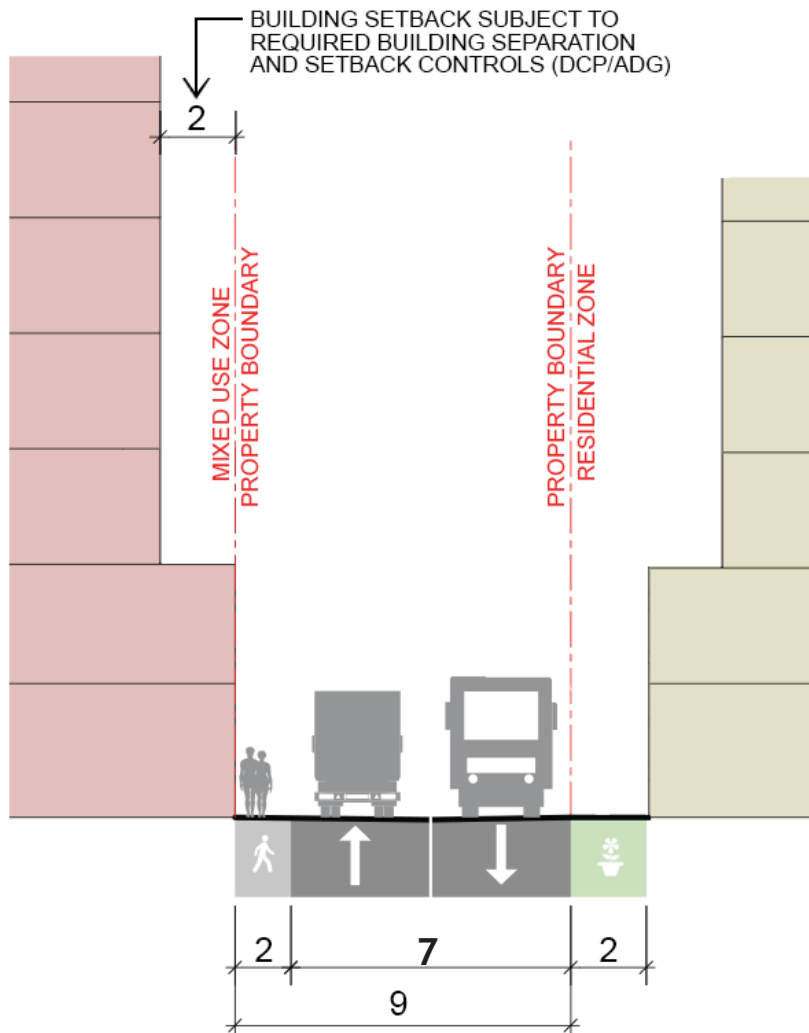


Figure 15.3.2.2 - Typical Laneway Section - B4 Mixed-use Zone to R4 Medium Density Residential Zone

15.3

General Controls

15.3.4 Car Parking - Glenfield East Precinct

Objective:

- Ensure appropriate off-street car parking facilities are available within Glenfield East Precinct to assist in reducing the amount of traffic congestion and promoting sustainable travel within this Precinct.

Controls

15.3.3.1 On-site Parking Rates

1. The minimum car parking rates shall be in accordance with the relevant sections of Campbelltown Sustainable City DCP Volume 1.
2. Where the minimum car parking rates under Campbelltown Sustainable City DCP Volume 1 equal or exceed the maximum car parking rates required under Clause 8.3 of the CLEP 2015, the CLEP's 2015 rate shall be taken as the minimum required car parking rate.
3. Development within the B4 and R4 Zones shall provide on-site parking within a basement and/or integrated within the site and associated building design.

Note:

Refer to Clause 8.3 (Carparking in Area A) in CLEP 2015 which provides the maximum carparking rates within Area A of the Glenfield East Precinct.

Area A includes land zoned R4 and B4 within the Glenfield East Precinct.

15.3

General Controls

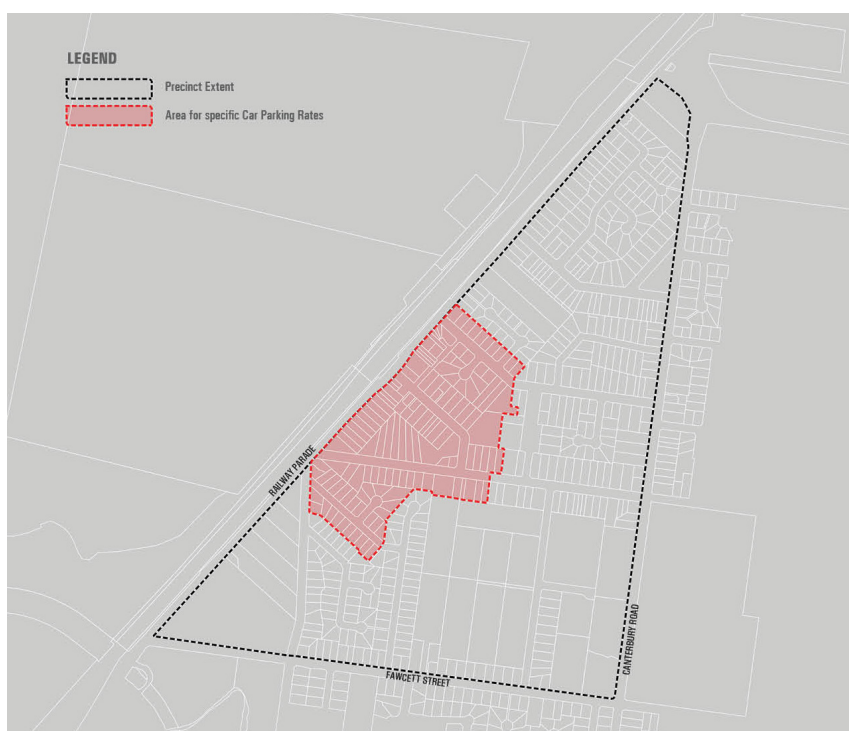


Figure 15.3.3.1 - Area for specific Car Parking Rates - CLEP2015

Column 1 Proposed Use	Column 2 Maximum number of parking spaces
Centre-based child care facility	1 parking space for every 10 child care places plus 1 parking space for every 2 members of staff
Commercial premises other than retail premises	1 parking space for every 25 square metres of gross floor area
Recreation facility (indoor)	3 parking spaces for every 100 square metres of gross floor area
Residential flat building	<ul style="list-style-type: none"> 1 parking space for a studio apartment; 1 parking space for a 1 bedroom apartment; 1 parking space for a 2 bedroom apartment; 2 parking spaces for an apartment with 3 or more bedrooms; 1 visitor parking space for every 5 apartments
Retail premises with a gross floor area of up to 10,000 square metres	6.1 parking spaces for every 100 square metres of gross floor area
Retail premises with a gross floor area of more than 10,000 square metres but not more than 20,000 square metre	5.6 parking spaces for every 100 square metres of gross floor area
Retail premises with a gross floor area of more than 20,000 square metres but not more than 30,000 square metre	4.3 parking spaces for every 100 square metres of gross floor area
Retail premises with a gross floor area of more than 30,000 square metres	4.1 parking spaces for every 100 square metres of gross floor area

Table 15.4 - Maximum Car Parking rates: Clause 8.3 of the CLEP 2015

15.3

General Controls

15.3.5 Landscape Strategy and Character

Objectives:

- Retain and enhance the leafy character of the Glenfield East Precinct by retaining existing vegetation which is considered significant to the local area.
- Add value and quality of life for future residents and occupants proposing to live in the Precinct's high and medium density areas
- Enhance residential amenity including privacy, outlook, views and recreational opportunities.
- Provide improved environmental outcomes which improve air and stormwater quality through reduced runoff and the implementation of suitable biodiversity principles.
- Improve the streetscape within the Precinct.

Controls

1. Remnant native vegetation shall be retained, managed and incorporated into the landscape design, wherever practicable, including any significant trees that exist on-site.
2. Works on public land is to be in accordance with the Glenfield East Public Domain Plan, which includes new street trees, footpath upgrades and improvements to existing open space areas.
3. A landscaping plan showing proposed landscaping on site and in any adjacent public domain shall be submitted with any development application



Figure 15.3.4.1 - Existing vegetation retained and incorporated into Landscape design (source: DPE ADG, 2015)



Figure 15.3.4.2 - Enhancing open spaces through existing established vegetation (source: DPIE, 2021)

15.3.6 Flood-Affected Land

Objectives:

- To ensure that developments on flood-affected land are sited and designed so that they only have a minimal risk from flooding, have reliable vehical access and do not result in unreasonable impacts upon the amenity or ecology of this precinct.
- To minimise the risk to life and property during any flooding event.

Controls

1. Development applications proposed on flood liable land shall include a flood study prepared by a suitably qualified and experienced person which satisfactorily addresses all of Council's flood requirements.
2. Basements shall be designed so that they are protected from the 100-year ARI flood inundation level (or greater).
3. To mitigate visual impacts from raised basement walls and/or podiums, the facades of the buildings shall be designed using various design techniques. This may include well-proportioned ground level articulation, the use of mixed finishes and materials, as well as terracing and/or dense landscaping

Note:

The *Bow Bowling Bunbury Curran Creek Strategic Floodplain Risk Management Study and Plan (Molino Stewart, March 2019)*, indicates some land in the south-western corner of the Glenfield East Precinct is flood affected.

15.4

Station East (B4 Mixed Use Zone)

15.4 Area A - Station East (B4 Mixed Use Zone)

15.4.1 Desired Future Character Statement - Area A

‘Area A’ will experience the most transformation within Glenfield East, where building heights up to 12 storeys can be supported in the Precinct’s B4 Mixed-Use zoned area. Quality urban design outcomes with active street frontages in this precinct are envisaged. Upper levels of buildings will be set back to create a more human scale feeling at the street level.

Railway Parade and Hoskings Crescent will be pedestrian friendly and form the heart of the Precinct while future ground floor retail and commercial uses will activate this area with residential uses located above.

Alfresco dining on footpaths with street-tree planting also needs to be delivered which will facilitate forming the acquired character in ‘Area A’. The proposed public domain will provide an attractive and pedestrian friendly main street with the other nearby roadways also serving as invaluable connections to the railway from different areas within the Precinct. Vehicle and service access via new rear laneways have also been provided which facilitates safe ingress and egress to/from these properties.



Figure 15.4.1.1 - Example of desired character of Area A Station East (B4 Mixed Use Zone) (source: DPIE & Group GSA, 2020)

15.4.2 Site Requirements - Area A

15.4

Station East (B4 Mixed Use Zone)

Objectives:

- To encourage the amalgamation of lots.
- To provide sites with dimensions and an area that can accommodate a high rise building
- To prevent the formation of isolated lots.

Controls

15.4.2.1 Minimum Site Width and Depth

1. Mixed-use buildings shall only be permitted on allotments which have the following dimensions:
 - b. a minimum width of 30 metres, measured at the front property boundary.
 - c. a minimum depth of 40 metres, measured along the side property boundaries.
2. Sites shall be amalgamated to achieve the required site width and depth requirements.
3. Mixed-use developments are not permitted on battleaxe lots.

15.4.2.2 Minimum Site Area

1. Mixed-use buildings shall only be permitted on sites which have a minimum area of 1,200sqm. Existing sites which do not meet the minimum area requirement shall be amalgamated to achieve the required area.

2.

15.4.2.3 Isolated Lot

1. Mixed-use development shall not result in the creation of an isolated allotment. For the purpose of this clause, an 'isolated allotment' is a lot (including a battleaxe lot) that has a site area of less than 1,200sqm and/or a width at the front boundary of less than 30 metres, that has no immediate potential for amalgamation with any other adjoining lots to achieve the required site area and frontage dimension. Amalgamation of allotments will be required in the circumstance where an isolated allotment would otherwise be created.
2. Council shall only permit development which results in the creation of an isolated allotment, where it is demonstrated that:
 - a. Written negotiations to purchase the isolated allotment have been entered into but have been unsuccessful; and
 - b. The isolated allotment is capable of accommodating a similar mixed-use development.

15.4

Station East (B4 Mixed Use Zone)

15.4.3 Built Form -Area A

Objectives:

- To mitigate the visual effects of tall buildings on the street.
- To delineate the commercial aspect of a building from the residential by encouraging further front setbacks.
- To ensure that Glenfield East is a vibrant and attractive commercial centre.
- To encourage the activation of the streetscape by providing only retail/commercial uses at the ground floor level.
- To ensure all building facades are well articulated and appropriately designed to activate the streetscape.
- To coordinate building massing along streets and across blocks.
- To provide appropriate transition and minimise amenity impacts to adjacent residential development.
- To integrate appropriate services within the design of the building.
- To reduce/manage the occurrence of wind tunnels as a result of high rise development.

15.4.3.1 Built Form and Setbacks

1. To achieve the desired built form and character envisioned for Glenfield East, any development proposed within this Precinct shall adhere to the Built Form and Setbacks Plan contained in Figure 15.4.3.1.

15.4.3.2 Active Street Frontages

1. Buildings located on active street frontages, as nominated on the Built Form and Setbacks plan in Figure 15.4.3.1 of this DCP, shall only provide commercial/business uses on the ground level facing the street.
2. Development at the ground floor level

shall incorporate a finished floor level no greater than 500mm above the adjacent footpath level where appropriate.

3. Where possible, other commercial uses which do not attract a high level of pedestrian movement shall be located on the building's first floor level or above.
4. The first floor of any proposed mixed-use buildings located on Railway Parade and Hosking Crescent shall be designed with a minimum floor to ceiling height of 3.3 metres to allow for future adaptation for commercial uses.

Note:

All residential flat buildings and mixed-use development containing 3 or more storeys and 4 or more dwellings shall satisfy the standards of State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide (NSW Department of Planning and Environment, July 2015). SEPP 65 and the ADG shall prevail in the event of any inconsistency with this DCP.

15.4

Station East (B4 Mixed Use Zone)

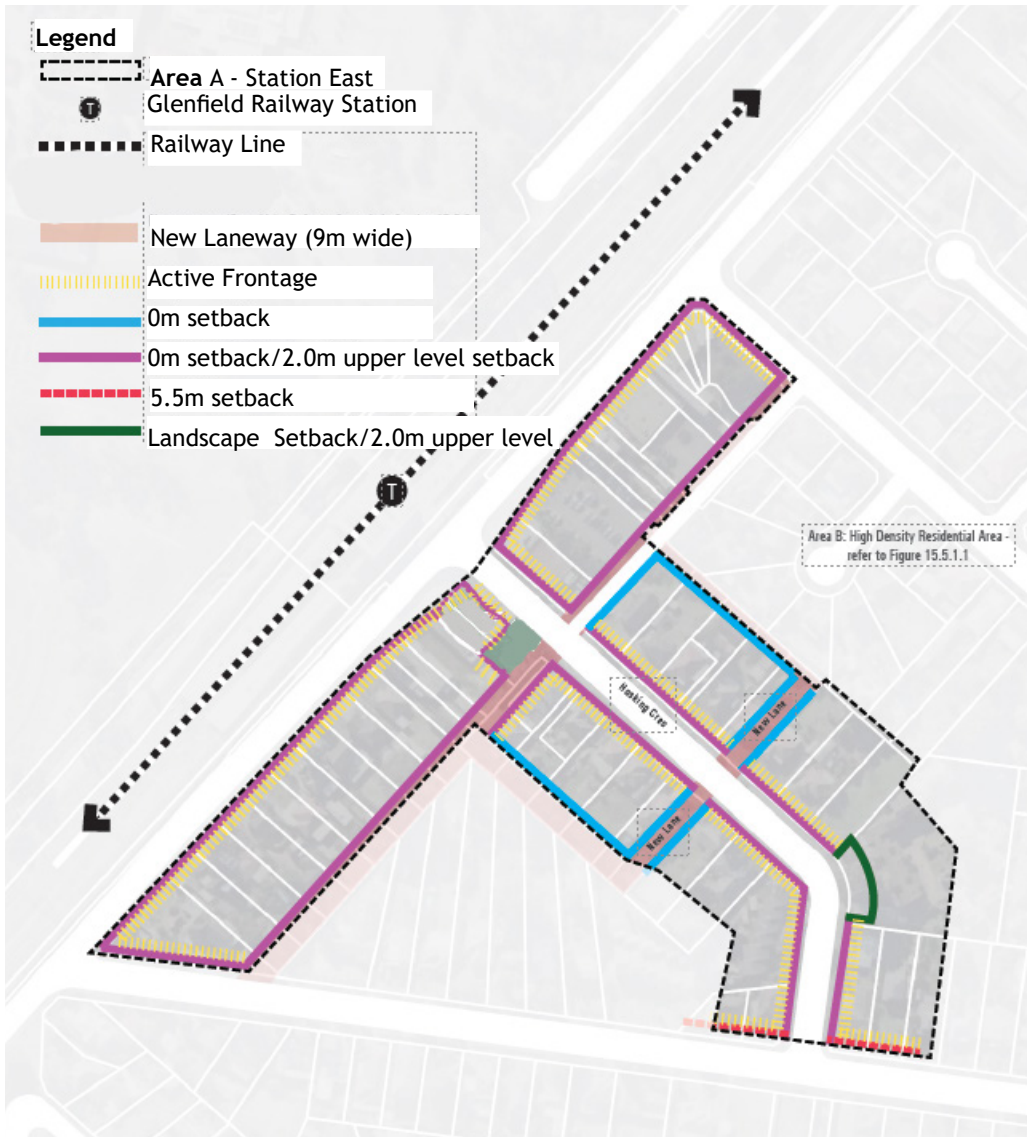


Figure 15.4.3.1 Built Form and Setbacks - Area A: Station East



Figure 15.4.3.2 - Example of mixed use development with active street frontages (source: DPE ADG, 2015)



Figure 15.4.3.3 - Commercial offices at ground floor of a mixed use building (source: DPE ADG, 2015)

15.4

Station East (B4 Mixed Use Zone)

15.4.3.3 Setbacks

1. Front, side and rear setbacks from streets and laneways shall be in accordance with the Built Form and Setbacks Plan at Figure 15.4.3.1 of this DCP.
2. A continuous street line/zero side setback is required for mixed-use development. A two storey street wall height is applicable where indicated in Figure 15.4.3.1 and as illustrated at Figure 15.4.3.5.
3. The side and rear building setback for any mixed-use development which adjoins land zoned R4 High Density Residential shall be:
 - a. For buildings up to 4 storeys: 3m for a blank wall or non-habitable room, and 6m to a defined 'habitable room' or balcony;
 - b. For buildings 5 to 8 storeys: 4.5m to a blank wall or non-habitable room, and 9m to 'habitable room' or open balcony.

15.4.3.4 Building Design

4. The design of roof plant rooms and lift overruns shall be integrated into the overall architecture of the building.
5. For development in close proximity to the rail corridor, balconies and windows shall be designed to prevent objects being thrown onto RailCorp's facilities, as required by the relevant Building Code of Australia (BCA) and RailCorp Electrical Standards

15.4.1.4 Awnings

1. Buildings located on active street frontages as labelled on the Built Form and Setbacks Plan in Figure 15.4.3.1 shall provide an awning over the

footpath for the full width of the street frontage.

2. Awnings shall have a minimum width of 3 metres.
3. Under awning lighting shall be provided to illuminate the footpath area below

15.4.3.5 Entrances to Buildings

1. Main entrances and exits are to be located at the front of the site and be visible from the street.
2. Entrances and exits shall be incorporated into the overall architectural design of a development.
3. Entrances are not to be obscured by landscaping or other obstacles and shall have clear sight lines.
4. Entrances shall be clearly identifiable to reduce confusion and unintentional entry by incorporating measures such as:
 - Architectural features and articulation;
 - Awnings;
 - Variations in colours and materials;
 - Changes in paving; and
 - Landscaping.

These measures shall be shown on the building plans and the landscaping plan.



Figure 15.4.3.4 - Example of mixed-use building with two storey street wall height and upper level setback

15.4

Station East (B4 Mixed Use Zone)

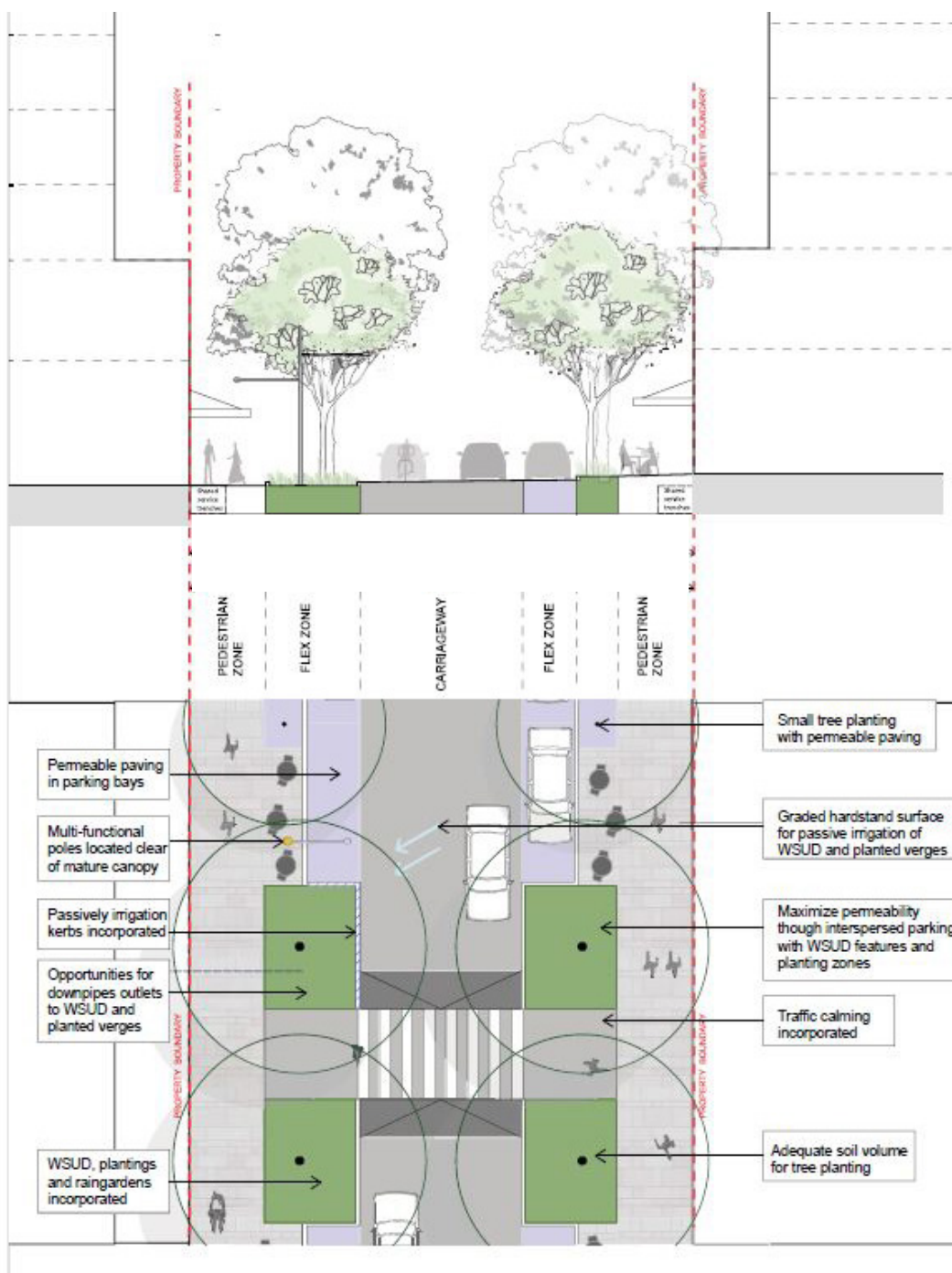


Figure 15.4.3.5 - Hosking Crescent Typical Plan and Section showing street character including two storey street wall height (zero setback)

15.4

Station East (B4 Mixed Use Zone)

15.4.4 Services, Safety and Amenity - Area A

Objectives:

- To provide safe spaces for occupants through suitable design solutions.
- To ensure that site services are not visually obtrusive.
- To ensure that new development reduces and mitigates wind impacts in the public domain.

15.4.4.1 Safety and Security

1. Where practicable, lift lobbies, stairwells and corridors shall remain visible from all public areas through the installation of transparent glass panels or openings.
2. For large scale retail and commercial development that exceed 4 storeys, in height or comprise two or more separate towers, a 'Safety by Design' assessment shall be prepared by a suitably qualified consultant in accordance with CPTED principles and submitted with the DA.

15.4.4.2 Wind Mitigation

1. Development Applications which proposes any buildings exceeding 8 storeys in height shall be accompanied by a Wind Effects Report prepared by a suitably qualified consultant to confirm that the building will not create uncomfortable or unsafe wind conditions in the public domain.

15.4.2.3 Services

1. At the developer's expense, any existing above ground power lines which traverse the property's frontage shall be relocated underground. Further, any proposed electrical substation shall be located internally within the building or in a position which is not visible from the street frontage. To facilitate this requirement, the applicant shall liaise with the relevant power authority.

15.4.5 Landscaping - Area A

15.4

Station East (B4 Mixed Use Zone)

Objectives:

- To encourage a high standard of landscape design which enhances the streetscape and amenity of the zone.
- To encourage innovative landscape design throughout the built form by enhancing opportunities for rooftop landscaping.

15.4.5.2 Landscaping

1. Green roofs are encouraged on all buildings (including alterations and additions) which have a total gross floor area exceeding 2,000sqm. The required size of the green roof area, inclusive of any area for solar panels or the like, shall be in accordance with the following site areas:
 - a. 2,000 to 4,999m²—20% of roof space;
 - b. 5,000 to 9,999m²—30% of roof space;
 - c. 10,000 to 14,999m²—40% of roof space;
 - d. 15,000 to 19,999m²—50% of roof space; and
 - e. 20,000m² or greater—60% of roof space.
2. Green roof areas proposed to be used for communal open space shall be designed to a high standard in order to enhance the aesthetics of the building and include enough soil depth for planting.

Note: Volume 1 of the SCDCP and the Apartment Design Guide have additional landscaping requirements.



Figure 15.4.5.1 - Example of urban square integrated with mixed use building (source: DPE ADG, 2015)

15.4

Station East (B4 Mixed Use Zone)

15.4.6 Access and Connectivity - Area A

Objectives:

- To encourage pedestrian building access from the streetscape and vehicular access at the rear.
- To improve local pedestrian access and connectivity.
- To contribute to the creation of an interesting and attractive streetscape.

Controls

15.4.6.1 Building Access

1. Car park entries and exits shall not be located along primary street frontages.
2. The primary means of pedestrian access to retail, commercial and upper floor residential uses shall be undertaken from the street frontage, rather than from the rear of the building.

15.4.6.2 Connectivity

1. Development shall provide local vehicular, pedestrian and cycle connections which are consistent with Part 15.3.2 Movement Network of this DCP.
2. Existing publicly and privately owned pedestrian links shall be retained where possible.

15.5 Area B - High Density Residential Character Area (R4 Zone)

15.5

High Density Residential (R4 Zone)

15.5.1 Desired Future Character Statement - Area B

The areas adjacent to the B4 Mixed-use zone will provide high density residential development in the form of multi-storey apartment buildings up to 8 storeys in height. This area's transformation will require the coordinated consolidation of properties to accommodate the scale of buildings proposed and intended densities. In addition, appropriate amenity for future residents is also required in terms of better solar access, additional communal open space and maintaining existing significant vegetation in the Precinct. Streets will be lined with trees and good pathway connections are proposed which are intended to provide better accessibility to transport, schools and quality open space areas located within 400m walking distance.

Objectives:

- To provide building forms that have a high level of architectural merit and make a positive contribution to the local area.
- To provide appropriate transition and minimise amenity impacts adjacent to lower density development.
- To encourage a diversity of high density residential forms.
- To facilitate residential forms that provide high quality residential living environments.
- To provide integration with high intensity public transport forms and fine grained pedestrian/ cycleway networks.
- To encourage a high quality public domain.
- To provide articulated front facades with balconies and deep soil planting and landscaping of street frontages.



Figure 15.5.1.1 - Examples of High Density Residential Apartment Buildings
(source: DPE ADG, 2015)

15.5

High Density Residential (R4 Zone)

Controls

15.5.1.1 General

1. Residential development within the R4 High Density residential zone shall be designed to reflect full compliance with Part 5: Residential Flat Buildings and Mixed-use Development of the Campbelltown (Sustainable City) Development Control Plan 2015.

15.5.1.2 Built Form and Setbacks

1. Front, side and rear setbacks from laneways shall be in accordance with the Built Form and Setbacks Plan at Figure 15.5.1.2 of this DCP.
2. Provide increased setbacks (+3m) when adjacent to an R3 Medium Density Residential zone to address amenity impacts and allow for additional landscaping. Refer to Figure 15.5.1.3. Setbacks shall be provided in accordance with the following:
 - a. For buildings up to 4 storeys: 6.0m for a blank wall or non-habitable room, and 9m to a defined 'habitable room' or balcony;
 - b. For buildings 5 to 8 storeys: 7.5m for a blank wall or non-habitable room, and 12m to 'habitable room' or balcony.
3. Amalgamation of sites will typically be required to achieve the required setbacks. Variation to the above setbacks will only be considered where built form modelling is undertaken which demonstrates an appropriate transition between the proposed development and existing/future

development on adjacent lands.

4. Blank walls with minimal articulation which face any boundary will not be permitted.

Note:

Any permitted form of residential development containing 3 or more storeys and 4 or more dwellings shall satisfy the standards of State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide (NSW Department of Planning and Environment, July 2015). SEPP 65 and the ADG shall prevail in the event of any inconsistency with this DCP.

15.5

High Density Residential (R4 Zone)

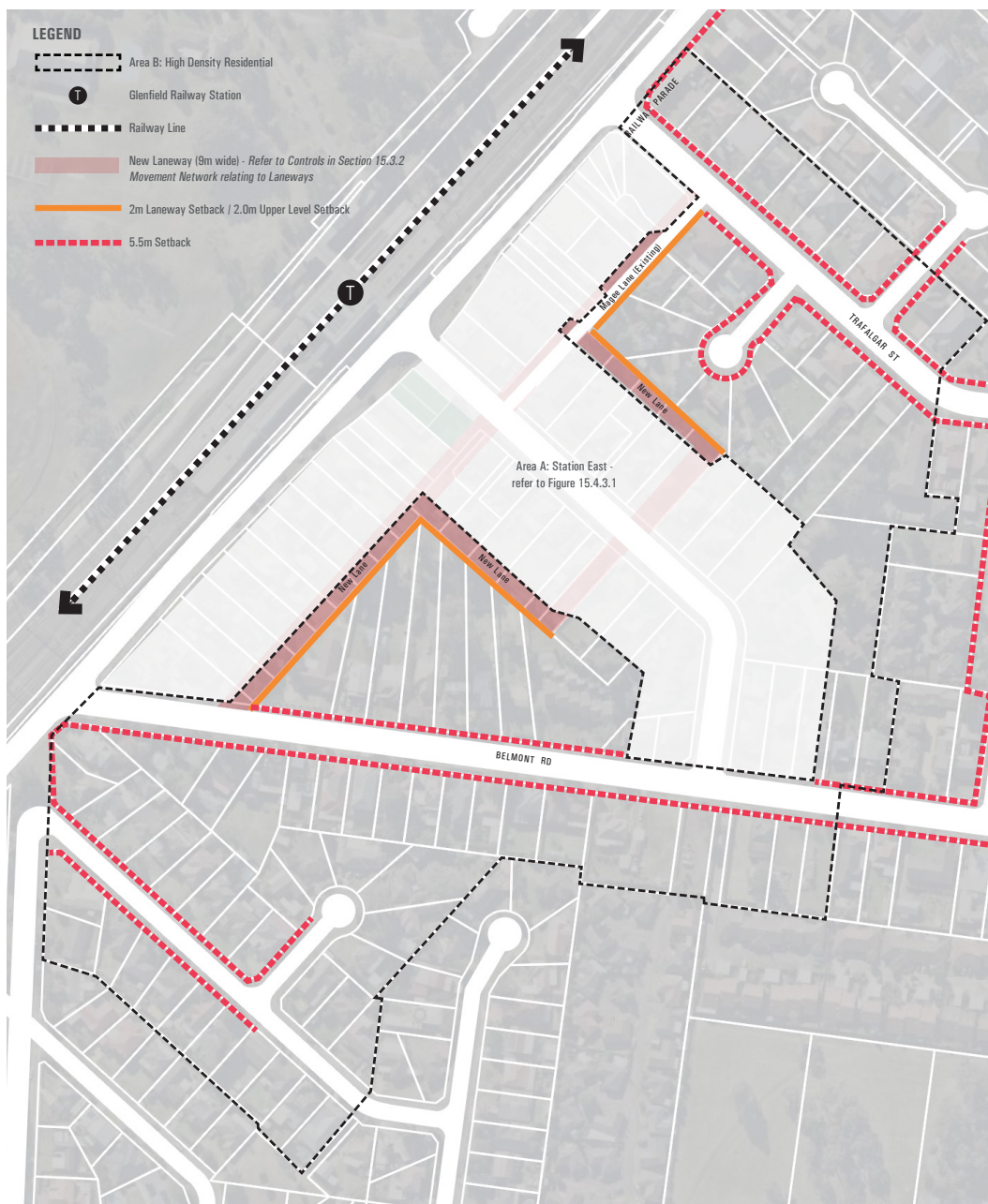


Figure 15.5.1.2 Built Form and Setbacks - Area B - High Density Residential

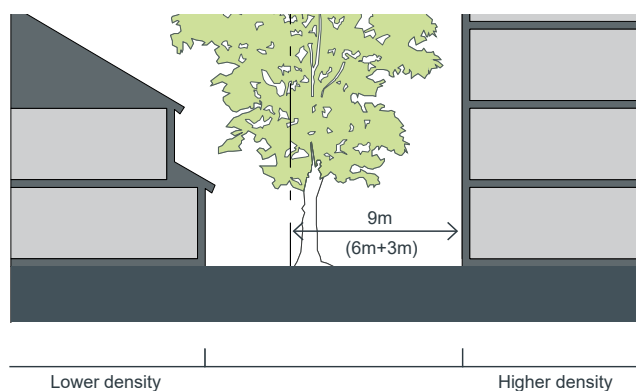


Figure 15.5.1.3 - Increased setback adjacent to R3 Zone (source: DPE, ADG 2015)

15.6

Medium Density Residential (R3 Zone)

15.6 Area C - Medium Density Residential Character Area (R3 Zone)

15.6.1 Desired Future Character Statement - Area C

The remaining areas within the Glenfield East Precinct are located in the R3 Medium Density Residential Zone. This will lead to the replacement of the aging dwelling stock within Area C with contemporary building forms which exhibit the highest levels of quality design. Consolidation of properties will also be encouraged to further facilitate providing a wider range of housing choices, in addition to creating further opportunities for attached dwellings and multi-dwelling housing to be constructed within this precinct. Safe, convenient pedestrian and suitably designed cycle connections will be constructed along key streets to the Glenfield railway station, school and nearby open-space areas while planting will further enhance Glenfield East as an attractive and liveable precinct.

Objectives:

- To provide medium density housing comprising two storey attached dwellings and multi dwelling housing in a landscaped setting with additional habitable areas provided within the roof space.
- To provide appropriate transition in built form and reduce amenity impacts where a change in building height occurs.
- To require development footprints that are sited to achieve setbacks to boundaries and provide for quality landscaping and private open space.
- To encourage articulated front facades where garages and car parking spaces are setback and do not dominate the streetscapes.
- To encourage active residential facades with balconies.
- To promote soft landscaping along communal driveways and the front boundary.
- To encourage a high standard of architectural merit with quality designed buildings.
- To provide development that incorporates a mix of dwelling sizes to provide further housing choice.

Note: the R3 Medium Density Zone prohibits residential flat buildings (RFBs).

Controls

15.6.1.1 General

1. Residential development within the R3 Medium Density zone shall be designed in accordance with all the requirements specified in 'Part 3: Low and Medium Density Residential Development and Ancillary Structures' of the Campbelltown (Sustainable City) Development Control Plan 2015.

15.6.1.2 Side and Rear Setbacks - For any proposed development containing 3 or more storeys

1. The side and rear building setback shall provide the following setbacks to reduce amenity impacts and allow for additional landscaping:
 - b. For buildings up to 4 storeys:
3.0m for a blank wall or non-habitable room, and 6m to a 'habitable room' or balcony;
 - c. For buildings of over 5 storeys:
4.5m for a blank wall or non-habitable room, and 9m to a 'habitable room' or balcony.
2. Amalgamation of sites may be required to achieve the required setbacks. Variation to the above setbacks will only be considered where built form modelling is undertaken which demonstrates an appropriate transition between the proposed development and existing/future development on adjacent lands.
3. For all new development applications that will be potentially impacted by the proposed Cambridge Avenue Upgrade and involves the construction of new buildings, the applicant shall provide evidence to Council of consultation with TfNSW on the required setbacks as part of the development applications.

Note:

Any permitted form of residential development containing 3 or more storeys and 4 or more dwellings shall satisfy the standards of State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide (NSW Department of Planning and Environment, July 2015). SEPP 65 and the ADG shall prevail in the event of any inconsistency with this DCP.

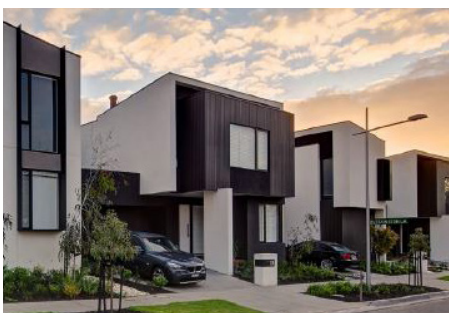


Figure 15.6.1.1 - Examples of Medium Density Residential Development
(source: DPIE, 2020)

Note:

For further information on the proposed Cambridge Avenue upgrade, please refer to the below link on the Transport for NSW website.

<https://www.transport.nsw.gov.au/projects/current-projects/cambridge-avenue-glenfield-upgrade>

15.6

Medium Density Residential (R3 Zone)

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