

Glenfield Precinct

LAND USE AND INFRASTRUCTURE ANALYSIS

JULY 2015



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Figure 1: Report Structure

Introduction

Purpose of the Land Use and Infrastructure Analysis

This Analysis forms part of the Glenfield to Macarthur Land Use and Infrastructure Strategy and describes the methodology and evidence base that informed the vision and projected growth for the Glenfield precinct. Upholding the principles of ecologically sustainable development has been intrinsic to this process.

The Analysis has incorporated a review of the character, demographics and economy of Glenfield.

A comprehensive audit of the precinct's environmental and built form characteristics identified areas to be protected and unconstrained land suitable for development.

The vision and growth projections for the precinct have been informed by economic feasibility and market demand analysis and reflect the long term housing and employment needs for the area.

Recommended improvements to the transport network aim to encourage more people to walk, cycle and use public transport for local and regional trips.

Improved connections to ecological corridors and open spaces have been identified and recommendations made to improve the quality of open spaces and the public domain.

A summary of the infrastructure requirements to support the precinct's growth is also provided to guide more detailed service and infrastructure delivery investigations.

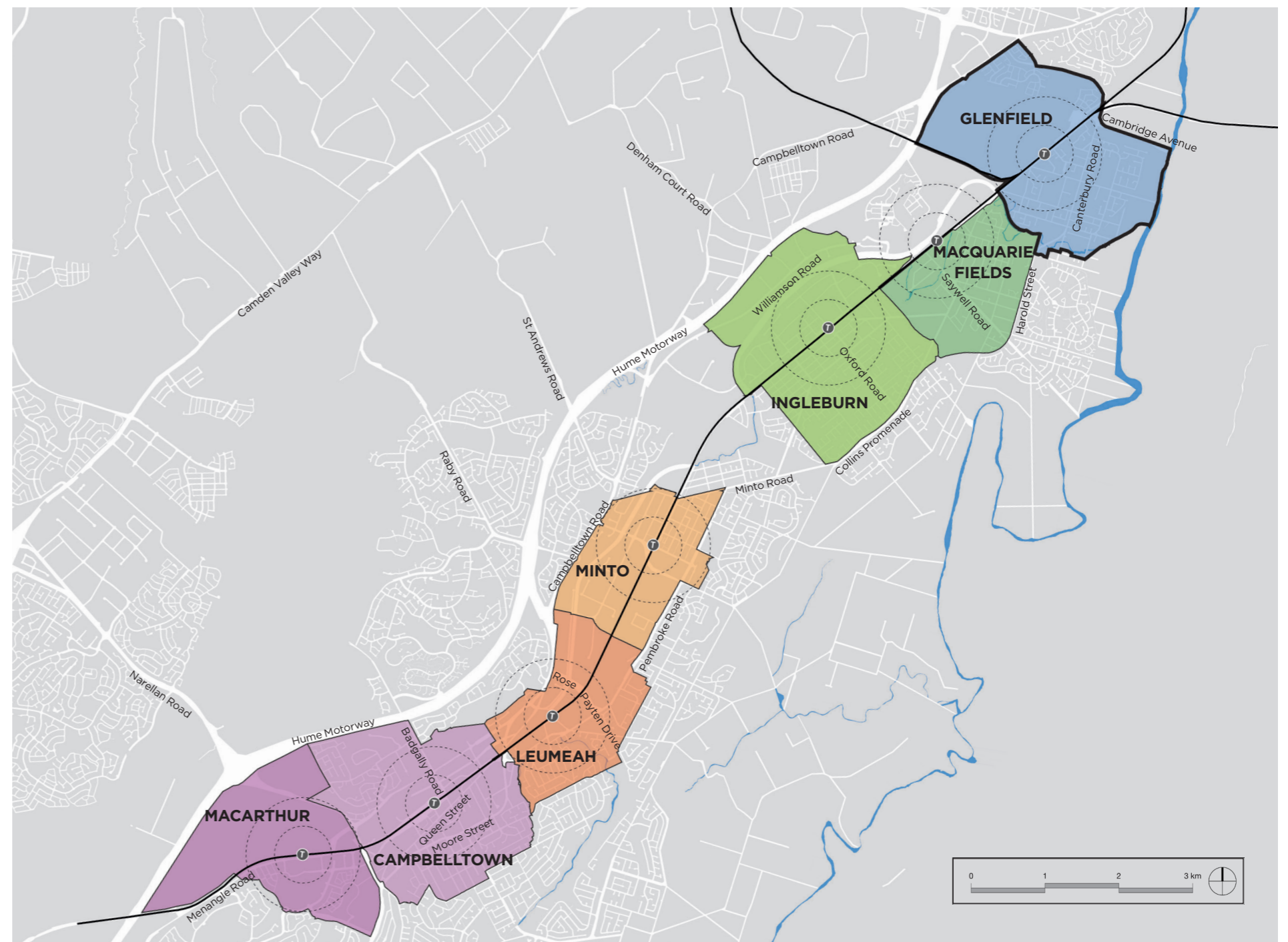


Figure 2: Glenfield to Macarthur Urban Renewal Corridor

Precinct Character

Glenfield is located approximately 30km south west of Sydney and 12km north-east of Campbelltown. Glenfield is the most northern precinct in the Glenfield to Macarthur urban renewal corridor.

Glenfield Station is a major interchange station for the south-west. The station is located on the Airport, Inner West and South Line, Cumberland Line and the recently completed South-West Rail Link.

As a result of the South West Rail Link, terminating services and a large commuter carpark, Glenfield Station has a high level of rail frequency and is an attractive commuter station attracting a large number of Park & Ride movements.

The precinct is defined by Glenfield Road to the north, Georges River to the east, Bunbury Curan Creek to the south, the Hume Highway and Campbelltown Road to the west.

The boundary of the precinct is based on a radius of 800m - 1.5km from Glenfield Station, which represents a 10-20 minute walking trip.

There is very little direct access between both sides of the railway station, with the rail corridor being a significant barrier between the land uses on the eastern and western side of precinct. The local catchment of the rail station is predominantly on eastern side.

The majority of the eastern side of the precinct is characterised by established low rise detached houses, generally one to two storeys high. The precinct also contains a large aged care facility. A local shopping strip is located along Railway Parade, providing small scale local services for residents and commuters. A small neighbourhood centre is also located on the corner of Harrow and Belmont Roads.

A significant land use on the western side of the rail line is Hurlstone Agricultural College, and three schools for specific purposes; Ajuga School, Campbell House and Glenfield Park School, covering approximately 150 hectares. To the north of Hurlstone Agricultural College, bounded by Campbelltown Road and Glenfield Road, low density residential housing has recently been developed. To the south, adjacent to the South West Rail Link corridor, there is a large holding of surplus government land.

An aerial image of the precinct is provided in Figure 3. A series of photos that illustrate the existing built form and character of the precinct are provided on page 7.



Figure 3: Glenfield precinct, with key landmarks identified

Demographics and Economy

Demographics

Glenfield is the second most populous precinct in the Glenfield to Macarthur corridor with a population of 7,924 people at the last census in 2011. The precinct makes up 20 per cent of the corridor population. Key characteristics of the precinct population include:

- ▶ A slightly higher proportion of older people and a higher median age than the corridor as a whole. A greater share of the precinct's population are aged over 85 years, a reflection of the location of a large aged care facility within the precinct
- ▶ Separate dwellings make up a smaller proportion of dwellings than Campbelltown LGA. A higher proportion of dwellings are semi-detached or townhouses than both the LGA and Sydney as a whole
- ▶ Three-quarters of dwellings in the precinct are owned outright or with a mortgage
- ▶ Families consisting of parents with children made up close to forty percent of all households. The precinct contains a larger proportion of children, teenagers, and people in their fifties than the rest of Sydney, indicating more mature families living in the area
- ▶ A higher proportion of lone person households compared to Campbelltown LGA but less than the Sydney average
- ▶ Average household size of 2.63 persons, smaller than Campbelltown LGA, but larger than the Corridor overall
- ▶ The majority of residents travelled to work by car, however over 30% of residents travelled to work by train
- ▶ A higher proportion of people born overseas than Campbelltown LGA and Sydney. In 2011, the top countries of birth other than Australia were India, Philippines and Bangladesh.

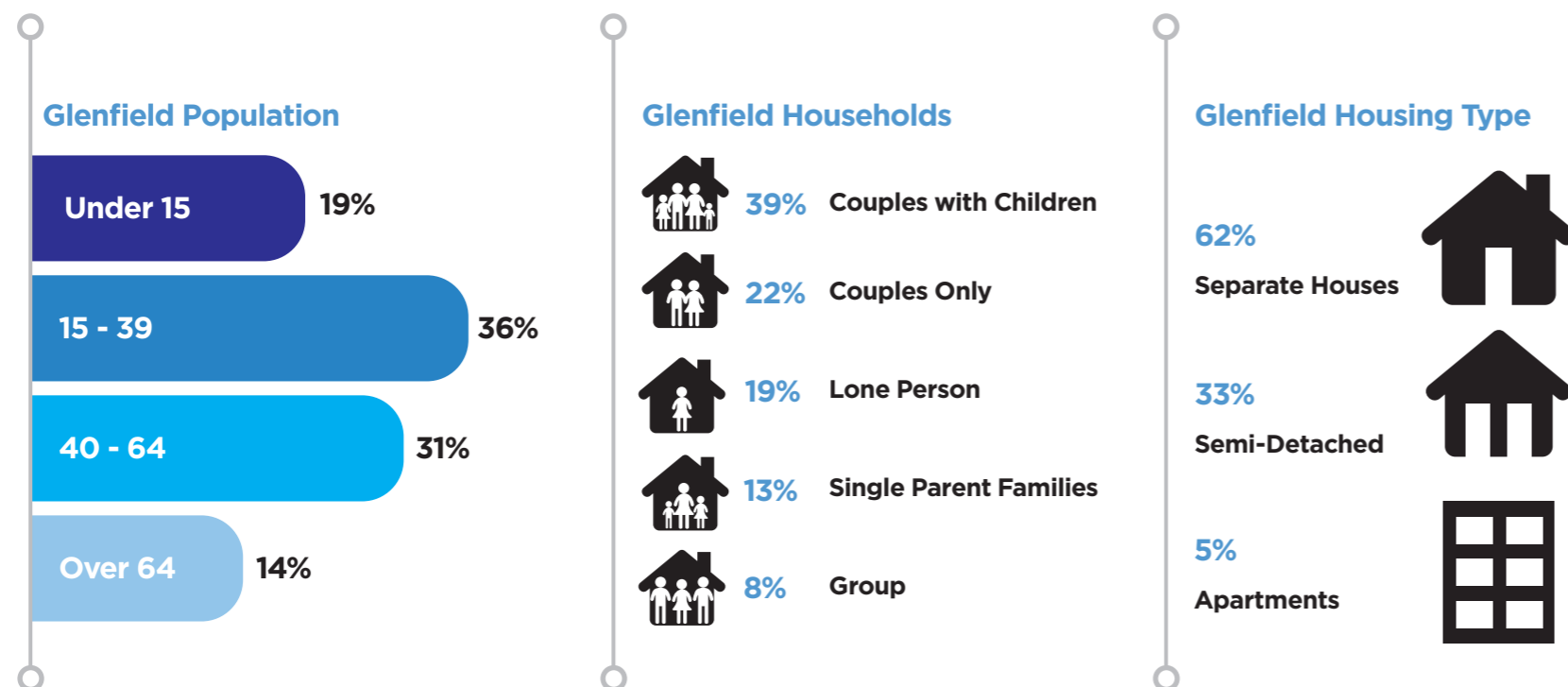


Figure 4: Key demographic facts for the Glenfield precinct

Economy

In 2011, there were 1,165 jobs in the precinct, 53% of which were in education and healthcare. These jobs are generally located at the school sites on the western side of the rail line, The Widdon Group aged care facility and a number of local primary schools.

There are also a small number of retail and commercial jobs provided in the village centre along Railway Parade and a small retail area on the corner of Belmont Road and Harrow Road.

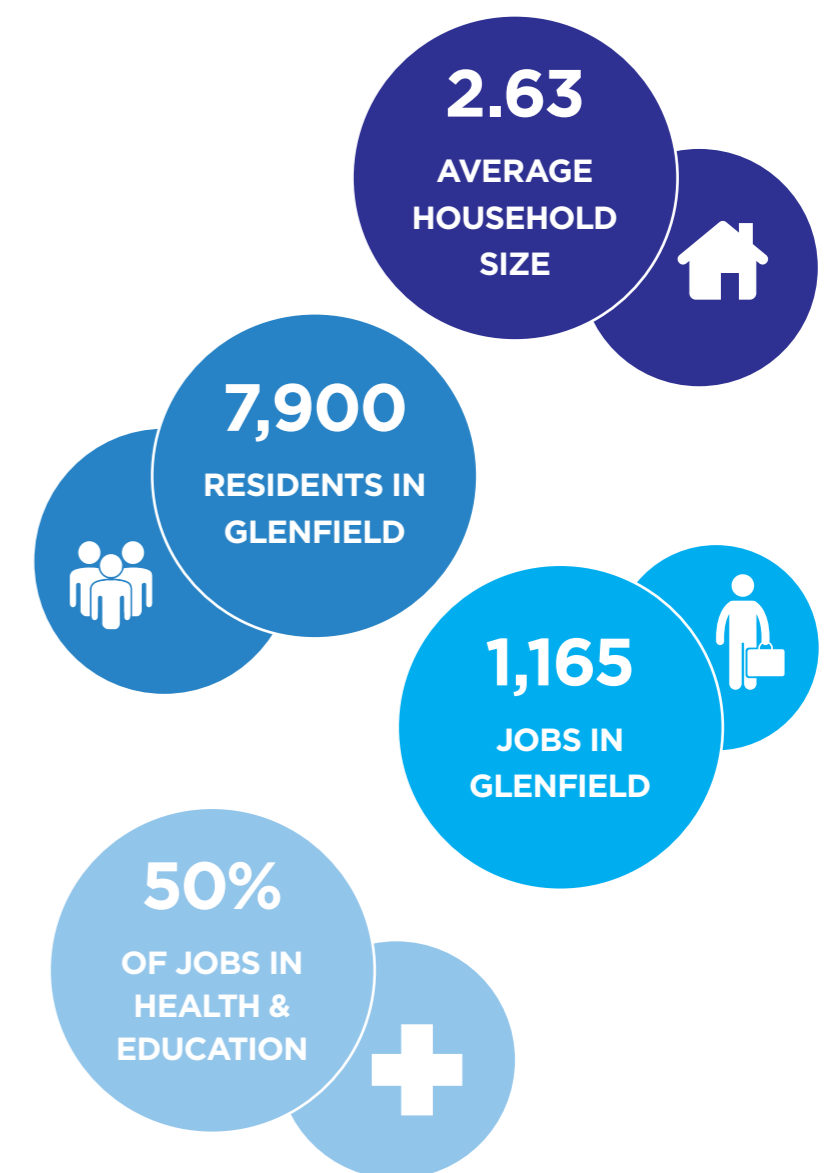


Figure 5: Key demographic facts for the Glenfield precinct

Constraints Analysis

This section is an assessment of the constraints within the precinct. The physical characteristics of the precinct have been mapped and analysed to identify constrained and unconstrained sites for renewal. These characteristics include: transport and movement; open space; topography; flooding; vegetation; bushfire risk; heritage; recent residential development; land ownership; and social infrastructure.

The combination of these elements reveal the overall level of development constraint within the precinct. However, not all constraints that are identified are necessarily barriers to change, often they are opportunities for renewal in the future.

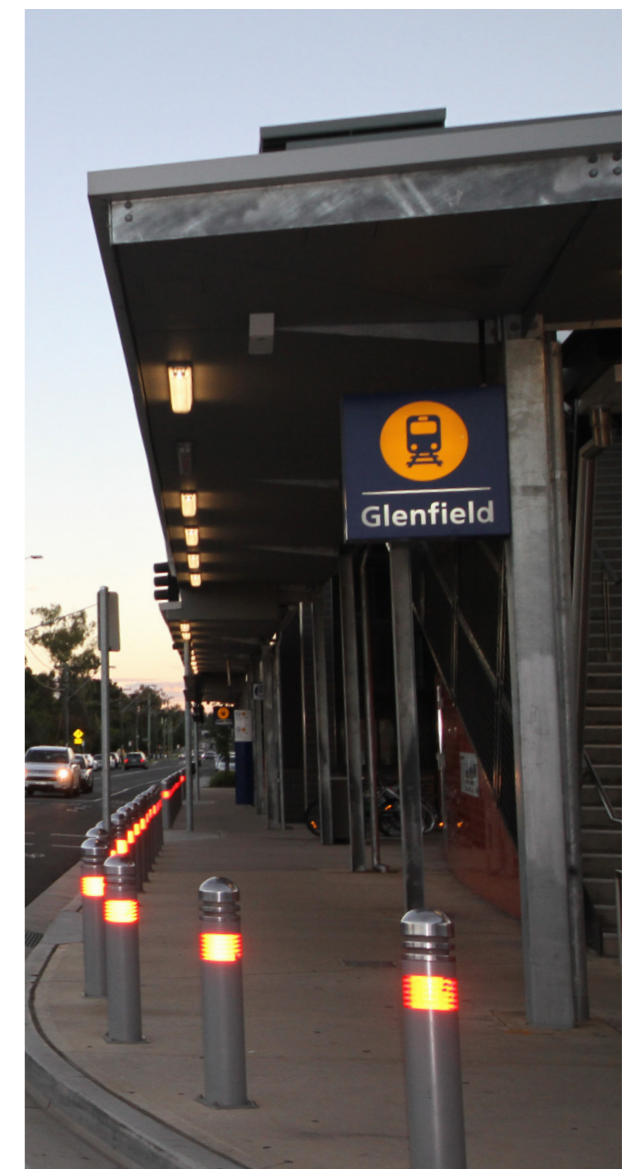


Figure 6: Images demonstrating the existing character and built form of the Glenfield precinct

Site Context

Transport and Movement

Canterbury Road and Railway Parade serve as the primary north-south access ways in the precinct, while the Hume Motorway and Campbelltown Road provide the main regional routes for through traffic in the area. The main access points include Glenfield Road and Cambridge Avenue which bound the precinct in the north, and Belmont Road which intersects the middle of the eastern half of the precinct.

East-west vehicle movements are limited by the lack of road connections across the precinct due to the barrier formed by the rail line and the large landholdings of educational establishments on the western side of the rail line.

The eastern half of the precinct from Railway Parade contains a poorly connected local road network, featuring a number of culs-de-sac that create barriers to vehicular and pedestrian movement, particularly in an east-west direction. Traffic signalisation is limited to intersections around the train station, and along Canterbury Road and Belmont Road.

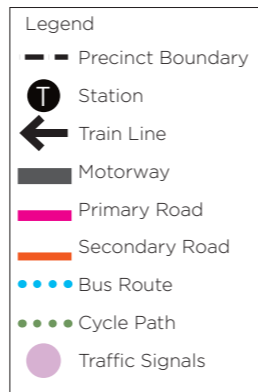


Figure 7: Transport and movement within the Glenfield precinct

Walking Catchment

Figure 8 below demonstrates the 5, 10 and 20 minute walking catchments from Glenfield station. Pedestrian and cycling accessibility is greatly restricted by the rail corridor and the lack of dedicated and signalised crossings along Canterbury and Belmont Roads, particularly near the schools and public open spaces.

There are also a number of local streets with limited street lighting and pedestrian footpaths that further restrict active modes of transport.

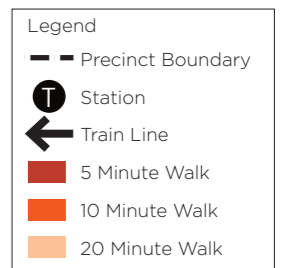


Figure 8: 5, 10 and 20 minute walking catchment within the Glenfield precinct

Open space network

Glenfield has a good supply of passive and recreational open space in the precinct, as identified in Figure 9. There are a number of local community parks, as well as large tracts of natural vegetation and surrounding bushland.

Local parks in the precinct include Seddon Park, Kennett Park, Glenfield Park, and Blinman Park. These parks provide a number of community and sporting facilities which include: cricket pitches at Seddon Park, a baseball field and tennis courts at Kennett Park, Glenfield Scout Hall at Glenfield Park, and both a soccer pitch and cricket oval at Blinman Park.

The Georges River Reserve to the east of the precinct and the Bunbury Curran Park and Creek to the south of the precinct are large regionally significant open spaces that have both recreational and landscape value.



Figure 9(a): Existing open space network in the Glenfield precinct, Blinman Park



Figure 9(b): Open space network in the Glenfield precinct

Site Context

Topography

The topography within the precinct is undulating with a north-south ridgeline that runs along the far western edge, affording dwellings in the north-western corners views down into Glenfield and over to Edmonson Park in the west. The ridge slopes down onto the Hurlstone Agricultural College site, which is gently undulating.

The eastern half of the precinct has gentle undulating rises that then slope down to the east to the Georges River and Reserve.

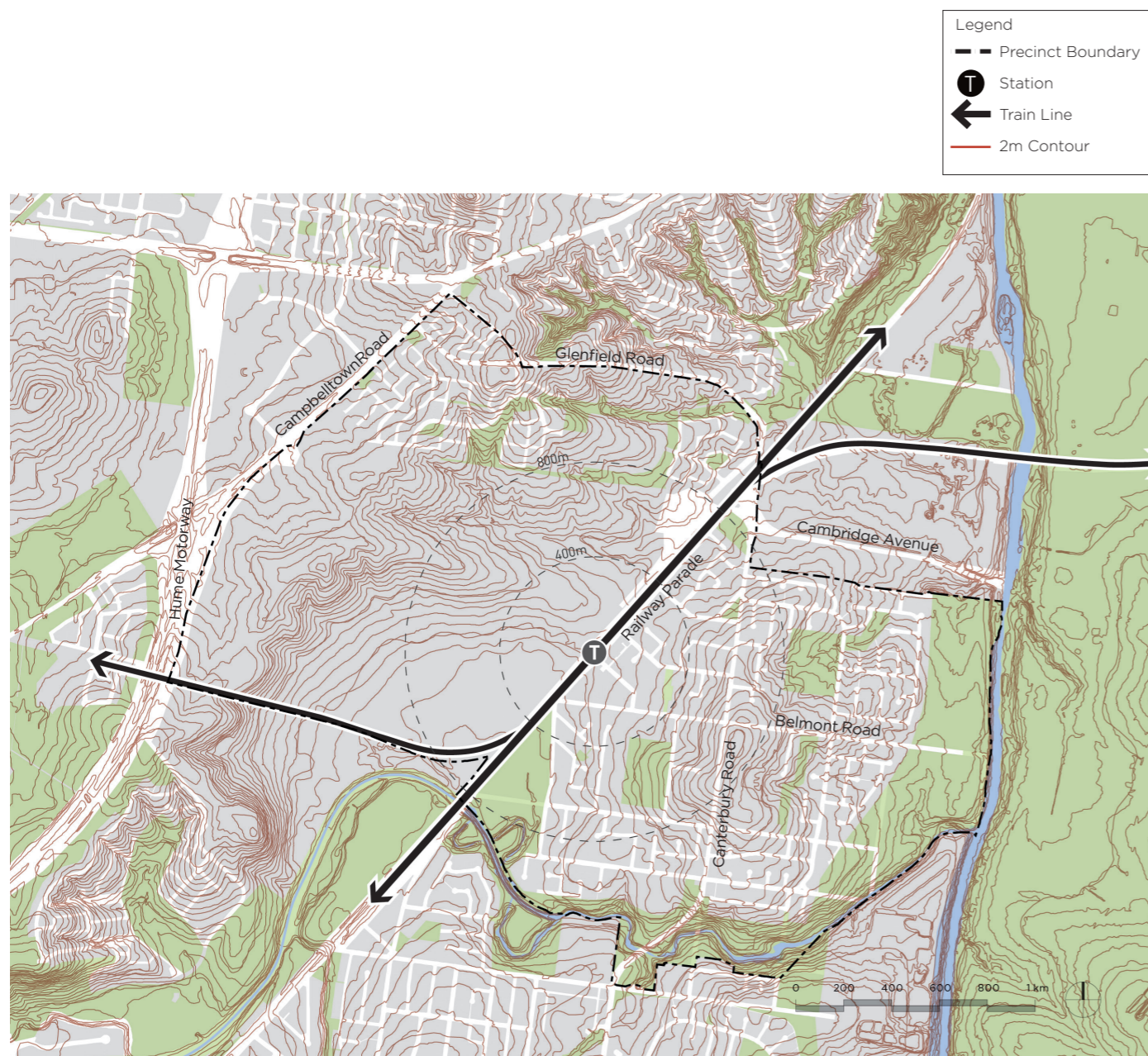


Figure 10: Topography within the Glenfield precinct

Flooding and Drainage

Figure 11 shows the location of waterways and associated riparian corridors in the precinct.

Campbelltown City Council is currently preparing a Floodplain Management Plan to identify areas subject to flooding. Once finalised, this Plan will be used to manage flood risk and inform future planning for the precinct.

Any development of land within the precinct will need to consider whether the land is flood prone and address any relevant flooding controls.



Figure 11: Riparian Corridors and waterways within the Glenfield precinct

Vegetation and Ecology

The precinct contains some significant tracts of vegetation that are classified as Endangered Ecological Communities under the *Threatened Species Conservation Act 1995*. These include areas of Cumberland Plain Woodland and River Flat Eucalypt Forest on Coastal Floodplains.

The larger spanning tracts of vegetation are found along the northern boundary of the precinct; throughout the Hurlstone Agricultural College site, and largely along the Georges River and Bunbury Curan Creek. The River Flat Eucalypt Forest runs along the perimeter of the precinct, largely in existing open space.

Riparian corridors are also identified in Figure 12 below, and these are largely co-located with significant areas of natural vegetation.

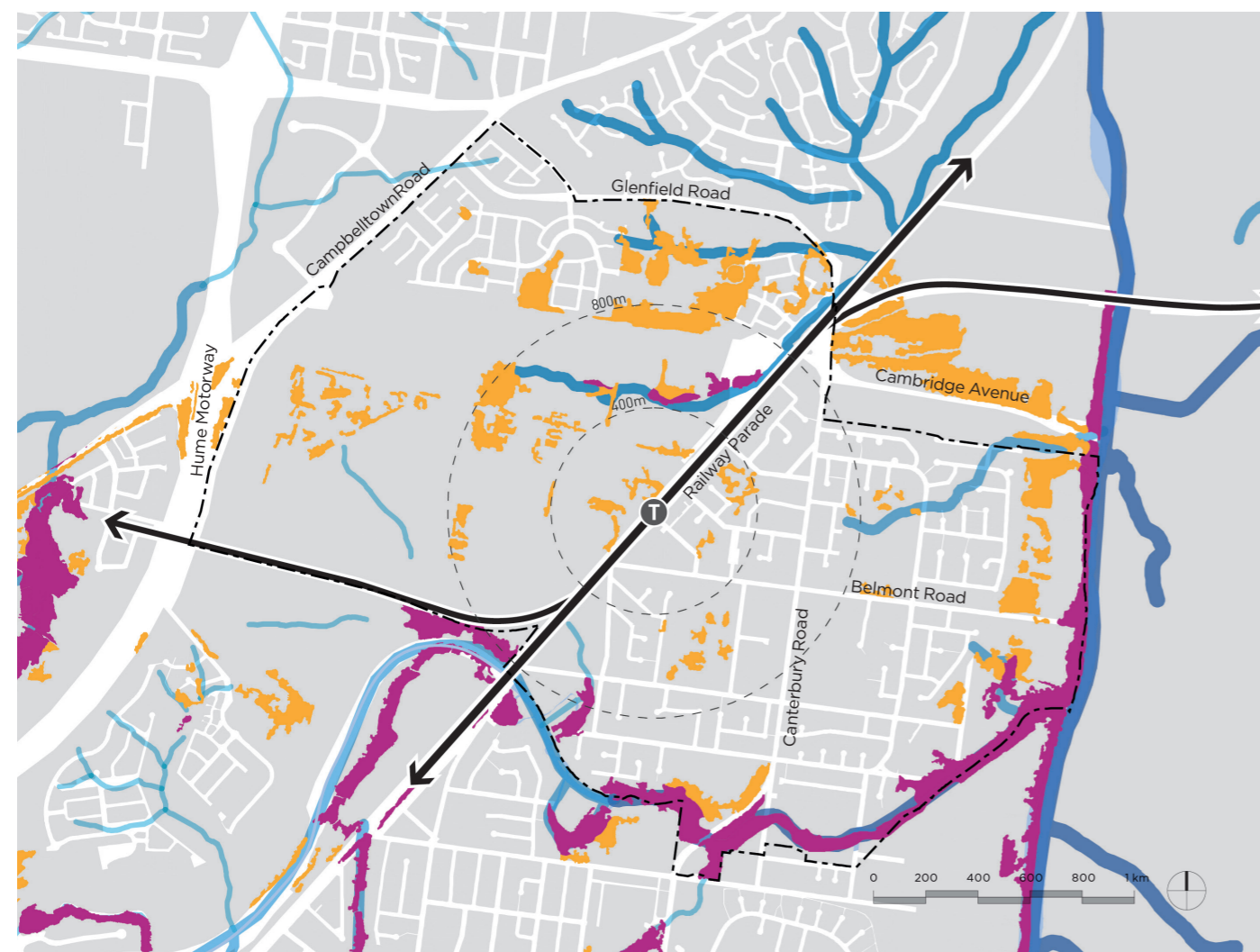


Figure 12: Vegetation and ecology within the Glenfield precinct

Bushfire Risk

Due to the large amount of existing vegetation in the precinct, there is a relatively large amount of land that is subject to bushfire risk. Much of the land in the east of the precinct is open grassland and so may pose potential bushfire risk, as well as land to the south of the Hurlstone Agricultural College site along the South West Rail Link corridor.

Any redevelopment of land within these bushfire prone areas will need to provide the required asset protection zones in accordance with relevant bushfire protection guidelines.

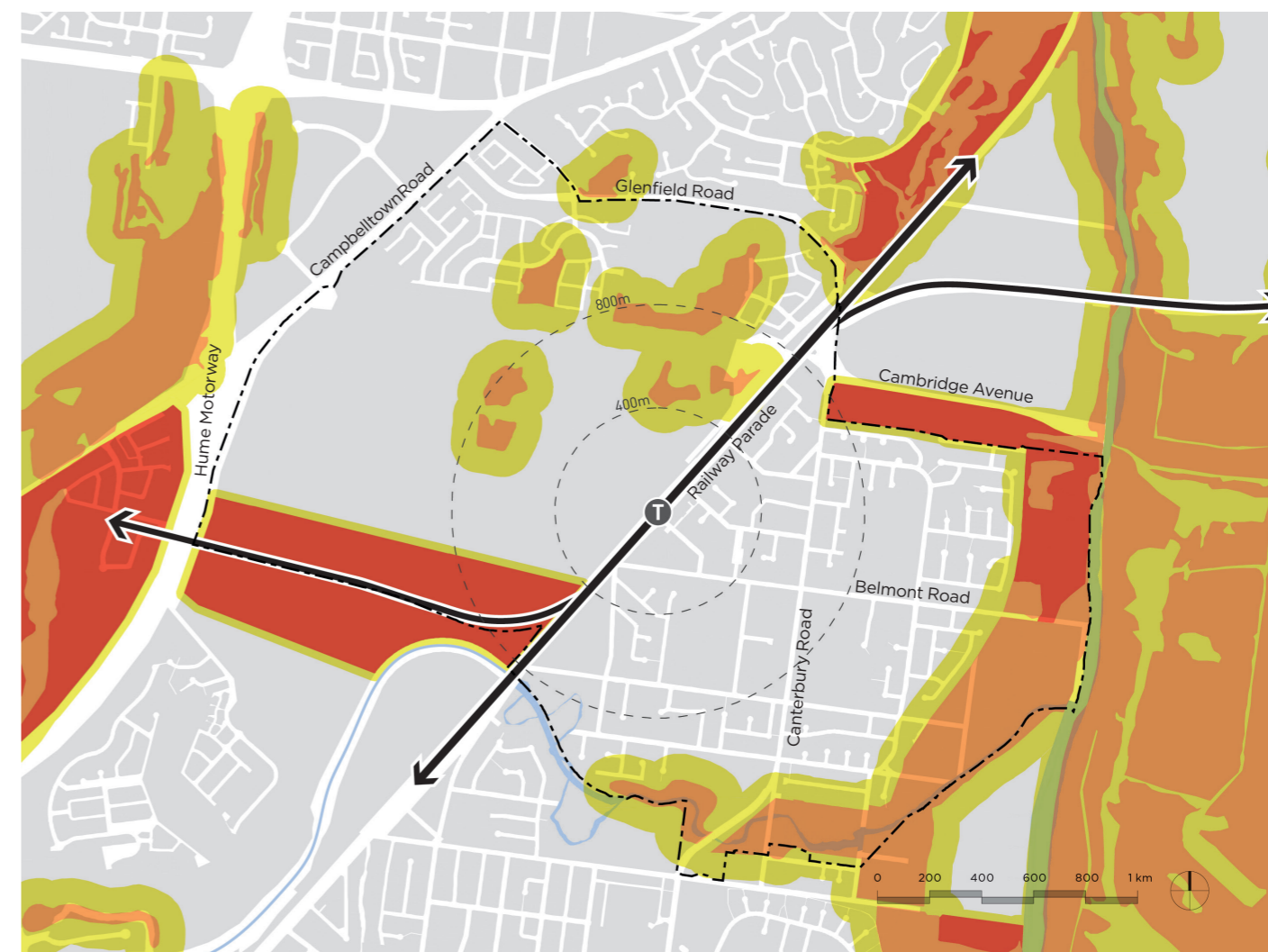


Figure 13: Areas of bushfire risk within the Glenfield precinct

Site Context

Heritage

Hurlstone Agricultural College is the only heritage listed item in the precinct, which is of local heritage significance.

To the south of the precinct is Macquarie Field House which is a State Significant Heritage Item. Macquarie Field House adds significantly to the historic landscape and story of the Macarthur region. It has significant view corridors to Macquarie Fields and Denham Court that impact on land on the western side of the precinct.



Figure 14: Heritage items within the Glenfield precinct

Recent Residential Development

Recent development is considered a short to medium term constraint to development as the average life cycle of a building is generally 30 to 40 years.

Analysis of recent residential development over the last 15 years indicated that incremental low density development has occurred throughout the precinct. Figure 15 below illustrates where this development has occurred.

Much of the recent development has occurred in the north-west corner of the precinct in the Parkside and Panorama developments, with some dispersed recent developments in Glenfield itself.

A relatively low proportion of dwellings in Glenfield, particularly in the east of the precinct, have been redeveloped. This provides opportunities for a large number of sites in the precinct to be redeveloped over the next 20 years due to the condition and age of the existing building stock.



Figure 15: Recent residential development within the Glenfield precinct

Land Ownership

The following figure illustrates the different land ownership patterns in the precinct. Large tracts of land are owned by the NSW Government, including the Hurlstone Agricultural College site and the Georges River Nature Reserve, as well as some local parks. There are also many land holdings owned by Campbelltown City Council, including Bunbury Curran Creek and Reserve, bordering the precinct to the south.

There is some strata titled land throughout the precinct, predominantly in the east of the precinct.

In the south-west of the precinct is a lease area from the NSW Government, owned by Transport for NSW and the Department of Education and Communities, which is surplus land from the construction of the South West Rail Link.

Overhead transmission wires and corresponding easements traverse the length of the precinct in the north. This significant utility service and easement corridor represent a constraint to certain types of development within its vicinity.



Figure 16(a): Land ownership within the Glenfield precinct, Hurlstone Agricultural High School

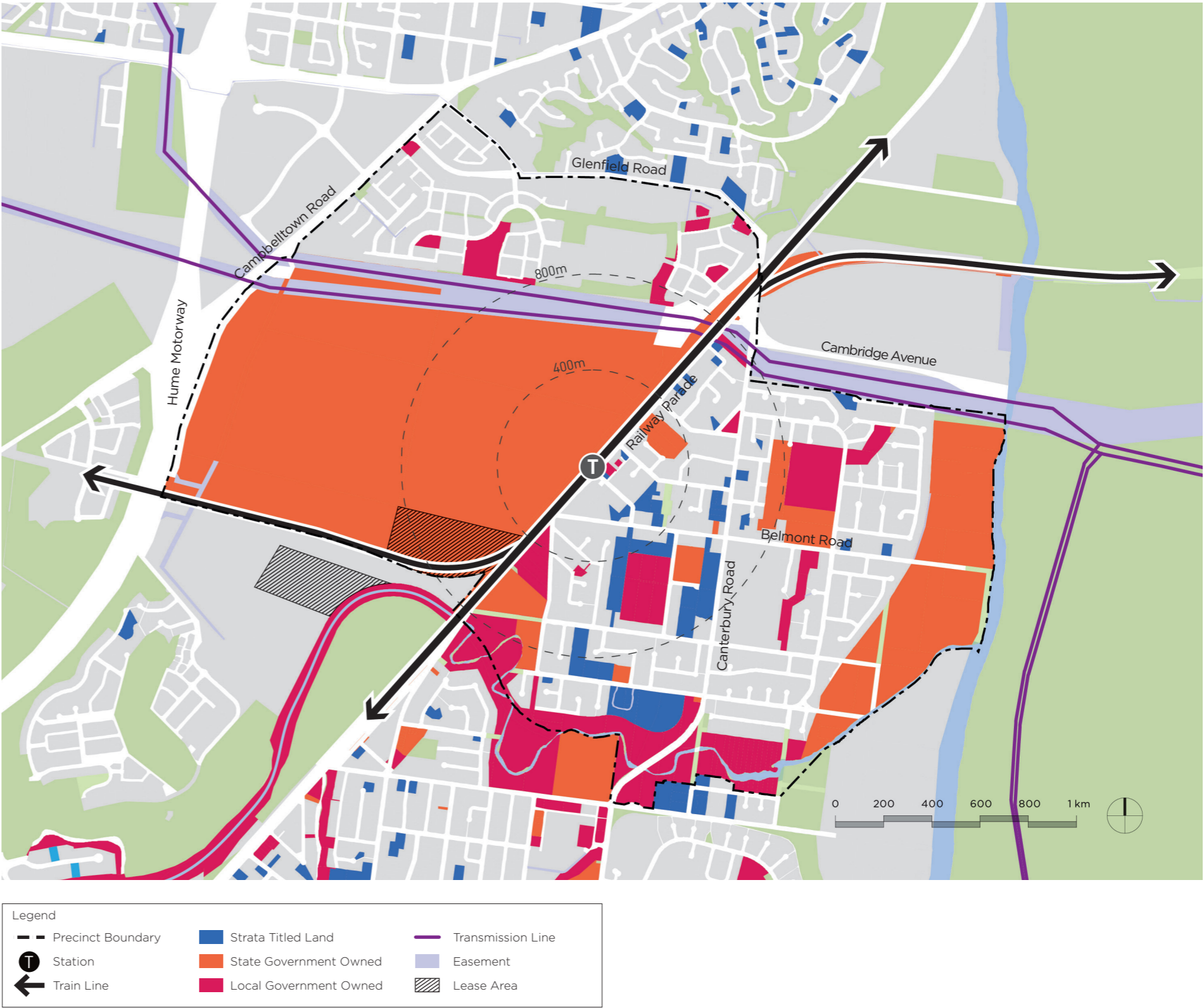


Figure 16(b): Land ownership within the Glenfield precinct

Site Context

Social Infrastructure

The precinct is well served by a range of community facilities and infrastructure as indicated in Figure 17. There are over ten local open spaces that provide both passive and recreational open spaces, six schools, as well as many religious centres, childcare and early learning facilities, and various community services.

Many of these community facilities are located in the eastern half of the precinct within an 800m radius of the station. The majority of Glenfield's residents live in this eastern half of the precinct.

Local Government Social Infrastructure

1. Blinman Park
2. Bunbury Curran Park
3. Glenfield Community Hall and Scouts
4. Glenfield Park
5. Glenfield Park Guides Hall
6. Kennett Park
7. Seddon Park
8. Trobriand Park

+ 5 Small Reserves

State Government Social Infrastructure

9. Georges River Nature Reserve
10. Ajuga School (K-12)
11. Campbell House School (7-12)
12. Glenfield Park School (K-12)
13. Glenfield Public School (K-6)
14. Glenwood Public School (K-6)
15. Hurlstone Agricultural High School (7-12)

Private and Non-government Infrastructure

16. Angels Garden Preschool
17. Bambinos Kindergarten
18. Dr Pisarska B Medical Centre
19. G K Manku Medical Centre
20. Glenfield Preschool
21. Glenfield Uniting Church
22. Holy Trinity Anglican Church
23. Panorama Early Learning Family Day Care
24. Sunshine Early Learning Family Day Care
25. The Whiddon Group (HACC Services)

Nearby facilities servicing the precinct

26. Casula High School
27. Prestons World of Learning (Childcare)

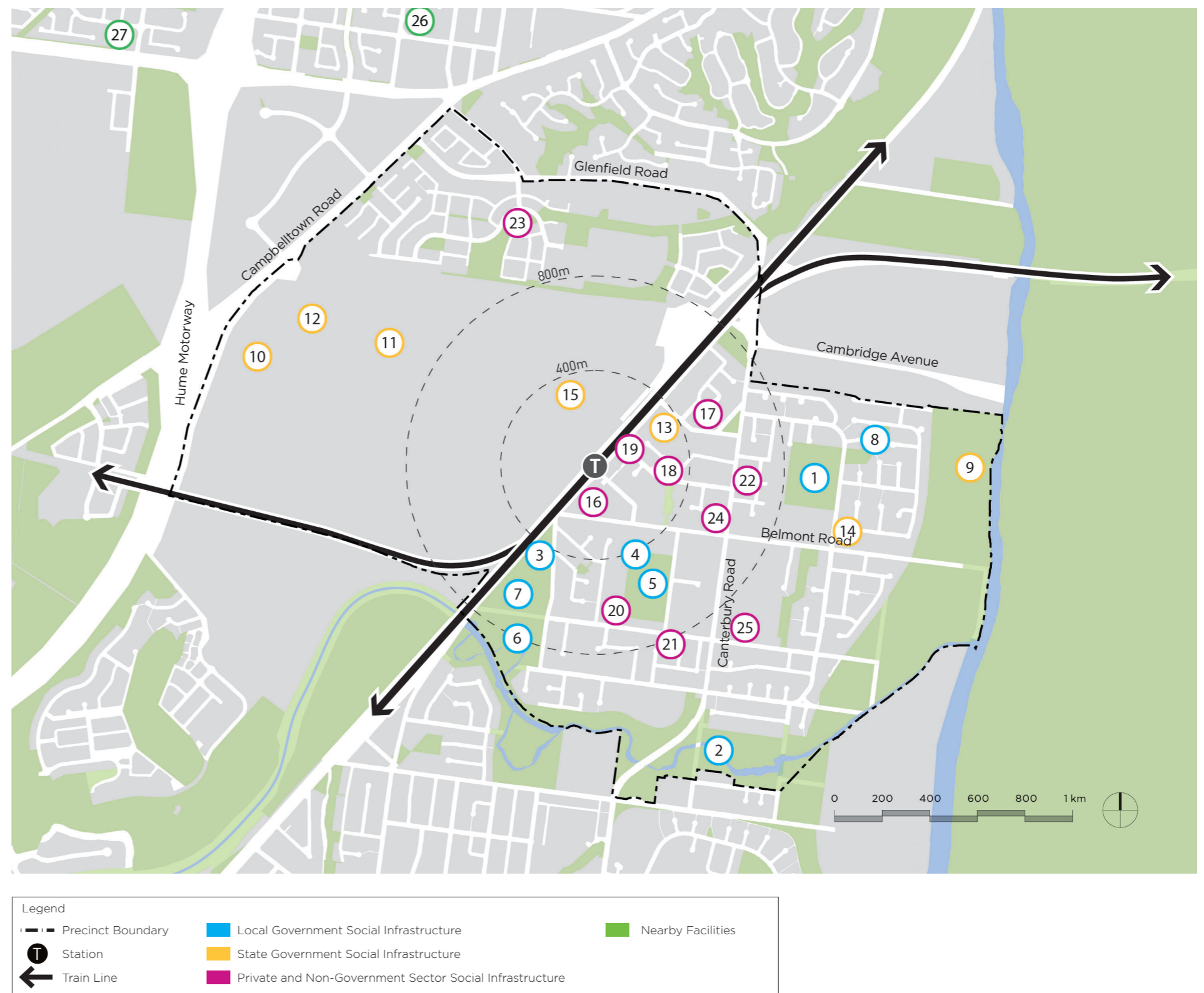


Figure 17: Social Infrastructure within the Glenfield precinct

Combined Constraints

The combined constraints mapping indicates that there are large portions of the precinct that contain some form of development constraint.

A considerable amount of the western half of the precinct is constrained due to heritage, recent development, significant vegetation and easement constraints.

The land to the north of the overhead transmission lines has seen a considerable amount of recent residential development over the last 5- 10 years and is not likely to accommodate much renewal over the term of this strategy.

Unconstrained Land

Unconstrained land provides the most potential for renewal over the next 20 years, subject to further investigations.

The eastern half of the precinct is relatively unconstrained and has potential to contribute to the future renewal of the precinct.

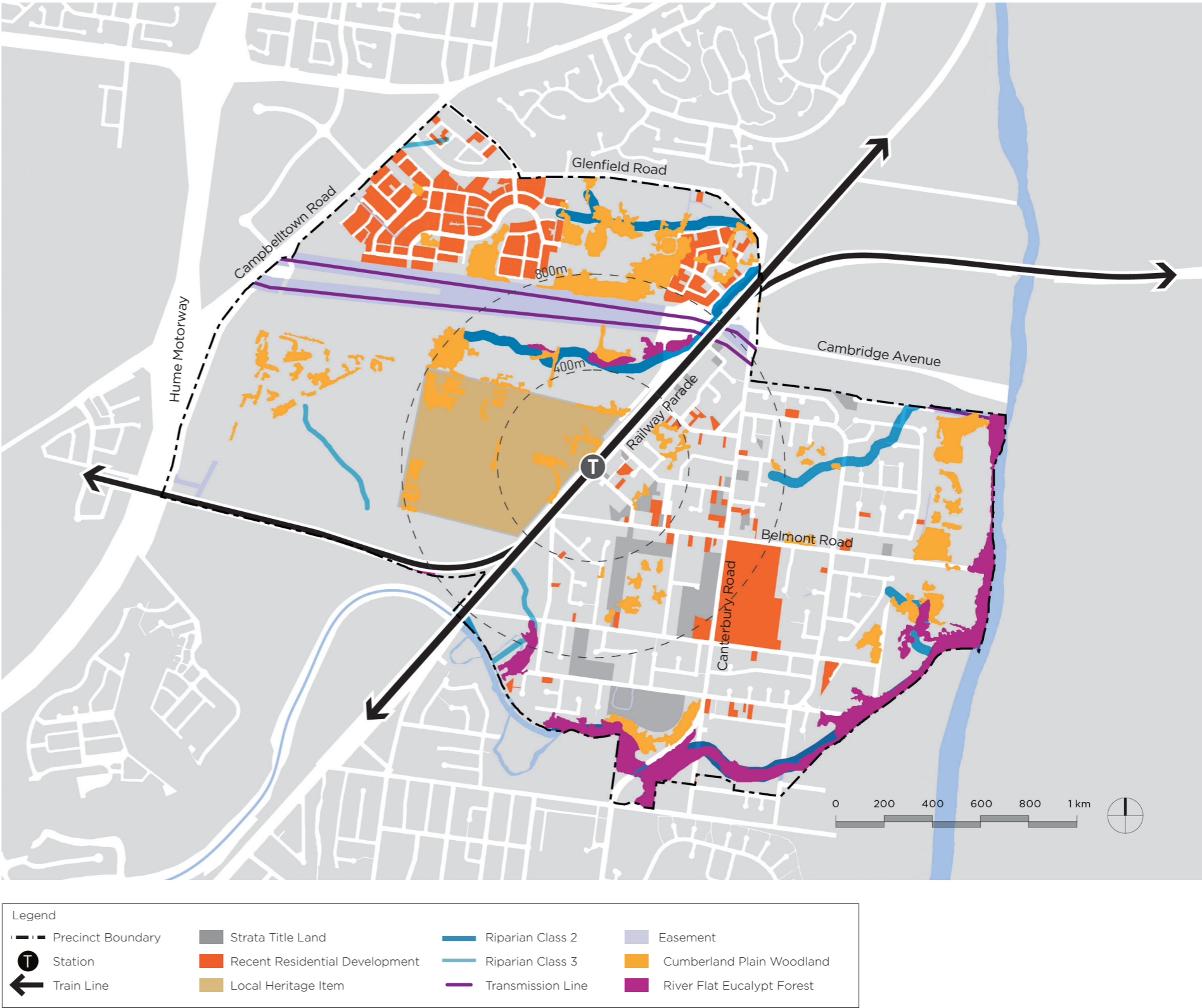


Figure 18: Combined constraints within the Glenfield precinct

Glenfield Vision

Housing



- Provide a variety of housing types within walking distance of the station to cater for all members of the community
- Create walkable neighbourhoods that benefit from a high level of accessibility to jobs, both within the precinct and nearby centres; open spaces; shops and community facilities
- Retain the existing character of areas east of Canterbury Road and south of Fawcett Road, with a mixture of detached dwellings and townhouses



Built Form



- Enhanced local centre providing increased amenity and local services for residents and commuters
- Ground floor retail and local jobs within the mixed use centre to generate activity
- Provide a range of building heights, with medium rise buildings closest to the station to maximise pedestrian activity and increase trade for local businesses

Jobs



- An upgraded local centre will create a lively and active hub around the station while servicing the daily shopping needs of residents and commuters
- Education and health related jobs will continue to provide an important employment base for the precinct

Movement Network



- Capitalise on significant upgrades to Glenfield station to provide a highly connected and accessible station for residents and commuters
- Introduce new local cycle routes to link to existing networks and improve connections with Glenfield station and the surrounding area.
- Opportunities to maximise pedestrian and cyclists linkages along open space networks
- Identify new green connections that link existing open spaces to increase their amenity and accessibility
- Promote walking and cycling, by providing new shared pathways, separated cycleways, footpaths, pedestrian refuges, street tree planting, bicycle storage facilities and lighting
- Potential future connections to create a more permeable movement network, and increase connectivity between the station and land uses across the precinct, particularly for pedestrians and cyclists



Figure 20: Existing character for the Glenfield precinct, Railway Parade

Open Space and Public Domain



- Enhance the activity around Glenfield station with pedestrian friendly streets, outdoor dining, inviting public gathering spaces and attractive street furniture
- Establish a high quality open space and public domain network that provides better linkages to, and embellishments of existing open spaces
- Investigate opportunities to review underutilised open space to contribute towards recreational outcomes
- Strengthen community and cultural facilities including the potential longer term redevelopment of the Glenfield community hall as a contemporary multi-purpose community facility

“A vibrant local centre and transport interchange for the south-west”



Figure 21: Desired future character of the Glenfield precinct, Railway Parade

Land Use and Infrastructure Plan

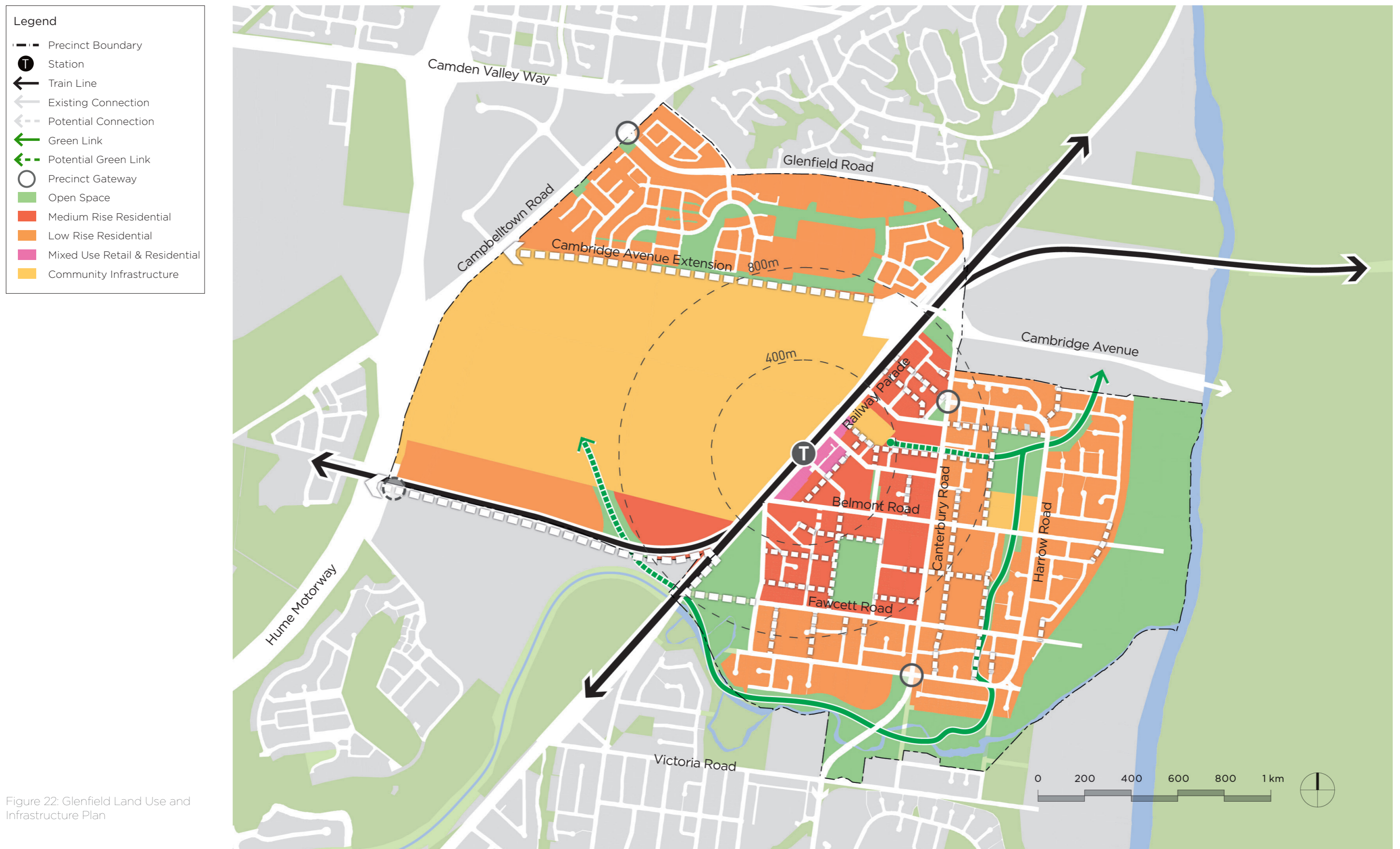


Figure 22: Glenfield Land Use and Infrastructure Plan

Future Precinct Character

The following diagrams and images demonstrate the desired future character for each area in Glenfield precinct.

Low Rise Residential

This area will largely retain its existing character and dwelling mix. Single-detached dwellings will remain the dominant housing type, however over time there is potential for renewal of building stock to provide a mixture of duplexes, townhouses and terraces.



Figure 23: Proposed location of low rise residential, and desired character and built form

Medium Rise Residential

This area will provide for the housing needs of a growing community with increased residential density in areas with good access to the station. This area could accommodate town houses and medium rise apartments where the site is an appropriate size to deliver a high level of amenity. This could comprise 3-6 storey apartment buildings, with potential for communal open space and landscaped setbacks to enhance the existing streetscape.



Figure 24: Proposed location of medium rise residential, and desired character and built form

Mixed Use Retail & Residential

This area could accommodate a mix of retail and residential uses that would complement the character of the local area and create an identifiable town centre around the station. This area will provide an increased diversity of housing close to the station. Buildings would have ground floor retail providing local services for residents and commuters, with apartments above ranging from 3-6 storeys in height. These would be set back from the street to ensure the scale and feel of Railway Parade is maintained.

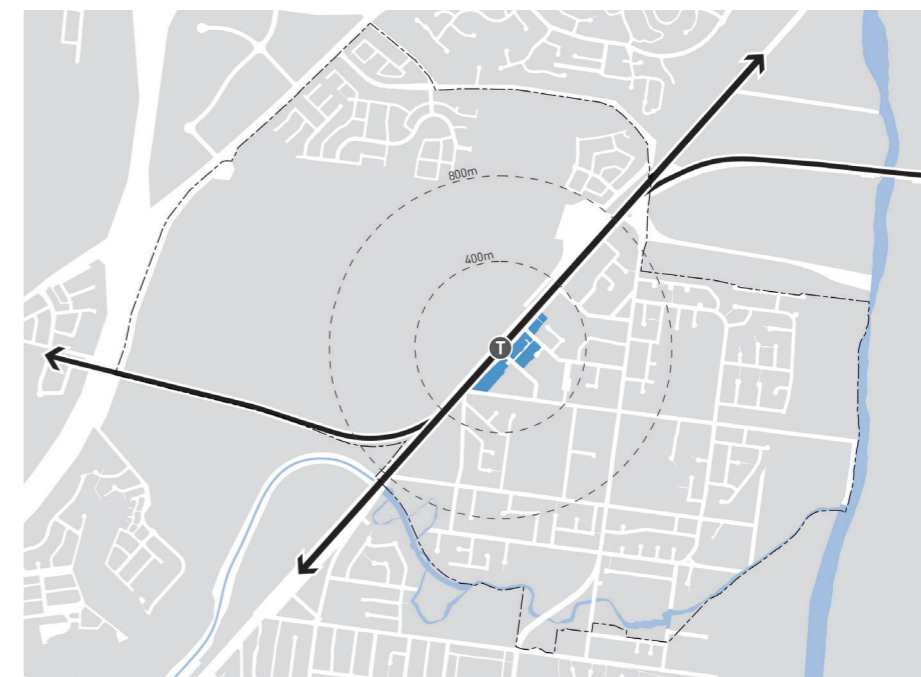


Figure 25: Proposed location of mixed use retail & residential, and desired character and built form

Land Use and Infrastructure Plan

Transport and Movement

The proposed transport network aims to:

- ▶ Improve walking and cycling connections to Glenfield Station;
- ▶ Increase direct bus routes and improve suburban bus route travel times to centres; and
- ▶ Improve road and street legibility and permeability throughout the precinct

Key network improvements are identified in Figure 26 and include:

Roads

- ▶ Potential extension of Cambridge Road to Campbelltown Road, subject to more detailed transport analysis

Public Transport

- ▶ Investigate opportunities to improve direct connections and reduce travel times for the suburban bus network suburban bus network to create a more connected system that provides direct routes to, from and through the corridor
- ▶ Additional kiss and ride facility on the south-east side of Glenfield station

Walking and Cycling

- ▶ New regional cycle route parallel to the railway line with east-west links to provide better connections to the station and surrounding area
- ▶ Series of local cycle network improvements, including;
 - Chesham Parade linking Harrow Road to the north-east of the station
 - Hosking Crescent and Belmont Road connection to the station
 - Newtown Road linking to the south
- ▶ Streetscape works, such as footpath improvements and pedestrian crossings, to improve station connections and pedestrian environments.

Parking

- ▶ Undertake a parking study for the precinct to identify parking demand, develop appropriate parking management strategies and identify opportunities for improved mode share to increase walking, cycling and public transport use.

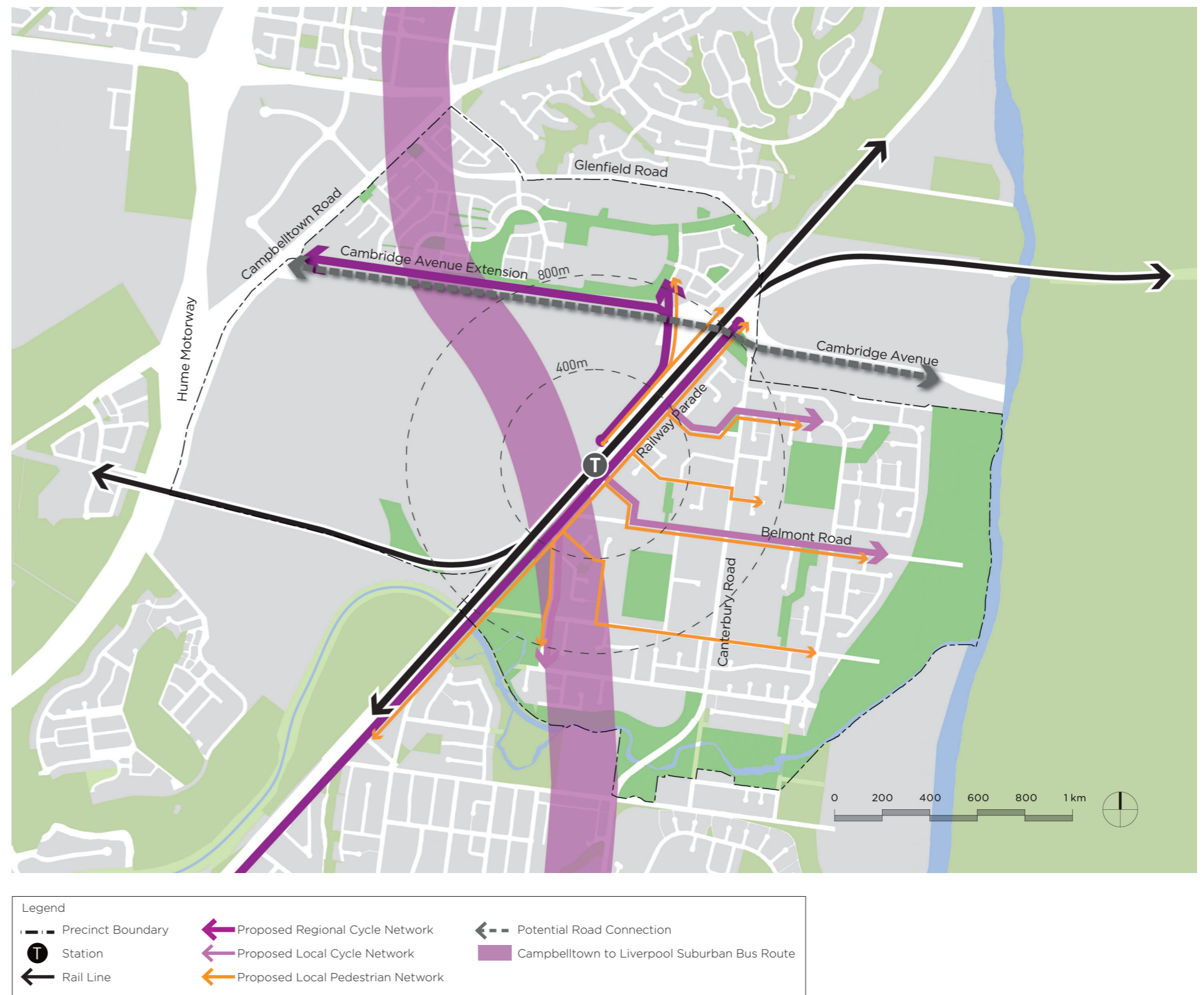


Figure 26: Proposed transport infrastructure improvements in Glenfield

Environment and Open Space

The precinct provides a range of recreational and passive open space which will provide for future population growth.

There are opportunities to reconfigure and improve the open space around the strip of shops at Glenfield Station, to make better use of the investment made in the station infrastructure.

Future development on the western side of the railway would need to ensure that adequate opportunities for passive recreation and active transport connections to key local destinations are provided.

Opportunities for improvement and enhancement of existing open spaces and public places in the precinct include:

- ▶ Promote connectivity to Georges River Nature Reserve and Bunbury Creek ecological corridor as a green space asset for the precinct;
- ▶ Provide regional and local cycle and walking connections within the precinct;
- ▶ Increase mass indigenous planting to existing grass areas;
- ▶ Investigate opportunities to review existing under utilised open space to contribute towards improved recreational outcomes;
- ▶ Plant street trees in all streets to provide shade and amenity.

Community Facilities

Population growth in the precinct will provide opportunities to redevelop the older style community hall and create a larger, contemporary multi-purpose community centre. The forecast population of nearly 15,000 people by 2036 suggests the need for a facility of up to 1,200m², based on commonly accepted floorspace standards for community space provision.

Education

There will be strong demand for additional classrooms and associated infrastructure in schools in the precinct. Advice from the NSW Department of Education indicates that existing school sites in and around the precinct have large sites that may be able to accommodate requirements and no new schools are likely to be required by 2036.

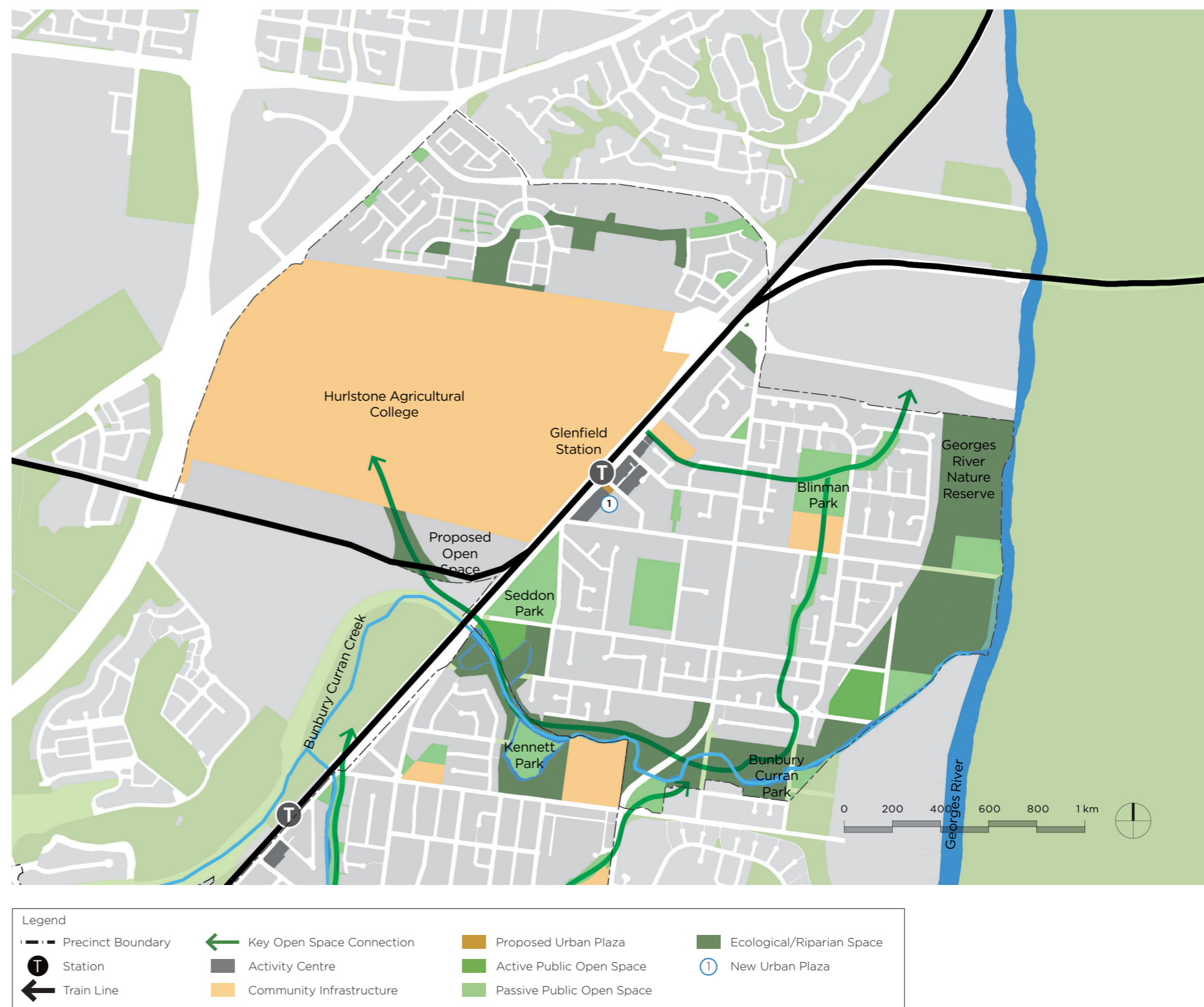


Figure 27: Proposed social infrastructure improvements in Glenfield

Projected Growth

Glenfield precinct’s projected growth is a calculation of the amount of residential and employment development that is expected to take place by 2036. The outcome of these projected growth calculations is provided below.

Residential

The Department applied the Urban Feasibility Model (UFM) to determine the precinct’s development potential under existing market conditions. The analysis indicated limited potential for additional dwellings to be feasibly developed in the current market. However, medium density dwellings are marginally feasible in some locations, reflective of a maturing market. Additional market demand analysis indicated that in the medium term, feasibility may increase as land values and property prices increase and the availability of detached homes decreases.

It is anticipated that around 2,800 additional dwellings could be delivered in the precinct by 2036. This equates to around 115 dwellings per year, which has been used to assess future infrastructure requirements in the precinct. The ability of the market to support this growth is based on the precinct’s strong market potential, due to the availability of easily developable lots with minimal land fragmentation and few environmental constraints, direct access to public transport, and historically high rates of dwelling completions in surrounding areas.

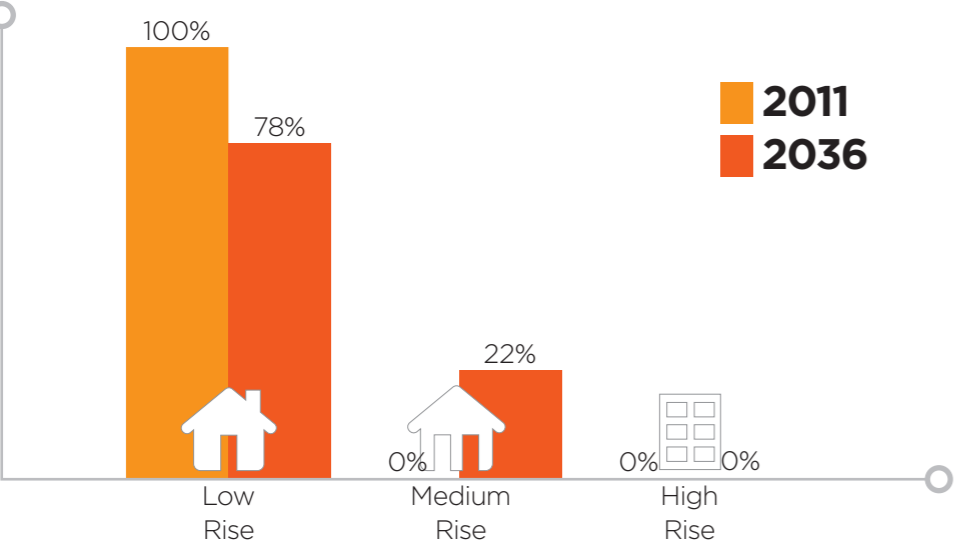


Figure 28: Existing and projected dwelling growth by typology in Glenfield

Dwelling Type	2021	2031	2036
Low Rise	700	1,400	1,700
Medium Rise	100	700	1,100
High Rise	0	0	0
Total Dwellings	800	2,100	2,800

Figure 29: Cumulative projected dwelling growth in Glenfield

Over time there is likely to be increasing demand for a greater diversity of housing close to the station, which will facilitate more retail investment and employment opportunities. This is consistent with broader market trends. Further from the station, low density housing will remain the predominant housing type.

Employment

An employment lands analysis projected demand for an additional 53,000m2 of employment lands within the precinct to 2036. This will deliver around 970 additional jobs, predominately in education and healthcare (28,000m2) and retail (10,000m2).

The Land Use and Infrastructure Plan provides appropriate employment floorspace to ensure there is capacity to accommodate this employment growth.

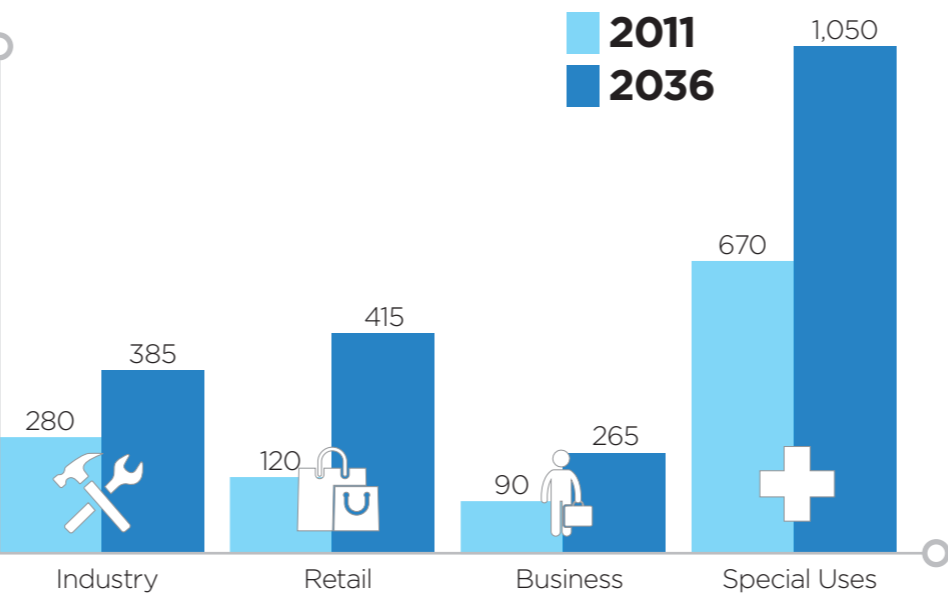


Figure 30: Existing and projected jobs growth by typology in Glenfield

Job Type	2021	2031	2036
Industry	40	90	110
Retail	120	240	300
Business	70	140	180
Special Uses	150	300	380
Total Jobs	380	770	970

Figure 31: Cumulative projected jobs growth in Glenfield

Calculating Growth Potential

The projected growth calculations take into consideration the following factors:

- **Development on unconstrained sites.** Development is projected to occur on the unconstrained sites identified on page 15 of this report.
- **The Proposed Future Character and Built Form.** The Land Use and Infrastructure Plan on page 18 identifies the desired future character and built form throughout the precinct. These building types have been applied to the precinct’s unconstrained sites.
- **Assumptions.** A series of assumptions have been applied to calculate the land areas required for each development type, and the number of dwellings and jobs that could be provided. These assumptions are documented in Figure 5 of the Glenfield to Macarthur Urban Renewal Corridor Strategy.
- **Economic Feasibility.** An analysis of the housing potential and development feasibility of the precinct’s unconstrained sites was undertaken using the Department’s Urban Feasibility Model (UFM). The UFM is a strategic planning tool used to determine the likelihood of the current market to deliver various types of dwellings.
- **Market Demand.** A high level demand analysis has been undertaken to determine the demand for different dwelling types on unconstrained sites within the precinct. The analysis:
 - Assessed the desired future character, built form and housing types proposed under the Land Use and Infrastructure Plan, against market conditions and demand; and
 - Identified take-up/realisation rates for each land use within the precinct, which informed the calculation of the projected growth.
- The ‘take-up’ or ‘realisation’ rates were informed by several factors, including broader population growth, property sub-markets, historic dwelling activity, the development pipeline, the precinct’s dwelling capacity and current market feasibility.

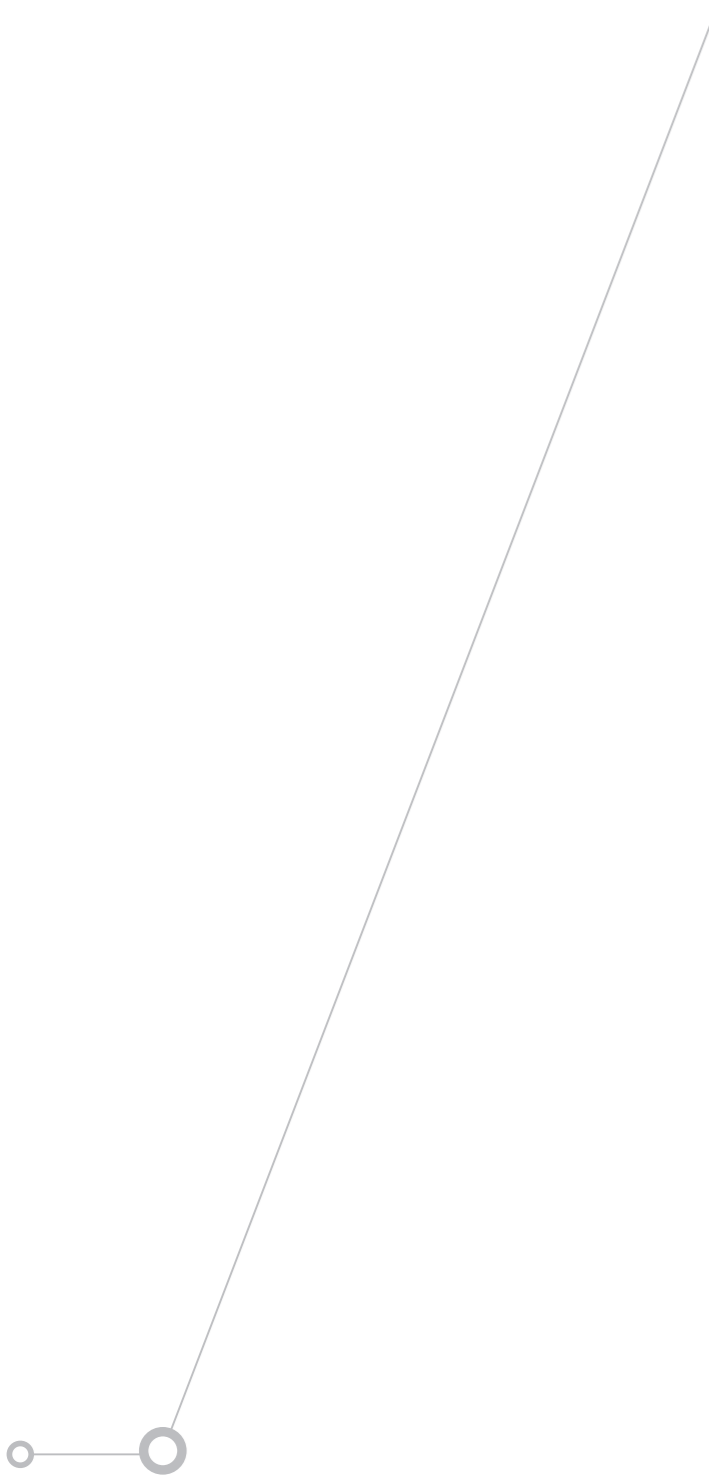
Infrastructure Analysis

Figure 32 provides a summary of the infrastructure items required to support the projected growth in the precinct. This includes public transport, walking and cycling upgrades, roads and community infrastructure. Services utilities such as water, sewage, electricity and gas will also be upgraded as growth occurs.

The infrastructure items would be funded and delivered by a range of sources as identified in Figure 32, and would be subject to more detailed investigations to inform the delivery time frames, design and costings.

Item	Measure	Planning Responsibility	Timing	Funding Mechanism
Public Transport				
1	Increased rail services to meet the needs of the precinct's growth	TfNSW	Train service levels are reviewed continually by TfNSW. The stopping patterns and level of service will be matched to the growth and function of each precinct	TfNSW delivery responsibility
2	Investigate opportunities to improve direct connections and reduce travel times for the suburban bus network suburban bus network to create a more connected system that provides direct routes to, from and through the corridor	TfNSW	Bus service levels are reviewed continually by TfNSW and RMS. Detailed planning for a new suburban bus route to be investigated based on development in the area.	TfNSW delivery responsibility
4	Additional kiss and ride facility on the south-east side of Glenfield station	TfNSW/Council	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan/VPA
Walking & Cycling				
5	New regional cycle routes parallel and perpendicular to the railway line to provide better connections to the station and surrounding area	TfNSW	To be determined as precinct develops	TfNSW funding responsibility
6	Series of local cycle network improvements, including; <ul style="list-style-type: none"> Chesham Parade linking Harrow Road to the north-east of the station Hosking Crescent and Belmont Road connection to the station Newtown Road linking to the south 	Council	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan/VPA
7	Streetscape works such as footpath improvements, pedestrian crossings and refuges, street tree planting, bicycle storage facilities and lighting.	Council	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan/VPA
Roads				
9	Potential extension of Cambridge Road	TfNSW/Council/ developer	Tbc. Further transport investigations to be undertaken as the precinct and neighbouring Moorebank Intermodal develop.	Delivery as part of Council's Section 94 Plan/VPA/Govt Funding
Education & Community Infrastructure				
10	Additional teaching spaces and infrastructure at existing primary and high schools	Department of Education and Communities	To be determined as precinct develops	Delivered as part of DEC's School Cluster Asset Plan
11	Redevelop Glenfield community hall in the medium to long term to create a contemporary multi-purpose facility	Council/ developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan/VPA
12	Review Kennett and Seddon Parks to improve passive recreation opportunities	Council/ developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan/VPA

Figure 32: Infrastructure servicing required in the Glenfield precinct



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