



14 October 2015

Mr B O'Brien
Executive Director Housing and Employment Delivery
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr O'Brien

Glenfield to Macarthur Urban Renewal Corridor Strategy

Council would like to extend its sincere appreciation to the Department for sharing its confidence in the potential for renewal and revitalisation within a number of business centres located along the T2 Southern Railway Line between Glenfield and Macarthur.

Further, Council acknowledges the strategic significance of the contribution that redevelopment along the Glenfield to Macarthur Corridor can make towards generating additional housing and employment in South Western Sydney, thereby supporting a number of the recommended strategies set out in "A Plan for Growing Sydney".

The Glenfield to Macarthur Urban Renewal Corridor Strategy was prepared with the cooperation of Council's senior planning staff and involved input from other divisional areas including Community Services and City Works/Technical Services. The spirit and goodwill demonstrated by all parties involved, including the Department's consultants, contributed much to the success of the planning process, including strategy preparation and community consultation.

In response to the invitation by the Department for Council to consider the Strategy, a detailed review was carried out and reported to the Council at its Extraordinary Meeting held on 6 October 2015.

The Council subsequently adopted a number of recommendations:

1. That Council express "in principle" support for the Glenfield to Macarthur Corridor Strategy, subject to the following matters being addressed:
 - a commitment by the NSW Government and its Agencies to work collaboratively with Council to address the issues (including proposed amendments) identified in the above report

- the preparation of a detailed infrastructure delivery plan for each centre in partnership with Council, and which integrates higher and local level infrastructure planning with an appropriate funding model(s)
 - the preparedness of the Government to pro-actively prepare and support an employment development strategy for the Glenfield to Macarthur Urban Renewal Corridor
 - the support of the Government through financial and other in kind assistance to expedite the preparation of detailed precinct plans (including statutory plans, development control plans and infrastructure delivery plans) for:
 - Campbelltown/Macarthur Regional City Centre
 - Leumeah
 - Ingleburn.
2. That Council forward a submission on the Strategy (and its supporting documents) to the NSW Department of Planning and Environment consistent with the terms expressed in Item 1 above
3. That Council receive further and appropriately detailed reports concerning the following key items:
- the establishment of a Design Review Panel to assist Council with future significant development proposals in Campbelltown/Macarthur, Ingleburn and Leumeah including working with development proponents and providing Council with advice on applications from an architectural merit/urban design perspective
 - the establishment of a key stakeholders group, representing key interests in the Campbelltown/Macarthur Regional City Centre and including the Western Sydney University, the Campbelltown Public and Private Hospitals, Campbelltown TAFE College, and Council, to assist Council and the NSW Government to deliver the Campbelltown Health and Education Precinct
 - the potential and economic feasibility of outdoor dining and food related retailing to help underpin improved livability and economic attraction value associated with increased residential densities, and the visitor appeal of Campbelltown/Macarthur, Ingleburn and the Leumeah centre precincts
 - the implications and opportunities for Council's strategic landholdings in the Campbelltown/Macarthur, Ingleburn and Leumeah centres, arising from the Glenfield-Macarthur Corridor Strategy, and their capacity to assist in the realisation of the visions and actions outlined in the Strategy
 - strategic planning for the Leumeah precinct in order to maximise the opportunities afforded by existing investment in sporting and recreation facilities, to deliver the Governments' proposal for Leumeah to become a regionally significant sport, recreation and entertainment precinct
 - a suggested resourcing strategy to accommodate the work required to be undertaken pursuant to the recommendations outlined in this report.

I have attached a copy of the relevant officer's report (referred to in the above adopted recommendations) to this correspondence for the Department's consideration. The report

proceeds in considerable detail over matters of particular relevance for the Department in finalising the Strategy. A number of amendments to the exhibited documentation have been sought, that relate to a range of issues concerning a range of matters including:

- errors/inaccuracies (including mapping errors)
- Council's concerns over certain land use structure planning proposals
- Council's concerns over certain infrastructure issues
- funding mechanisms (including apportionment of funding responsibility) for certain infrastructure requirements

Council would welcome an opportunity to discuss these items in more detail with the Department prior to finalising the Strategy and at its earliest convenience, to enable Council to explain its position and present alternative solutions.

Further, a range of issues were raised in discussion by Councillors and officers at the Extraordinary Meeting which may be relevant to the Department's consideration of Council's response to the Strategy. These matters are discussed below.

Council views the Corridor Strategy as a major commitment by the NSW Government to deliver on the policies and actions set down in *"A Plan for Growing Sydney"*, and that in order for such a commitment to result in the construction of housing and the creation of new employment opportunities, Council would respectfully expect the NSW Government to:

- work in partnership with, and support Council in developing more detailed precinct planning for each of the centres with priority granted to Campbelltown/Macarthur Regional City Centre, Ingleburn and Leumeah.

It is proposed by Council that such detailed precinct planning be expedited and "collapse" planning timeframes to ensure the preparation of statutory planning instruments, development control plans, infrastructure service delivery plans and developer contributions plans as soon as possible

- support the funding and delivery of critical infrastructure that will facilitate redevelopment and revitalisation, harnessing the capacity of the development process itself to contribute to infrastructure upgrades through mechanisms such as local developer contributions, special infrastructure contributions, voluntary planning agreements and potentially matched with government program funding where appropriate and tied to the delivery of housing and/or jobs
- ensure that no requirement or expectation would be imposed upon Council to deliver or fund (both directly and indirectly) infrastructure, the need/benefit for/from which would be generated by urban development in areas outside of the Campbelltown Local Government Area. This could include for example, certain commuter car parking facilities principally provided to service commuters residing in the Camden LGA or beyond
- support the "full" connection of Campbelltown/Macarthur Regional City Centre to the South West Growth Centre via Badgally Road and across the T2 Southern Rail Line into the CBD. This essential piece of regional level infrastructure must be addressed. If the Government is seeking to service the Growth Centre with higher order facilities located in the Centre, then an additional east-west connection (supplementing Narellan Road and avoiding prolonged congestion in the longer term) via Badgally Road, is a necessity

- prepare an economic and employment delivery strategy for the Corridor in cooperation with Council in order to provide the community with a greater level of certainty that redevelopment through residential densification will be supported by direct and positive action by the Government to drive job creation "in place"

Council is determined that the 'livability' of each of the centres achieved through the renewal and revitalisation process, is underpinned by the Government's genuine support of high quality standards for urban design and amenity that Council will insist upon, reflected in appropriately configured development controls.

For example, Council has long held a policy position that requires the provision of elevators for residential apartment development of three or more storeys in height.

Similarly, the value which Council attaches to planning controls such as floor space ratio and building height controls, married with integrated planning requirements that address setbacks, deep soil planting, on-site waste management and collection, solar access, on-site recreation amenities, built form articulation and the like, cannot be underestimated.

Opportunities for the establishment of 'design themes', appropriate for each centre and reflective of a desired 'urban character and function', should be explored and factored into the detailed planning for each precinct. This would contribute towards "re-imaging" and thereby help to establish a renewed and distinctive 'essence or sense of place' for each of the centres along the corridor.

At a higher strategic level, the relationship of the Corridor Strategy to the proposed extension of the South West Rail Link needs to be acknowledged and dealt with as an opportunity to enhance connectivity between the Corridor centres and others in the region, thereby helping to support their future economic development and sustainability.

This connectivity would be facilitated by extending the South West Rail Link beyond Narellan to link with the T2 Southern Line and back to the Campbelltown/Macarthur Regional City Centre

The Corridor Strategy promotes the densification of residential development (approximately 15,000 dwellings) and the creation of new employment opportunities (approximately 20,000 jobs) around station based precincts along the corridor.

The connection of the Campbelltown/Macarthur Regional City Centre with direct rail access to proposed stations at Narellan, Oran Park, Maryland, Bringelly and to the proposed Western Sydney Airport, the Broader Western Sydney Employment Area and beyond, would serve to bolster the economic development potential of not just the Campbelltown/Macarthur Regional City Centre, but also those centres around the newly proposed stations along the South West Rail Link as well as the centres located along the Glenfield to Macarthur Corridor.

The strategic significance of an extension of the South West Rail Link to connect with the T2 Southern Line and back to Campbelltown/Macarthur, also relates to the creation of a railway "circuit" route which would ordinarily be expected to enhance the efficiency and take up of public transport infrastructure. This "circuit" would discourage the prevalence of 'one way' movements of passengers "away" from their station points of origin, especially during peak times, and additionally, contribute to those station based centres becoming destinations in their own right.

The business case for such an extension is only improved when account is taken of the potential connectivity of the proposed Menangle Park/Mt Gilead Urban Release Areas (recently announced by the NSW Government) to Campbelltown/Macarthur and the wider

Sydney rail network, as acknowledged by the Government's recently announced commitment to examine the feasibility of electrifying the T2 Southern Line to Menangle Park.

Indeed, there may arise the need to reconsider the Corridor Strategy to embrace an eighth station based precinct –Menangle Park, in the future.

Council is keen to progress with the implementation of the Corridor Strategy, subject to the issues raised in this submission (and the Officer's Report to the Extraordinary Meeting of Council held on 6 October 2015) being addressed to Council's satisfaction. This "in-principle" support is sincere, and there is an appetite to proceed quickly to capture the interest and energy which has been expressed to it by a number of community members and the development sector, for the benefit of Campbelltown as a whole.

I can advise that already, Council has commenced preparations for precinct planning for Campbelltown/Macarthur and Leumeah and substantial review work associated with Council's draft Ingleburn Structure Plan will now be initiated.

Council looks forward to continuing to work in partnership with the Department on this important planning initiative.

For further enquiries, please do not hesitate to contact either myself on (02) 46 454 659 or Council's Director Strategy Jeff Lawrence on (02) 46 454 656.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'L Deitz' with a stylized flourish at the end.

Lindy Deitz
General Manager