

Draft Glenfield - Macarthur Urban Renewal Corridor Consultation

This proposal prepared in consultation by Y. Garrett

6 / 8 / 16

The diversity of views that were expressed in the initial consultation draft that has been recently published, many of which contained very good ideas showing great knowledge of the local physical and cultural geography as well as the needs of the people living here, should be given serious consideration in the ongoing development of the Urban Strategy. Many of these ideas deserve due consideration, as they represent a genuine understanding of the area's nature and its needs, and then implemented, where possible.

This proposal maintains that the following areas need to be brought under consideration for the development of the Glenfield – Macarthur Urban Renewal Corridor (GMURC) to succeed. These suggestions are in no particular order or priority, and run as follows:

0. Overview (Abstract): General Urban Development Philosophy.
1. Current and Existing Greenfield Sites in the GMURC
2. Bow Bowing Creek Remodelling, Pedestrian/Cycle Pathway and Water Frontage
3. Iconic & Mixed Use Green High Rise: Borrowing the Bosco Verticale for the GMURC
4. Farrow Road Residential Tower and Business Park
5. Queen Street Campbelltown.
6. Safe Balconies on High Rise.
7. Hurlstone Agricultural High School Grounds and Glenfield Town Centre
8. Industrial Land Immediately Adjacent to the Stations West of the Rail Line
9. Glenfield Road.
10. University of Western Sydney.
11. Minto Town Centre.
12. Ingleburn Town Centre.
13. Leumeah Town Centre.
14. Mount Gilead, West Appin, Wilton: The Case for Contrastative Zoning
15. Cycle Path Network.
16. Cultural and Entertainment areas.
17. Future rail.
18. Appin Road Bypass
19. Pedestrian Areas and Town Squares
20. Final Word on Holistic and not Piecemeal Transport Design

0. Overview (Abstract): General Urban Development Philosophy

The general philosophy guiding this feedback is based on the following principles:

- Protection and natural enhancement of existing greenfield sites in the GMURC
- Preservation of genuine heritage sites and restoration of genuine heritage buildings relating to the early settlement history of the area
- The increased densification of the corridor at transport hubs of the railway stations through a mix of appropriate, well-designed, spacious, safe and acoustically private medium and high rise buildings
- The integration of all urban areas through physically separated, dedicated cycle paths and mixed pedestrian / cycle paths across and along the GMURC
- The preservation and enhancement of ecosystems comprising the development of Bow Bowing Creek into shallow flat bodies of water retained by low weirs, creating “water views” in the area
- The creation of more public spaces for cultural, social and entertainment activities that enhance human development beyond just sporting facilities, such as theatre and music rehearsal rooms and other performance spaces, as well as social areas that feature al fresco dining, outdoor performance spaces, street art and street sculpture.
- The redevelopment of a light rail line From Macarthur and Campbelltown to Narellan and Camden - restoring the original line that was removed in the 1960s.
- The preservation of a heavy rail corridor paralleling Appin Road, from Campbelltown to Appin and Thirroul, where it would conjoin with the Illawarra Line
- The preservation of an area suitable to allow for an East Coast High Speed Rail Line stop at Campbelltown.
- The creation of imaginative town squares and pedestrian areas.
- The move away from single use zoning to mixed use, and a rejection of the single use zoning, car-centric, car-dependent dormitory suburb model.

Overall, the design of housing and transport must be taken together, and the delivery of genuine and not tokenistic alternatives to the car need to be made available if gridlock is to be avoided from increasing population densities.

1. Current and Existing Greenfield Sites in the GMURC

The protection of all greenfield spaces, parks, walks etc., their enhancement through arboreal (tree) planting, and the banning of all low density housing sprawl onto any greenfield site within the LGA, including the greenfield site at Hurlstone Agricultural High School, should be a priority for all development. Furthermore, greater access to these parks needs to be considered in the way that

pedestrian flow, public transport, cycling tracks and car parking can allow local residents to enjoy and utilise these areas of natural beauty.

2. Bow Bowing Creek Remodelling, Pedestrian/Cycle Pathway and Water Frontage

The imaginative development of Bow Bowing Creek from a Los Angeles style storm-water drain into a living creek, with leaky weirs and shallow dams is proposed. The inclusion of flat bodies of slowly moving water is in line with the ecological sustainability of Peter Andrews' model, which has brought back farming land from dust-bowls to productive land, and the same effect on the ecological infrastructure of the LGA utilised in this instance. In the trend of warming global temperatures, bodies of water can serve to cool local air and can significantly lower the air temperature by up to 5C in an urban setting. Bodies of flat water also increase the amenity of the area, add to the ecological robustness and resilience of the area, and nurture tree and tree canopy growth which further supports ecological habitats within the urban area. Such a design for shallow, flat bodies of water would act as a natural air conditioner, while the breadth of the weir would in fact *improve* rapid flow of storm water in the event of torrential downpours in coming decades owing to climate change.

The development of well-designed residential and mixed use high rise along the frontage of Bow Bowing Creek, with pedestrian and cycle ways as well as al fresco dining, provides a marvellous opportunity to make the area a truly inspiring place to live in, comparable to what is happening in both Parramatta with their Parramatta River frontage high rise apartments, and the Papermill apartments fronting the Georges River at Liverpool.

3. Iconic & Mixed Use Green High Rise: Borrowing the Bosco Verticale for the GMURC

Both Parramatta and Liverpool are embarking on the building of iconic high rise apartments above 25 storeys. I notice that Liverpool's proposed Papermill apartments are taking a (literal) "leaf" out of the design of the Bosco Verticale in Milan, Italy, and incorporating trees into the design on the 2nd, 6th and 27th floors:

<http://www.realestate.com.au/project-the+paper+mill-nsw-liverpool-600006543>

The architects have clearly borrowed from Milan's Bosco Verticale:

<http://www.stefano boeri architetti.net/en/portfolios/bosco-verticale/>

So why not this in Campbelltown?



Bosco Verticale, Milan

The GMURC also needs to follow suit with this idea, by allowing, where appropriate, Green High Rise up to and above 25 storeys, providing the building is of an iconic nature and of the highest build and design quality, with hotel style lobbies and spacious apartments, situated in appropriate locations. These buildings should advertise the area, be architecturally significant, and be located close in to train stations. They need to also follow green design principles, with intelligent solar features reducing or in some cases nullifying the need for Air-Conditioning, battery power storage, green walls, and communally owned electric vehicles for those residents who do not want to own a car, but may need to drive occasionally.

High rise is not the only solution to urban design challenges, but it is a key part of the solution, and needs to be incorporated in an intelligent way to meet particular challenges. The height or number of storeys approach, as a one size fits all criteria currently employed in determining zoning, is a single parameter that does not by itself lead to good design outcomes. A great high rise building can be 6 storeys; it can also be 60 storeys. A flexible and intelligent approach needs to be taken when examining the holistic urban design of the area, given that these buildings will be there for the long haul.

This I believe has been achieved in Milan, and there is no reason why Campbelltown could not adopt this approach, outside of the cultural cringe. It can be done, as Liverpool is showing, and these buildings, if built following Green High Rise design principles, clean the air and cool the atmosphere in summer, as well as providing homes of a very high quality, all other factors (capacious floor space, large and safe balconies, common amenities like gyms and swimming pools, and intelligent site situation etc.) being equal.



Proposed Papermill Apartments at Liverpool, fronting the Georges River

4. Farrow Road Residential Green High Rise Tower and Business Park

Farrow Road adjacent to Campbelltown station is the ideal location for at least one Green High Rise building of > 40 storeys, with direct access to the train station, and of an iconic design that can make a statement about the Campbelltown area. Such an iconic building, which would be clearly visible upon approach to Campbelltown from the Hume Hwy and from all points of the compass, would give a focus and sense of identity and pride to the local area, as its own centre point. The design of such an iconic building should not be box-tower, but should have in the design brief the incorporation of a unique design that reflects the natural landscape of Campbelltown. There are many examples of this form of unique architecture from around the world, and many of these follow the Green High Rise principles of the Bosco Verticale, which is now in evidence by the proposed Papermill at Liverpool. There is no reason why Campbelltown should not also have a unique example of this style of iconic Green High Rise architecture.

Such a building can easily mesh with Campbelltown City Council's proposal for a Business Park in the Farrow Road vicinity. Their thinking on this issue currently seems to be framed by an exclusively 1950s policy of single use zoning. That methodology has been under criticism from a raft of urban designers for many decades now, both here and in the US, and the traffic congestion that it causes is plain to see in our own LGA. A Business Park with no residential buildings would also be a ghost town at night – again another undesirable outcome. I believe in this instance Council, in applying a business-as-usual approach to single use zoning, have not got this proposal quite right, and that the use of the space directly adjacent to one of the busiest train stations on the network, which will only become busier as time goes on, with the exclusion of residential building, is an error that springs from the single use zoning mentality.

By incorporating into the Business Park residential and mixed use Green High Rise of an Iconic or Signature nature, modelled on the Bosco Verticale, people working in the Business Park will be able to also live nearby, thereby stimulating the local economy further and reducing commuter stress for local workers. Reduced stress equates to greater productivity.

For the Farrow Road site to become a FIFO – style, single use area would be in my opinion a wasted resource, where the evidence is clear that residential high rise next to train stations as well as close to working areas – regarding the Prime Minister's comments on the walkable city and the 30 minute commute - has enormous economic and social benefits.

5. Queen Street Campbelltown

Land that is close in to the station and to Queen Street should not be wasted on low rise apartments of 10 storeys, but should also allow for some buildings of between 20-30 storeys, as is the case in other LGAs. These heights already exist and are acceptable in other urban centres outside the CBD such as Strathfield, Chatswood, Parramatta, Hurstville, and Liverpool, and there are significant beneficial impacts to be found on the local area from increased populations that derive from medium rise of 20 storeys or more, not least the fact that they allow for more apartments to be built, and for a more spacious design to be incorporated. The aforementioned suburbs all have thriving cultural centres, and this is to be seen in the activity that is to be seen on the local streets adjacent to the train station and local shopping strips, providing an economic and cultural boost to the area.

I again stress that the aesthetics of apartment design is crucial to their success, both in their internal spatial forms, and in terms of the visual statement that they make on the local area. Any aspect of neo-Brutalist box tower No Names generic high rise in the design is to be rejected, and only genuine Green High Rise built along genuine Green principles not tokenistic ones.

For this reason, a row of Bosco Verticale style buildings, with trees incorporated into the design, would enhance Queen Street not only economically, but aesthetically, environmentally, socially and culturally as well.

6. Safe Balconies on High Rise

I also draw attention to balcony design on high rise, which needs to have double railings and be at least 1300mm in height to avoid tragic accidents that I believe are a consequence of the current Australian Building Code Standards minimum set at 1000mm, a height which is below most adults' centre of gravity. This minimum is unsafe, as is evidenced by the continuing number of balcony falls from high rise buildings, and needs to be topped by a significant margin.

Balconies should be real spaces, preferably integrated into the building and not as mere decorative cantilevered concrete strips for show. The current design on box-style apartment buildings is not suitable for sole human presence or relaxation, let alone socialisation. They are mere decorative tokens, as evidenced by the fact that you rarely see anyone on them.

Emphasis should be on balconies that are enclosed and are of capacious sizes, with a minimum floor area of no less than 25m². They need to be a fundamental part of the design, and not cantilevered onto the outside of the building.

7. Hurlstone Agricultural High School grounds and Glenfield town centre.

I am disappointed in the proposed zoning of Hurlstone's iconic farmland. More low density sprawl. More infill of Green parklands and open green spaces with McMansions. No. I reject this current design, which shows no imagination.

I would like to see Hurlstone Agricultural High School retained in the area, given its heritage value. But whatever happens to the School, the greenfield site on which it rests should be retained, and the proposed 2,000 low density McMansions that are proposed to be built sprawling across this pristine site instead be converted vertically into a series of high and medium rise buildings which would supply exactly the same amount of homes but not result in any loss of green space. These high rise buildings need to again be of the highest quality, capacious, safe, and, as discussed above, follow the principles of Green High Rise to the letter.

To accommodate these homes, increased density of housing should be very close in to the train station at Glenfield, and not sprawl all over the parkland as is currently proposed. The parkland that is Hurlstone Ag should be retained for use of residents and the public, if the school is to be rezoned. The current proposal – low density sprawl chewing up every bit of available green space on the site with privatised McMansions – is a business as usual approach that will lead to traffic congestion, loss of amenity and a general degradation of the area into another cookie cutter cul-de-sac suburb. Retain the green space, and build Green High Rise next to it. Same number of homes built; parkland saved for everyone, instead of being parcelled off and concreted over.

In addition, there should be a rezoning of land on the Eastern side of the railway at Glenfield, in Glenfield town centre. This would reinvigorate a tired area, and allow for significant cost benefits to flow from building low and medium rise apartments (eg. 12 - 16 storeys) with direct physical access in the form of a pedestrian ramp or bridge directly into the upper concourse of Glenfield train station without the need to descend to street level, thereby also improving traffic flow.

I stress that if the school is to be repurposed or resized then this green space at Hurlstone should be handed over for public use, as well as more access to this area from the East of the railway line created with a footpath / cycle path across the rail line from Glenfield town centre.

The preservation of this parkland area, and its protection from the cancerous sprawl of cul-de-sacs of McMansions, is a key to the future amenity of the area.

8. Industrial land immediately adjacent to the stations on the Western side of the Glenfield-Macarthur Renewal project.

I would like to see industrial land that lies to the West of the Glenfield-Macarthur train line be targeted in a way that land which is degraded or industrial is prioritised for medium high rise (4 – 30 storeys), where it is directly adjacent to the station.

Medium and high rise that follow Green High Rise principles should be targeting the rezoning of currently degraded industrial areas that can be remediated.

9. Glenfield Road

I oppose the low density McMansion style zoning that has been built on Glenfield Road, which comprises what should be seen as a largely wasted asset. Low density housing has caused transport issues for Sydney over the past 3 decades, and its continuing use as a default design for urban environments is no longer tenable. I would prefer low rise apartments (4-12 storeys) and 4 storey terraced style housing, with a greater preservation of green space as public parkland and a better use of the air space above the proposed site, which has a significantly lower carbon footprint (3x lower for a 4 storey terrace for instance) than McMansions.

I would also encourage thought be put into connection of the Glenfield Road area to the Station by a specifically designed cycle path with negotiation with the TfNSW for significant bicycle storage facilities. I notice the reliance upon the motor car to ferry locals to and from the station at Glenfield, which has now resulted in Glenfield car park being full within a few weeks of its construction constituting an evident lack of forethought.

Despite the recency of the low density zoning – again a mistake - I would like to see medium density, Green High Rise Apartments and 4 storey terraces built with direct access to a genuine cycle path network that can lead directly to the station, where bicycle storage of a similar quality of storage facilities as is already afforded for users of the car park in this area be afforded cyclists.

10. University of Western Sydney.

UNSW have completed work on medium rise apartments at UNSW allowing many students to remain on campus for the duration of their studies. The same is being given consideration at the University of Sydney. It is my firm belief that road congestion would be alleviated, as well as a more lively cultural and student-centred life on what is for the most part a vacant campus site, were low and medium rise apartment buildings for students to be permitted at some selected areas on this site, with the least loss of greenfield areas. This will prevent the proliferation of sprawl across pristine greenfield sites, and allow for a concentration of student populations that adds to the experience of student life. As with all other proposals for the corridor, apartments should be at least 50% above the minimum set for NSW building codes for apartment buildings, as well as with higher balcony rails. This would mean a 2 bedroom apartment should allow for at least 100m² of internal space, not including balcony areas.

11. Minto Town Centre.

Minto is an ideal place for Green High Rise Apartment dwellings from 6 – 24 storeys to be constructed adjacent to the station. The height of apartment buildings on the Western side should top out the suburb's height limit, with a gradual reduction in height until Pembroke Road followed. Apartments would correspond to minimum internal space requirements of 50% above State government minimums, a policy pursued with success by Rockdale council. Rezoning of the industrial land directly opposite to the station for medium Green High Rise (6 – 24 storeys) would allow for residents to directly access train services.

Minto Mall could also be rezoned for Green High Rise Apartments as a mixed use dwelling. This area is close enough to the station to walk, and would allow residents direct access to the shops. As with all mixed use, design needs to be carefully thought through. Given the profile, something along the order of 8 – 12 storeys would be sufficient, mindful of the lower density that lies to the East of Pembroke Road and the areas of One Minto further up the hill, whose low density profile should be retained for the time being.

Rezoning of Somerset and Lincoln Streets to Green High Rise on the West would also allow greater population densities to access the station. In addition, the relocation of industries involving chemical processes that are no longer suitable to greater increases in population from this industrial area to a less

populated area should be encouraged, with financial (e.g. developer) inducements, after appropriate remediation of the site and associated costs.

12. Ingleburn Town Centre.

Ingleburn is an ideal location for a total redevelopment. The essential idea of Ingleburn should be retained and emphasised, however, but in a rebuilt form. There is no reason why greater areas of pedestrianised space should not be a key feature of the design, supported by increased density and height of this important location. Traffic flow-through in kiss and ride designs should be considered to allow those who live higher up the hill to easily access and exit from this area in the town centre and railway station. The unique pedestrianised area could be remodelled after some of the Italian cities which incorporate this into their central urban design.

The current location of Woolworths could become a residential Green High Rise tower of up to 16 storeys with mixed use function. The areas bounding this should be rezoned for 4 – 6 storey rows of terraces and apartments. Height should gradually taper down as you proceed up the hill, culminating in low density further up Oxford Road.

Stanley Street on the industrial side of the station is ripe for development, as this would allow for a vastly increased capacity to access the rail line. As with previous suggestions, Green High Rise can allow a reduction in car use by incorporating shared electric vehicles in the basement for owners who do not wish to run a car but wish to drive occasionally.

Bike paths leading to the East should allow those living further away from Ingleburn town centre to safely cycle to the station without needing to bring their 2 tonnes of car down, with sufficient bike storage to be provided.

Green corridors and the preservation of the beautiful walks and nature strips that wind their way through Ingleburn should be preserved and enhanced.

13. Leumeah Town Centre.

Redesign of the sprawling car park to the West of the railway line into a more compact multi-storey car park would be a huge improvement to the Western side of the railway, as well as Green High Rise adjacent to the station. A feature strip along Bow Bowing Creek, along with Green High Rise development along what would then become 'river frontage', would transform the area from a largely empty industrial space to a liveable community. This follows the Papermill idea, which has itself borrowed from the Bosco Verticale. Access to the M5 is also a benefit to this area on the West of the

line, although this should not be a point of reliance for transportation, given that the M5 is again at capacity.

Bow Bowling Creek would then become a cycle and pedestrian path (similar in nature to the Cooks River Path at Canterbury, Belfield, Strathfield South and Tempe) joining Campbelltown, Leumeah, Minto and Ingleburn and Macquarie Fields before the Creek heads East to join the Georges River. Green High Rise Apartments could line this area, with al fresco dining as is the case in many other areas, such as Parramatta and the CBD.

The Stadium should be repurposed for multiple sports including Footy, Football (Soccer), AFL, Hockey, and other field games, and with a larger capacity.

West's Leagues Club should be repurposed as a more multipurpose building which would move away from beer, footy and the pokies, to an area which could comprise meeting spaces and performance rooms, as well as areas for live entertainment spaces not centred around beer and pokies with the live entertainment as a sideshow.

14. Mount Gilead, West Appin, Wilton: The Case for Contrastative Zoning

Low density housing is the current predominant form of housing in the LGA, and while there is a place for this form of housing away from transport hubs, it is a poor use of space closer in to amenities and public transport infrastructure. I am disappointed to learn that a business as usual approach is being taken, and that again these areas will be slated for sprawling low rise McMansions when there are clearly much better alternatives.

The low density approach at West Appin, Mount Gilead and Wilton is disappointing. This is the opportunity for a radical rethink on urban design that would shift the emphasis to preservation of green spaces and greater usage of the air space that would give views onto those preserved green spaces. That means employing a more contrastative approach to urban design: with Green High Rise buildings tapering down and contrasting with large areas of preserved pristine bushland and river and creek areas. This would do two jobs at once: provide housing of a very high quality, and preserve the rural character of the area that makes the area so special to begin with.

The use of higher density zoning, if correctly architected and designed, is the key to protecting the long-term ecological sustainability of the natural areas that surround this beautiful part of Sydney. It is also the key to making light and heavy rail viable, and thereby reducing traffic congestion.

What a tragedy if this area is to become mindlessly slathered in low density housing across the horizontal axis as is currently the case with land releases. What a waste of a beautiful rural and scenic area.

One possible, hypothetical example of Contrastative Zoning at Mount Gilead, with Low Density sprawl for comparison:



above: Mount Gilead, with Contrastative Zoning (left) and uniform Low Density Zoning (right)

Using Mount Gilead as a hypothetical example of one possible application of contrastative zoning, this represents a diagrammatic representation showing alternatives to low density, car-dependent sprawl shown by the diagram on the Right, in which the majority of the land's surface area has been converted to low density sprawl, and the diagram on the Left, in which the majority of the rural area has been retained and preserved in its original pristine state, and can still be used for agricultural purposes, while still housing the same number of people in the same internal floor space, except this time with views over the preserved rural character of the landscape.

This is contrastative urban design, or contrastative zoning, in which the preservation of original rural character of the area is enabled through an increased gradient of densities. Through this approach, the original rural character of the landscape is preserved, while providing the same number of homes demanded. Through greater contrast of high rise and rural areas adjacent to one another, and the provision of the EXACT SAME number of homes, home owners have the best of both worlds: living in a luxury, spacious and cost-effective Green High Rise building, which itself gives onto views of a rural nature directly before your balcony, and the rural nature of the landscape which otherwise would have been lost, is retained for future generations to enjoy and benefit from.

The best of both worlds indeed.

15. Cycle path network.

The development of a holistic plan for an integrated network of physically separated cycle paths throughout the entire LGA, in consultation with stakeholders, connecting major employment and residential densities is essential. It is depressing when cycle paths are built in the LGA that are piecemeal and do not serve any significant numbers of the community. I would cite the Airds Road cycle path as one such rarely used and disjointed path. There are many others. Consultation with users and stakeholders should develop a draft unified cycle path that uses the natural and urban design features of the area in imaginative and creative ways. For instance, a long while ago a cycle path was proposed along the Eastern side of the railway to connect the area around the Library, the Catholic Club with the station, with a continuation under Narellan Road bridge connecting the area with Macarthur Square. Finally, 10 years after the proposal of this simple link, it has been built. This should not take this long, and the design of clear connections such as this need to be considered holistically – how can citizens cycle from A to B without needing to go on-road?

For this to be achieved there remain gaping holes in the existing paths that need to be connected, many of which are on road and which most people do not trust to use. I cite the connection between Leumeah and Minto, which does not even have a footpath, as one example directly contributing to traffic along Pembroke Road. The other is Minto to Ingleburn – again no pedestrian or cycle path. There are many other examples.

Money needs to be spent on a stakeholder consultative design and route for this path to travel through the most populated areas along the Eastern side of the railway tracks, currently following Pembroke Road and associated roads heading north-south.

There already exists ample space for much of a dedicated North South cycle path corridor to follow the following route making use of under-utilised pedestrian paths with shared and designated lanes for pedestrians and walkers so that they are given clearly designated spaces in which to safely travel.

North-South Cycle Path Route Points (heading north):

1. Crossing from cycle storage at the University of Western Sydney and integration with Macarthur Station and Macarthur Square (future cycle path connection to Narellan Road and suburbs to the West)
2. Macarthur Station, Menangle Road
3. Under Narellan Road past Campbelltown Library
4. Along existing footpath on Hurley Street – remodelling required
5. Access to Campbelltown Station
6. Passing behind Queen Street – parallel to the railway, with direct access to spurs to Queen Street
7. Campbelltown Road at Rudd Road underpass
8. Rudd Road – remodelling required
9. Pembroke Road Leumeah – remodelling required, possibly dedicated bridge over the Creek
10. Pembroke Road – Campbelltown Stadium – modelling required

11. Pembroke Road from Leumeah to Minto – ample space
12. safe crossing over the roundabout at Ben Lomond Road,
13. along the slip road that runs parallel with Pembroke Road OR transferring to the Eastern side of Pembroke road to the little used pedestrian pathway,
14. West of Pembroke Road at North Minto,
15. Continuing up West side of Minto Road
16. Up West side of Cumberland Road to Sackville St
17. Cumberland Road through Ingleburn remodelled as a separated shared cycle path
18. Macquarie Road – ample space
19. Fields Road – ample space
20. Atchison Road – remodelling required
21. Railway Parade – ample space
22. Glenfield Road pedestrian and cycle path built to access Hurlstone Agricultural Parklands¹
23. Glenfield Road interconnection with route to Casula and Liverpool along the Railway line
24. Glenfield Road – some remodelling required
25. Campbelltown Road Crossing
26. Camden Valley Way Path
27. Slip Road onto the M5 and Connection with M7 cycle path

Were this in place, we would see a lot more people making short trips by bike along and around the corridor, and the resulting improvement in traffic flow as well as health and other amenity improvements that would flow as a consequence. We would also see students commuting to UWS by bicycle, reducing stress on Narellan Road and improving health outcomes.

This mode of transport will become increasingly viable as the electric bike, allowing less fit users to climb the steep hills of Campbelltown, becomes more widely and more cheaply available.

Urban design for the GMUR Corridor needs to predict and anticipate these changes, where the predominance of the motor car will be disrupted.

16. Cultural and Entertainment areas.

Consideration of cultural areas needs to be considered, close to rail hubs. While Campbelltown can boast of its proximity to beautiful natural areas, the provision of cultural and entertainment venues is very limited. Thought should be put into the location and creation of such venues that have multifunctional uses for entertainment, extra-curricular education and other cultural pursuits for a variety of clubs and societies. Theatre and music performance spaces, rehearsal rooms, meeting areas for societies, and other amenities would exponentially improve the cultural life of the area, which is

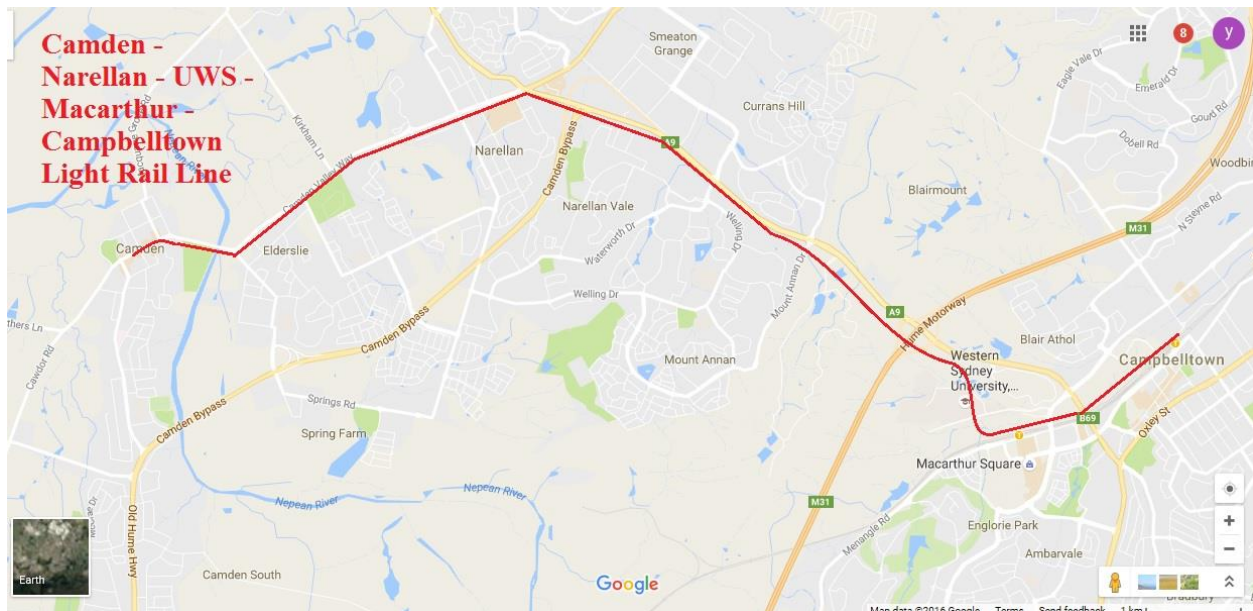
¹ See Proposal 7 regarding the preservation of the Greenfield site at Hurlstone Agricultural High School

currently very lacking, and projects a poor image of the area. Such outlets can allow people to live more productive lives, and can drive down the incidence of boredom-related crime.

17. Future rail.

Planning for future light rail, heavy rail and high speed rail links should be baked in to the Urban Renewal Strategy, not reserved as an afterthought. Campbelltown would benefit enormously from the following links:

- Rebuild the original Campbelltown – Narellan – Camden **light rail line**, with parking and kiss and ride for all suburbs along this route, so that they no longer need to drive along Narellan Road, but can travel from Camden to Macarthur / Campbelltown stations in 14 minutes, with no need for a car.



Camden – Campbelltown Light Rail Line (via Narellan and UWS)

- Campbelltown – St. Helens park - Appin - Thirroul – Wollongong **heavy rail line**
- High Speed Rail stop at Campbelltown on the Melbourne – Albury-Wodonga - Canberra – Goulburn – Campbelltown – Badgery's Creek International Airport – Newcastle route for **East Coast High Speed Rail**

The corridors for these rail lines need to be accordingly preserved. The very preservation of the spaces in which future rail lines would be built will in addition act to improve the likelihood of building them in the future.

18. Appin Road Dual Carriageway and Bypass

Along with the preservation of a rail corridor along Appin Road to support the increase in housing, it is clear that an East-West connection between the Hume and the Princess Highways needs to be made dual carriageway, particularly in light of the shockingly high number of fatalities along Appin Road over the last few decades.

This again needs to be an integral part of the design. It has been suggested that the existing alignment of Appin Road could be preserved as a West Bound dual Carriageway, while the separated East bound dual carriageway could be built to the north of this alignment. This would reduce cost and allow for greater preservation of the existing trees.

The bypass should most likely go around Appin Town centre to the North, and then a bridge built over the existing dip, followed by a widening of the existing road through to the Princess Highway into a fully separated dual carriageway.

19. Pedestrian Areas and Town Squares

Pedestrian Areas and Town Squares should form a major part of urban design, where these are areas for people and not cars. An example of successful areas in this regard is the restaurant precinct at Macarthur Square which is located adjacent to the train station and away from cars. This is a very popular area, for that very reason.

This kind of design needs to be increased, because these are the areas of greatest human traffic and greatest economic, social and cultural advantage.

20. Final Word on Holistic and not Piecemeal Transport Design

Any urban design that places the car as the central means of transport will not be successful. The private motor vehicle – perfectly suited to rural and outback areas - should not be the main workhorse of urban transportation, but be secondary to other modes, which should be “designed in” to the GMURC from the very outset to provide local residents with their first option of transportation, with the car as a secondary option.

An urban transport design that functions as a people mover around the greater urban area, with the car providing pick-up, shopping and outer suburban access support, is essential for the success of the GMURC. This equation needs to be got exactly right, or else, with poorly-conceived car-centric and car-dependent transport, and a she'll-be-right business-as-usual approach to urban land releases (rezone

land, chop up into lots, build roads, power and amenities, and let people figure out their own transport problem), we will see gridlock across the GMURC, which will have negative repercussions across every single other aspect of the urban design – with parks, recreation, shopping, socialising and commuting, emergency services and amenity and health outcomes all impacted - causing the whole design to fail.

This is exactly the problem that the LGA is facing now, and the GMURC **needs to be the solution to that problem, not its exacerbation.**
