

7th September 2016

Department of Planning and Environment
Housing Land Release
GPO Box 39
Sydney NSW 2001

Architecture
Urban Design
Planning
Interior Architecture

Sent by email: community@planning.nsw.gov.au

**RE: Draft Glenfield to Macarthur Priority Growth Area
Submission by Architectus on behalf of landholders regarding land bound by
Narellan Road, Kellicar Road, Gilchrist Drive and Menangle Road, Macarthur.**

This submission has been prepared by Architectus on behalf of significant landowners in the Macarthur centre, including sites bound by Narellan Road, Kellicar Road, Gilchrist Drive and Menangle Road.

This submission seeks to outline the landholder's vision for Macarthur and comment on the Draft Greater Macarthur Priority Growth Area. We have made previous submissions to both Campbelltown Council and to the Department with respect to the Glenfield-Macarthur Urban Renewal Corridor Strategy, concerning our clients' land.

The site's four owners have a common vision for development of their land in a manner that befits its potential contribution to Campbelltown-Macarthur as a regional city, and believe that a corporative approach and shared vision will be the key to creating great places in the Corridor.

The landholdings are in close proximity to both the Macarthur and Campbelltown rail stations and are strategically positioned between the Western Sydney University campus and the Campbelltown Health Precinct. The land provides an important link between the town centres of Campbelltown and Macarthur and represents a unique opportunity for urban renewal of a large scale.

To facilitate this, the landholders request to work with the Department of Planning and Environment and Council to develop a master plan for these lands late 2016 to inform a shared vision and planning controls for the centre.

Please do not hesitate to call me on 8252 8400 or email me at michael.harrison@architectus.com.au to discuss this submission further.

Yours sincerely,



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Draft Greater Macarthur Priority Growth Area Submission

Prepared by Architectus

This submission has been prepared by Architectus on behalf of significant landowners in the Macarthur Centre, including sites bound by Narellan Road, Kellicar Road, Gilchrist Drive and Menangle Road. These lands are owned by four separate entities that have come together to facilitate a coherent vision for the sites. Together, the lands are around 7 hectares.

The Glenfield to Macarthur Priority Growth Area will dramatically transform the potential of the rail corridor and centres such as Macarthur and Campbelltown. The Department of Planning and Environment, in collaboration with landowners and the community, have the opportunity to create great places in each of these centres. A cooperative approach and a shared vision for the area will be key.

1. Purpose of this submission

This submission seeks to:

1. Outline the landholders vision for Macarthur and proposed next steps for master planning the site;
2. Provide high level commentary on key aspects of the Draft Glenfield to Macarthur Priority Growth Area as it relates to the site;
3. Request to work with the Department of Planning and Environment to develop a master plan for the lands late 2016 to inform planning controls for the centre.

2. Land ownership

Figure 1 identifies the land, of which the owners are represented in this submission. These sites make up a significant part of the Greater Macarthur Priority Growth Area. The owners are seeking the opportunity to meet with planning authorities and provide a detailed submission and master plan in the following months.



Figure 1 – The lands that are the subject of this submission are highlighted in red.

3. Vision for Macarthur

Architectus and the landholders see the opportunity for Macarthur to develop as an important precinct of the Regional Centre – with its own role and character.

One key objective is to transition the area from a car dominated environment to a more people and pedestrian friendly destination with plazas, laneways, shopping, outdoor dining and landscaped precincts. The distance between Macarthur and Campbelltown Stations is walkable and pleasant and active pedestrian and cycle connections can help both precincts work together as one centre. The subject site is located almost halfway along this link, and provides a good opportunity to activate the connection and draw people into Macarthur on foot.

Some **key principles for successful centres** are illustrated below, and should inform future master planning for Macarthur:



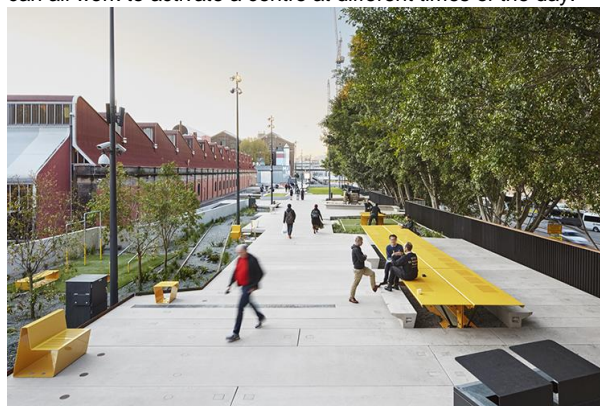
Quality, urban, active public spaces that rival spaces in other major centres. Centres need to provide places to meet and relax and feel part of a community. Darling Quarter (pictured above) provides an 'outdoor lounge room' in the heart of the Sydney CBD.



Providing a diverse range of land uses in centres is a good way to ensure that a centre is **active for more hours of the day** and that residents have the opportunity to live near their workplace, services, and amenity. Employment uses, entertainment uses, schools and services and residential uses can all work to activate a centre at different times of the day.



High quality housing and housing diversity to provide greater housing choice – opportunities for the Corridor more broadly may include homes for professionals attracted to the universities and health services through to student accommodation. Densities and heights should be appropriate to the role of a regional city.



Opportunities for new green spaces and public places – particularly links that may connect Macarthur and Campbelltown Stations - are important. The site presents an opportunity to provide activation along this link, inviting people into Macarthur on foot. The new Goods Line link is a great example of what can be achieved. (CHROFI + Aspect)

4. The Draft Glenfield to Macarthur Priority Growth Area

We have reviewed the consultation documents currently on public exhibition, including the *Explanation of Intended Effects of the proposed Greater Macarthur Priority Growth Area State Environmental Planning Policy amendment*, the *Map of the proposed Greater Macarthur Priority Growth Area*, the *Greater Macarthur and Wilton Community Update* and the *Greater Macarthur and Wilton Frequently Asked Questions*.

The vision for of new and improved infrastructure around the railway line, matched with increased densities of jobs and homes, is supported.

The proposed boundary for the Greater Macarthur Priority Growth Area is considered to be appropriate, generally including areas within an 800m radius of railway stations for comprehensive master planning to deliver infrastructure, supporting growth in jobs and homes. However, further analysis of the Corridor through finalisation of the plan may result in refinement of the boundary.

5 Recommendations and next steps

The proposed amendments to the Growth Centres SEPP provide a framework for assessment of development applications and planning proposals until the precinct planning is completed. Given the incorporation of Wilton Junction into the Corridor and the need to develop a logical spatial metaphor for the Corridor as a whole, this approach is supported.

In terms of the planning process, the intended mechanism to translate a finalised precinct plan (and associated land use and infrastructure strategy) into planning controls for local areas is not made clear in the documentation currently on exhibition. Given the importance of the Corridor and certainty in delivery of infrastructure, we would recommend that new controls be implemented through a Priority Precinct process or Council initiated rezonings. The Priority Precinct process should be used for Macarthur and Campbelltown, where there is more certainty about the desired outcomes.

Architectus and the landholders are keen to work with the Department to ensure the best outcome for the Macarthur centre and the Corridor.