



8 September 2016

Bruce Colman
Director – Land Release
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Colman,

RE: Proposed Greater Macarthur Priority Growth Area

Thank you for providing Transport for New South Wales (TfNSW) with the opportunity to review and provide comments on the *Greater Macarthur Priority Growth Area* proposal.

As the lead agency of the NSW transport cluster, TfNSW is focused on the development of a safe, efficient, integrated transport system. These transport objectives are our primary focus in providing comments on the proposal.

It is understood that the Greater Macarthur Priority Growth Area will coordinate land use and infrastructure planning and urban renewal around seven train station precincts from Glenfield to Macarthur, including Campbelltown Station.

Existing commuter car parking demand at Campbelltown is currently serviced by a number of at-grade commuter car parking areas, which have reached capacity and are unable to accommodate future estimated demand. In response to this shortage, TfNSW has committed to providing additional commuter car parking facilities within close proximity to Campbelltown Station. Consultation is currently underway with Campbelltown Council to identify suitable locations.

Under the draft *Glenfield to Macarthur Urban Renewal Corridor Strategy* ('Strategy'), the existing commuter car-park and immediately surrounding land on Farrow Road has been identified for future high density residential development between 7 – 12 storeys. Any future development in this area should have regard for the transport objectives of the location which are primarily to provide safe, efficient and convenient access to the train station and other public transport modes. As such, consideration should be given to the provision of additional commuter car-parking in this vicinity.

For instance, development controls could be implemented to require future developments to include a portion of commuter car parking. Alternatively, land could be set aside in this location to provide a multi-deck commuter car-park (such as the rear portion of the existing Farrow Road commuter car-park). If the entire location is zoned for high density then acquisition of land for the purposes of commuter car-parking would likely become

unfeasible.

The location of high density residential zones in close proximity to train stations should also have regard for the need to retain and enhance connectivity and the amenity of future residents. In the case of Campbelltown, areas identified for high density residential development immediately adjoin the rail line. As such, provision should be made for improved North - South connectivity and legibility to the station (between Blaxland Road and Farrow Road) through this high density zone.

Appropriate development controls should also be implemented to ensure future developments incorporate appropriate setbacks, landscaping and/or acoustic screening to mitigate potential noise and other amenity impacts associated with the rail line.

To ensure the accessibility and efficiency of public transport in this location, provision for commuter car-parking should be included in close proximity to the station and future development controls should be implemented to promote parking in proximity to the station, pedestrian connectivity and the amenity of future residents.

Should you wish to discuss this submission with TfNSW in further detail, please contact Anna Bradley, Senior Manager – Planning on 02 9422 0651 or anna.bradley@transport.nsw.gov.au

Kind Regards,

A handwritten signature in black ink, appearing to read 'Ben Groth', is written over a circular stamp. The signature is fluid and cursive.

Ben Groth
Principal Manager, Environmental Impact Assessment