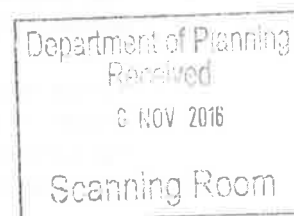


28 October 2016



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



Dear Brendan,

Greater Macarthur Priority Growth Area

I refer to the recent public exhibition of the Greater Macarthur Priority Growth Area Package by the Department, and also to the Department's correspondence indicating its preparedness to accept a submission by Council up to 28 October 2016.

Firstly may I say that Council appreciates the opportunity to be able to lodge a submission on the Greater Macarthur Priority Growth Area beyond the originally notified deadline. The extension has enabled a comprehensive report on the Priority Growth Area Package to be considered by the newly elected Council, and given the level of significance that the initiative will bring to future planning for urban growth and economic development in the Campbelltown LGA, this was an important opportunity for the Council to secure.

A copy of the officer's report to the Council is attached to this submission.

The exhibition package appropriately addressed:

- Community feedback on previously exhibited material concerning the Greater Macarthur Urban Land Investigation and the draft Glenfield to Macarthur Priority Urban Renewal Corridor Strategy.
- Proposed amendments to the originally proposed (and exhibited) priority growth precincts (release areas) within the Campbelltown LGA.
- The announcement of a formal regional level infrastructure funding and delivery mechanism for land within the proposed Greater Macarthur Priority Growth Area.

Council considers that the exhibition provides a formal opportunity for the Council to raise a number of issues and implications as a basis for further discussion and negotiation with Council, consistent with the spirit of the recently executed Memorandum of Understanding between Council and the Department.

stages commencement of occupation of these places. The Department's advice as to how this can be achieved would be welcomed and is an outcome that Council sees as critical.

Council also seeks the Department's assurance that planning and investigation associated with the electrification of the T2 Southern Railway Line from Macarthur to Menangle Park (as originally exhibited by the Department in 2015) is expedited. Council requests that the scope of this work be widened to take proper account of the connection of the South West Rail Link extension from Narellan to Campbelltown-Macarthur, including an option for the development of a new station at Menangle Park. Such investigation must include a commitment to examine the establishment of 'satellite' commuter car parking facilities located within the Greater Macarthur Priority Growth Release Area precincts, linked by high frequency (peak) priority bus services to Menangle Park, Macarthur and Campbelltown Stations.

Council looks forward to the Department's consideration of these items as soon as practicable, and remains committed to working in close collaboration to achieve sustainable, equitable and high quality planning outcomes for the Greater Macarthur Priority Growth Area.

For any further information and to discuss these matters, please do not hesitate to contact Council's Director of Growth and Economy, Mr Jeff Lawrence on (02) 4645 4656.

Yours sincerely



Lindy Deitz
General Manager

Enc.

7.17 Exhibition of the Greater Macarthur Priority Growth Area Package

Division

City Growth and Economy

Reporting Officer

Director City Growth and Economy

Attachments

1. Extract - Greater Macarthur Urban Land Release Investigation - Map of Proposed Urban Release Areas (contained within this report)
2. Council's submission to Greater Macarthur Urban Land Release Investigation (contained within this report)
3. Council's submission to draft Glenfield to Macarthur Corridor Strategy (contained within this report)
4. Memorandum of Understanding - Campbelltown City Council and NSW Department of Planning and Environment - Greater Macarthur Priority Growth Area (contained within this report)
5. Officers Report - Memorandum of Understanding - Campbelltown City Council and NSW Department of Planning and Environment (contained within this report)
6. Greater Macarthur Priority Growth Area Map (contained within this report)

Purpose

To seek Council's endorsement to prepare a submission to the NSW Department of Planning and Environment on the proposed Greater Macarthur Priority Growth Area, based on the matters outlined in this report.

History

Councillors received a briefing on this matter by the Director City Growth and Economy on Tuesday 11 October, 2016.

1. Greater Macarthur Urban Land Release Investigation

The NSW Department of Planning and Environment (the Department) initially undertook a major broad-brush investigation into the potential for extensive new urban release area development in southern parts of the Campbelltown Local Government Area and in parts of Wollondilly Shire in 2015.

3. Memorandum of Understanding between Campbelltown City Council and the Department - Greater Macarthur Priority Growth Area

A Memorandum of Understanding (MOU) was executed between Council and the Department earlier this year, as endorsed by Council at its meeting on 19 July 2016.

The MOU commits Council and the Department to work in partnership to plan the development of the Greater Macarthur Priority Growth Area. A copy of the MOU and accompanying correspondence from Council to the Department is shown in attachment 4 of this report. A copy of the Officer's report to Council and the subsequent Council resolution is shown in attachment 1 of this report.

Importantly, in principle the MOU confirmed the introduction of an infrastructure funding delivery mechanism for key regional/state level infrastructure to meet the needs of urban release areas in the Menangle Park and Mt Gilead precincts and within the Glenfield to Macarthur Corridor.

This includes a Special Infrastructure Contribution (SIC) levy and "Special Arrangements" provisions to ensure appropriate regional funding and delivery arrangements for regional level infrastructure are in place prior to rezoning.

The MOU that Council has entered into will help to facilitate proper and co-ordinated planning for the successful delivery of the Greater Macarthur Priority Growth Area.

Report

Preliminary

The proposed Greater Macarthur Priority Growth Area brings together two significant planning initiatives that Council is involved with presently:

- The Greater Macarthur Urban Land Release Investigation
- The Glenfield to Macarthur Priority Urban Renewal Corridor Strategy.

By combining the two projects and proposing them to be implemented under a special State Environmental Planning Policy, these areas effectively become acknowledged as a NSW Government nominated "Growth Centre".

The Department of Planning and Environment exhibited a range of materials under the banner of the Greater Macarthur Priority Growth Area during August and September 2016. Given Council's reporting timetable and implications arising from the then forthcoming Council elections, the General Manager sought the assistance of the Department in allowing Council an extension to the time in which to lodge a submission. That extension was granted until 28 October 2016, enabling the newly elected Campbelltown City Councillors sufficient time to receive a briefing and report on the matter.

Whilst no definitive development estimates arising from the inclusion of these new areas as part of the Greater Macarthur Urban Land Release have been published, it can be reasonably anticipated that the West Appin precinct could potential yield (compared to what was exhibited by the Department in 2015) a further 20,000 new dwellings and the southwards extension of Gilead, possibly an additional 1000+ dwellings.

The exhibited material provides an assurance that new infrastructure will be provided in time for new homes and communities and that regional level infrastructure is intended to be delivered by the private sector and that Federal and State Governments will also contribute.

Land for schools and health is to be provided by developers and the NSW Government will build the infrastructure as communities grow.

A Special Infrastructure Contributions (SIC) Framework is to be established and new development charged a SIC levy to fund new regional level infrastructure including roads and traffic facilities.

The exhibited material also indicates an intention to coordinate statutory planning (rezoning processes and the determination of development applications) for the Priority Growth Area under the State Environmental Planning Policy (Growth Centres). Council may be interested to note that this statutory planning framework (i.e. the use of a State Environmental Planning Policy) is currently in place for new urban release areas at Bardia (New Breeze estate) and at East Leppington (Willowdale estate).

2. Wilton New Town Priority Growth Area

The exhibition has also announced the Department's forthcoming declaration of approximately 16,000 new homes and supporting retail, commercial and employment uses at Wilton New Town. Please see attachment 6 of this report. This will include a new major town centre including health and education services and a range of new jobs including retail, industrial, and highway services.

3. Results of the previous public exhibition (2015) of the Greater Macarthur Urban Land Release Investigation

The Department received 164 submissions in total. The Department suggests 101 submissions were generally supportive of new growth areas at Menangle Park, Mount Gilead and at Wilton.

Some 72 submissions raised concerns, mainly relating to the impacts of development intensification. The most frequently raised items in the submissions included feedback on:

- biodiversity and waterways
 - transport and traffic
 - heritage
 - community facilities/services
 - development opportunities/potential of sites
 - impact on rural character
-

4. Results of the previous public exhibition (2015) of the draft Glenfield to Macarthur Priority Urban Renewal Corridor Strategy

The Department received 94 submissions and 418 on-line surveys were completed.

Only 8% of submissions objected to the draft Strategy, 53% expressed comment and 39% expressed support with comment.

The main issues raised by the submissions included:

- housing and built form (some support for increased building heights close to stations)
- transport and parking (more parking required, improve traffic congestion, better bus transport, better walking and cycling connections and infrastructure)
- open space and public domain (retain and improve existing open space, improve public domain)
- retail and centres
- employment
- need for an infrastructure delivery and funding strategy (Council and State)
- need an employment development strategy for the Corridor
- government to support precinct planning, especially for Campbelltown-Macarthur, Leumeah and Ingleburn
- need to prepare detailed open space strategies for each precinct including funding.

The Department has stated that further refinements to the exhibited draft Glenfield to Macarthur Priority Urban Renewal Corridor Strategy were required:

- a review to be undertaken of the exhibited Glenfield Land Use and Infrastructure Plan (to take account of proposed sale of part of the site of Hurlstone Agricultural High School) which would then be placed on public exhibition
- that such exhibition would also incorporate any further amendments to the draft Corridor Strategy arising from the Department's detailed consideration of submissions to the 2015 exhibition.

Part B - Essential elements and major identified implications

1. Greater Macarthur Urban Land Release

There has been a relatively significant amendment to the proposed urban release areas located within the Campbelltown LGA compared to what was originally exhibited in 2015. In total, it is estimated that the development yield for the newly configured Menangle Park and Gilead growth precincts is in the order of 20,000+ new dwellings (compared to approximately 18,000 originally estimated).

Importantly, the exhibited material indicates that there is now greater certainty associated with planning for and funding key infrastructure to support the Priority Growth Precincts of Menangle Park and Gilead, such as for regional roads:

Again, it is suggested that these matters be raised in a formal submission to the Department.

Part C – Conclusions

The Department's agreement to extend the deadline to receive a submission from Campbelltown City Council over the exhibition of the Greater Macarthur Priority Growth Area "package" was welcomed and appreciation should be formally expressed. This extension has provided the newly elected Council with the opportunity to consider:

- community feedback on previously exhibited material concerning the Greater Macarthur Urban Land Investigation and the draft Glenfield to Macarthur Priority Urban Renewal Corridor Strategy
- proposed amendments to the originally proposed (and exhibited) priority growth precincts (release areas) within the Campbelltown LGA
- the announcement of a formal regional level infrastructure funding and delivery mechanism for land within the proposed Greater Macarthur Priority Growth Area and
- implications arising from the exhibited material to be further negotiated by Council with the Department.

The proposed Macarthur Priority Growth Area is welcomed and has significant merit for the Campbelltown community and for Council. It is worthy of Council's support. The primary positive benefits that stand to be derived from the announcement include:

- an additional 20,000+ new dwellings in the proposed urban release areas within Greater Macarthur together with an additional 15,000+ additional dwellings to be located within the Glenfield to Macarthur Priority Urban Renewal Corridor - will drive the future growth of Campbelltown Regional City, and consolidate its position as the epicentre of the South West Growth Corridor
 - the proposed 16,000 new dwellings at Wilton New Town will support the longer term sustainability of the Campbelltown-Macarthur Regional City Centre
 - formal recognition by the Department of the significance of such potential future urban growth, worthy of the support of Campbelltown City Council by the Government to assist it to facilitate and deliver new housing and infrastructure, and the expansion of the Campbelltown-Macarthur Regional City Centre in terms of economic, employment and services development
 - a direct response from the Department to Council's previously expressed concerns over the doubt and lack of formal commitment to a funding and delivery strategy for regional level infrastructure to support urban release areas such as Mt Gilead and Menangle Park
 - the current planning proposal for Mt Gilead and the draft local environmental plan for Menangle Park can now be progressed for consideration in light of greater certainty associated with the upgrade of regional road infrastructure, with this announcement confirming for the Council, community and development sector, the Department's intentions to implement a SIC levy scheme
-

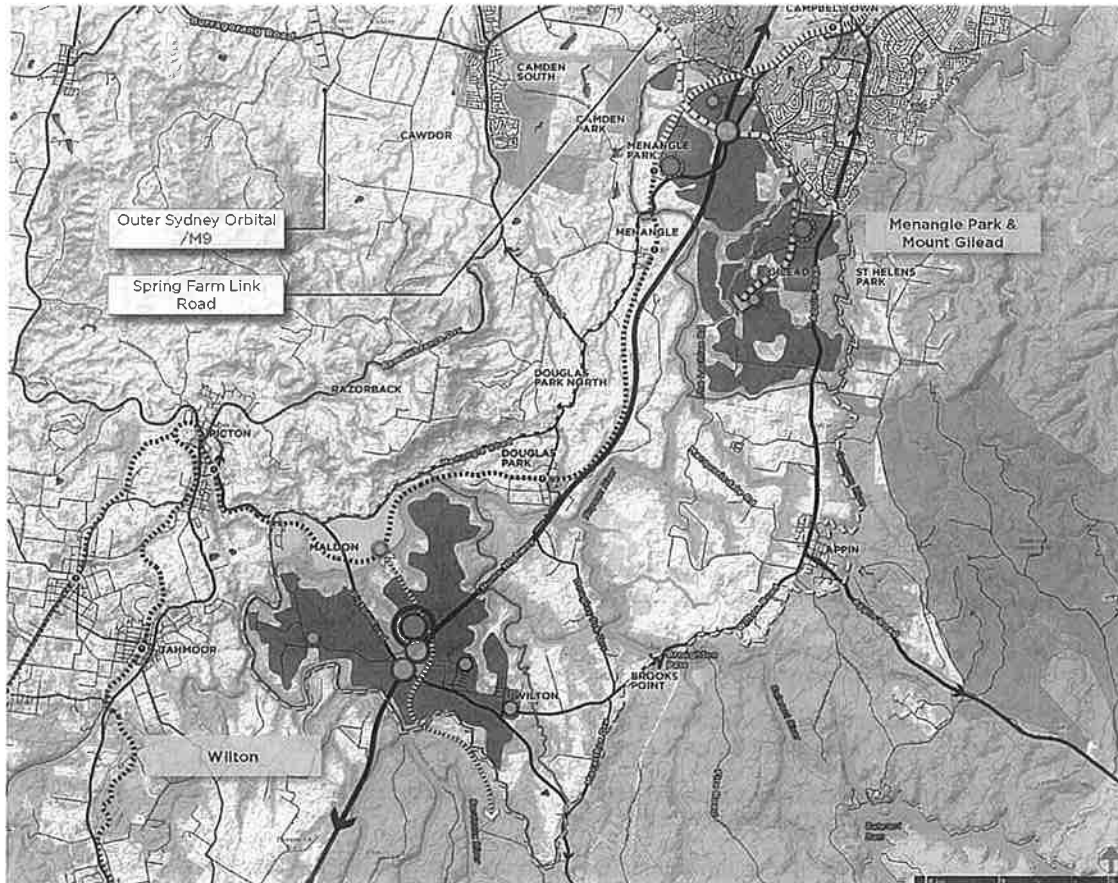
7.17 Exhibition Of The Greater Macarthur Priority Growth Area Package

- the inclusion of Badgally Road within the proposed Greater Macarthur Priority Urban Growth Area means that Council now has improved certainty over the potential for inclusion of the upgrade of that road in a SIC levy scheme for the Glenfield to Macarthur Priority Urban Renewal Corridor.

Notwithstanding the above, Council is urged to make representations to the Department for the following:

- the immediate adoption of the Corridor Strategy (exclusive of the Glenfield precinct which should proceed to public re-exhibition urgently)
 - a briefing by the Department to Council over the Glenfield precinct proposals and other intentions concerning the broader Corridor Strategy, as a matter of the highest priority
 - in finalising technical studies and statutory planning for the priority growth precincts at Menangle Park and Gilead ensure that:
 - valuable biodiversity resources are protected and fauna movement connectivity between the Georges and Nepean Rivers is enhanced
 - heritage resources are adequately protected
 - urban development will have no net negative impact on water quality in the Georges and Nepean Rivers
 - a local economic/employment development strategy for the Macarthur Priority Growth Area is prepared and delivered by the NSW Government, in consultation with Council
 - the Department's agreement to Council being satisfied with the "adequate arrangements" provisions that are to be put into place by the Department and developer, prior to any formal rezoning taking place
 - that planned upgrades and duplication works on Appin Road must accommodate additional demand generated by the extensive and additional urban development planned for the areas around Appin, West Appin and the southern extension to the Gilead growth precinct
 - ensure that adequate development triggers, agreed to by Council and the Department, will be established to ensure required regional level infrastructure is in place to satisfy the needs generated by new development at the appropriate time
 - ensure that no proposed jobs are lost in the Campbelltown LGA as a result of any alteration to the retail centres hierarchy (as originally proposed) to take account of the additional population to be accommodated around Appin and at West Appin
 - to put into place statutory planning provisions that "tie" the release of new housing to the satisfactory delivery of job creation targets. i.e. prevent the release of development approvals for subdivisions (subsequent to the initial stages of development) until such time as the Department and Council can agree that satisfactory employment opportunities are accessible within the precinct or out of precinct, according to criteria agreed to by Council and the Department
-

ATTACHMENT 1



Preliminary Vision Structure

- Greater Macarthur Land Release Investigation Area
- Priority Precinct Boundary
- Existing Rail & Station
- Investigate Rail Electrification
- Proposed New Interchange
- Existing Roads
- Planned Major Roads
- Proposed Bus Priority Corridor
- Preserve Maldon to Dombarton Freight Rail
- Waterways
- Proposed Major Centre
- Proposed Town Centre
- Proposed Village Centre
- Existing Village Centre
- Developable Land
- Employment Land
- Service Industry / Large Format Retail

These anomalies need to be addressed by the structure plan.

Rezoning Process

The investigation indicates that the preferred rezoning process is a state-led rezoning through an amendment to State Environmental Planning Policy (Sydney Region Growth Centres), 2006, however this does not acknowledge that the Menangle Park draft LEP amendment and the Mt Gilead Planning Proposal are at an advanced stage and (subject to regional infrastructure funding resolution) could be rezoned sooner via the existing planning proposal process.

Commitment to Fund Regional Infrastructure

The investigation indicates that the preferred approach to funding the nominated range of infrastructure requirements will need to be delivered through an appropriate mechanism, which could take the form of a SIC at no cost to government or a series of planning agreements entered into between the Minister for Planning and the relevant proponents.

The Preliminary Strategy and Action Plan states:

"A Special Infrastructure Contribution will create a framework to share the costs and co-ordinate delivery of major new transport and community infrastructure"

Whilst it is understood that a SIC levy on new development and VPAs are amongst a range of options to fund the required infrastructure upgrades, Council must be assured that the appropriate level of infrastructure is in place, where it is needed, in a timely manner. Indeed, the Preliminary Strategy and Action Plan further states:

"Before rezoning takes place, an appropriate mechanism will need to be in place to secure infrastructure needed to support growth".

At this stage, no such 'appropriate mechanism' has been confirmed to fund the delivery of the required regional level infrastructure.

In this regard, the proponents of the Mt Gilead Planning Proposal have recently lodged a Regional Voluntary Planning Agreement with the NSW Department of Planning and Environment to fund the portion of the required Appin Road upgrade attributable to its development. However to date, it is understood that the NSW Government/Department of Planning and Environment has not committed to either funding or delivering the balance of the cost of the required upgrading works to Appin Road.

Without this matter being resolved the Mt Gilead Urban Release Area should not be rezoned. A similar scenario can be put forward for the Spring Farm Link Road and its significance in terms of progressing the Menangle Park Urban Release Area rezoning.

Council is therefore seeks a formal commitment by the NSW Government confirming that it will ensure the timely delivery of the required key infrastructure items for the Menangle Park/Mt Gilead Precinct, as listed in the Investigation documentation.

Greater Macarthur Strategic Transport Plan

While the Investigation was placed on public exhibition on 29 September 2015, one of the major contributory studies the Greater Macarthur Strategic Transport Plan was not released for public comment until 27 October 2015. While this reduced time frame has not allowed a

7.17 Exhibition Of The Greater Macarthur Priority Growth Area Package

Council staff look forward to the opportunity to work with your team through the Greater Macarthur Steering Group in addressing these issues as the individual planning precincts are developed.

If you require any further information please contact Andrew Spooner on 02 4645 4598.

Yours sincerely

SIGNATURE HAS BEEN REMOVED



Jim Baldwin
Acting Director Planning and Environment

of Sydney. This metropolitan strategy committed the NSW Government to examine in more detail the suitability of urban development in the Greater Macarthur.

NSW Department of Planning and Environment has progressed work on this initiative since the release of 'A Plan for Growing Sydney' late last year, and on 22 September 2015 a preliminary assessment of the suitability and infrastructure capacity of the Greater Macarthur area was released for public comment.

The Greater Macarthur Land Release Investigation - Background

The Greater Macarthur Land Release Investigation (the Investigation) identifies certain land that is suitable for future urban development, the infrastructure required to support sustainable growth, and how the Greater Macarthur could be connected to jobs and other services within the greater metropolitan Sydney area. The Investigation documentation includes a 'Preliminary Strategy and Action Plan' to assist in the delivery of new urban development within the Menangle Park/Mt Gilead Priority Precinct as well as the Wilton Priority Precinct.

A range of technical studies have been undertaken as part of the Investigation supporting the declaration of Menangle Park/Mt Gilead and Wilton as Priority Precincts. These studies include:

- Biodiversity Assessment
- Bushfire Preliminary Asset Protection Zone Assessment
- Economic and Employment Analysis
- Heritage Analysis
- Housing Market Needs Analysis
- Resource Mining Framework
- Services Infrastructure Assessment
- Social Infrastructure Assessment
- Water Management Assessment
- Strategic Transport Plan

The Greater Macarthur Land Release Investigation has recognised immediate opportunities to deliver up to a total of 34,700 homes in the Menangle Park/Mt Gilead Priority Precinct and within a new town at Wilton.

Beyond 2036 it is noted that there may be potential to accommodate further opportunities to provide an additional 33,100 homes and strategic employment opportunities, supported by the construction of the Outer Sydney Orbital, an upgraded Hume Highway interchange and Maldon-Dombarton freight rail line.

The NSW Government has indicated that a coordinated approach to land use planning and infrastructure delivery will be required to achieve the desired outcomes for Menangle Park/Mt Gilead and for the proposed new town at Wilton. The planning vision for Greater Macarthur will be implemented by:

- identifying Menangle Park, Mt Gilead and Wilton as Priority Growth Areas by including them in the State Environmental Planning Policy (Sydney Region Growth Centres) 2008 (the Growth Centres SEPP)
 - investigating the declaration of Menangle Park, Mt Gilead and Wilton as Special Infrastructure Contribution Areas (SIC) to coordinate the funding and delivery of infrastructure that is necessary to support growth in these areas
-

The precinct has a total of 849ha of land suitable for residential development, with a further 363ha which is currently encumbered but could possibly be developed, subject to further examination in accordance with the principles outlined in the Investigation. These combined areas are anticipated to accommodate approximately 18,100 new dwellings (suitable land 12,700 and encumbered land 5,400). The precinct has a total of 15ha of unencumbered land suitable for employment uses, with a further 9ha of encumbered land with potential to be developed for employment related purposes.

It is proposed that the precinct will contain four centres being:

- Mt Gilead – a local centre with approximately 10,000-20,000sqm of employment Gross Floor Area (GFA)
- Menangle Park – a local centre with approximately 20,000-30,000sqm of employment GFA
- Glenlee – a village centre with approximately 5,000sqm of employment GFA
- Gilead – a village centre with approximately 5,000-10,000sqm of employment GFA.

Land suitability for the Menangle Park/Mt Gilead Priority Precinct (upon which the above estimates have been based) is shown in attachment 3. The extent and density of future potential urban development is subject to further detailed transport assessment.

The Preliminary Strategy and Action Plan list the following actions to deliver future urban development in the precinct:

- upgrade the Hume Highway between Picton Road and Raby Road
- rezoning land for 4,900 homes through the Mt Gilead and Menangle Park planning proposals by the end of 2015, with the first new houses possible within two years
- upgrades to Appin Road to provide direct connections to Campbelltown-Macarthur Regional City Centre
- construction of the Spring Farm Link Road and new access ramps to the Hume Highway, to help ease congestion on Narellan Road
- provision of a north-south bus priority corridor to promote public transport links to the Campbelltown – Macarthur Regional City Centre
- further investigation of the extension of the Sydney Trains electrified rail network to Menangle Park to integrate this area with the suburban rail network
- further release of land to provide up to 13,200 homes, in addition to the homes proposed for Mt Gilead and Menangle Park by current planning proposals

The investigation acknowledges that infrastructure requirements will need to be delivered through an appropriate mechanism, which could take the form of a Special Infrastructure Contribution (SIC) at no cost to government or a series of planning agreements entered into between the Minister for Planning and the relevant proponents.

The exhibited documentation indicates that the preferred rezoning process is a state-led rezoning through an amendment to State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (the SEPP) as this process:

- a. gives the precincts priority growth area status and makes use of the established Growth Centres implementation process administered by the Department of Planning and Environment;
 - b. enables opportunity for a whole precinct to be comprehensively planned, rather than relying on individual planning proposals;
 - c. provides the potential for acceleration of housing supply through fast tracking preparation of the SEPP amendment; and
-

corridors. The proposed widths of these corridors should also be reviewed and adjusted as necessary to ensure they are sufficient to enable safe migration of Koala and other fauna between the two river systems.

Mining

The investigation quantifies the existing and proposed long-wall mining and existing coal seam gas extraction activity within the precinct.

Comment: The only current remaining long-wall mining activity within the Campbelltown LGA (Longwall 38) is located just outside the investigation study area at Wedderburn. Mining of Longwall 38 is expected to be completed by early 2016.

The existing and active coal seam gas wells within the LGA are located within the Menangle Park Urban Release Area. The Investigation identifies the following as encumbered land for development:

- land within 200 metres of an existing coal seam gas well
- Rosalind Park Gas Plant.

Comment: The inclusion of a 200 metre development exclusion zone around existing coal seam gas wells provides direction to Council as to the management of potential land use interface issues, and assists with the resolution of this matter that was being dealt with as part of the Menangle Park Urban Release Area planning process. Previous advice from State Government agencies on how to manage the interface between existing coal seam gas wells and future encroaching urban development in Menangle Park was to 'assess the impact like any other industrial development.' Unfortunately a range of separation distances have been published within existing Guidelines and State Environmental Planning Policies varying from between 5 to 50 metres. Therefore, in light of the NSW Government's support of a 200m exclusion zone as part of the Investigation, it is suggested that the NSW Government amend all existing documents containing separation distances between existing Coal Seam Gas Wells and future residential development to one consistent standard.

There are three active coal seam gas wells within the Menangle Park Urban Release Area and the land on which they are located is currently proposed to be zoned RE1 – Public Recreation under a draft LEP amendment. As a result of the adoption of a 200m exclusion zone, a slight amendment to the land use zoning map would be required to ensure a 200m radius is provided between these wells and the adjoining proposed R2 – Low Density Residential zone.

Agriculture

Agriculture is a prominent land use in the study area. The Office of Environment and Heritage (OEH) has developed a Land and Soil Capability Assessment Scheme to facilitate the assessment of land and soils for agricultural uses.

The capability of land to sustain a range of land uses and management is ranked in eight classes. "Class 1" and "Class 2" land are the highest value agricultural lands as they can be used for intensive vegetable production.

Comment: Despite this and noting that air quality issues were the major reason why earlier and previous iterations of the Macarthur South Urban Land Release did not proceed, the Investigation does not appear to have included a detailed air quality assessment. In addition, the cumulative impact of other urban release areas and the proposed Western Sydney Airport upon the formation, distribution and dispersion of ozone needs to be understood.

The investigation proposes to manage air quality issues through the establishment of a priority growth area air technical working group consisting of representatives from the Department of Planning and Environment, the NSW Environment Protection Authority and the Office of Environment and Heritage to inform ongoing planning decisions.

Therefore it is not considered unreasonable to request further information from the NSW Government to help determine what current baseline air quality data and resources will be available for the priority growth area air technical working group to determine future air quality impacts and mitigation strategies appropriate for the Greater Macarthur Land Release.

Existing and Planned Service Infrastructure Capacity

There is currently capacity within the existing infrastructure to service the proposed Menangle Park/Mt Gilead Planning urban land releases, however further investigations and funding will be required to service the remainder of the precinct with water, sewer, electricity, gas, telecommunications, schools, health and medical facilities, emergency services, cultural facilities, justice services, cemeteries, sporting and recreation facilities.

Key Transport Infrastructure

The investigation documentation relevant to the Menangle Park/Mt Gilead Priority Precinct highlight the need for major (regional) transport infrastructure to deliver urban growth which includes:

- construction of the Spring Farm Link Road and new access ramps to the Hume Hwy to help ease congestion on Narellan Road, and linking Spring Farm to Appin Road
- upgrades to Appin Road to provide direct connections to Campbelltown/Macarthur (to 4 lane arterial standard between Rosemeadow and the southern edge of the precinct at Mt Gilead)
- upgrade of Menangle Road
- upgrade of the Hume Hwy between Picton Road and Raby Road
- construction of a bus priority corridor
- investigation of the feasibility of the electrification of the Southern Highlands Railway Line to Menangle Park.

Comment: The recognition of the need to provide the above transport related infrastructure in order to deliver planned urban growth within Menangle Park/Mt Gilead is welcomed. This recognition acknowledges the importance of providing efficient, convenient and safe connectivity between these new urban areas and the Campbelltown/Macarthur Regional City Centre and other metropolitan destinations, where key and higher order facilities such as public hospitals, tertiary education facilities, retail shopping facilities, sport and cultural infrastructure are located. These connections are also critical for access to strategically significant employment opportunities for the residents of new dwellings proposed for the Menangle Park/Mt Gilead Precinct.

appropriate level of infrastructure is in place, where it is needed, in a timely manner. Indeed, the Preliminary Strategy and Action Plan further states:

"Before rezoning takes place, an appropriate mechanism will need to be in place to secure infrastructure needed to support growth".

At this stage, no such 'appropriate mechanism' has been confirmed to fund the delivery of the required regional level infrastructure.

In this regard, the proponents of the Mt Gilead Planning Proposal have recently lodged a Regional Voluntary Planning Agreement with the NSW Department of Planning and Environment to fund the portion of the required Appin Road upgrade attributable to its development. However to date, it is understood that the NSW Government/Department of Planning and Environment has not committed to either funding or delivering the balance of the cost of the required upgrading works to Appin Road.

Without this matter being resolved the Mt Gilead Urban Release Area should not be rezoned. A similar scenario can be put forward for the Spring Farm Link Road and its significance in terms of progressing the Menangle Park Urban Release Area rezoning.

At the least, Council is encouraged to seek a formal commitment by the NSW Government confirming that it will ensure the timely delivery of the required key infrastructure items for the Menangle Park/Mt Gilead Precinct, as listed in the Investigation documentation.

Greater Macarthur Strategic Transport Plan

While the Investigation was placed on public exhibition on 29 September 2015, one of the major contributory studies the Greater Macarthur Strategic Transport Plan was not released for public comment until 27 October 2015. While this reduced time frame has not allowed a detailed assessment of this document it is apparent that there are anomalies between its findings and the Investigations actions. For example the Investigation lists as one of its actions to 'Further investigate the extension of the Sydney Trains electrified rail network to Menangle Park to integrate this area with the suburban rail network', however the Greater Macarthur Strategic Transport Plan indicates that the extension is not feasible.

Notwithstanding this initial indication, a new station at Menangle Park on an electrified system is seen to be a logical and strategically critical component of the Glenfield to Macarthur Urban Renewal Corridor considerations, with associated higher urban densities in close proximity to employment land at Glenlee and a potential junction to connect the T2 and T5 lines with the proposed expanded Southwest Rail Link to Narellan and onto the Western Sydney Airport.

Air Quality

Further information is required from the NSW Government to determine what current baseline air quality data and resources are available for the priority growth area air technical working group to determine future air quality impacts in the absence of a detailed technical report.

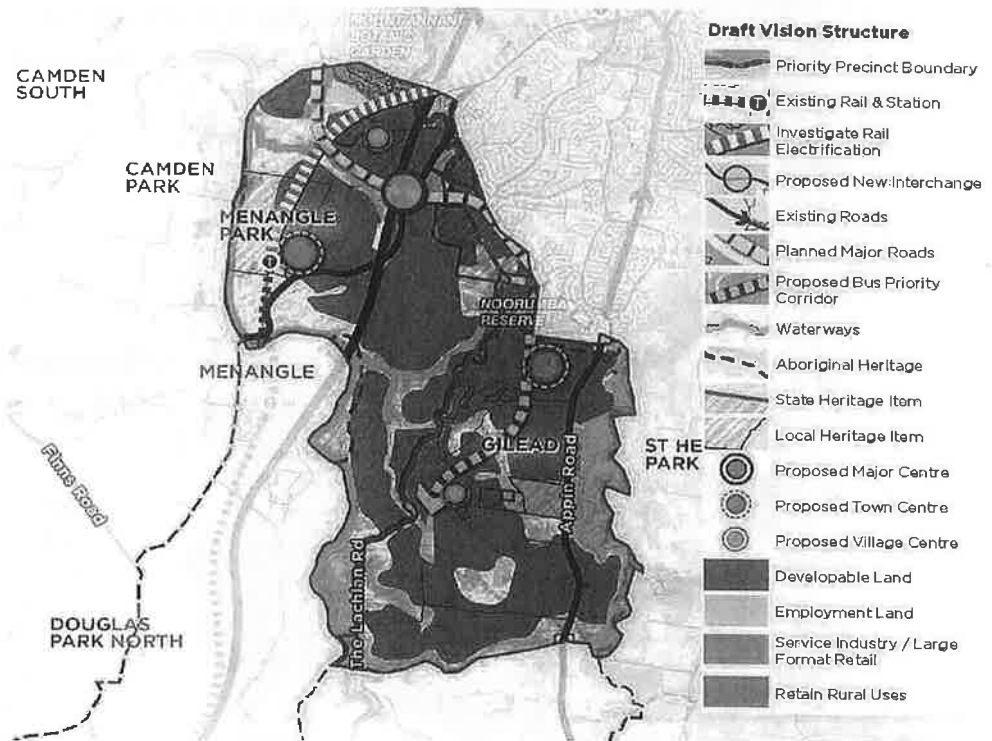
Biodiversity

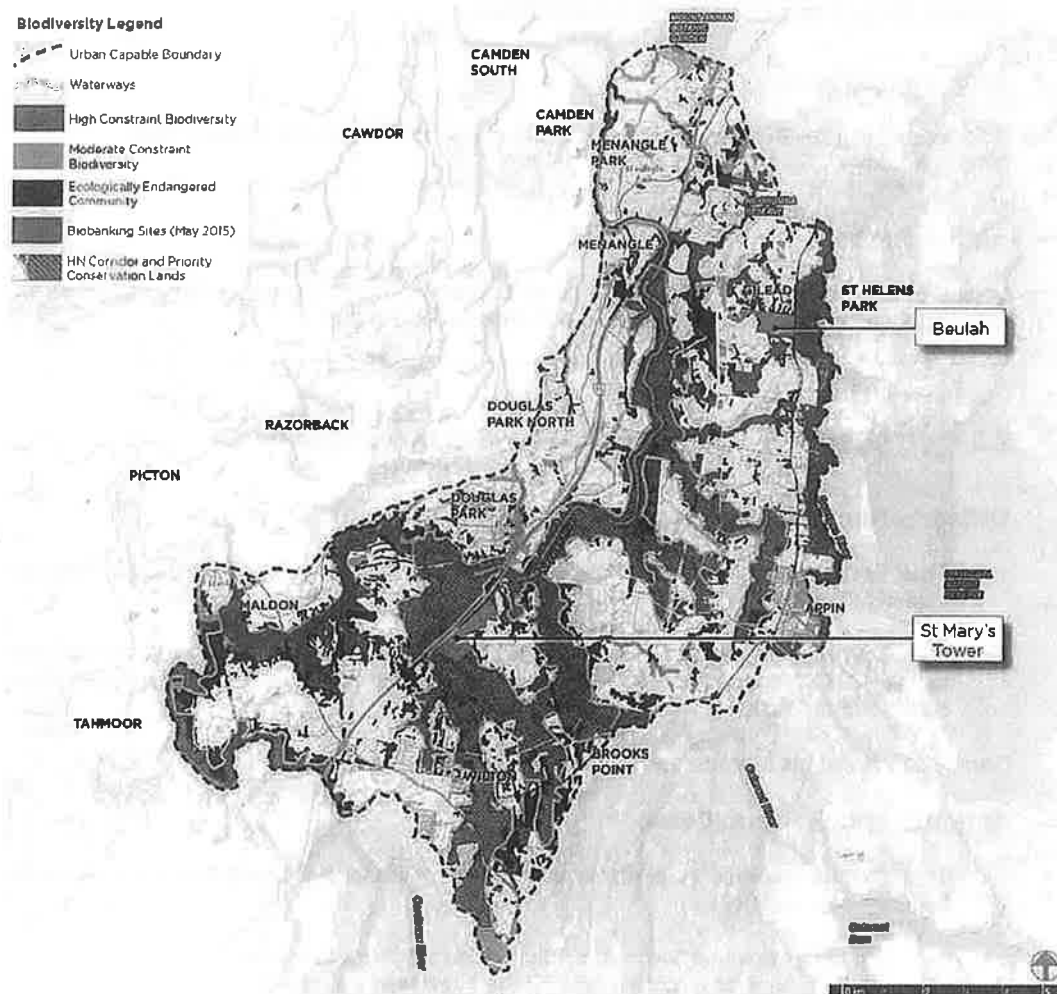
The Hawkesbury Nepean Corridor and Priority Conservation Lands as shown in attachment 4 should be expanded to include all existing east-west fauna corridors between the Georges and Nepean Rivers to the south of Noorumba Reserve in order to ensure the long-term protection of current vegetation corridors. The proposed widths of these corridors should also

It is recommended that Council endorse a submission to the NSW Department of Planning and Environment that offers Council's support in principle for the proposed Greater Macarthur land release project including in particular, the Preliminary Strategy and Action Plan as it relates to the Menangle Park/Mt Gilead Priority Precinct, subject to the matters raised in this report being satisfactorily addressed.

Officer's Recommendation

1. That Council express in principle support for the Greater Macarthur Land Release Investigation, subject to the matters outlined in the report being addressed.
2. That Council forward a submission on the Investigation (and its supporting documents) to the NSW Department of Planning and Environment consistent with the matters outlined in the report.





Council Meeting 17 November 2015 (Kolkman/Oates)

1. That Council express in principle support for the Greater Macarthur Land Release Investigation, subject to:
 - a) the early implementation of a fully funded infrastructure plan
 - b) a job creation strategy to cater for the increased population.
2. That Council requests a specific timeline for the provision of infrastructure and the job strategies as outlined in a) and b) above.
3. That Council forward a submission on the investigation (and its supporting documents) to the NSW Department of Planning and Environment consistent with the matters outlined in the report.

CARRIED

- 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

- 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

ATTACHMENT 4



20 July 2016

Ms Carolyn McNally
Secretary
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2000

Dear Ms McNally

Memorandum of Understanding between Campbelltown City Council and the Department of Planning and Environment – Greater Macarthur Priority Growth Area

I refer to your letter dated 14 July 2016 concerning the above matter. The Memorandum of Understanding was the subject of a report that was considered by the full Council at its meeting held on 19 July 2016. At that meeting, the Council resolved as follows:

1. *That the Memorandum of Understanding between Campbelltown City Council and the NSW Department of Planning and Environment shown as the attachment to the above report be executed and the General Manager be authorised to sign the Memorandum on Council's behalf*
2. *That Council write to the Secretary of the Department of Planning and Environment seeking to organise with the Department that the "satisfactory arrangements" referred to in her letter dated 14 July 2016, to be put into place for regional level infrastructure prior to rezoning being determined, meet with Council's satisfaction.*

Accordingly, please find enclosed a copy of the Memorandum of Understanding previously signed by yourself, signed by Council's General Manager, Ms Lindy Deitz, for the Department's records. I have retained a second copy of the Memorandum of Understanding, signed by both yourself and Council's General Manager, for Council's records.

With respect to the Council's second resolution above, I would like to arrange to meet with senior staff of the Department as soon as possible to discuss the means by which Council can be satisfied over the "satisfactory arrangements" provisions proposed by the Department.

Should you require any further information, please do not hesitate to contact me directly on (02) 46 454 656.

Yours sincerely

SIGNATURE HAS BEEN REMOVED

Jeff Lawrence
Director City Growth and Strategy

Civic Centre Queen Street Campbelltown PO Box 57 Campbelltown NSW 2560 DX5114
Telephone 02 4645 4000 Facsimile 02 4645 4111 TTY 02 4645 4615
Email council@campbelltown.nsw.gov.au Web www.campbelltown.nsw.gov.au
ABN 31 459 914 087

Memorandum of Understanding

Dated this day ..20-7-16

Parties

Department of Planning and Environment of 23-33 Bridge Street Sydney, NSW 2000

and

Campbelltown City Council of Cnr Queen and Broughton Streets, Campbelltown, NSW 2560

1. Background

- (a) The NSW Government has identified opportunities for new jobs, homes and services in the south-west district. Studies of the Glenfield to Macarthur urban renewal corridor and Greater Macarthur Land Release Area confirmed the capability of these areas to provide urban development, new homes and employment opportunities for the district in the short to medium term.
 - (b) *A Plan for Growing Sydney* identifies the Campbelltown-Macarthur Regional City as a major focus for housing, jobs and services for the south-west. Specific actions for the future development of the area include:
 - Work with Council to promote continued growth of the Campbelltown Macarthur region as a regional city centre to support the surrounding communities.
 - Work with Council to retain a supply of opportunities for retail and office development and supplemented by residential apartment development in the CBD core to encourage the activation of the centre and growth of employment in the Campbelltown Macarthur region.
 - Work with Council to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing.
 - Support the development of a major health and education precinct Campbelltown Macarthur, capitalising on Campbelltown Hospital and the University of Western Sydney.
 - Work with Council to investigate business park opportunities on the western side of the train line.
 - Work with Council to improve walking, cycling and bus connections to train stations on the western side of the train line, and to Campbelltown Hospital and Queen Street.
 - (c) To coordinate the planning of growth in and around the Campbelltown-Macarthur Regional City Centre, a Greater Macarthur Priority Growth Area will be declared. This incorporates the Glenfield to Macarthur urban renewal corridor and the Mt Gilead / Menangle Park land release area. It may also incorporate areas of Wollondilly Shire Council.
 - (d) The Department is working with Campbelltown City Council, Transport for NSW, and other agencies to prepare a Land Use and Infrastructure Strategy for the Menangle Park and Mount Gilead precincts of the Greater Macarthur Priority Growth Area. The strategies will integrate important elements of the precincts including transport, open space, housing, employment lands and environmental protection.
 - (e) A new Special Infrastructure Contribution (SIC) levy will be established to cover the cost of infrastructure to support the forecast growth in homes and jobs over the life of the strategies to 2036. The priority precincts for immediate implementation of a SIC will be, but not limited to:
 - Campbelltown-Macarthur Regional City Centre;
 - Menangle Park land release area; and
 - Mt Gilead land release area.
-

Schedule A – Heads of Agreement

	Department of Planning and Environment (the Department)	Campbelltown City Council (Council)
Purpose	<p>To identify the roles, tasks and responsibilities of the Department and Council for the purposes of:</p> <ul style="list-style-type: none"> Preparing a Land Use and Infrastructure Strategy and Special Infrastructure Contributions Scheme for Mt Gilead and Menangle Park; and Finalising the Glenfield to Macarthur Urban Renewal Corridor Strategy and establishing Special Infrastructure Contributions schemes across the corridor, including as a priority the Campbelltown-Macarthur Regional City Centre 	
Outcomes and Guiding Principles	<p>The Strategy will:</p> <ul style="list-style-type: none"> Take account of the planning studies and decisions of the NSW Government and Council to date. Guide rezoning and detailed planning for each precinct of the Growth Areas. Integrate important elements of the precincts including transport, open space, housing, employment lands and environmental protection. Provide a cohesive framework to guide investment decisions and policy actions to support growth of Campbelltown-Macarthur as a key regional centre. Provide a whole of government and joint position with Council on growth and development to coordinate spending and implementation actions to improve the supply of housing and jobs and to protect the environment. Articulate the essential social and physical infrastructure and environmental improvements required to ensure the Priority Growth Area is a great place to live and work. <p>The Special Infrastructure Contributions Schemes will:</p> <ul style="list-style-type: none"> Identify the timing, staging, scope and specification of infrastructure required to support development and growth including the cost of bringing forward any infrastructure that would not otherwise have been a high priority for Government funding in the planning horizon of the Area. Identify the land acquisition, planning and capital costs associated with providing infrastructure in a timely fashion. Outline delivery mechanisms including the relationship between any voluntary planning agreements and external funding mechanisms for infrastructure. Provide an equitable basis for sharing costs between benefiting landowners or developers Provide a transparent and achievable mechanism for sharing the cost of infrastructure provided in kind by developers and which benefits the development of other land beyond the developer's land for which the initial work was constructed. Identify mechanisms for monitoring, reporting, evaluation, review and improvement. Take proper account of economic analyses and the market's 'capacity to pay'. 	
Governance	<ul style="list-style-type: none"> A Steering Group will be established consisting of representatives from the Department, Transport for NSW, and the Council, to provide direction on the preparation of the Strategy at key milestones. A Project Team consisting of planning staff from the Department, Council staff nominated by the General Manager of the Council, professional staff from Transport for NSW and technical 	

7.17 Exhibition Of The Greater Macarthur Priority Growth Area Package

	<ul style="list-style-type: none"> • coordinate the procurement and management of contracts for: <ul style="list-style-type: none"> ◦ strategic land use planning and constraints analysis ◦ traffic, transport, and infrastructure ◦ economic and employment feasibility, and others. • identify state infrastructure requirements, costs and funding arrangements • arrange and share the chairing of monthly steering group meetings, jointly with the Council • brief or support Council in briefing the full elected Council on key project milestones, on an as required basis. 	<ul style="list-style-type: none"> • Share the chairing of monthly steering group meetings, or milestone meetings, as required, jointly with the Department • advise on the scope and adequacy of technical investigations, as required • participate and provide direction at meetings and planning workshops to support development of the strategy • review and provide comment on draft project deliverables and coordinate the review of project deliverables throughout their broader organisation, as required • brief the elected Council on key project milestones, as required • support the Department in stakeholder and community consultation of the strategy.
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ATTACHMENT 5

13. REPORT OF DIRECTOR STRATEGY

13.1 Memorandum of Understanding - Greater Macarthur Priority Growth Area

Attachments

Greater Macarthur Priority Growth Area Memorandum of Understanding

Report

Council would be aware that the NSW Government and in particular the Department of Planning and Environment has been working collaboratively with Council over strategic planning work concerning the Greater Macarthur Urban Investigation project - Mt Gilead/Menangle Park precincts) and the Glenfield to Macarthur Corridor Priority Urban Renewal Corridor Strategy. The Draft Corridor Strategy is currently under review and Council understands it is scheduled to be released for re-exhibition in the near future.

The Department is now seeking to consolidate planning for these two areas into one large Priority Growth Area which attaches special significance and resourcing by the Government.

Council has received correspondence from the Secretary of the NSW Department of Planning and Environment seeking Council's agreement (execution) to enter into a Memorandum of Understanding (MOU) with the Department. The MOU addresses planning arrangements for a new "Greater Macarthur Priority Growth Area" and identifies the roles, tasks, and responsibilities of the Department and Council for the purposes of:

- preparing a Land Use and Infrastructure Strategy and Special Infrastructure Contributions Scheme for Mt Gilead and Menangle Park urban release areas
- finalising the Glenfield to Macarthur Urban Renewal Corridor Strategy and establishing Special Infrastructure Contributions Schemes across the corridor, including as a priority the Campbelltown-Macarthur Regional City Centre.

A copy of the correspondence from the Secretary and the MOU is shown as an attachment to this report.

The letter from the Secretary also notes that the NSW Government has allocated \$40m from its Housing Acceleration Fund to advance detailed design and costing for the Appin Road Upgrade and the Spring Farm Link Road.

Councillors may recall the MOU was raised in a recent briefing session undertaken by Mr Brendan Obrien, the Department's Executive Director Infrastructure, Housing and Employment, on Tuesday 5 July 2016.

The formal commitment to the establishment of a Special Infrastructure Contributions Scheme(s) similar to schemes already in place in areas such as the South West Growth Centre, as a means to fund the critical and higher (regional) level infrastructure to support the development of the Mt Gilead and Menangle Park Urban Release Areas, and the Glenfield to Macarthur Priority Urban Renewal Project, is a major achievement and follows ongoing and extended advocacy by Campbelltown City Council.

The commitment to establish a SIC scheme for the Priority Growth Area is new in so far as the means to deal with addressing the costs of key regional infrastructure required to satisfy the emerging development needs along the Glenfield to Macarthur Corridor, and builds on earlier indications that the Government was contemplating a SIC scheme to fund regional level infrastructure associated with the roll out of the Greater Macarthur Urban Investigation Area project.

The specific commitment for the Special Infrastructure Contributions Levy to include upgrades to Appin Road, the Spring Farm Link Road and Badgally Road is both essential and welcomed, although it must be noted that the Transport Studies yet to be undertaken/finalised will determine the extent and nature of such upgrades. Council staff will ensure that Councillors are made aware of the outcomes of such technical investigations and the implications for the upgrades of major infrastructure, including matters of funding.

There is ongoing dialogue between the Department and Council concerning the need to ensure employment development strategies are put into place to deliver jobs to support the extent of urban growth proposed throughout the Priority Growth Area. Notably, the MOU makes a number of references to employment. (Please note text in bold made by report author).

The Strategy will:

- provide a cohesive framework to guide investment decisions and policy actions to **support growth of Campbelltown-Macarthur as a key regional centre**
- provide a whole of government and joint position with Council on growth and development to coordinate spending and implementation actions to **improve the supply of housing and jobs**
- Articulate the essential social and physical infrastructure and environmental improvements required to **ensure the Priority Growth Area is a great place to live and work.**

The strategies will integrate important elements of the precincts including transport, open space housing, employment lands and environmental protection.

The administrative provisions of the MOU have been reviewed by Council officers and are considered to be satisfactory.

It is also considered to be worthy of special mention that the covering letter signed by the Secretary includes the following:

"The Department will continue to develop the Land Use and Infrastructure Strategy and Special Contributions Framework for the Growth Area. This will include funding for regional roads and other transport, land for schools and bio-certification. In the interim, and prior to any rezoning being determined, the

Councillor Dobson retired from the meeting during discussion on this item

Council Meeting 19 July 2016 (Bricevic/Oates)

1. That the Memorandum of Understanding between Campbelltown City Council and the NSW Department of Planning and Environment shown as the attachment to the above report be executed and the General Manager be authorised to sign the Memorandum on Council's behalf with the exception of the Hurlstone Agricultural High School site.
2. That Council does not endorse the proposed plans resulting in the loss of valuable land at the Glenfield Precinct around Hurlstone Agricultural High School for increased excessive urbanisation, congestion and over development.
3. That Council writes to the Premier, the Minister for Planning and the Minister for Education, outlining our community's rejection of their proposed plans to overdevelop the land around Hurlstone and calls on the government to develop a new masterplan for the precinct to be used for educational purposes and accessible open space.
4. That Council write to the Secretary of the Department of Planning and Environment seeking to organise with the Department that the "satisfactory arrangements" referred to in her letter to Council dated 14 July 2016, to be put into place for regional level infrastructure prior to rezoning being determined, meet with Council's satisfaction.

LOST

A **Division** was called in regard to the Motion moved Councillor Bricevic seconded Councillor Oates for Item 13.1 - Memorandum of Understanding - Greater Macarthur Priority Growth Area with those voting for the Motion being Councillors Borg, Bricevic, Chanthivong, Glynn, Kolkman, Lound and Oates.

Voting against the Motion were Councillors Greiss, Hawker, Lake, Matheson, Mead, Rowell and Thompson.

LOST on the Casting Vote of the Mayor



Greater Macarthur Priority Growth Area

Memorandum of Understanding

between

Department of Planning and Environment (the Department)

and

Campbelltown City Council (Council)

7.17 Exhibition Of The Greater Macarthur Priority Growth Area Package

- (f) Relevant infrastructure will include regional road and transport infrastructure, regional open space and recreation, district cultural facilities, schools, emergency services and health facilities, environmental protection measures and any associated administrative costs to meet the infrastructure requirements of the Priority Growth Area. The proposed levy will include upgrades to the regional road network as identified in the relevant transport studies, including as a minimum:

- Appin Road;
- Spring Farm Link Road; and
- Badgally Road.

2. Purpose

- (a) This Agreement details the roles, tasks, and responsibilities of the Department and Council for the purposes of progressing the planning and implementation of growth opportunities within the Greater Macarthur Priority Growth Area as set out in Schedule A.

3. Project program

- (a) As outlined in Schedule A, the Project Steering Group and Project Team will agree to a Project Plan and Scope, with appropriate deliverables and timeframes.

Signed by the Secretary of the **Department
Planning and Environment**

SIGNATURE HAS BEEN REMOVED

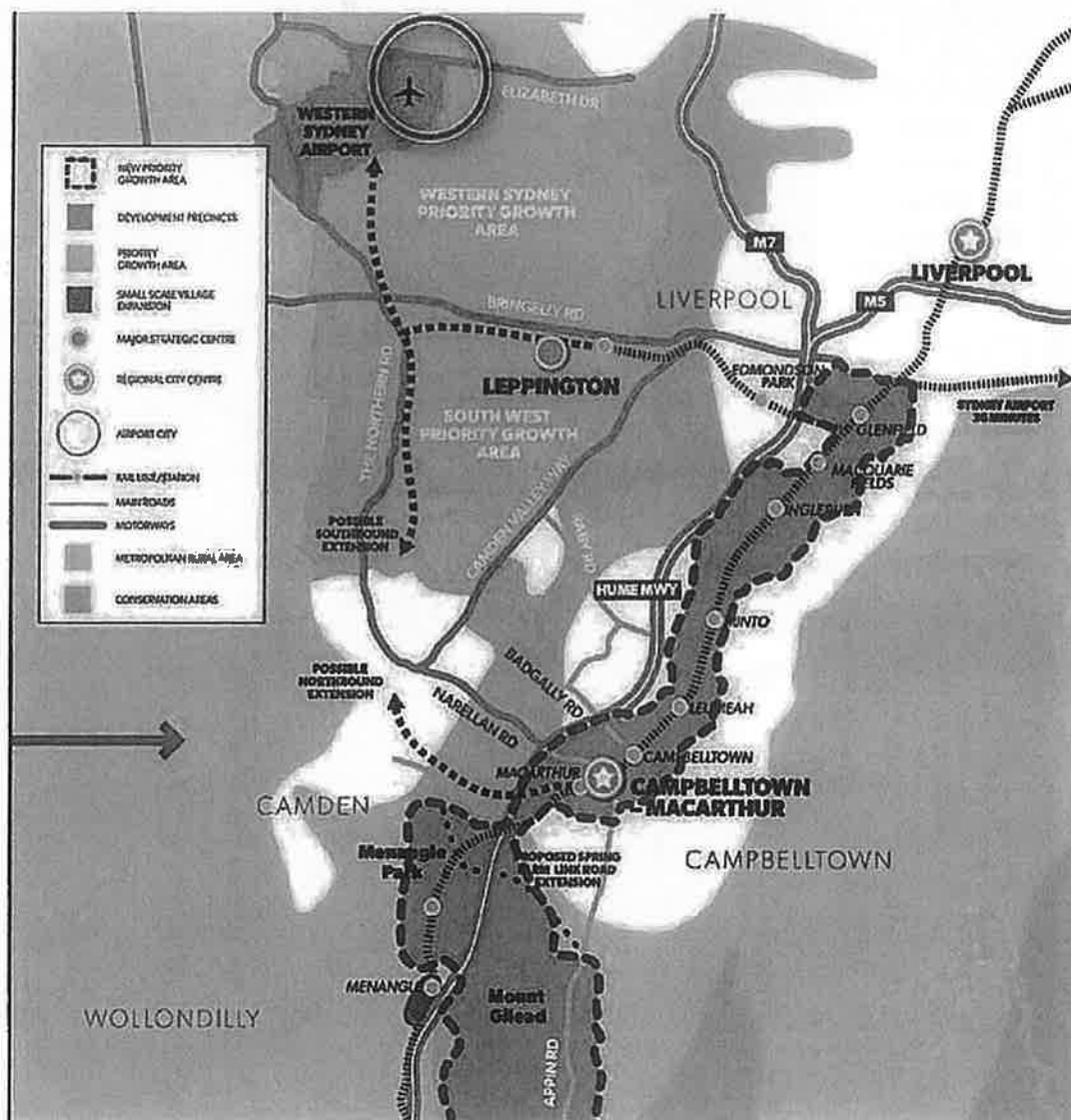
Date: 14.7.16

Signed on behalf of **Campbelltown City
Council** by General Manager

.....
Date:

	<p>consultants, with involvement of steering group members or council staff, will be established to undertake the day to day delivery of the project and prepare the Strategy and associated procurement, technical studies and communication materials.</p> <p>The Steering Group and Project Team are to agree to a Project Plan and Scope, with appropriate deliverables and timeframes.</p>	
Collaboration	<p>The Steering Group will meet once per month, or at key milestones to:</p> <ul style="list-style-type: none"> provide advice, guidance and endorsement of the program and project deliverables. identify, discuss and resolve any issues arising during the project. to review and provide comment on project products, including scope of procurement, draft Strategy or products. share information to support the planning task. support achievement of the program. <p>Matters to be presented to and discussed by the Steering Group shall remain confidential unless otherwise agreed by the Department and Council.</p> <p>The Project Team will meet regularly as required to:</p> <ul style="list-style-type: none"> share information and guide the planning task provide an update of progress and work completed to date identify, discuss and resolve any issues arising during the project ensure achievement of program. <p>The Steering Group will engage with the Greater Sydney Commission at key milestones to inform the strategy.</p>	
Guiding Behaviours	<p>The Steering Group and Project Team will:</p> <ul style="list-style-type: none"> work collaboratively and commit to deliver a Strategy which: <ul style="list-style-type: none"> is contemporary, progressive and reflects best practice advances opportunity for employment and housing delivery reflects consideration of regional, subregional and local interests, and supports the achievement of a holistic vision for Western Sydney engage with each other with honesty, openness and transparency treat each other with respect at all times and share an understanding that differing views may enrich the planning outcome commit to the achievement of our roles and responsibilities throughout the project program. 	
Agency Roles	<p>The Department will:</p> <ul style="list-style-type: none"> lead coordination of the program ensure specialist consultants are engaged, as required lead the land use, transport and infrastructure planning analysis to inform the strategy lead consultation with Commonwealth, State agencies, Greater Sydney Commission, service providers, and other stakeholders to consider their interests and inform the strategy identify transport and infrastructure requirements to support the Strategy lead stakeholder and community consultation of the strategy. 	<p>Council will:</p> <ul style="list-style-type: none"> partner with the Department to: <ul style="list-style-type: none"> inform the scope and adequacy of technical investigations identify of constraints and opportunities inform appropriate land use and built form for the strategy, as well as transport and infrastructure requirements to support growth. ensure integration of their broader organisation with the project as and when required support consultation with landowners, key stakeholders and the community throughout the planning process and exhibition.
Agency Tasks	<p>The Department will:</p> <ul style="list-style-type: none"> prepare and execute a Project Plan and Communication Strategy for the project; 	<p>Council will:</p>

Schedule B – Greater Macarthur Priority Growth Area



Exhibition of the Greater Macarthur Priority Growth Area Package

User Instructions

If necessary to view the original Report, double-click on the 'Agenda Report' blue hyperlink above.

Action Item

Council at its meeting of 25 October 2016 adopted the following Resolution with Resolution No 184.

7.17 **Exhibition of the Greater Macarthur Priority Growth Area Package**

It was **Moved** Councillor Lake, **Seconded** Councillor Oates:

That Council make a formal submission to the NSW Department of Planning and Environment concerning the exhibition of the Greater Macarthur Priority Urban Growth Area in August to September 2016, addressing the matters raised in the above report.

An **Amendment** was **Moved** Councillor Lake, **Seconded** Councillor Oates:

1. That Council make a formal submission to the NSW Department of Planning and Environment concerning the exhibition of the Greater Macarthur Priority Urban Growth Area in August to September 2016, addressing the matters raised in the above report.
2. That as an addition to the submission that Council urge the NSW Government to pursue south facing ramps to the Hume Highway as a key element of the Greater Macarthur Priority Growth Area Infrastructure package.

WON and became the Motion

The Motion on being Put was **CARRIED**.