

CAMPBELLTOWN-MACARTHUR

STRUCTURE PLAN

EXISTING CHARACTER

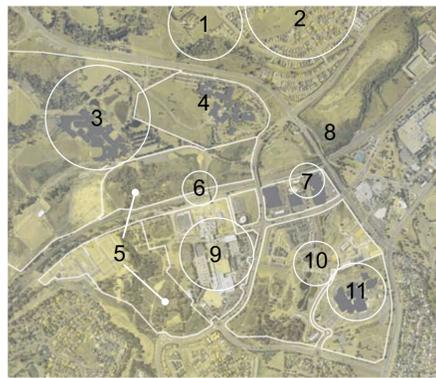
CAMPBELLTOWN

Queen Street provides a unique shopping and strolling experience that is distinct from the private and controlled environment of enclosed shopping malls, stand-alone stores and highway commercial establishments. It has evolved into a rich urban environment including formal arrays of storefronts with additional provisions in arcades, laneways and levels above and below the street. This is a high-amenity public place to shop, work, relax and socialise that can, and should, be enhanced.

Queen Street's future is very much dependent on intensification of commercial and residential development in and around the CBD core, improved pedestrian amenity and strong connections to the station. In developing statutory controls for the CBD, Council should determine how this intensification and connectivity is to be achieved while recognising the short and long stay parking demand generated by commercial tenants, shoppers, visitors and commuters. It should also ensure Queen Street continues to enjoy good sun access.

MACARTHUR

The completion of development in the Macarthur Precinct over the next 10 years will realise planning strategies which were put in place over 40 years ago. Macarthur will be a high quality 'destination retail', education, health, employment and transport-oriented focal point for the region. There are, however, significant access and connectivity challenges.



Aerial Key

- | | |
|---------------------|------------------------------------|
| 1 Maryields | 7 Tindall |
| 2 Blair Athol | 8 Narellan Road |
| 3 UWS Campus | 9 Macarthur Square Shopping Centre |
| 4 TAFE | 10 Park Central |
| 5 Macarthur Gardens | 11 Campbelltown Hospital |
| 6 Macarthur Station | |

MACARTHUR KEY PRECINCTS

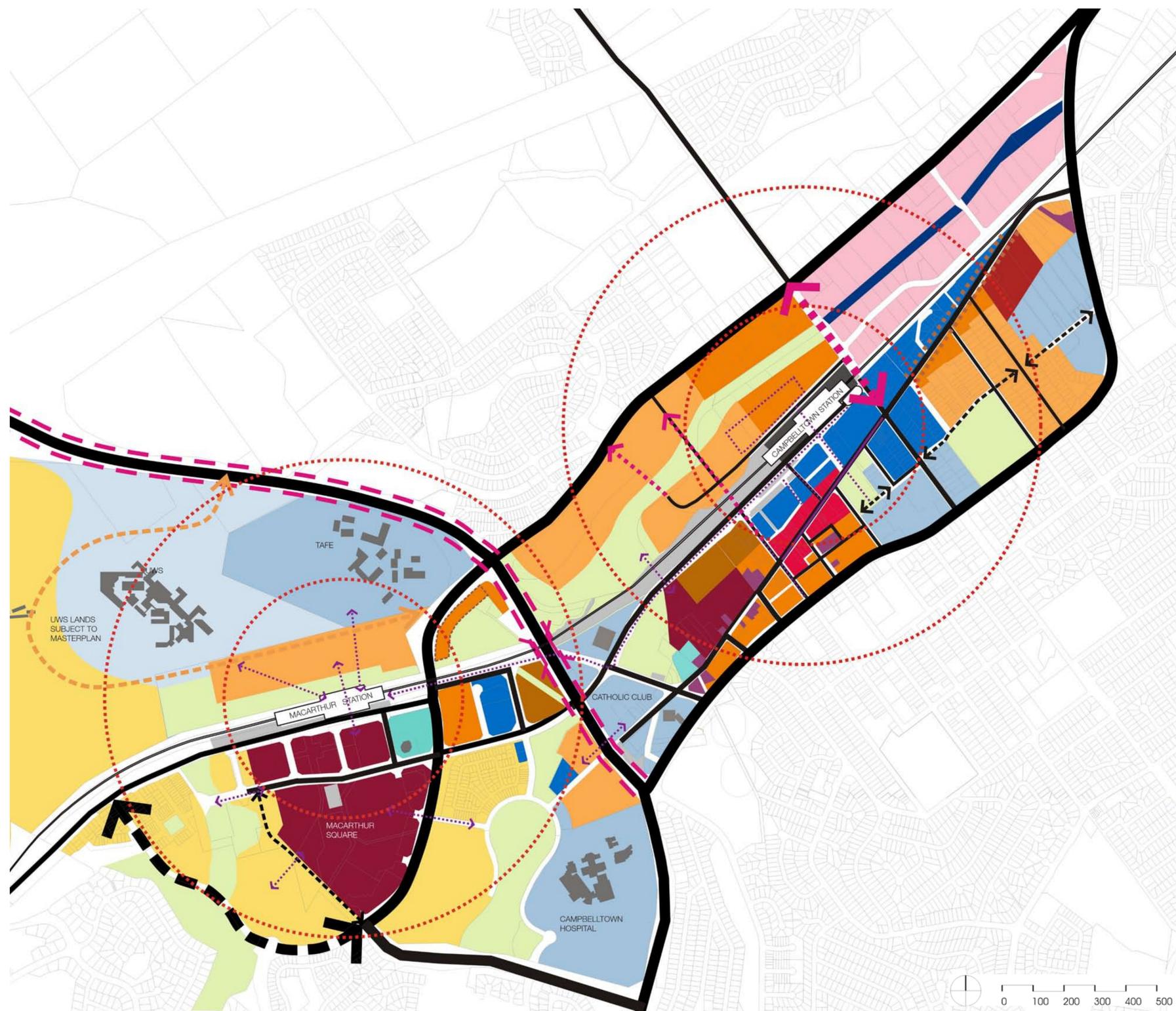
University of Western Sydney and Western Sydney TAFE Planning for residential development on land within the UWS Campus is currently being undertaken. The University is also about to start construction of a new Medical School. The University expects the number of students to grow substantially over the next 15-20 years.

Macarthur Station upgrades are planned as part of the expansion of Macarthur Square, UWS and Macarthur Gardens.

Macarthur gardens: Approximately 900 dwelling units situated to the south west of Macarthur Square and extending over to the north side of the railway.

Campbelltown hospital and Park central Approximately 550 homes and a retirement village complex between Campbelltown Hospital and Macarthur Square. Local retail and commercial space is also proposed.

Remaining development potential includes land between Macarthur Square and the railway Station, the Bolger Street commuter Parking, and land between Macarthur Square and Macarthur gardens. A carefully resolved design that retains a 'green gateway' to the city offers an opportunity to redevelop the Tindall Street Precinct and develop the Gilchrist Drive fringe of Gilchrist Oval.



STRUCTURE PLAN

The Structure Plan is a 25 year plan for growth and change in the Campbelltown-Macarthur precincts. Its main objectives are to establish a regional competitive advantage for the City while preserving and enhancing the character of the district precincts. Campbelltown Structure Plan recognises the Campbelltown CBD core and the adjacent Blaxland Road and North Queen Street Precincts. It integrates two sides of Campbelltown currently divided by the railway into a cohesive and connected whole. The station is its primary focus because it will become Campbelltown's public transport gateway as well as the CBD's major linking and image building element.

The Structure Plan articulates how improvements to access into the CBD core and its frame, and efficient internal pedestrian, cycle and vehicle movement, will be achieved. The Structure Plan identifies specific sub-precincts, land uses, development intensities and sites considered to be most important in implementing its overall vision. Key sites on Farrow Road are owned by a few landowners willing to coordinate their planning.

The Macarthur Precinct's character will consolidate as development is completed and its regional role becomes more clearly defined. Current housing developments offer quality residential environments at medium to medium-high densities. They are an alternative to housing in the new release areas and a consolidation of older stock in existing areas.

At present, the UWS Campus, TAFE and Campbelltown Hospital are set in large open spaces, have limited access and are remote from one another. Macarthur Square operates as a discrete retail destination with parking for visitors and commuters. Action to improve pedestrian and vehicle access into and within the Macarthur Precinct must be taken to ensure it does not become a spatially and socially isolated enclave.

The Structure Plan recommends substantial upgrades to the arterial road network, better bus links to the west and north and improved pedestrian and cycle connections. The Tindall Street Precinct offers a long-term opportunity to integrate open space connections with high density residential.

CAMPBELLTOWN KEY PRECINCTS

The cultural Precinct provides a southern anchor to the Queen Street main street experience. Council's presence includes land, buildings and substantial road areas. These assets are a springboard for evolution of the Precinct and better management of the CBD's internal pedestrian and vehicle connections.

The proposed employment Precinct is the northern anchor for Queen Street with the Law Courts, Mawson Park and Council's current offices being its foundations. The Structure Plan also envisages employment-generating commercial and business service uses being developed along Hurley Street. This ensures that businesses seeking to move into Campbelltown can be assured their employees will have easy access to the redeveloped station.

The key sites on Hurley Street are Council's parking lots and the road alignment. Objectives for this area include the development of a pedestrian friendly boulevard with a calmed traffic system. Traffic modelling of the Campbelltown/Macarthur road network shows that vehicle movements on Hurley Street can be significantly reduced and this objective achieved, without significantly affecting overall traffic performance, compared to other options considered. The provision of additional parking supporting the Queen Street shopping experience, and upper level commercial uses, is essential.

Council's Moore Oxley Street car parks are another opportunity to intensify development around Queen Street while ensuring the scale and character of development is compatible with the low-density residential opposite. The idea of demonstrating the Live/Work Village concept on one site is discussed below. If successful, the remaining car parks could be developed along similar lines.

Council owns substantial areas of land east of Blaxland road and north of the railway. Much of the remainder is in the hands of a few owners who, it is understood, are willing to cooperate in developing their land.