
Minutes Summary

Extraordinary Meeting held at 7.00pm on Tuesday, 6 October 2015.

APOLOGIES

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

Other Disclosures

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Minutes of the Extraordinary Meeting of the Campbelltown City Council held on 6 October 2015

Present His Worship the Mayor, Councillor P Hawker
Councillor F Borg
Councillor G Brticevic
Councillor A Chanthivong
Councillor S Dobson
Councillor W Glynn
Councillor G Greiss
Councillor R Kolkman
Councillor P Lake
Councillor D Lound
Councillor C Mead
Councillor M Oates
Councillor T Rowell
Councillor R Thompson

Apology It was **Moved** Councillor Greiss, **Seconded** Councillor Borg that the **APOLOGY** from Councillor Matheson be received and accepted.

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

Also in Attendance

Council's External Auditor
Council's Manager Financial Services

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Councillor Hawker.

Council Prayer

The Council Prayer was presented by the General Manager.

DECLARATIONS OF INTEREST

There were no Declarations of Interest at this meeting.

EXTRAORDINARY MEETING OF THE CAMPBELLTOWN CITY COUNCIL MEETING TO BE HELD ON 6 OCTOBER 2015

1. BUSINESS: REPORT OF THE DIRECTOR BUSINESS SERVICES

1.1 Annual Financial Reports 2014-2015

Reporting Officer

Manager Financial Services

Attachments

Financial Statements 2014-2015 (distributed under separate cover - due to the size of the document)

A copy of the attachment that is distributed under separate cover is available on Councils website via the below link:

<http://www.campbelltown.nsw.gov.au/Financialinformation>

Report

Council resolved at its meeting held on 18 August 2015 to refer the 2014-2015 General Purpose Financial Reports and the 2014-2015 Special Purpose Financial Reports to audit. Following completion of the audit by Council's independent auditing firm, Intentus Chartered Accountants, and in accordance with Section 417 of the *Local Government Act 1993*, Council was issued with an audit opinion as outlined in the Auditor's reports.

Presentation of Financial Reports

Section 415 to Section 421 of the *Local Government Act 1993* outlines Council's annual financial reporting and auditing requirements. Council must give a minimum of seven days' notice of the public meeting at which the audited financial reports together with the Auditor's reports are to be presented. Initial public notice was given on Tuesday 22 September via the Macarthur Chronicle and on Wednesday 23 September via the Macarthur Advertiser.

In accordance with Section 420 of the *Local Government Act 1993*, any person may make written submissions to the Council with respect to the audited financial reports or the Auditor's reports. Council must ensure that copies of all submissions are referred to Council's Auditor together with any action that Council considers appropriate in response to submissions received. There have been no submissions received in regard to the Financial Reports at the time of writing this report.

In accordance with Section 418 of the *Local Government Act 1993*, Council is required to hold a public meeting to review the Financial Reports within five weeks of receiving the Auditor's reports. Section 419 of the *Local Government Act 1993* advises that Council's Auditor may attend the meeting at which the Financial Reports are presented. Mrs Leanne Smith, Partner of Council's independent auditing firm, Intentus Chartered Accountants will be in attendance to make a presentation and discuss any matters that Council may wish to raise.

The Financial Report

The Financial Reports have been prepared in accordance with the Australian Equivalents to International Financial Reporting Standards, other authoritative pronouncements of the Australian Accounting Standards Board, Urgent Issues Group Interpretations, the *Local Government Act 1993* and regulations thereunder, the Local Government Code of Accounting Practice and Financial Reporting (Update 22) and the Asset Accounting Manual.

Operational Result

The operating result for the period is an increase in equity of \$200m which includes depreciation of Council's infrastructure assets, capital grants and contributions and gains on revaluation of infrastructure, property, plant and equipment. The operating result before capital grants and contributions provided a surplus of \$7.4m. Capital grants and contributions amounted to \$11m which results in an adjusted operating result after capital grants and contributions of a surplus of \$18.4m.

In complying with the Australian Accounting Standards, any income received during the year must be brought to account in that financial period. As such any grant income, developer contributions and other income is brought to account when received or raised as an account receivable. The subsequent expenditure required from this income may not be carried out until a future financial period which distorts the operating result. These funds are however, protected by placing a restriction over the income. Details of restricted funds are disclosed in Note 6c to the Financial Reports. For the 2014-2015 financial year, externally restricted funds which are required to be committed to the purposes for which they were provided, amount to \$26m.

In assessing the operational result, consideration should also be given to Council's adjusted net current assets position which has increased by \$1.6m. It is important to note that Council has committed an additional \$7.7m to its internal restrictions to ensure that these reserves are adequate to fund significant infrastructure projects. This adjusted net current assets position demonstrates that Council is not only able to meet its obligations in the short term, but that Council's level of restrictions can also be managed in the longer term.

Performance Measures

The Office of Local Government requires a minimum number of prescribed indicators to be presented in Note 13 of the Financial Reports as follows:

Operating Performance

The operating performance percentage measures Council's achievement in containing operating expenditure within operating revenue. This indicator has significantly improved for 2014-2015 to 4.86% and Council continues to strive to meet the benchmark of >0.

| 2015 | 2014 |
|-------|--------|
| 4.86% | -2.92% |

Own Source Operating Revenue

The own source operating revenue percentage measures fiscal flexibility and the degree of reliance on external funding sources such as grants and contributions. This indicator has remained consistent for 2014-2015 at 73.8% and remains above the benchmark of >60%.

| 2014 | 2014 |
|-------|-------|
| 73.8% | 73.3% |

Unrestricted Current Ratio

The unrestricted current ratio assesses the adequacy of working capital and the ability to satisfy obligations in the short term from the unrestricted activities of Council. This indicator has increased for 2014-2015 to 3.67:1. This ratio has consistently remained above the benchmark of 2:1 as a result of the retirement of debt and budget surpluses.

| 2015 | 2014 |
|--------|--------|
| 3.67:1 | 3.44:1 |

Debt Service Cover Ratio

The debt service cover ratio measures the availability of operating cash to service debt and lease repayments. This ratio has increased in 2014-2015 due to the successful \$8.5m borrowings under the Local Infrastructure and Renewal Scheme. It is Council's current policy to maintain a low ratio and has been consistently higher than the benchmark of >2.

| 2015 | 2014 |
|--------|--------|
| 5.49:1 | 3.81:1 |

Rates and Annual Charges Outstanding Percentage

The rates and annual charges outstanding percentage is reported to Council on a monthly basis as part of the Rates Summary Report. The percentage as at 30 June 2015 stood at 4.05%, which is a significant improvement on recent years. Council continually monitors opportunities to improve the collection of outstanding amounts as well as the adequacy of recovery efforts impacted by socio-economic factors.

| 2015 | 2014 |
|-------|-------|
| 4.05% | 4.29% |

Cash Expense Cover Ratio

Indicates the number of months Council can contribute paying immediate expenses without additional cash flow. Council is above the benchmark of >3 months.

| 2015 | 2014 |
|-------|------|
| 10.39 | 8.21 |

The Budget Result

The budget result for the year is aligned to funding and takes into consideration Council's total expenditure and revenue, including not only operational items but capital expenditure, loan borrowings and sale of assets. Council's original budget predicted a balanced budget for the 2014-2015 financial year, which was maintained through quarterly reviews. The final result was a small surplus of \$137k which is an excellent outcome for Council.

Infrastructure Assets

Council's fixed assets continue to be re-valued in accordance with Australian Accounting Standards and as at 30 June 2015, all asset classes are stated at their fair value and will be re-valued every three years or as significant changes affect assets. Council should note that this significantly impacts depreciation which has a flow on effect, increasing the difficulty in maintaining a surplus operating result before capital grants and contributions.

Special Schedule 7 details the condition of Council's buildings and infrastructure and highlights a current backlog of \$26.3m which is a reduction of \$7.4m from the previous year. This backlog and future funding gaps is being addressed by the special rate variation and loan borrowings under the Local Infrastructure Renewal Scheme.

Summary

Council as at 30 June 2015 remains in a sound and stable financial position for the short to medium term. After allowing for capital grants and contributions, the operational surplus of \$18.4m has now been consolidated into Council's total equity which now stands at \$2.125b.

Council's financial performance indicators continue to be above industry benchmarks. The ratios adequately provide for the delivery of the objectives set out in Council's Operational Plan. Council's financial indicators will be highlighted in the presentation at the Annual General Meeting.

Some of the items to note for the 2014-2015 financial period include:

- \$34m increase to Council's infrastructure, property, plant and equipment assets, of which \$19m related to renewal or refurbishment works. Expenditure on Council's roads, bridges and footpaths amounted to \$16m including \$700k for Eagle Vale Drive upgrade, \$8.5m in road network renewal partially funded by the Local Infrastructure Renewal Scheme. Expenditure on Council's buildings amounted to \$6m of which \$1.2m was for the refurbishment of amenities at Bradbury and Waminda Ovals and \$560k towards refurbishment of Macquarie Fields Indoor Sports Centre.
 - Funds set aside for internally restricted reserves have increased by \$7.7m to \$66m
 - Council's investment portfolio contributed \$3.5m in revenue to Council's operational result as per budget predictions despite a slowing of the economy and subsequent reductions in interest rates
 - Recognition of non-cash dedication revenue of \$3.8m, being \$1.5m in S94 contributions for Glenfield Road and \$2.3m in dedicated road, kerb and gutter and stormwater asset values recognised
-

- All performance measures exceed benchmarks reflected on Note 13 to the Financial Reports.

Officer's Recommendation

That the Financial Reports and Auditor's Reports for the period 1 July 2014 to 30 June 2015 be received and noted.

Council Meeting 6 October 2015 (Glynn/Thompson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 180

That the Officer's Recommendation be adopted.

2. BUSINESS: REPORT OF THE DIRECTOR STRATEGY

2.1 Glenfield to Macarthur Urban Renewal Corridor Strategy

Reporting Officer

Director Strategy

Attachments

1. Glenfield to Macarthur Urban Renewal Corridor Strategy (distributed under separate cover - due to the size of the document - available on Council's website)
2. Glenfield Precinct - Land Use and Infrastructure Analysis (distributed under separate cover - due to the size of the document - available on Council's website)
3. Macquarie Fields Precinct - Land Use and Infrastructure Analysis (distributed under separate cover - due to the size of the document - available on Council's website)
4. Ingleburn Precinct - Land Use and Infrastructure Analysis (distributed under separate cover - due to the size of the document - available on Council's website)
5. Minto Precinct – Land Use and Infrastructure Analysis (distributed under separate cover - due to the size of the document - available on Council's website)
6. Leumeah Precinct – Land Use and Infrastructure Analysis (distributed under separate cover - due to the size of the document - available on Council's website)
7. Campbelltown Precinct – Land Use and Infrastructure Analysis (distributed under separate cover - due to the size of the document - available on Council's website)
8. Macarthur Precinct – Land Use and Infrastructure Analysis (distributed under separate cover - due to the size of the document - available on Council's website)

Purpose

The purpose of this report is:

1. to provide Council with an overview of the Glenfield to Macarthur Corridor Strategy and the potential implications of the Strategy for the Campbelltown Local Government Area (LGA)
2. to seek Council's overall support "in principle" for the Strategy, subject to a number of matters being addressed
3. to endorse the matters raised in this report for inclusion within a Council submission to the NSW Department of Planning and Infrastructure on the Strategy
4. to recommend to Council that it receive a number of further detailed reports relating to certain matters arising from its consideration of the strategy

History

Senior Council planning staff members have been working closely with the NSW Department of Planning and Environment to assist in the Department's preparation of a land use and infrastructure strategy for land in close proximity to the railway stations, extending from Glenfield to Macarthur.

The Strategy, known as the “Glenfield to Macarthur Urban Renewal Corridor Strategy” was placed on public exhibition by the Department for an initial period extending from 27 July to 24 August 2015, but a decision was made to extend the exhibition until 14 September 2015.

At the time of writing this report, it was understood that the Department had received a total of 81 submissions in response to the public exhibition of the draft Strategy, and had advised that 77 of those submissions were generally supportive.

On the evening of 9 September 2015, the Director Strategy provided Councillors with a briefing about the Strategy and raised a number of issues relevant to Council’s consideration of the matter.

Report

Introduction

The new Metropolitan Strategy – “A Plan for Growing Sydney”, which was released in December 2014, formally recognises Campbelltown-Macarthur as a Regional City Centre for the first time. It also sets the following priorities for the south-west subregion of Sydney (which comprises the local government areas of Camden, Campbelltown, Fairfield, Liverpool and Wollondilly):

- build and maintain a competitive economy
- accelerate housing supply, choice and affordability and build great places to live
- protect the natural environment and promote its sustainability and resilience

One of the key actions of the Metropolitan Strategy to address the priorities is to “Identify suitable locations for housing, employment and urban renewal – particularly around established and new centres and along key public transport corridors including the Cumberland Line, the South Line, the Bankstown Line, the South West Rail Link and the Liverpool-Parramatta T-Way.”

The Glenfield to Macarthur Urban Renewal Corridor Strategy is one mechanism to support the Regional City Centre and addressing the Metropolitan Strategy’s priorities for the south-west, and the above key action. It is a draft strategic planning framework to guide future development and infrastructure delivery throughout the Glenfield to Macarthur corridor over the next 20 years. It provides detailed documentation in support of future growth in south-west Sydney and identifies opportunities for additional housing and employment opportunities in close proximity to existing public transport, employment areas and the Campbelltown/Macarthur Regional City Centre.

The Strategy includes a detailed analysis of opportunities for future development along the 15km corridor in identified precincts generally defined by an 800m to 1.5km radius (or 10 to 20 minute walk) from Glenfield, Macquarie Fields, Ingleburn, Minto, Leumeah, Campbelltown and Macarthur railway stations.

The Strategy articulates a future vision and character for each precinct area, proposed dwelling types and forecast numbers of new dwellings as well as jobs that could be accommodated and produced by 2036. The strategy also nominates potential improvements to community facilities, public spaces, the transport network and other infrastructure needed to achieve sustainable growth.

The strategy focuses on promoting community discussion about the vision for each precinct, guiding future development and would inform more detailed precinct planning (including statutory planning) and infrastructure investigations for land within the corridor.

Aims of the Strategy

The South-West subregion is the fastest growing area in Sydney. It is anticipated that over the next 20 years, Sydney will generate demand for an additional 664,000 homes and 689,000 jobs, and these demands need to be planned for now, partly via opportunities for urban renewal in areas close to public transport and existing business centres. Identifying these opportunities, as well as opportunities for improving public spaces and infrastructure coordination within the Campbelltown LGA, is a priority action of the NSW Government and will benefit the future economic growth of the LGA and the broader region.

The Glenfield to Macarthur Urban Renewal Corridor Strategy focuses on providing transit oriented development. It envisages the transformation and revitalisation of areas in the vicinity of the seven railway stations between Glenfield and Macarthur, in order to provide a connected, accessible corridor with opportunities for living, working and recreation.

The Strategy therefore aims to:

1. identify the environmental and built form constraints and opportunities for urban renewal
2. develop a vision and land use plan for each identified precinct
3. project appropriate housing and employment growth to 2036
4. be informed by economic feasibility analyses
5. incorporate a high level infrastructure capacity analyses
6. identify the infrastructure required to support projected growth
7. develop a framework to guide future land use change (development)
8. provide an evidence base for more detailed precinct planning
9. establish an implementation and monitoring framework (to monitor the take-up and success of the Strategy).

Process for preparing the Strategy

The following methodology was used to prepare the Strategy on a precinct by precinct basis:

1. Identification of Study Boundary Area
2. Constraints Analysis
3. Development of a Vision for the Study Area
4. Preparation of a Draft Land Use and Infrastructure Plan (the Strategy)
5. Projection of likely housing and jobs growth under the Strategy
6. Identification of strategic level infrastructure requirements to support projected growth
7. Determine actions and implementation strategies to deliver the Strategy.

A constraints analysis and detailed technical investigations were undertaken by the Department of Planning and Environment (with input from senior Council staff) to determine the potential for growth and the infrastructure needed to support growth within the corridor area.

A range of assumptions relating to space requirements and potential floor space ratios for different land uses were used in preparing projections for dwellings and jobs within each precinct. The projections are conservative and it is considered that additional development capacity exists within each precinct area, compared to the projections that actually appear in the strategy.

The principles of ecologically sustainable development were also taken into consideration.

The following studies have informed the Land Use and Infrastructure Strategy:

- **Urban Design** (comprehensive constraints analysis, precinct visions and land use plans)
- **Transport** (constraints and opportunities related to the transport network and strategic transport improvements to support projected growth)
- **Market Demand** (dwelling and employment growth predictions and take up rates for each precinct)
- **Economic Feasibility** (housing potential and feasibility under existing and proposed controls)
- **Employment Lands** (employment analysis for the corridor and each precinct)
- **Social Infrastructure** (assessment of open space and community facilities required to support projected growth)
- **Public Domain** (options to guide public domain and landscape improvements)
- **Green Grid Analysis** (identification of potential linkages and open space improvements within the corridor and surrounding area)
- **Utilities and Services** (assessment of utilities and service capacity in the corridor)

The Strategy has identified that the corridor is generally well serviced by open space, community facilities and educational facilities. In terms of open space, an extensive network including local and district sporting and recreation facilities exists with the current provision of space exceeding traditional benchmarks and able to service projected population growth. The Strategy suggests that there may be value in Council considering alternative uses for some underutilised open space land within the corridor.

The corridor is also well serviced by community facilities, many of which have spare capacity to accommodate projected growth. The Strategy recommends that in the medium to longer term, Council may wish to consider redeveloping the Glenfield community centre into a contemporary multi-purpose community facility and review the potential for integrating/expanding the Greg Percival Library and Community Centre in Ingleburn. It also suggests that Council may wish to examine the feasibility of a district scale community hub and expanded library to serve the Campbelltown-Macarthur Regional City Centre precinct as well as the wider LGA and region.

In terms of education facilities, the Department of Education and Communities has estimated that the projected growth can largely be accommodated by providing additional infrastructure on existing school sites. It is estimated that one new primary school would be required to service the Campbelltown and Macarthur precincts, approximately 41 additional primary school and 40 additional high school teaching positions and associated infrastructure would be required to service the projected growth, but that no additional high schools would be likely to be required.

The Land Use and Infrastructure Strategy is supported by an Integrated Transport Strategy. This is a strategic transport assessment that was commissioned by Transport for NSW. It proposes to improve the transport network for all forms of transport. The proposed transport network aims to:

- improve walking and cycling connections to railway stations and between precincts
- reduce indirect bus routes and increase regional bus route frequency
- improve road and street legibility and permeability throughout the Corridor
- protect passenger and freight rail and allow for growth
- protect key freight routes into major employment areas and activity centres to facilitate efficient local and regional freight movements.

Some of the key network improvements identified as part of the Transport Strategy include:

- potential regional road upgrades to improve network connections at Cambridge Ave in Glenfield and Devon and Chester Roads over the railway line in Ingleburn
- parking studies for each precinct to better address demand and improve mode share
- potential extension of Badgally Road to Broughton Street to improve pedestrian, cycle and public transport access to Campbelltown railway station and the CBD
- increase and better tailor rail services
- potential improvements to Sydney's suburban bus network to create a more connected system
- a new regional cycle route from Glenfield to Macarthur to complement the rail network and surrounding area and to connect the centres
- local cycle and pedestrian network improvements to encourage walking and cycling within the corridor and to enhance accessibility to each of the centres.

New Housing and Employment Growth Projections (within the Corridor)

The Strategy identifies projected growth estimates for additional housing and jobs within the corridor to 2036. The Strategy aims to provide for approximately an additional 15,000 dwellings within the corridor via increasing building heights (from 3-12 storeys depending upon the location, function and position of each centre in the retail centres hierarchy) in areas close to railway stations (within approximately 400-800m). The development of mixed use centres is also proposed around some railway stations to provide opportunities for increased retail and residential development. It is generally proposed that the existing character of areas located further away from the railway stations would be retained with a mixture of lower density residential dwelling types.

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

The Strategy projects approximately an additional 20,000 jobs within the corridor in the period to 2036. It is anticipated that the largest increases in jobs would be in the education and health care sectors (8000 jobs) and in retail (7000 jobs). It promotes retention and enhancement of existing employment and industrial areas and identifies new potential business park precincts for higher order employment uses in areas located close to larger centres and key educational facilities. It also recognises the increasingly important commercial function of the Campbelltown-Macarthur Regional City Centre.

Precinct Visions

The Strategy sets out a specific vision for each of the seven precincts within the corridor:

| Precinct | Vision |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Glenfield | "A vibrant local centre and transport interchange for the south-west" |
| Macquarie Fields | "A local village centre" |
| Ingleburn | "A vibrant town centre that strengthens Ingleburn's unique urban village character and desirability as a place to live" |
| Minto | "An important employment centre that also meets the local community's retail needs" |
| Leumeah | "A regionally significant sporting, recreation and entertainment precinct for south west Sydney" |
| Campbelltown | "Campbelltown-Macarthur is a Regional City Centre offering higher order civic, cultural, employment, residential and retail opportunities" |
| Macarthur | "Macarthur will complement Campbelltown as a Regional City Centre, with world class health facilities, integrated educational institutions, more diverse housing, a premier retail precinct and attractive public spaces" |

Issues for Council's consideration

A number of key themes emerge as general matters of importance across the whole of the corridor, and these are summarised as follows:

- enhancing the liveability and amenity of centres is fundamental to their revitalisation
- there is a potential role for Council and the Government to work collaboratively and creatively to review planning controls as well as the utilisation of their assets, to drive the provision of some new housing in the centres at an affordable price point

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- the “activation” of public spaces is critical to the longer term revitalisation and economic/social sustainability of each centre in the Corridor – their treatment and utilisation, the need to recognise their contribution and value to “place making”, and the significance of ensuring development that fronts these spaces contributes to their activation must not be underestimated
- there is a need for enhanced “connectivity” within, around and across each precinct, to each centre itself, across the wider corridor area, as well as throughout the LGA and region more broadly
- there is a critical need to optimise opportunities for integrating land use and transport planning and delivery for the sake of ensuring the revitalisation of centres
- the significance of underpinning population growth with opportunities for employment generation cannot be understated, and it is clear that a more pro-active job creation program to be implemented in tandem with centre revitalisation is a critical challenge for the Government and Council
- the importance of planning and delivering higher level and local infrastructure to support the housing and employment growth aspirations of the Strategy is fundamental
- the Strategy identifies a real potential to link existing and proposed future open spaces and green corridors into the broader “green grid” of the Glenfield to Macarthur corridor, thereby increasing community connectivity and access to centres and facilities.
- Council’s and the NSW Government’s landholdings within each of the centre precincts and the potential for these assets to help shape their future form, function, sustainability and assist in the delivery of key infrastructure at each centre is significant
- in each centre there is a need to have one or more places that facilitate social activity e.g. a piazza/town square
- there is support for the development of consolidated/multipurpose community facilities in key centres as the Corridor develops and as part of the centre revitalisation process.

Further, and in an overall sense, it is also important that Council moves forward expeditiously towards the finalisation of flooding and drainage strategies for each centre, and in particular for Campbelltown/Macarthur, Ingleburn and Leumeah, as a matter of high priority.

This is because flooding and drainage have the potential to constrain future development and Council’s policies for these constraints must be taken into account as part of precinct planning at a more detailed level.

The following section of this report provides a brief overview of the intended outcomes for each centre precinct and highlights a number of items that are considered worthy of Council’s consideration.

Glenfield

The Glenfield precinct is described as “A vibrant local centre and transport interchange for the south-west”.

| PRECINCT | GLENFIELD |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vision | “A vibrant local centre and transport interchange for the south-west” |
| Desired Future Character | <ul style="list-style-type: none"> • An enhanced local mixed use centre with ground floor retail capitalising on the highly connected and accessible station • A mix of land uses including ground floor retail and creation of an urban plaza • Creation of local jobs • A variety of housing types within walking distance of the station • Retain the existing character of areas east of Canterbury Road and south of Fawcett Road, with a mix of detached dwellings and town houses |
| Suggested Building Height Range | 1-6 storeys |
| Additional Dwelling Estimate (by 2036) | 2,800 |
| Additional Jobs Estimate (by 2036) | 970 |
| Key Infrastructure and Major Facilities | <ul style="list-style-type: none"> • Potential extension of Cambridge Ave to Campbelltown Road (subject to a detailed transport analysis) • Potential redevelopment of the Glenfield Community Hall to create a contemporary, multi-purpose community facility • Highly connected and accessible railway station with improved connections for pedestrians and cyclists • Additional kiss-and-ride facility on the eastern side of the station • New regional cycle route perpendicular and parallel to the railway line and local cycle network improvements • Review Kennett and Seddon Parks to improve passive recreation opportunities • Improve open spaces and linkages • Potential expansion of existing schools to accommodate growth |

A range of matters have been identified below, which are of potential interest to Council, some of which may be appropriate for inclusion in any submission Council may wish to make to the Department in response to the exhibition of the Strategy.

Comments

- Council may wish to seek confirmation over the Government’s intentions for the future of the Hurlstone Agricultural High School and the surplus land forming part of the south west rail corridor. Any existing and future proposed land uses and their relationship to the centre should be taken into account in future detailed precinct planning

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- The need for the extension of Cambridge Avenue to link with Campbelltown Road (should the Moorebank Intermodal facilities proceed) is recognised, however, it is considered that the road extension needs to occur regardless, and must include a bridge over the Georges River
 - The proposed new kiss-and-ride facility at Glenfield station should be jointly funded with a government agency contribution
 - The proposed built form outcomes, and particularly the proposed 3-6 storey building heights for land within 700-800 metres of the station, are not considered unreasonable, however consideration could be given to increasing the maximum building height to 8 storeys particularly if additional employment opportunities (linked to redevelopment of the Glenfield Waste site and taking into account any future plans for the High School) can be identified
 - There is a need for investigations into car parking to be expedited for this precinct, including commuter car parking and centre related parking.
 - The suggested improvements and upgrades to Seddon Park have merit
 - Some opportunities to activate the space along Railway Parade, particularly in close proximity to the railway station, are worthy of more detailed investigation
 - A detailed precinct open space strategy is required in order to determine appropriate developer contributions and other funding sources, particularly opportunities for embellishment of open space with recreation facilities
 - A detailed investigation needs to take place into the future development of a multi-purpose community facility and taken into account as part of any infrastructure delivery plan (including local development contributions, VPAs, and grant funding where appropriate)
 - A precinct traffic and transport management plan to confirm local road and traffic management improvements to sustain future growth and amenity must be undertaken as part of any precinct planning and taken into account as part of an infrastructure delivery plan (including grant funding, local development contributions, VPAs, potential Special Infrastructure Contributions and grant funding where appropriate)
 - The proposed connection to the surplus rail corridor land through Seddon Park requires further investigation to avoid the need to sever Seddon Park and thereby potentially compromising its usability
 - It is considered that another road on the western side of the rail line is required – this could potentially be addressed by extending Roy Watts Road across the front of the Hurlstone site (as it faces the rail line) and to link this road extension to the proposed residential areas located on the northern side of the South West Rail Link
 - Council should request clarification over the purpose of the southern-most connection shown on Figure 22
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2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- In partnership with Government, review opportunities to create additional future employment opportunities associated with the Hurlstone Agricultural High School that help sustain the high school and add value (in terms of employment creation in education and research/development and related activities including those which potentially and specifically relate to rural and agricultural science)
- Seek funds from the Sydney Region Open Space Fund for regional open space embellishments (as recommended by the strategy)

Macquarie Fields

The Macquarie Fields precinct is described as “A local village centre”

| PRECINCT | MACQUARIE FIELDS |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vision | “A local village centre” |
| Desired Future Character | <ul style="list-style-type: none"> • Establish a small scale mixed use local centre at the station with a variety of ground floor retail uses to complement the Glenquarie Town Centre • Creation of local jobs • A variety of housing types close to the station • Retain the existing character of areas east of Parkland Ave, with a mix of detached dwellings and town houses • Promote ecological corridors and connections along Redfern Creek <p>through the open spaces and reserves (including Milton Park) and towards the Georges River</p> |
| Suggested Building Height Range | 1-4 storeys |
| Additional Dwelling Estimate (by 2036) | 400 |
| Additional Jobs Estimate (by 2036) | 780 |
| Key Infrastructure and Major Facilities | <ul style="list-style-type: none"> • Potential to extend/connect Victoria Road and Railway Parade over Redfern Creek to enhance amenity and access to the station and centre • Investigate extending local bus services in the northern part of the precinct (including Victoria Road) • New regional cycle route perpendicular and parallel to the railway line and local cycle network improvements • Open space embellishment, including replacing aging playgrounds and park furniture • Enhance Bob Prenter Reserve to function as a district level recreational facility • Potential longer term expansion of the Macquarie Fields Leisure Centre into a regional aquatic facility • Potential medium to long term need to investigate upgrading Glenquarie Library and Neighbourhood Centre • Potential expansion of existing schools to accommodate growth |

A range of matters have been identified below, which are of potential interest to Council, some of which may be appropriate for inclusion in any submission Council may wish to make to the Department in response to the exhibition of the Strategy.

Comments

- The proposed built form outcomes, and particularly the proposed 3-4 storey building heights within 700-800 metres of the station, are not considered unreasonable
- There is a need to investigate car parking within the precinct, including commuter car parking and centre related parking
- Construction of the proposed road over Redfern Creek is considered appropriate and is supported. However given the limited extent of future development in the precinct, it will be unlikely to be able to be funded from Section 94 contributions or voluntary planning agreements alone and additional sources of funding will be required to be identified
- This centre precinct ranks lower in priority for follow up with more detailed precinct planning, given the extent of predicted growth
- The proposed cycle networks linking to Macquarie Links Golf Course require further investigation
- A detailed precinct open space strategy is required in order to determine appropriate developer contributions and other funding sources, particularly opportunities for embellishment of open space with recreation facilities – it being noted that the proposed development increase in the precinct is only modest, thereby restricting the funding of new infrastructure from Section 94 contributions and voluntary planning agreements alone
- There is a need to seek funds from the Sydney Region Open Space Fund for regional connections and open space embellishments

Ingleburn

The Ingleburn precinct is described as “A vibrant local centre and transport interchange for the south-west”.

| PRECINCT | INGLEBURN |
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| Vision | “A vibrant town centre that strengthens Ingleburn’s unique urban village character and desirability as a place to live” |

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

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| Desired Future Character | <ul style="list-style-type: none"> • Maintain the existing scale and village character of the town centre by restricting building heights fronting Oxford Street to 2 storeys, with higher residential and commercial buildings (4-8 storeys) set back from the street • Strengthen Oxford Road as a prominent retail and commercial centre • Reinforce Ingleburn's role as a major industrial centre for the south west • Residential and commercial buildings between 4 and 8 storeys near the station and surrounding the town centre • Provide a variety of housing types close to the station • Retain the existing character of areas south of Chester Road, with a mix of detached dwellings and townhouses • Longer term revitalisation of existing employment lands through development of a business park with direct access to the station |
| Suggested Building Height Range | 1-8 storeys |
| Additional Dwelling Estimate (by 2036) | 1,400 |
| Additional Jobs Estimate (by 2036) | 4,000 |
| Key Infrastructure and Major Facilities | <ul style="list-style-type: none"> • Investigate potential new road connection over the rail line between Devon Road and Chester Road to improve east-west connections and access (subject to more detailed transport analysis) • Possible use of Ingleburn Public School land by the community on weekends (to be investigated) • Embellishment of Memorial Oval • Two kiss-and-ride facilities on either side of Ingleburn station • Provide a new green link along Redfern Creek connecting Wood Park and the centre • New regional cycle route perpendicular and parallel to the railway line and local cycle network improvements • Green link along Redfern Creek connecting with the centre • Future opportunities to integrate and expand Greg Percival Library and the Ingleburn Community Centre • Potential expansion of existing schools to accommodate growth |

A range of matters have been identified below, which are of potential interest to Council, some of which may be appropriate for inclusion in any submission Council may wish to make to the Department in response to the exhibition of the Strategy.

Comments

- There is a considerable of consistency between Council's draft Ingleburn Structure Plan and the Corridor Strategy Ingleburn Land Use and Infrastructure Plan

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- Figures 9 – Open Space Network, is in error as it shows an existing passive open space corridor linking Ingleburn Road/Macquarie Road to Redfern Street and then to Milton Park. No such open space corridor exists and the land is mostly privately owned with the presence of a number of detached houses. This figure is inconsistent with the Land Use and Infrastructure Plan (Figure 22) and also Figure 25. There appears to be little to no justification for the required land acquisition and the creation of such a corridor. It is therefore requested that Council require the Department correct this error prior to the Strategy being finalised.
 - In response to the need to rectify the error mentioned above, Council should request the Department to amend the Land Use and Infrastructure Plan for Ingleburn (including Figures 22, 24 and 25) to extend the proposed High Rise Residential land use to cover the area bounded by James Street, the Southern Railway Line, and Macquarie Road; and extend the proposed Medium Rise Residential land use to cover the area bounded by James Street, Redfern Street and Henderson Road
 - Council should seek the Department's confirmation that the proposed retail and commercial core mandates retail and commercial uses at the ground and first floors only, permitting apartments above, in order to support the centre and street activation (including the night time economy)
 - The Ingleburn Land Use and Structure Plan proposal for high-rise residential (located between Boots Land and Cambridge Street and Norfolk Street and the proposed Mixed Use Retail area along Oxford Road) should be amended to accommodate retail and commercial uses at ground level to encourage street activation, but such uses should not be mandated, leaving apartment development permissible at ground level as well – this is consistent with recent advice Council received at a briefing from specialist economic consultants Hill PDA (who dealt with Council's draft Ingleburn Structure Plan). Council should request the Department's support to adopt this amendment
 - The proposed two storey building frontage along Oxford Road and setback for higher levels (from 3-6 storeys) is worthy of support subject to Council being satisfied that the amenity and solar access to Oxford Road pedestrian areas are not adversely affected
 - The proposed built form outcomes of 7-8 storeys in the High Rise Residential and 3-6 storeys in the Medium Rise Residential areas and the Mixed Use Retail and Residential area within 800m of the station, are not considered to be unreasonable and are compatible with the scale of development set down in the vision for the Ingleburn Centre
 - The business park proposal for land on the western side of the railway line is worthy of support for more detailed investigation (including economic feasibility assessment)
 - Improved access to the centre via the arterial road network is considered essential, as is the development of the Chester Road and Devon Road railway overbridge link (or a similar east-west link via a different road connection such as the extension of Stennett Road which is considered to be more appropriate)
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2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- Connection of Devon and Chester Roads (or an alternative east-west connection over the rail line), and better accessibility to the centre from the arterial road network must not be at the sole cost to be borne by Council and developer contributions. It is considered that the NSW Government has a responsibility to make a funding contribution towards supporting the improved connectivity of the centre to the arterial road network, thereby assisting with the longer term economic viability of the centre
 - Funding of the kiss-and-ride facilities needs to be shared by Council and the relevant Government agencies and the proposed kiss-and-ride facilities need to be a more extensive interchange
 - It is imperative that bus/rail connections/interchanges are provided on each side of the railway station at Ingleburn
 - Linking Williamson Road directly over the rail line and into the Ingleburn Town Centre is worthy of further consideration
 - Council's proposal for a Minto/Ingleburn bus/truck only route needs to be included on the Strategy's maps
 - Council requires an assurance from the Department that industrial offices proposed to be permitted in the Industry and Innovation area do not detract from demand for office space that would otherwise be accommodated via new opportunities created in the business park and also within the commercial and retail core of the Ingleburn Centre
 - It is imperative that the Campbelltown-Liverpool Priority Bus Route be redirected via Ingleburn Centre and station to provide direct connectivity from Ingleburn Centre to the two regional city centres, and add extra support to Ingleburn as a major employment destination that takes benefit from increased mode share
 - Examine the potential of a landscaped cycleway/pedestrian link, connecting the Ingleburn Centre with Milton Park possibly via Carlisle Street, Macquarie Road, Gordon Avenue and either Redfern Creek or Henderson Road
 - Review the need for the three new proposed passive (pocket) parks to serve higher density development around the centre, as the area already has a significant supply of public open space
 - Opportunities to activate public spaces in the proposed town square area should be examined in greater detail to capitalise on major pedestrian movement patterns and complement existing and future cafe and restaurant activities (within buildings and on-street/footpath)
 - Consideration should be given to joining the Greg Percival Library and the Community Centre to create one facility in the longer term
 - Council's flood and drainage management strategy for Ingleburn Centre needs to be expedited so that detailed precinct planning can proceed, particularly as flooding and drainage constraints in this precinct have acknowledged potential to constrain development within the centre
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2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- A detailed precinct open space strategy is required in order to determine appropriate developer contributions and other funding sources, particularly opportunities for the embellishment of open space with recreation facilities
- In view of the work that remains outstanding in association with Council's draft Ingleburn Structure Plan, it is suggested that Council expedite the preparation of detailed precinct planning and associated statutory planning for the Ingleburn precinct generally consistent with the exhibited Land Use and Infrastructure Plan, subject to amendments that take account of the issues raised above

Minto

The Minto precinct is described as "An important employment centre that also meets the local community's retail needs".

| PRECINCT | MINTO |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vision | "An important employment centre that also meets the local community's retail needs" |
| Desired Future Character | <ul style="list-style-type: none"> • Ground floor retail and local jobs within an upgraded local centre around Minto Station that complements Minto Marketplace • A variety of housing types close to the station • Retain the existing character of areas north of Durham Street • Medium rise apartments west of Pembroke Road • Longer term potential for existing employment lands to accommodate industrial related office uses and greater job opportunities • Improved connections between Minto Marketplace and the station via improvements to Redfern Road to make it a key transit thoroughfare |
| Suggested Building Height Range | 1-6 storeys |
| Additional Dwelling Estimate (by 2036) | 400 |
| Additional Jobs Estimate (by 2036) | 1,900 |
| Key Infrastructure and Major Facilities | <ul style="list-style-type: none"> • Improvements to Redfern Road to make it a major transport route • Enhance Coronation Park as a district asset by diversifying uses and improving facilities including district level children's play facilities • Enhance Pembroke Park as a significant ecological asset • A kiss-and-ride facility on eastern side of Minto Station • New regional cycle route perpendicular and parallel to the railway line and local cycle network improvements • Potential expansion of existing schools to accommodate growth |

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

A range of matters have been identified below, which are of potential interest to Council, some of which may be appropriate for inclusion in any submission Council may wish to make to the Department in response to the exhibition of the Strategy.

- The Strategy views the Minto precinct as a diverse place which includes key employment land uses, located both within the existing industrial area and at Minto Mall. This is a realistic description of the significance of Minto within the context of the whole of the Glenfield to Macarthur Corridor.
 - The idea of employment creation by leveraging against the “logistics hub” formed by the Minto Intermodal Shipping Terminal and the Southern Sydney Freight Line should be explored further to provide for greater certainty as to how these jobs can be delivered
 - The proposed built form outcomes, including 3-6 storeys in the mixed-use retail areas and 3-4 storeys in the medium rise residential areas (within 800m of the station) are not considered to be unreasonable
 - There is currently a lack of road, cycle and pedestrian connectivity across the precinct (particularly in terms of east-west connectivity) given the rail line, large industrial holdings, as well as the lack of signalised pedestrian crossings along Minto Road, Redfern Road and Ben Lomond Road
 - There is a need for improved linkages (vehicle, cyclist and pedestrian) between the main retail area (Minto Mall) and the station precinct – this could potentially be achieved via the creation of an activated "boulevard" along Redfern Road and should be investigated in detail as part of any future precinct plan
 - The existing unconstrained land located in proximity to the eastern side of the Minto railway station could form part of the activation corridor/boulevard between Minto Mall and the station
 - The significant social infrastructure fronting Redfern Road provides additional incentive to create a major thoroughfare between the railway station and Minto Mall
 - The Minto local centre precinct (near the station) is considered suitable for redevelopment given its underdeveloped status - and significant public domain upgrades will be required both here and throughout the whole of the precinct
 - Opportunities for the potential redevelopment of the ground level commuter car parking facilities (which occupy a significant parcel of land adjacent to the indoor recreation centre at the station) should be explored, but regard must be given to the fact that this parking is also used by patrons of Coronation Park and the indoor recreation centre outside of commuting times. This is particularly important given that Coronation Park and the indoor recreation centre are already, and have further potential to be developed into a multi-functional district recreation area. These valuable community assets must be sustained into the future and their parking and accessibility requirements must be maintained as part of any precinct planning scenario
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2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- A detailed precinct open space strategy is required in order to determine appropriate developer contributions and other funding sources, particularly opportunities for embellishment of open space with recreation facilities – it being noted that the proposed development increase in the precinct is only modest, thereby restricting the funding of new infrastructure from Section 94 contributions and voluntary planning agreements alone
- Plans for the revitalised Minto Local Shopping Centre (at the station) should include upgraded seating and shade provision to encourage social activity
- The limited predicted potential future estimated development in and around the proposed local centre will restrict the extent of funding from Section 94 contributions and voluntary planning agreements for infrastructure upgrades
- Council's proposal for a Minto/Ingleburn bus/truck only route needs to be included on the Strategy's maps
- This centre precinct ranks lower in priority for follow up with more detailed precinct planning, given the extent of predicted growth.

Leumeah

The Leumeah precinct is described as “A regionally significant sporting, recreation, and entertainment precinct for south west Sydney”.

| PRECINCT | LEUMEAH |
|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vision | “A regionally significant sporting, recreation and entertainment precinct for south west Sydney” |
| Desired Future Character | <ul style="list-style-type: none"> • Redevelop Campbelltown Sports stadium and surrounding lands as a regionally significant sports, recreation and entertainment precinct and ‘gateway’ to the Regional City Centre • Opportunities for job creation • Enhanced local centre with ground floor retail, active streets and mixed residential uses centred on and connected to the station • Provide a variety of housing types within walking distance to the station • Potential for existing employment lands to accommodate more intense and job creating activities over time |
| Suggested Building Height Range | 1-8 storeys |
| Additional Dwelling Estimate (by 2036) | 1,000 |
| Additional Jobs Estimate (by 2036) | 1,880 |

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

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| Key Infrastructure and Major Facilities | <ul style="list-style-type: none"> • Potential redevelopment of Campbelltown Stadium and surrounds into a regional sports centre (subject to further funding and delivery investigations) • New regional cycle route perpendicular and parallel to the railway line and local cycle network improvements • Promote ecological corridors linking the precinct with Smiths Creek Reserve and the Georges River • Upgrade local recreation facilities (playgrounds) • Potential expansion of surrounding schools to accommodate growth • |
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A range of matters have been identified below, which are of potential interest to Council, some of which may be appropriate for inclusion in any submission Council may wish to make to the Department in response to the exhibition of the Strategy.

Comments

- The recognition by the NSW Government that the Leumeah precinct has the potential to develop into a regionally significant sporting, recreation and entertainment hub is welcomed and supported, particularly as a fundamental economic driver for the redevelopment of the Leumeah centre precinct, and the creation of significant new facilities for the Campbelltown Regional City and wider Macarthur Region as well as acting to incentivise new business investment and job creation.
- Council should formally request the support of the NSW Government to work in partnership with it and other key precinct stakeholders to identify the means of assuring the delivery of the regionally significant sporting, recreation and entertainment precinct, including the active investment of government in the enhancement of the Campbelltown Sports Stadium facility to satisfy regional demands and opportunities associated with the programmed urban growth of south western Sydney to 2036
- The Land Use and Infrastructure Plan should be amended to make it clear that the area proposed as ‘Cultural and Leisure’ would be able to support commercial, retail and other land uses that could demonstrate that they add viability to the achievement of the vision for the overall regional sport, recreation and entertainment precinct at Leumeah
- The proposed built form outcomes, including the proposed 7-8 storeys in the high rise and mixed use retail areas and 3-4 storeys in the medium rise residential areas within 800m of the station, are not considered to be unreasonable, and are considered to be in keeping with the vision for the precinct
- It is considered that the Strategy’s suggestion that no new Council facilities are likely to be required in the precinct needs to be reviewed as it is unclear how this conclusion has been drawn given the population is anticipated to increase to a total in the order of some 8000-9000 persons by 2036
- There is an immediate need to prepare a precinct accessibility and parking strategy that addresses the movement of vehicles, public transport and pedestrians/cyclists to, around and within the precinct including both visitor, resident and commuter movements

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- The regional bus route (connecting Liverpool to Campbelltown) needs to link to Leumeah railway station
- A detailed precinct open space strategy will be required in order to determine appropriate developer contributions and other funding sources, particularly opportunities for embellishment of open space with recreation facilities
- Council needs to consider the development potential of its strategic landholdings within the precinct as an opportunity to help shape the future form and function of the Leumeah Centre and to generate capacity to provide additional key infrastructure in the precinct
- In view of escalating development interest in the Leumeah precinct in association with the recent exhibition of the Glenfield to Macarthur Urban Renewal Corridor Strategy, Council is urged to expedite the preparation of detailed precinct planning and associated statutory planning for the Leumeah precinct, generally consistent with the exhibited Land Use and Infrastructure Plan, subject to amendments that take account of the issues raised above, and seeking the support of the Department in such a process.

Campbelltown

The NSW Government announced Campbelltown/Macarthur as Sydney's newest Regional City Centre in December 2014. The Campbelltown precinct is described as part of the Regional City Centre offering higher order civic, cultural, employment, residential, and retail opportunities.

| PRECINCT | CAMPBELLTOWN |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vision | "Campbelltown-Macarthur is a Regional City Centre offering higher order civic, cultural, employment, residential, and retail opportunities" |
| Desired Future Character | <ul style="list-style-type: none"> • A revitalised and activated Queen Street with retail and commercial jobs, an active street and attractive public domain, jobs and improved amenity and links to the station, Campbelltown Mall and Council's Civic Centre • Buildings within the commercial core set back from Queen Street to improve amenity and public domain outcomes • A new prestige campus-style office park (west of the station) with access to the station, Hume Highway, TAFE and University (with a medical/health and education and administration focus) and opportunities for business clustering • Provide a variety of housing types within walking distance of the station • Retain the existing character in areas east of Lindesay Street, with a mixture of detached dwellings, town houses and terraces |
| Suggested Building Height Range | 1-12 storeys (7-12 storeys close to the station) |
| Additional Dwelling Estimate (by 2036) | 4,000 |

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

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| Additional Jobs Estimate (by 2036) | 6,850 |
| Key Infrastructure and Major Facilities | <ul style="list-style-type: none"> • Investigate the potential for an east-west pedestrian, cycling and public transport link between Badgally Road and Broughton Street • Additional 450 commuter car parking spaces near Campbelltown Station interchange (Transport for NSW funding responsibility, timing not yet determined) • New regional cycle route perpendicular and parallel to the railway line and local cycle network improvements • Enhance Bradbury Park as a major district facility with improved links to the centre and surrounding areas • Enhance Mawson and Koshigaya Parks, ecological corridors and green links including Fishers Ghost Reserve • A new district level multi-purpose community facility and expanded central library (potentially co-located) • Longer term provision of a new primary school to service the Campbelltown and Macarthur precincts |

A range of matters have been identified below, which are of potential interest to Council, some of which may be appropriate for inclusion in any submission Council may wish to make to the Department in response to the exhibition of the Strategy.

- The Department should be notified that the proposed high rise residential areas fronting Queen Street between Broughton Street and the Moore-Oxley Bypass as shown on the Campbelltown Land Use and Infrastructure Plan, must retain the opportunity for ground floor activation at the interface with Queen Street by restricting the use of these areas to retail, commercial and other non-residential uses. The Department should be requested to make an amendment to the Plan to account for this requirement which is aimed at consolidating and helping to revitalise the traditional ‘high street’ role for Queen Street and thereby adding ‘liveability’ for new apartment dwellers in Campbelltown CBD
- Council requires confirmation from the Department that the proposed Retail and Commercial Core mandates commercial, retail uses and other appropriate non-residential uses at ground and first floor levels only, permitting apartments above, as this will assist in populating the main core and drive investment in niche retailing/services and street activation (including the night time economy)
- The business park land use proposed for the northern/western side of the railway line south of Blaxland Road is supported but needs to be amended to reflect the final constructed alignment of the Farrow Road extension
- The proposed High Rise Residential area located along the along the southern side of Blaxland Road should be amended by the Department to reflect (permit) Mixed Use Retail and Residential land uses so as to recognise the legitimacy of retaining the recently constructed bulky goods retailing uses and the emerging redevelopment theme that has developed in part along Blaxland Road over recent years

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- The proposed High Rise Residential areas west of the railway line should be amended by the Department to retain an option for ground floor convenience retail and food/drink related business opportunities at the street/public domain frontage, for street activation purposes
 - Council may wish to suggest to the Department that the Campbelltown Land Use and Infrastructure Plan should be amended to clarify that the building scale along Queen Street may need to be greater than a 12 storey maximum to take account of incentives for the redevelopment of multiple small lots in fragmented ownership and to encourage the delivery of increased setbacks (for upper levels) to Queen Street and the creation of opportunities for streetscape enhancements
 - The proposed built form outcomes, particularly the 7-12 storeys in the Mixed Use Retail and Residential and High Rise Residential areas and 3-6 storeys in the Medium Rise Residential areas within 800m of the station, are not considered to be unreasonable for the Regional City Centre, although some potential flexibility should be preserved for increased heights to accommodate key planning outcomes for parts of the centre, where circumstances and merit permits. This issue needs to be examined in comprehensive detail as part of the preparation of the future precinct plan for the Campbelltown CBD
 - Council should seek assurance from the Department that the industrial offices proposed to be permitted in the Employment Precinct do not detract from demand for office space that would otherwise be addressed through new opportunities created in the business parks and within the commercial and retail core, and that a note to that effect should be included in the Land Use and Infrastructure Plan for Campbelltown CBD
 - The Campbelltown Land Use and Infrastructure Plan nominates the Council owned land (located between Narellan Road, Hurley Street and the Railway- which is currently occupied by the HJ Daley Library and the Namut Early Learning Centre) as Open Space. This is not appropriate and Council should request the Department to amend the Plan to nominate this land to be for Community Infrastructure, subject to it being made clear that such land may be able to be developed in the longer term for additional purposes, consistent with the zoning of the land proposed by the Draft Campbelltown LEP 2014 – i.e. B4 Mixed Use Zone. The same notation should be included in the Plan with respect to the land bounded by Hurley Street, Narellan Road, the Moore-Oxley Bypass and Camden Road
 - There is some concern that commuter car parking facilities on the western side of the railway line are earmarked for High Rise Residential development without clear provision stated for the retention of the existing car parking capacity within the redeveloped sites or elsewhere in close proximity to the railway station. This needs to be addressed by the Strategy and reflected in future detailed precinct planning
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2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- It is considered imperative that comprehensive improvements to the legibility and connectivity between the distinct land use/functional areas within the Campbelltown/Macarthur Regional City Centre are achieved, particularly concentrating on major activity generators such as:
 - Queen Street
 - Campbelltown Railway Station
 - Mawson, Koshigaya and Marsden Parks, the Campbelltown Showground and Bradbury Oval
 - Macarthur Square, WSU, TAFE, the Public Hospital, the Private Hospital, the Catholic Club precinct and the Campbelltown Arts Centre
 - Connectivity needs to be achieved holistically in terms of visual/landscape cues; vehicle, cycle and pedestrian thoroughfare design and treatment; as well as strategic way-finding apparatus such as prescribed by a unified directional and facility signage strategy
 - The proposed extension of Badgally Road over the railway and directly into the Campbelltown CBD is supported, however, it must accommodate public transport, cycling, pedestrian as well as vehicular traffic. This outcome must be achieved if Campbelltown is to truly be in a position to effectively service the South West Growth centre community and maximise the community's access to higher order facilities that the NSW Government and the private sector have invested in, including for example the Campbelltown Public Hospital and Macarthur Square, as well as to support the revitalisation of Queen Street with "activating" land uses, and to support the creation of new employment opportunities in the Campbelltown retail/commercial core
 - Council should make representations to the NSW Government supporting an examination of the opportunity for a railway concourse linking Badgally Road with Broughton Street, and Hurley Street with Farrow Road, to accommodate a bus/rail interchange, pedestrian and cycle concourse integrated with commercial floor-space (occupying air space over the railway) which represents a serious and potentially funded option to better connect both sides of the Campbelltown CBD, accommodate the bus/rail interchange, provide a vehicular link into the CBD from Badgally Road and the SW Growth Centre, in addition to accommodating a more effective utilisation of the air space over the T2 Southern Railway Line
 - The intersection of Appin Road and Narellan Road is a significant intersection that deals with large amounts of traffic and it requires a major intersection upgrade especially as this intersection will accommodate traffic from the proposed Greater Macarthur Land Release area moving into the Campbelltown/Macarthur Regional City Centre to access jobs, facilities and services
 - It is noted that Council has commissioned a parking strategy for the Campbelltown CBD which is expected to be finalised by the end of 2015 – examining generation rates, public (off-site) vs private (on-site) parking requirements plus the location and extent of public parking facilities. Commuter parking must also be considered. The strategy will address the need to encourage a modal shift away from private vehicles to increase the take up of public transport, cycling and walking. It will also inform the detailed planning for the precinct. The results of that strategy should be considered by Council and the Department in the preparation of a detailed precinct plan for Campbelltown CBD
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2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- Road access into the Campbelltown CBD from the Greater Macarthur South Urban Release Area, South West Growth Centre, Camden, Spring Farm, Elderslie and Wollondilly Shire must be enhanced via the completion of the Spring Farm Link Road, an upgraded Appin Road, and an upgraded Badgally Road (including a vehicular bridge crossing over the railway). These arterial road connections are essential if Campbelltown-Macarthur is to sustain itself as a true Regional City Centre, providing access to higher level facilities and services such as Campbelltown Public Hospital, and must be constructed by the NSW Government in conjunction with relevant development contributions, given the regional need for these roads. Bus priority access must be an integral consolidation of the design and planning process
 - The suggestion of an expanded central library to serve the Campbelltown and Macarthur precincts is supported and is consistent with previous assessments undertaken for Council's future library needs. The option to combine future library and multi-purpose community facilities is worthy of closer consideration by Council
 - There is an urgent need to facilitate formal collaboration between key stakeholders that have a geographical significance within the CBD (including WSU, the Public Hospital, the Private Hospital, TAFE and Council) to plan and deliver on economic and employment opportunities presenting themselves at Campbelltown-Macarthur, especially in terms of delivering outcomes consistent with Campbelltown's emergence as one of Sydney's integrated health/education precincts. Council should request the support of the NSW Government by assisting with this process
 - Public domain upgrades within the Campbelltown precinct (such as for example the Queen Street area) must be designed to complement a new precinct plan for the entire Campbelltown CBD and are therefore best addressed at the precinct planning stage
 - The long-term location and configuration of Council's administration centre, civic centre, community facilities and central library within the Campbelltown CBD requires investigation in light of the future extent and nature of change that is going to occur within the precinct. Council needs to consider the development potential of its extensive strategic landholdings within the precinct as an opportunity to help shape the future form and function of the Campbelltown CBD and to generate capacity to provide additional key infrastructure in the precinct
 - The Campbelltown CBD precinct's open spaces are 'key city assets' that will need to be further enhanced and better coordinated so as to maximise their landscape/cityscape and recreational value to help achieve enhanced 'liveability' and leverage further and appropriate economic development opportunities
 - Council needs to note that the commuter car parks on Council and Government owned land across the precinct are nominated for a range of land uses including Higher Density Residential and Commercial and Retail Core. Opportunities to retain, replace and/or potentially enhance parking within any future development of these sites needs to be examined in detail
 - Council should request the NSW Government to work in partnership with it to prepare a comprehensive infrastructure delivery strategy to accommodate necessary infrastructure upgrades in order to realise the outcomes for Campbelltown CBD as set down in the Strategy
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2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- Council should note that a Campbelltown CBD Traffic Management Section 94 Plan is currently under preparation as is a CBD Parking Strategy, which should both be reported to Council by early 2016
- In view of escalating development interest in the Campbelltown and Macarthur precincts in association with the recent exhibition of the Glenfield to Macarthur Urban Renewal Corridor Strategy, Council is urged to expedite the preparation of detailed precinct planning and associated statutory planning for the Campbelltown/Macarthur Regional City Centre generally consistent with the exhibited Land Use and Infrastructure Plans for these two precincts, subject to amendments that take account of the issues raised above, and seeking the support of the Department in such a process
- It is suggested that there is merit in Council's consideration of establishing, as a matter of high priority, a "Professional Design Review Panel" to aid Council in dealing with the proponents of significant new developments within the Campbelltown/Macarthur Regional City Centre in terms of assisting with the design process and advising Council on the assessment of applications, from an architectural/urban design perspective.

Macarthur

The NSW Government announced Campbelltown/Macarthur as Sydney's newest Regional City Centre in December 2014. The Macarthur precinct is described as part of the Regional City Centre and will complement Campbelltown with world class health facilities, integrated educational institutions, more diverse housing, a premier retail precinct and attractive public spaces.

| PRECINCT | MACARTHUR |
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| Vision | "Macarthur will complement Campbelltown as a Regional City Centre, with world class health facilities, integrated educational institutions, more diverse housing, a premier retail precinct and attractive public spaces" |
| Desired Future Character | <ul style="list-style-type: none"> • Enhanced role as retail hub of south west Sydney with enhancements, including a new public square centred on Kellicar Road/Lane (with links to the station, Macarthur Square, Bolger Street and Kellicar Road/ Lane) • A new prestige campus-style office park (west of the station) with access to the station, Hume Highway, TAFE and University (with a medical/health and education and administration focus) and opportunities for business clustering • Provide a variety of housing types within walking distance of the station • Provide high rise mixed use development along Kellicar Road, close to the station • Retain existing character east of Gilchrist Ave, with a mixture of detached dwellings, townhouses and terraces • Enhance and improve access to open spaces such as Marsden Park, Barber Park, the Botanic Garden and also other spaces on the west of the railway line (a key priority) |
| Suggested Building Height Range | 1 -10 storeys |

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

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| Additional Dwelling Estimate (by 2036) | 5,000 |
| Additional Jobs Estimate (by 2036) | 4,320 |
| Key Infrastructure and Major Facilities | <ul style="list-style-type: none"> • Investigate opportunities for a public transport link from Menangle Road to Camden Road (under Narellan Road) to improve pedestrian, cycle and public transport connectivity • A kiss-and-ride facility on the northern side of Macarthur station • Continued expansion of the precinct's world class health and education sectors • New regional cycle route perpendicular and parallel to the railway line and local cycle network improvements • Upgraded access to Gilchrist Oval • A new district level multi-purpose community facility and expanded central library (potentially co-located) • Longer term provision of a new primary school to service the Campbelltown and Macarthur precincts |

A range of matters have been identified below, which are of potential interest to Council, some of which may be appropriate for inclusion in any submission Council may wish to make to the Department in response to the exhibition of the Strategy.

- The significant and strategic statements of recognition by the Government regarding Campbelltown-Macarthur and its economic development potential (which are included in the Macarthur Land Use and Infrastructure Plan) are welcomed. In particular, certain note is taken of positive comments as they relate to:
 - the enhanced role of Macarthur as the retail hub of South West Sydney
 - the continued expansion of the world class health and education sectors
 - development of a new prestige campus-style office park to promote business clustering (based on the knowledge economy, medical/health, education and administration sectors)
- There is merit in supporting the identification of business park opportunities at Maryfields, WSU and TAFE which would complement a potential business park proposed for Council's land located on the western side of the railway line at Campbelltown
- The proposed Mixed Use Retail and Residential areas fronting Kellicar Road are worthy of support as they provide anchors to help intensify activity along the corridor between Macarthur and Campbelltown to add vitality along this important 'connecting route'
- The precinct plan's strong emphasis on Macarthur's economic strength and potential which confirms its regional centre primacy, is supported and would assist with the longer term economic sustainability of the Regional City Centre, its enterprises and employment opportunities.

2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- It is considered that the Macarthur Land Use and Infrastructure Plan needs to refer to the future character of the commercial and retail core (particularly the Macarthur Square and Centric developments)
 - It is noted that the proposed Medium Rise Residential area located on the northern/western side of the railway (3-6 storeys) is not fully consistent with the current Stocklands development proposal for a mix of densities and building heights for the Macarthur Gardens North precinct. The Strategy may need to be adjusted to take the approved development into account.
 - Council should support opportunities to strengthen roadway, pedestrian, cycleway and open space connections between the Campbelltown and Macarthur precincts
 - The possibility of extending Menangle Road under Narellan Road to Camden Road for the purposes of public transport, cycleway and pedestrian connection is not supported as it would potentially compromise proper connectivity and the ultimately, the creation of a connecting 'boulevard' along Kellicar Road. The preferred solution would be to grade separate the Narellan Road and Kellicar Road intersection and open up direct access along Kellicar Road, potentially including widened and landscaped pedestrian treatments
 - It is noted that that the Macarthur Land Use and Infrastructure Plan recognises the strategic significance of linking the open space corridors that traverse the northern side of the railway, through Macarthur Gardens, through Park Central and through the Campbelltown Market Fair site
 - There will be significant challenges associated with the establishment of the proposed green corridor link along the eastern edge of Tindall Street between Kellicar Road and Menangle Road and then across (under/above) the railway line and then under Narellan Road connecting with the proposed business park on Council's land. The Land Use and Infrastructure Plan needs to accommodate these links
 - There is some concern that commuter car parking facilities located on the southern side of the railway line are earmarked for Mixed Use Retail and Residential development, without clear provision being stated for the retention of the existing car parking capacity within the redeveloped sites or elsewhere in close proximity to the railway station. This needs to be addressed by the Strategy and reflected in the future detailed precinct planning
 - The proposed pedestrian and cycle connection from the railway station northwards needs to appear on the Land Use and Infrastructure Plan to confirm a direct linkage to WSU and TAFE
 - There is a need for investigations into car parking to be expedited for this precinct, including commuter car parking and centre related parking. This should include an examination of the potential to negotiate for additional precinct car parking as part of future stages of the expansion of car parking facilities associated with Campbelltown Public Hospital
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2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- In view of escalating development interest in the Campbelltown and Macarthur precincts in association with the recent exhibition of the Glenfield to Macarthur Urban Renewal Corridor Strategy, Council is urged to expedite the preparation of detailed precinct planning and associated statutory planning for the Campbelltown/Macarthur Regional City Centre generally consistent with the exhibited Land Use and Infrastructure Plans for these two precincts, subject to amendments that take account of the issues raised above, and seeking the support of the Department in such a process
- It is suggested that there is merit in Council's consideration of establishing, as a matter of high priority, a "Professional Design Review Panel" to aid Council in dealing with the proponents of significant new developments within the Campbelltown/Macarthur Regional City Centre in terms of assisting with the design process and advising Council on the assessment of applications, from an architectural/urban design perspective

Conclusion

The new Metropolitan Strategy – A Plan for Growing Sydney (released in December 2014) provided the first formal recognition of Campbelltown-Macarthur as a Regional City Centre and its strategic importance as place and destination within the growing Sydney metropolis.

The strategically focused Glenfield to Macarthur Corridor Strategy represents a commitment by the NSW Government to support the realisation of Campbelltown-Macarthur's Regional City Centre status and acknowledges the strategic importance of the other centres along the railway line, by providing each of these centres with a unique role and land use focus, to help drive their revitalisation and contribute towards the overall strategic economic development of the City.

The value in the Corridor Strategy for Council is that it can be used as a platform upon which to seek to align as much as is practicable, Council's and the Government's policies for land use, transport and infrastructure planning and delivery.

In essence, the strategy provides a foundation for future land use, economic development, transport, open space, community and other infrastructure planning initiatives. It will help to drive future planning and development and have a substantial influence on the growth, shape and sustainability of the Campbelltown Local Government Area, and beyond to the wider Macarthur Region.

It is recommended that Council respond to the Department of Planning and Environment with a submission that states Council's in principle support for the Glenfield to Macarthur Corridor Strategy, subject to the following matters being addressed:

- a commitment by the NSW Government and its Agencies to work collaboratively with Council to address the issues (including proposed amendments) identified in the above report
 - 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)
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2.1 Glenfield To Macarthur Urban Renewal Corridor Strategy

- 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

It is also recommended that Council receive further and more appropriately detailed reports concerning the following key items, stemming from Council's consideration of the Corridor Strategy:

- 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 liveability 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.
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Officer's Recommendation

1. That Council express "in principle" support for the Glenfield to Macarthur Corridor Strategy, subject to the following matters being addressed:
 - a commitment by the NSW Government and its Agencies to work collaboratively with Council to address the issues (including proposed amendments) identified in the above report
 - 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 liveability 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.

Council Meeting 6 October 2015 (Rowell/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 181

That the Officer's Recommendation be adopted.

2.2 Greater Sydney Commission - Selection of District Commissioners

Reporting Officer

Director Strategy

Attachments

Correspondence from the Secretary of The NSW Department of Planning and Environment (contained within this report)

Report

The Commission will also be charged with conducting regular reviews of Council's Local Environmental Plans and will act as the decision maker on rezoning proposals currently undertaken by the Minister.

Greater Sydney Commission – Selection of District Commissioners

Council has received correspondence from the Secretary of The NSW Department of Planning and Environment, concerning the establishment of the Greater Sydney Commission and in particular, the selection of District Commissioners.

A copy of the correspondence is shown as an attachment to this report.

The Greater Sydney Commission was announced by the Minister for Planning on 9 September 2015 and will have the:

“responsibility for metropolitan planning in a partnership between state and local government.....”

“The Commission will also be charged with conducting regular reviews of Council's Local Environmental Plans and will act as the decision maker on rezoning proposals currently undertaken by the Minister”

The Greater Sydney Commission will be comprised of 13 appointees, including:

- the Chair
- Environment Commissioner, Economic Commissioner, Social Commissioner
- six District Commissioners, nominated by their councils
- three key government heads: Planning, Transport and Treasury.

As noted above, six District Commissioners will be appointed to the Greater Sydney Commission and will each represent the Councils that comprise one of the six districts that are to be established across the Sydney metropolitan area for planning purposes. Each District Commissioner will be required to have professional level qualifications and experience in at least one area across a range of required disciplines.

Campbelltown City falls within the South West District along with the following:

- Liverpool City Council
- Fairfield Council
- Camden Council
- Wollondilly Shire Council

It is understood that a District Commissioner will be appointed and charged with the responsibility to work with the five Councils that make up the South West District and take their views to the Greater Sydney Commission. However, it is clear that each of the District Commissioners will be an employee of the NSW Government, and it is understood that advertisements were recently placed in the media.

The correspondence received by Council has formally invited Campbelltown City Council to nominate a representative to participate in the selection panel for the position of District Commissioner for the South West District. It is understood that all other Councils within the South West District have been provided with the same invitation.

The recruitment of the District Commissioner will be overseen by a Recruitment Agent.

Council has been requested to nominate a representative to participate on the selection panel by 9 October 2015.

Given the critical importance of the position of District Commissioner in being involved with higher level planning at a metropolitan and district (regional) level it is seen as appropriate that Council nominate a senior planning officer to represent it on the selection panel.

Officer's Recommendation

That Council's Director Strategy, Mr Jeff Lawrence, represent Campbelltown City Council on the selection panel convened by the NSW Department of Planning and Environment for the Position of District Commissioner – South West District.

Council Meeting 6 October 2015 (Lound/Thompson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 182

That the Officer's Recommendation be adopted.

There being no further business the meeting closed at 8.31pm.

Confirmed by Council on

..... General Manager Chairperson

ATTACHMENT 1



Planning &
Environment

Office of the Secretary

Cr Paul Lake
Mayor
Campbelltown City Council
PO Box 57
CAMPBELLTOWN NSW 2560

15/13568

Dear Cr Lake

Selection of District Commissioners - Greater Sydney Commission

The Minister for Planning, the Hon. Rob Stokes MP, has announced the role and structure of the Greater Sydney Commission as the next step in its establishment. This announcement opens new opportunities for 'joined-up planning' in Greater Sydney, with greater collaboration between government, stakeholders and communities to implement *A Plan for Growing Sydney*.

A key step in establishing the Commission is selection of the District Commissioners, who will represent the councils in the six planning Districts. Your council is invited to nominate one representative to participate in the selection panel for the District Commissioner for your District.

Council's representative will work with Boomerang Partners Asia Pacific Executive Search who will oversee the nomination and selection process for the District Commissioners.

Council representatives on the selection panel can expect to be required for up to two hours for shortlisting applicants and then an additional four to six hours for interviewing and deliberations. These processes will be fully supported by Boomerang Partners and a probity advisor.

This is an exciting opportunity for councils to play a major role in the decisions that will shape the Districts and planning outcomes for Greater Sydney as a whole.

Nominations will be accepted until 5.00 pm on Friday 9 October 2015, allowing four weeks for council to agree on your nomination to participate in the selection panel for the District Commissioner for your District.

Nominations should be forwarded to info@gsc.nsw.gov.au. For further information please contact Elizabeth Kinkade, Executive Director Planning Policy on 02 9228 6380 or at elizabeth.kinkade@planning.nsw.gov.au

Yours sincerely

A handwritten signature in black ink that reads 'CA McNally'.

Carolyn McNally
Secretary

14 September 2015