



22 August 2011

The General Manager
Campbelltown City Council
PO Box 57
Campbelltown NSW 2560

Tabled 12/9/11
Council Meeting

Attention: Adam Coburn

Dear Sir,

Re: Evolution of the Masterplan for the UWS Site at Campbelltown

I refer to the presentation to Council officers by Landcom, University of Western Sydney (UWS) and its consultants Roberts Day (Urban Designers) and J Wyndham Prince (Civil Engineers) on 9 May 2011, where we discussed the evolution of the UWS Masterplan for the purposes of documenting Development Applications for the staged development of residue land within the site (including Landcom land) for residential purposes.

Background

As Council is aware, the masterplanning for this land was undertaken by Cox Richardson in 2007 based on a range of broad based studies prepared at that time to establish the environmental and physical suitability of the site for urban purposes. The Concept Masterplan was used as a basis to prepare more detailed planning principles for the development of the site which are now contained in the UWS Campbelltown Development Control Plan (DCP), adopted by Council in October 2008.

Landcom and UWS are now in the process of evolving the Concept Masterplan. This process recognises the availability of more detailed information and studies, the development of new facilities within the UWS campus and the provisions of more recent planning documents (including Landcom's Street Design Guidelines). Roberts Day has been engaged to undertake a peer review of the Masterplan and J Wyndham Prince has been commissioned to document Development Applications for the staged roll out of the site.

The purpose of this letter is to detail the likely variations to the Masterplan and DCP so that Council can consider the evolved Masterplan in line with Clause 1.2.7 of the DCP, which permits variations to the relevant planning controls and standards applying to the site.

The following identifies the key changes to the Masterplan and, where relevant, the DCP (noting that the DCP contains planning principles which are not necessarily tied to the Masterplan, but the attainment of broader planning objectives). The latest and relevant plans are attached for Council's consideration.



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Residential Footprints and Development Yield

The original Cox Richardson Masterplan established development footprints for residential purposes by identifying key riparian corridors and areas of native vegetation to be retained. The Office of Water has recently confirmed that it is comfortable for Landcom and UWS to commence documenting Development Applications based on the riparian corridors reflected in the Cox Richardson Masterplan. These riparian corridors have been retained in the updated Roberts Day Masterplan.

Notwithstanding the above, Roberts Day has made some minor changes to the development footprints proposed by the Cox Richardson Masterplan to take into consideration the following:

- The Jemena High Pressure Gas Easement, running adjacent to the Hume Highway, will no longer be incorporated into the site. This Gas Easement was previously proposed to be included in rear yard areas and is now excluded.
- There has been a minor massaging of the Main Ridge Park boundaries as the University proposes to retain this park. This change ensures the best outcome in terms of function and access by defining the formalised and informal park areas. Formalised park areas will now be addressed by housing to provide open space surveillance. Informal park areas will be naturalised and no perimeter road will be proposed where the slope is impractical.

Based on these minor changes, the Roberts Day Masterplan achieves an increased yield of 843 lots in comparison to the Cox Richardson Masterplan yield of 772 lots.

The plans at **Attachment A** show the latest Roberts Day Masterplan with an overlay of the development footprint boundaries as incorporated in the Cox Richardson Masterplan.

None of the changes above appear to trigger any specific variation to the DCP.

Street Types

As discussed in the meeting, the Street Types for the Street Hierarchy identified in the 2008 DCP were prepared prior to Landcom's Street Design Guidelines. The Roberts Day Masterplan is based on the Landcom's Street Design Guidelines to:

- Better respond to topography
- Capitalise on important visual linkages between parks and open space
- Set a logical hierarchy and clear way finding through the estate.

It is noted that the standards being applied to Edmondson Park South are slightly less than the Street Design Guidelines. If Council sought to apply these for consistency, then no redesign would be required and the reduced lot widths could be incorporated at the Development Application stage.

Exceptions to Street Hierarchy and Types

There has also been a rationalisation of "lead in" roads by keeping those that skirt the perimeter of the University Campus at the expense of those that traverse through it. This rationalisation provides for a better separation of uses and avoids pedestrian and traffic conflicts within the busy Campus.

The road standards have been adopted to reflect the landscape context, as follows:

"Lead in" from Narellan Road

The "lead in" road from Narellan Road is currently constructed as a simple 2 lane road (single lane in each direction) with no allowance for on street parking. The profile of the existing Narellan Road entry complements the generous landscape feel of the Campus and incorporates simple grass swales for drainage which can double as a pull over area or emergency parking if a breakdown occurs. Rather than convert this to the urbanised Collector Road, the Roberts Day Masterplan proposes to adopt the existing road profile (up to the turn off to the residential area before the bridge over the ponds). From this intersection, the road is upgraded to a Collector Road standard (20.4m reserve and 11.6m carriageway per the Street Design Guidelines). This "lead in" road will of course be constructed to a standard to accommodate bus traffic.

"Lead in" from Gilchrist Drive

In line with existing agreements between UWS and Landcom, the "lead in" road from Gilchrist Drive (known as Goldsmith Avenue) will be upgraded to a Median Boulevard as defined in the Macarthur Regional Centre Masterplan (i.e. 23.0m reservation with 2.1m parking, a 1.4m wide "on road" cycleway and 3.1m wide carriageway each side of a landscaped median). This road is proposed to be the main entry to the University (past the new Medical Centre), the Macarthur North Precinct and the estate. At the start of the residential development, the road standard will change to Collector Road (20.4m reserve and 11.6m carriageway) as per the Street Design Guidelines.

To provide egress choice and be environmentally responsive, the "lead in" roads from Narellan Road and Gilchrist Drive will meet at a roundabout adjacent to the riparian corridor, which is generally consistent with the Indicative Street Hierarchy (i.e. Figure 4) in the DCP.

Other Roads

The road shown on the Cox Richardson Masterplan as an extension of the Collector Road in front of a patch of Cumberland Plain Woodland with a new bridge to cross the riparian corridor immediately north west of the sporting fields and gym building has been deleted. Unfortunately the alignment of the Collector Road results in the patch of Cumberland Plain Woodland bordered on all sides by roads and separated from the remainder of open space area. This section of road is proposed to be deleted with a less intrusive formal cycleway constructed as an alternative emergency access route to the southern precinct.

The changes to Street Types and Street Hierarchy are shown on the Plan at **Attachment B**.

Other Changes

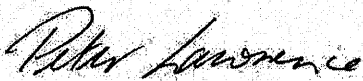
Landcom and UWS are also reviewing a myriad of minor changes to reflect more recent information and feedback including intersection design to meet RTA requirements, flooding and hydrology, alternatives to French drains within riparian corridors and tailoring earthworks to ensure balanced cut and fill across the site.

We are mindful that once this exercise is complete, we will need to formalise the draft Voluntary Planning Agreement based on the final Masterplan, delivery framework and staging, some of which will have changed since the first document was drafted.

We trust this letter will enable Council to understand the matters likely to arise from the Masterplan evolution. We believe the changes emanate from more recent information and site analysis required as the project evolves from Concept Masterplan to detailed design for the Development Application stage. We look forward to Council's comments on the Masterplan and the variations to the DCP.

Please do not hesitate to call me if you have any queries or require further information.

Yours sincerely,



Peter Lawrence
Project Director