



Draft Glenfield to Macarthur Urban Renewal Corridor Strategy

*Consultation Update
May 2016*



Planning &
Environment

To view an electronic version in PDF format, visit www.planning.nsw.gov.au

© Crown Copyright 2016

Department of Planning and Environment

Printed May 2016

Disclaimer

While every reasonable effort has been made to ensure that this document is correct at the time of printing, the State of New South Wales, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance or upon the whole or any part of this document.

Copyright Notice

In keeping with the Department of Planning and Environment's commitment to encourage the availability of information, you are welcome to reproduce the material that appears in this Planning Report for personal, in-house or non-commercial use without formal permission or charge. All other rights are reserved. If you wish to reproduce, alter, store or transmit material appearing in this report for any other purpose, a request for formal permission should be directed to:

Department of Planning and Environment

GPO Box 39

Sydney NSW 2001

You are required to acknowledge that the material is provided by the Department or the owner of the copyright as indicated in this report and to include this copyright notice and disclaimer in any copy. You are also required to acknowledge the author (the Department of Planning and Environment) of the material as indicated in this report.

Contents

1. Executive Summary	4
2. Engagement Approach	6
3. Community Values Survey	10
4. Summary of Public Exhibition Submissions	18
5. Corridor Wide Issues	20
6. Precinct Specific Issues	23
6.1 Glenfield Precinct	23
6.3 Ingleburn Precinct.....	28
6.4 Minto Precinct.....	31
6.5 Leumeah Precinct.....	33
6.6 Campbelltown Precinct.....	35
6.7 Macarthur Precinct	38
7. Post-Exhibition and Next Steps	41

1. Executive Summary

This document provides an overview of the feedback received to date in relation to the draft Glenfield to Macarthur Urban Renewal Corridor Strategy (Draft Corridor Strategy). It summarises the main issues raised through both the public exhibition of the Draft Corridor Strategy and an online survey. A detailed response to submissions will be released by the Department at a later date.

The Draft Corridor Strategy has been prepared through a collaborative partnership between the Department of Planning and Environment, Campbelltown City Council and Transport for NSW. Once finalised, it will establish a strategic planning framework to guide future development and infrastructure delivery along the Glenfield to Macarthur Urban Renewal Corridor over the next 20 years.

The Draft Corridor Strategy identifies opportunities for additional housing and jobs around the seven train station precincts between Glenfield and Macarthur and provides a high level analysis of infrastructure required to support future growth.

The Draft Corridor Strategy, including the individual Land Use and Infrastructure Plans for each of the seven precincts, was exhibited for seven weeks in July 2015. Prior to exhibition of the Draft Corridor Strategy, a community values survey was released to ask the community what they currently valued in their area and what they would like to see improved in the future. In total, 418 surveys were completed.

Written submissions to the Draft Corridor Strategy were accepted by the Department over the course of the public exhibition period. In total, 94 submissions were received during exhibition. The results of the consultation to date has been summarised in this report, including the survey results and the issues raised during exhibition. It is important to note that this report is not a final response to submissions, but is an overview of consultation to date, issues raised and the next steps to finalise the draft Corridor Strategy.

1.1 Relocation of Hurlstone Agricultural High School

In November 2015, following exhibition of the Draft Corridor Strategy, the Government announced the relocation of Hurlstone Agricultural High School to the Western Sydney University Hawkesbury campus and a new education precinct in Glenfield.

In response to the announcement, the Department is undertaking further investigations and a review of the draft Glenfield Land Use and Infrastructure Plan to identify the potential future land uses for the Hurlstone Agricultural school site and any necessary infrastructure upgrades required to support future growth.

The Department is working closely with Campbelltown City Council (Council), Department of Education and Transport for NSW on this review and will be seeking community feedback once investigations are complete.

1.2 Finalisation of the Draft Corridor Strategy

The revised draft Glenfield Land Use and Infrastructure Plan, and any other proposed amendments to the Draft Corridor Strategy, will be re-exhibited towards the middle of 2016. The Department will also release a detailed final response to submissions, which will address how the Department has considered the issues raised in submissions and any recommended amendments to the Draft Corridor Strategy.

The Department will hold a community information session in Glenfield during the exhibition period to provide the community with an opportunity to find out more about the revised plans.

Once this exhibition is complete, the Department will review the submissions and revise the Draft Corridor Strategy as necessary. The Department will then prepare a Submissions Report and provide a recommendation to the Minister for Planning for decision to finalise the Draft Corridor Strategy.

2. Engagement Approach

To ensure Council, stakeholders and the local community were informed about the Draft Corridor Strategy a range of communication tools and techniques were used to publicise the project. The following sections provide an overview of the engagement approach.

2.1 Consultation Snapshot

The table below provides a snapshot of the different consultation activities used to raise awareness of the Draft Corridor Strategy.

 7 <i>week public exhibition</i>	 3 <i>Community information sessions</i>	 418 <i>Online survey responses</i>	 56 <i>Facebook ads</i>
 <i>Targeting</i> 147,247 <i>Facebook users</i>	 7,615 <i>Website visits</i>	 302 <i>Email notifications to subscribers</i>	 4 <i>Media releases</i>
 1 <i>Local newspaper advertisement</i>	 2 <i>Council briefings</i>	 2 <i>Chamber of Commerce briefings</i>	 94 <i>Formal submissions</i>

2.2 Public Exhibition

The Draft Corridor Strategy was released on 26 July 2015 and was publicly exhibited for seven weeks until the 14 September 2015.

The exhibition documents were made available to view at the following locations:

- Department of Planning and Infrastructure, 23 - 33 Bridge St, Sydney
- Campbelltown City Council, 91 Queen Street, Campbelltown
- Department of Planning and Environment website, www.planning.nsw.gov.au/glenfieldtomacarthur
- HJ Daley Library, Campbelltown

During the public exhibition period, additional copies of the exhibition package were placed at Ingleburn Library and Glenquarie Library in response to a request from Council.

The Department's website also included an interactive version of the Corridor Strategy to enable web users to navigate through key aspects of the document in a user friendly format.

2.3 Exhibition package

The following documentation was publicly exhibited:

- an overarching Land Use and Infrastructure Strategy for the Glenfield to Macarthur Corridor
- comprehensive land use and infrastructure analysis for each of the seven station precincts
- an Integrated Transport Strategy

2.4 Raising public awareness

The exhibition provided an opportunity for Council, key stakeholders and the community to provide feedback on the Strategy. To ensure the community was informed about the exhibition, information was circulated through a number of mechanisms including:

- **Advertising** via existing Council communications channels distributed by Campbelltown Council Community Resources & Development team
- **Written notification** of the exhibition period to Council, relevant agencies and key stakeholders
- **Advertisement** in the Macarthur Chronicle on 28 July 2015
- **1300 number and email address** which was made available for those with questions or comments
- **A5 community leaflet** with information about the public exhibition period and how to get involved
- **Posters** advertising public exhibition period which were displayed at public locations such as Council and libraries
- **Media releases** to local newspapers on 27 July 2015 and 19 August 2015

Glenfield to Macarthur Urban Renewal Corridor



Help shape the future of your local area and make it an even better place to live

Artist's impression of Queen Street - Campbelltown

We want to hear your thoughts on a new draft strategy for the Glenfield to Macarthur Urban Renewal Corridor.

The strategy looks at opportunities for more homes, jobs, better public spaces, shops and cafes that are within walking distance from the seven train stations between Glenfield and Macarthur.

You can join your neighbours in commenting on the draft strategy, which will be on public exhibition from 27 July to 24 August.

Events

Saturday 8th August	10am - 1pm	Greg Percival Community Centre / Ingleburn Community Hall, Cnr Oxford & Cumberland Road, Ingleburn
Saturday 15th August	10am - 1pm	Campbelltown Civic Hall, 91 Queen Street, Campbelltown
Thursday 20th August	4pm - 7pm	Campbelltown Mall 271 Queen Street Campbelltown

To view the documents on exhibition or find out how to make a submission, please visit:
www.planning.nsw.gov.au/glenfieldtomacarthur
 or call 1300 730 550.

Submissions close on **24 August 2015**.



Glenfield to Macarthur Urban Renewal Corridor



Help shape the future of your local area and make it an even better place to live

Artist's impression of Queen Street - Campbelltown

We want to hear your thoughts on a new draft strategy for the Glenfield to Macarthur Urban Renewal Corridor.

The strategy looks at opportunities for more homes, jobs, better public spaces, shops and cafes that are within walking distance from the seven train stations between Glenfield and Macarthur.

You can join your neighbours in commenting on the draft strategy, which will be on public exhibition from 27 July to 24 August.

Events

Saturday 8th August	10am - 1pm	Greg Percival Community Centre / Ingleburn Community Hall, Cnr Oxford & Cumberland Road, Ingleburn
Saturday 15th August	10am - 1pm	Campbelltown Civic Hall, 91 Queen Street, Campbelltown
Thursday 20th August	4pm - 7pm	Campbelltown Mall 271 Queen Street Campbelltown

To view the documents on exhibition or find out how to make a submission, please visit:
www.planning.nsw.gov.au/glenfieldtomacarthur
 or call 1300 730 550.

Submissions close on **24 August 2015**.



Figure 1 Poster and advertisement

2.5 Online/digital engagement

- **Website updates** on the dedicated Glenfield to Macarthur Urban Renewal Corridor Strategy web page www.planning.nsw.gov.au/glenfieldtomacarthur, 'On Exhibition' on-line notifications and 'Have your say' website:
<http://www.haveyoursay.nsw.gov.au/consultations/glenfield-to-macarthur-urban-renewal/?date=2015-07-27&id=1250>
- **302 subscribers** who registered for updates & survey respondents who registered
- **124 community organisations** and groups from our database
- **Tweets** via the Department's Twitter account

Council also publicised the consultation via:

- Council website
- Council Newsletter

A number of additional options were also provided for participants who are deaf or have a hearing or speech impairment and/or required translation or interpreting services.

2.6 Media coverage

The Draft Corridor Strategy received media coverage on 26 July (Channel 9) and 6 August (Channel 7) and in an article in the Sydney Morning Herald at the commencement of exhibition on 27 July.

There were also several articles in local newspapers throughout the exhibition period, including articles on the following dates:

- 7 July 2015 – Macarthur Chronicle
- 28 July 2015 – Macarthur Chronicle
- 29 July 2015 – Campbelltown-Macarthur Advertiser
- 11 August 2015 – Macarthur Chronicle

2.7 Community information sessions

During the public exhibition period the Department held three community drop-in sessions. Department and Council staff were available and **over 100 people attended** the three sessions.

The sessions were held on the following dates:

- Greg Percival Community Centre, Ingleburn – **8 August 2015**
- Campbelltown Civic Centre – **15 August 2015**
- Campbelltown Mall – **20 August 2015**



Figure 2 Display Boards at Ingleburn Session

The drop-in sessions were open events, where members of the public could view copies of the documents, talk to Department and Council representatives and find out how they could provide formal feedback. The exhibition boards displayed information in a way that was engaging and informative.

3. Community Values Survey

In May 2015, the Department launched an online survey to seek community feedback regarding infrastructure, open space, public domain and housing priorities to help inform the Draft Corridor Strategy. The online survey was publicised in a number of ways including:

- **Media release** on the 23 May 2015 and 2 July 2015
- **Social media campaign**, including use of Facebook’s geo-targeting capabilities to promote the Corridor Strategy to community members and to encourage feedback. The campaign consisted of 56 ads, targeting **147,247 Facebook users** in Campbelltown, Glenfield, Ingleburn, Leumeah, Minto and Macquarie Fields. This campaign resulted in **7,615 unique clicks** to the website and was the most popular way of people finding out about the community values survey
- **Directly emailing 107 subscribers** who had registered at that time for updates at key milestones
- **Tweets** via the Department’s Twitter account

In the survey we wanted to find out:

‘What makes your neighbourhood great and what opportunities for new local services and infrastructure do you hope to see?’

In total, **418 people completed** the community values survey which was made available to 17 July 2015.

The largest number of respondents who completed the survey lived in Ingleburn, Minto and Glenfield precincts. A summary of the feedback received is outlined in the following pages.

3.1 Survey participants

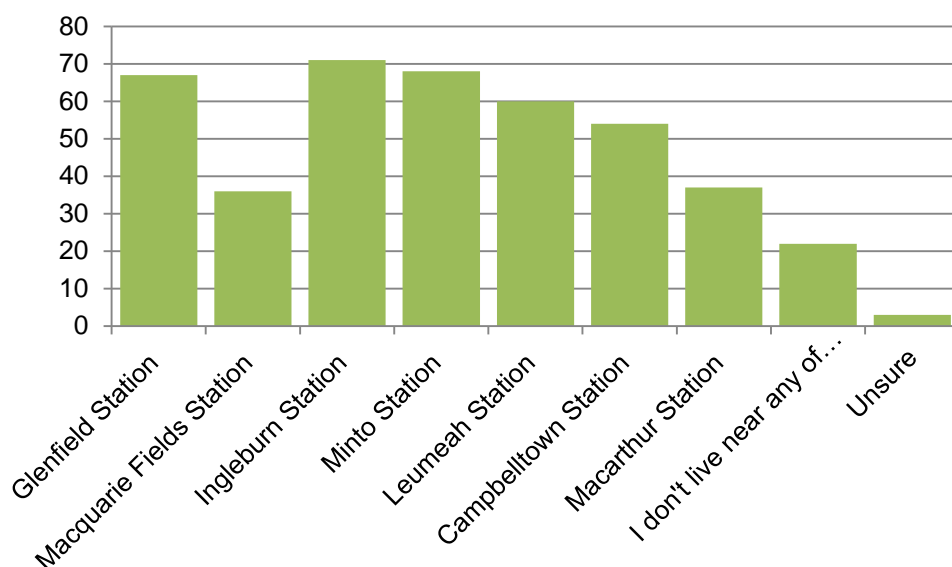
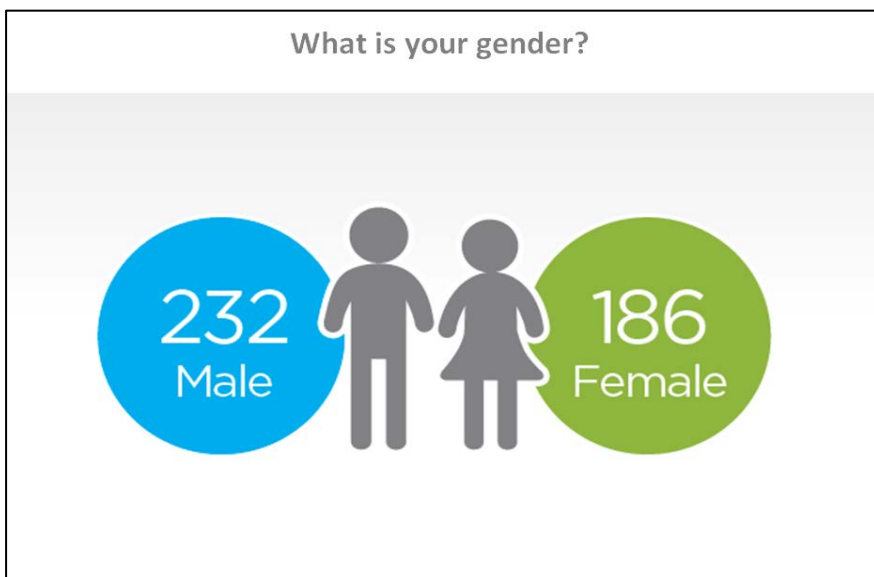
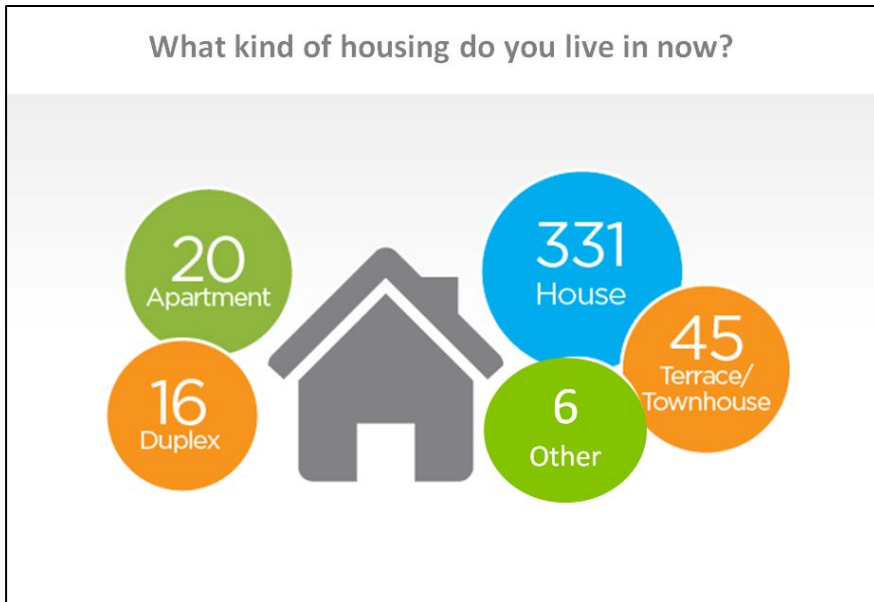
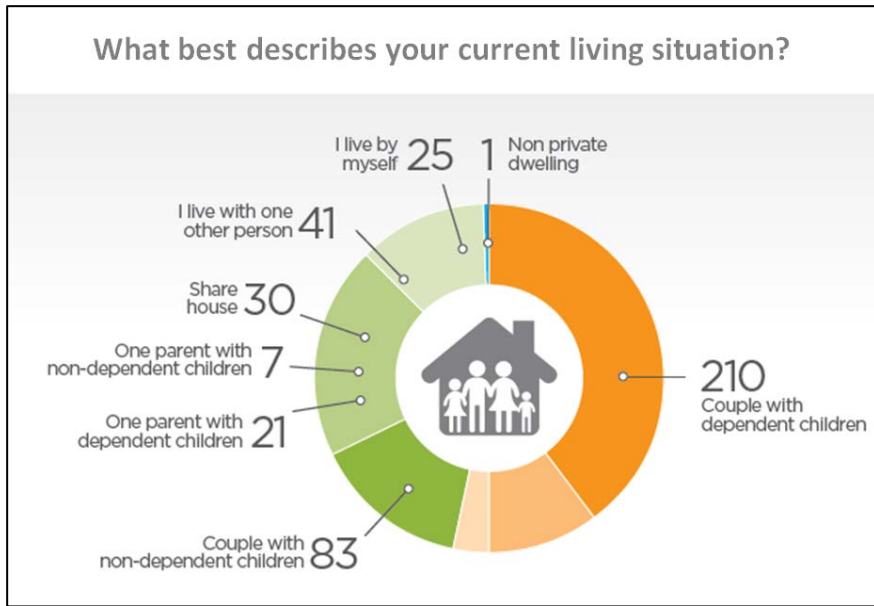


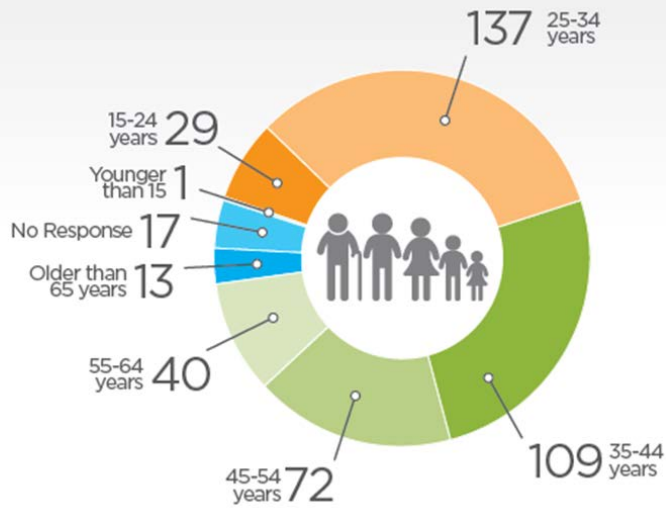
Figure 3 Location of respondents

3.2 Demographic information of survey participants

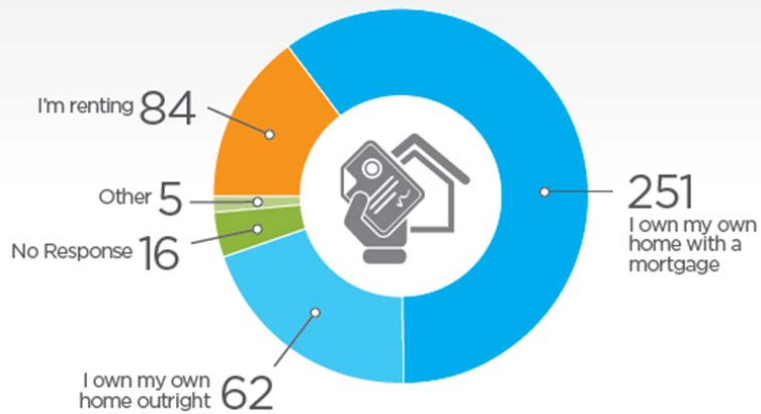
The demographic information of the 418 survey participants is summarised below.



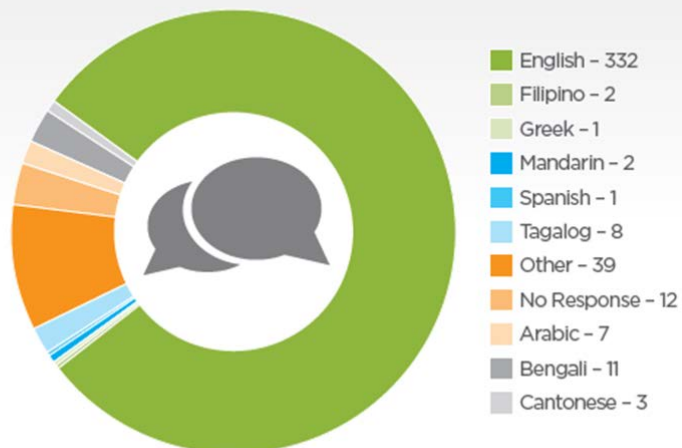
What is your age?



What best describes your housing ownership status?



Main language spoken at home?



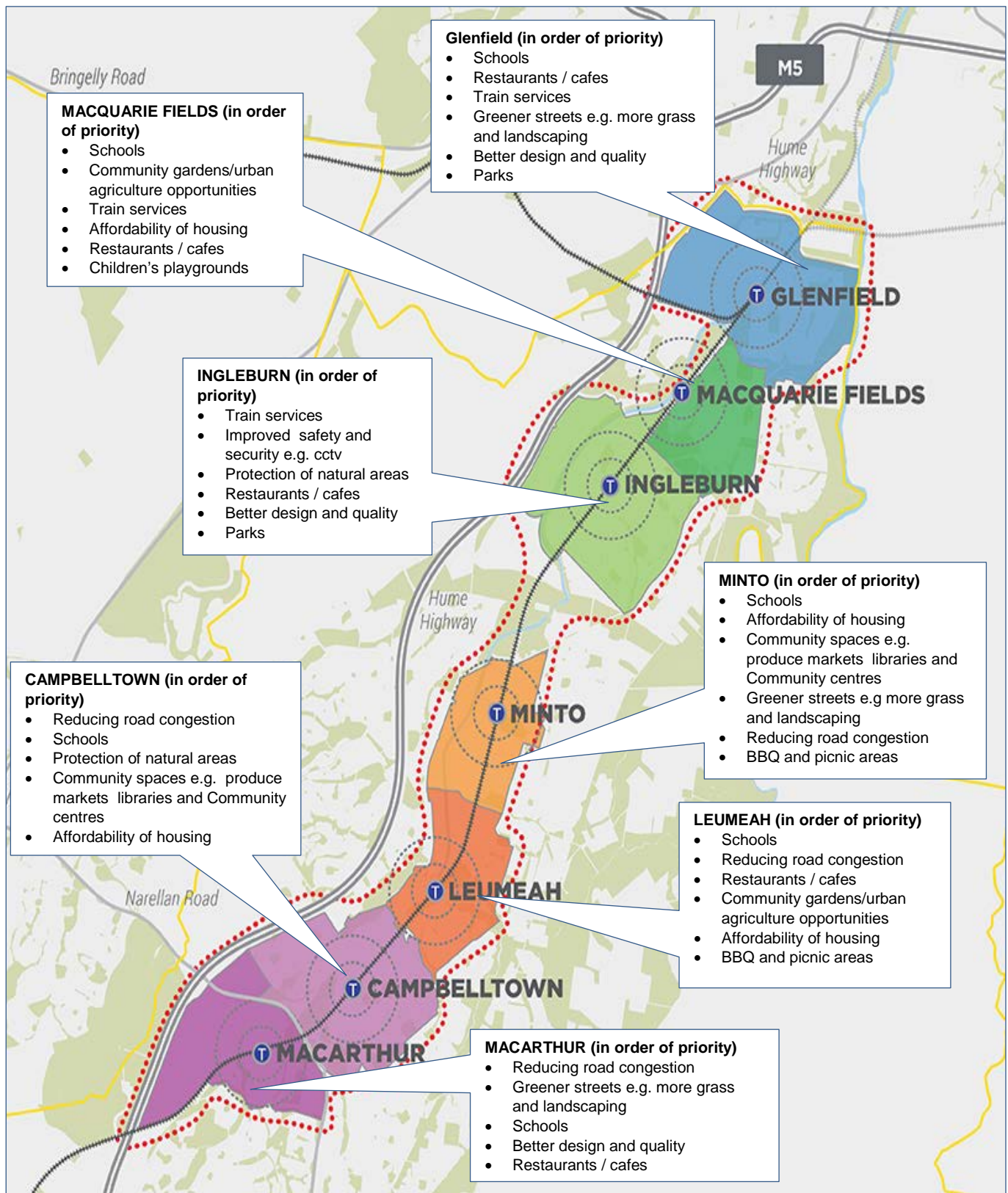
3.3 Summary of findings

What respondents currently value most in their area (top 3 priorities)



3.4 Top priorities in each precinct

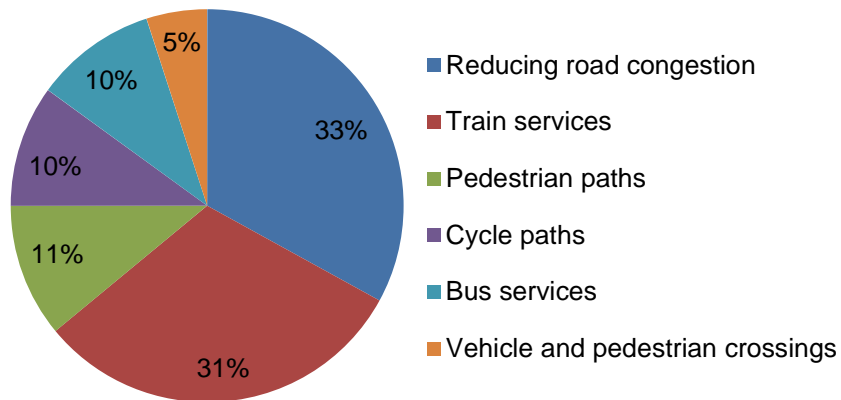
Respondents were asked for their top priorities for the future, across a range of topics including: transport, community facilities, housing and buildings, recreation, natural environment and culture and community. The following map shows the top priorities of respondents in each precinct.



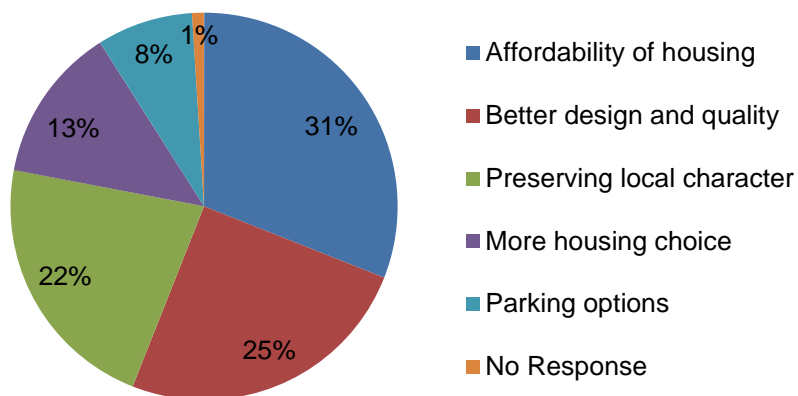
3.5 Top priorities across the Corridor

The following graphs provide an overview of the priorities for each topic from all respondents across the Corridor.

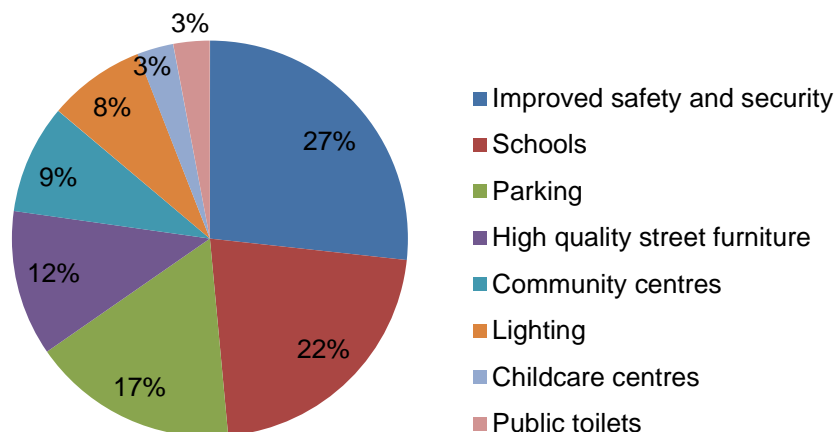
What is your top priority for transport?



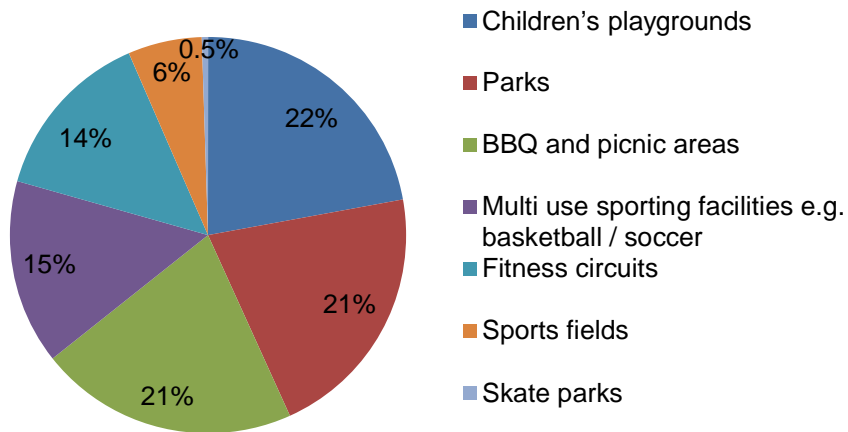
What is your top priority for community facilities?



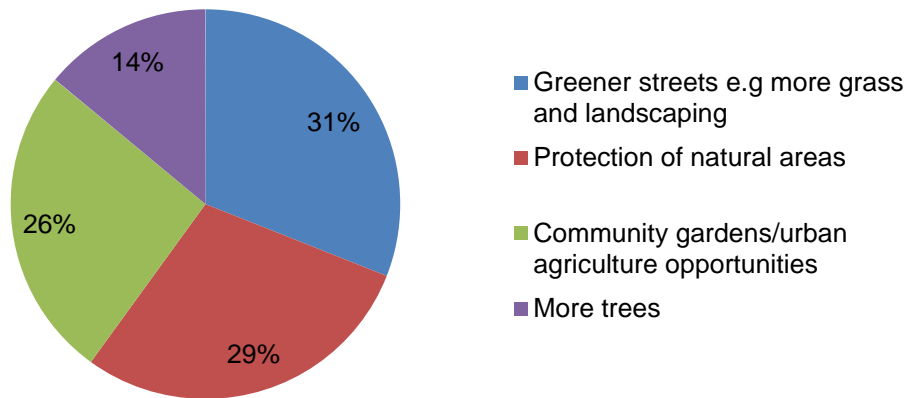
What is your top priority for housing and building?



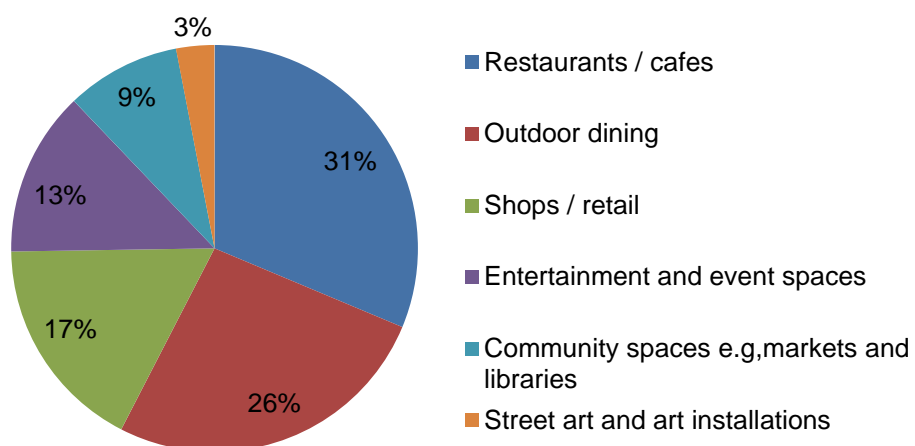
What is your top priority for recreation?



What is your priority for the natural environment?



What is your priority for culture and community?



3.6 Snapshot of feedback received

In the online survey, participants were asked how their local area could be improved. A snapshot of the responses received is shown in Figure 4. Full detail of the responses can be found at Attachment A.



Figure 4 Snapshot of survey responses

4. Summary of Public Exhibition Submissions

A total of 94 submissions were received in response to the exhibition of the Corridor Strategy. Three submissions were received from agencies and councils and 91 submissions were received from the public and landowners.

Key issues raised in submissions include:

- Open space and public domain
- Transport and car parking
- Housing and built form
- Retail centres
- Employment

Please note, issues raised by Campbelltown City Council and other agencies are summarised separately in the following sections of this report and are not included in the graph below.

Number of comments received by theme

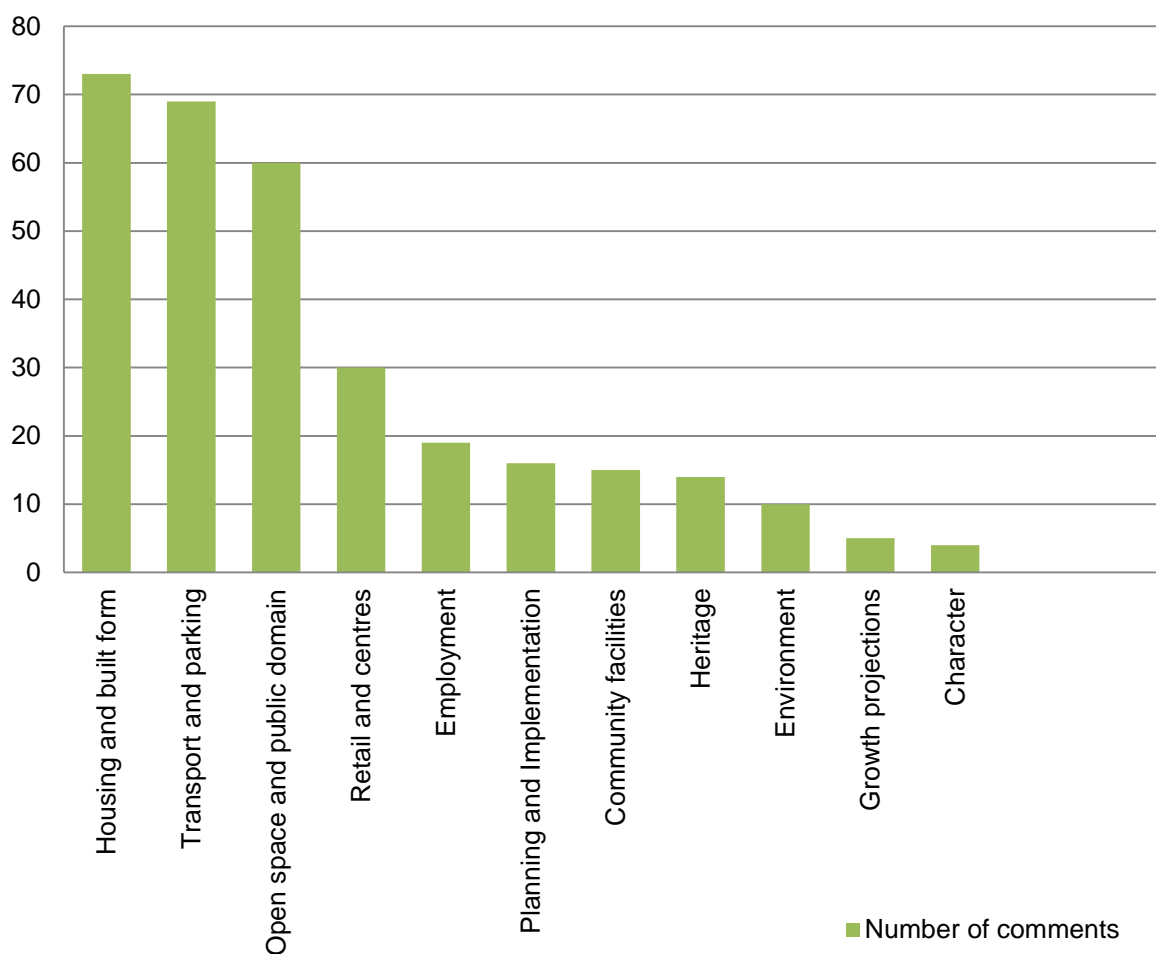


Figure 5 Number of comments received by theme

4.1 Formal submissions received by precinct

Figure 6 provides a breakdown of the number of submissions received on a precinct-by-precinct basis. A number of submissions included comments relating specifically to the Corridor and these are included below.

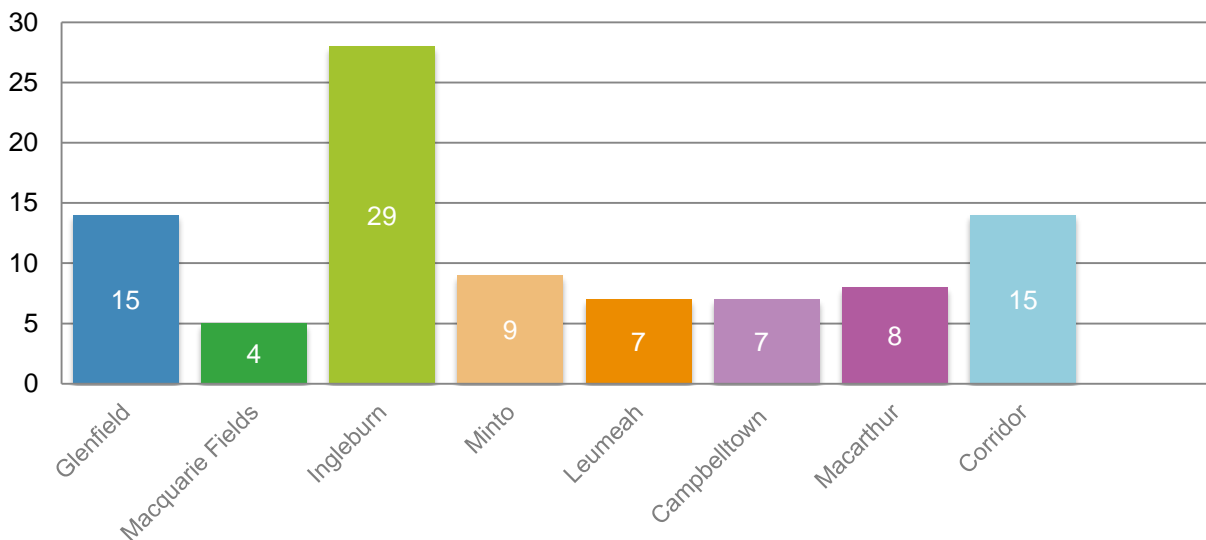
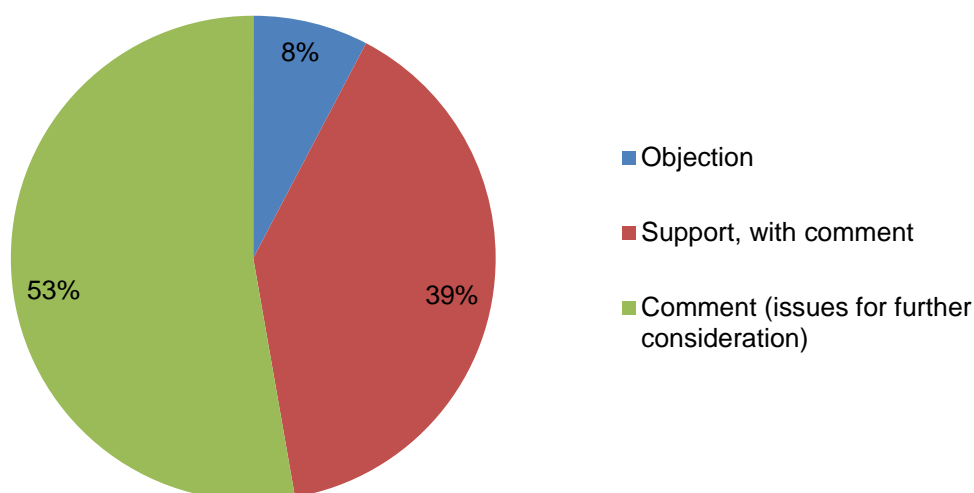


Figure 6 Breakdown of submissions by Precinct

4.2 Percentage of support, opposition and comments for further consideration

Overall there was a high level of support for the Corridor Strategy with the majority of submissions outlining support or providing comments for further consideration. Of the total submissions, only 8% objected to the Corridor Strategy.



5. Corridor Wide Issues

Submissions relating to the entire Corridor, or the Corridor strategy in general, were also received. The key issues raised across the Corridor relate to housing and built form, transport and parking and open space and public domain.

5.1 Housing and built form

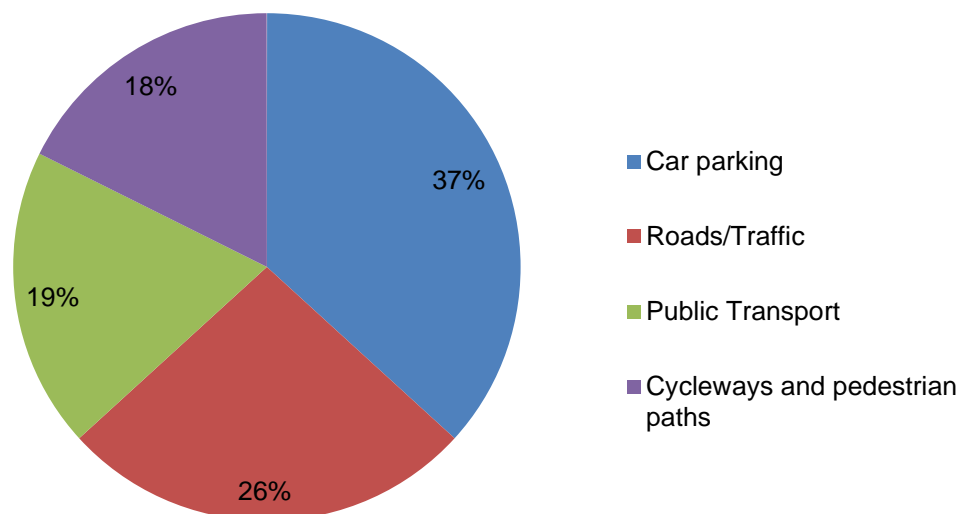
Across the Corridor, the highest number of comments received were in relation to housing and built form. Over 70 comments, specific to housing and built form matters, were provided in submissions.

Generally, there is support for increased housing close to stations to encourage better use of public transport and to provide opportunities to revitalise local centres. A number of respondents suggested building heights should be increased, particularly in areas close to stations.

Other key issues included the need for high quality and sustainable building design for high rise development, the need for a range of housing types, including townhouses and terraces, and the need for more affordable housing to be provided across the corridor.

5.2 Transport and parking

Transport and car parking was a key issue, with close to 70 comments specifically relating to transport and parking issues. Of all comments received, car parking was the most common issue raised, with 37% of all transport comments relating to car parking. A breakdown of the transport related comments is provided in the graph below.



Other transport issues included:

- The need to improve existing traffic congestion
- Need for better bus services and improved public transport
- Better walking and cycling connections, including a cycleway from Glenfield to Macarthur
- Opposition to extension of St Andrews Road to Campbelltown Road

5.3 Open space and public domain

Across the Corridor, there were 60 specific comments in relation to open space and the public domain.

A key theme was the need to retain and improve existing open space through the corridor. Key comments outlined the need for a range of open space and recreational areas for residents to enjoy, including parks, play areas, BBQ facilities, fitness equipment, sports fields and urban bushland and nature reserves.

The need for improvements to the public domain and public spaces including more landscaping, seating, outdoor dining, walkways and cycle paths was also identified.

5.4 Campbelltown City Council

Council has worked closely with the Department during the preparation, exhibition and review of the Corridor strategy and is generally supportive of the Corridor strategy.

Council raised a number of implementation and delivery issues across the Corridor. Key issues raised by Council include infrastructure delivery and funding, transport upgrades, employment generation and implementation.

The corridor wide issues raised by Council are provided in the table below. Precinct specific issues are included in the following sections of this report.

Topic	Key Issues
Infrastructure Delivery	<ul style="list-style-type: none">• In partnership with Council, prepare a detailed infrastructure delivery plan for each precinct, including regional and local level infrastructure and funding mechanisms
Employment Strategy	<ul style="list-style-type: none">• Prepare an employment development strategy for the corridor
Precinct Planning	<ul style="list-style-type: none">• Need for Government support for precinct planning for Campbelltown, Macarthur, Leumeah and Ingleburn
Open Space Planning	<ul style="list-style-type: none">• Prepare a detailed open space strategy for each precinct to determine contributions and funding mechanisms for proposed open space improvements

5.5 Other Agencies

NSW Health - South Western Sydney Local Health District

NSW Health supports a number of key features of the Strategy, including high density housing close to transport, mixed retail and commercial centres close to housing, active transport links, the proposed regional cycleway from Glenfield to Macarthur and open space improvements.

The issues raised by NSW Health are included in the following table.

Topic	Key Issues
Transport	<ul style="list-style-type: none"> • Need active transport improvements to be available before residential density increases • Need practical active transport links across rail line • Preference for regional cycleway to be on the eastern side of rail corridor • Improve pedestrian and cyclist access to Ingleburn and Campbelltown town centres • Lack of analysis of local traffic impacts and congestion issues in each Precinct
Housing and Built Form	<ul style="list-style-type: none"> • Lack of affordable housing strategies across the corridor • Need to consider wind tunnelling and overshadowing in new developments
Environment	<ul style="list-style-type: none"> • Ecologically Sustainable Development (ESD) principles should include specific actions that will promote the health of people living in the corridor • Recycled water strategies should be included in Corridor Strategy • Consider opportunities for community gardens and urban agriculture
Employment	<ul style="list-style-type: none"> • Need a strategy to support local employment

Department of Education

The Department of Education provided a submission in December 2015 to confirm the relocation of Hurlstone Agricultural High School from Glenfield. In their submission, the Department of Education outlined their commitment to upgrade the existing high school and to retain and rebuild the existing schools for specific purposes on the Hurlstone Agricultural High School site.

The Department of Education outlined their commitment to collaborate with the Department and other agencies to create a land use strategy for the Hurlstone Agricultural High School site to facilitate urban renewal of surplus land at Glenfield.

In addition, the Department of Education outlined their willingness to will work with Council and the Department to explore opportunities for joint or shared use of community facilities, such as early learning and child care centres, libraries, open space and sports fields in any future planning investigations for the Hurlstone Agricultural High School site.

6. Precinct Specific Issues

This section identifies precinct specific issues raised by the community during exhibition.

6.1 Glenfield Precinct

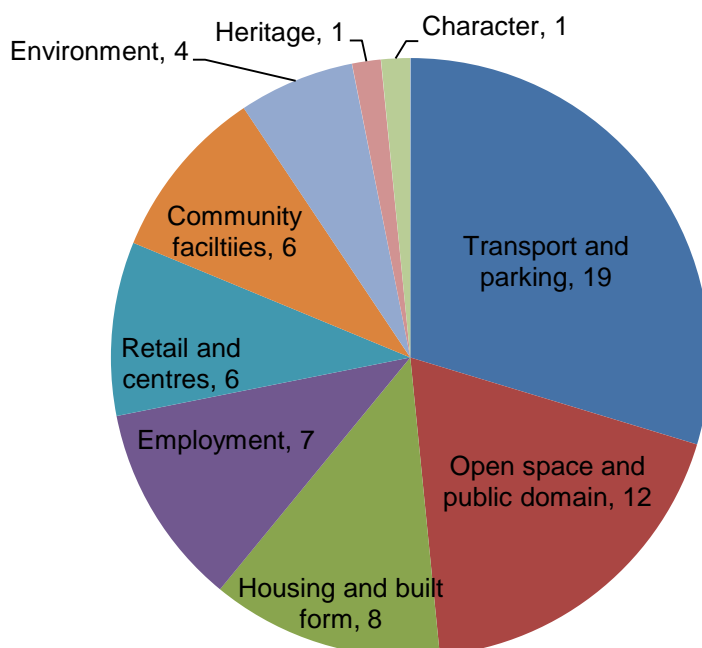
A total of 67 responses to the community values survey and 15 formal submissions were received for the Glenfield Precinct. A summary of the issues raised by the community is provided in below.

COMMUNITY VALUES SURVEY RESULTS		PUBLIC EXHIBITON SUBMISSIONS
What respondents <u>currently</u> value about Glenfield: <ul style="list-style-type: none"> • Schools • Access to public transport • Public open space 	Top priorities for <u>the future</u> of the Glenfield area: <ul style="list-style-type: none"> • Schools • Restaurants / cafes • Train services • Greener streets e.g. more grass and landscaping • Better building design and quality • Parks 	Key issues raised: <ul style="list-style-type: none"> • Transport and parking • Open space and public domain • Housing and built form • Employment • Retail and centres

6.1.1 Public exhibition submissions

Summary of comments raised in formal submissions

The graph below provides a detailed breakdown of the comments raised in submissions in Glenfield. Most submissions raised a number of comments. The range of issues raised in submissions, and the number of specific comments on each issue are included in the graph below. The most comments in Glenfield were in relation to transport and parking, with a total of 19 specific comments received on range of transport topics.



6.1.2 Matters raised by the community

<i>Theme</i>	<i>Key Issues</i>
<i>Transport</i>	<ul style="list-style-type: none"> • More commuter and retail car parking is needed • Need for more frequent and faster train services to the city • More cycleways, safe pedestrian access to transport and more frequent bus services that cater to both the eastern and the western side of the station • Road improvements needed to ease traffic congestion. • Support for extension of Cambridge Avenue to Campbelltown Road
<i>Housing and Built form</i>	<ul style="list-style-type: none"> • Support for medium rise housing close to Glenfield Station as it will provide more housing close to public transport and increase retail shops and jobs. • Allow high rise housing close to the station • Provide a variety of housing including townhouses and villas, not just apartments • Limit new residential development to three storeys • Opposition to residential development adjacent to Hurlstone Agricultural College • Design of residential buildings needs to be considered to ensure quantity outcomes
<i>Open space and public domain</i>	<ul style="list-style-type: none"> • Need to improve existing open space to include playgrounds, walking/cycling tracks, fitness equipment and BBQs • Need to upgrade existing recreational areas, including Seddon park, Blinman Oval and Glenfield Park • Need to ensure open space is provided as part of new developments • Need for streetscape improvements, such as tree planting and outdoor seating
<i>Retail and Centres</i>	<ul style="list-style-type: none"> • Need for more retail shops, cafes, outdoor dining • Need to upgrade retail shops on the corner of Harrow Road and Belmont Rd • Need to consider noise impacts affecting development within 400m of rail corridor
<i>Employment</i>	<ul style="list-style-type: none"> • Need for more office and knowledge jobs • Develop regional employment strategies to attract business and employment opportunities • Support for increased retail to provide more local jobs close to the station
<i>Community facilities</i>	<ul style="list-style-type: none"> • Lack of community infrastructure and local parks on the western side of the station • Need for more schools
<i>Character</i>	<ul style="list-style-type: none"> • Need to maintain the current character of Glenfield
<i>Heritage</i>	<ul style="list-style-type: none"> • The existing heritage area should be maintained
<i>Environment</i>	<ul style="list-style-type: none"> • Need for more trees and protection of waterways

6.1.3 Matters raised by Campbelltown City Council

<i>Theme</i>	<i>Key Issues</i>
<i>Transport</i>	<ul style="list-style-type: none"> • Kiss and Ride facility should be jointly funded between Council/Government • Cambridge Road extension is required regardless of timing of future development and must include a bridge over the Georges River • Need to undertake investigation of car parking needs in Glenfield • Transport and traffic management plan required as part of precinct planning to determine local road and traffic improvements and funding responsibilities • Potential connection to western side of rail corridor requires further investigation to avoid any impacts on Seddon Park • Additional road connection on the western side of the precinct is required
<i>Housing and built form</i>	<ul style="list-style-type: none"> • Consider increasing building heights to eight storeys around Glenfield Station • Confirmation on the future use of the Hurlstone Agricultural High School. Any existing and future proposed land uses and relationship to the centre need to be considered in detailed precinct planning • Opportunities to activate space along Railway Parade requires more detailed investigation
<i>Community facilities</i>	<ul style="list-style-type: none"> • Development of multi-purpose community facility needs to be considered in any infrastructure planning and funding
<i>Employment</i>	<ul style="list-style-type: none"> • Investigate opportunities to create additional future employment opportunities associated with Hurlstone Agricultural High School

6.2 Macquarie Fields Precinct

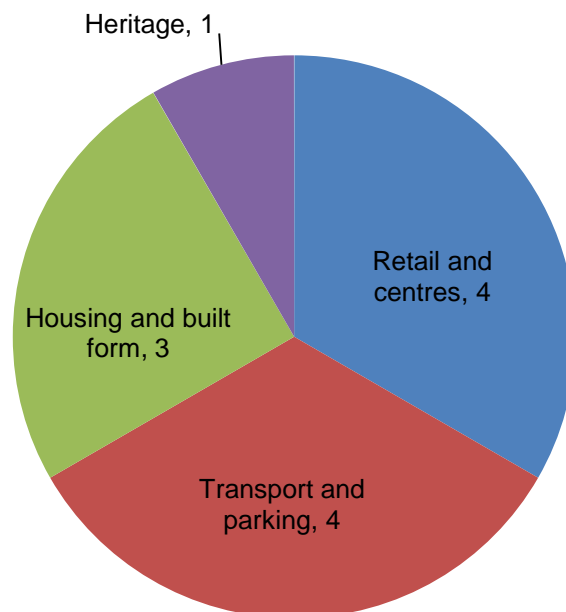
A total of 36 survey responses and four formal submissions were received for Macquarie Fields. A summary of the issues raised is provided below.

COMMUNITY VALUES SURVEY RESULTS		PUBLIC EXHIBITION SUBMISSIONS
What respondents <u>currently</u> value about Macquarie Fields: <ul style="list-style-type: none"> • Schools • Access to public transport • Housing that is affordable 	Top priorities for <u>the future</u> of the Macquarie Fields area: <ul style="list-style-type: none"> • Schools • Community gardens/urban agriculture opportunities • Train services • Affordability of housing • Restaurants / cafes • Children's playgrounds 	Key issues raised: <ul style="list-style-type: none"> • Housing and built form • Retail and centres

6.2.1 Public exhibition submissions

Summary of comments raised in formal submissions

The graph below provides a detailed breakdown of the comments raised in submissions. Most submissions raised a number of comments. The range of issues raised, and the number of specific comments on each issue are included in the graph below. The most comments in Macquarie Fields were in relation to retail and centres and transport and parking.



6.2.2 Matters raised by the community

Theme	Key Issues
Housing and Built form	<ul style="list-style-type: none"> • High rise residential housing should be located within 400m and medium density within 800m of Macquarie Fields Station to encourage more people to use public transport • Existing local shopping centre should have a height limit of six storeys to encourage renewal
Retail and Centres	<ul style="list-style-type: none"> • No new shopping area should be established near Macquarie Fields railway station because this will only reduce the viability of the established shops along Saywell Road • Need to consider the impact of the proposed mixed use area opposite the station, on the established local centre on Saywell Road • Support for mixed use area next to Macquarie Fields station as it will attract new businesses.
Transport	<ul style="list-style-type: none"> • Support for proposed extension of Redfern Street to Victoria Road • Need to provide more commuter car parking to encourage people to use public transport • More train services and station upgrade needed • Limited bus, especially to Macquarie Fields station
Heritage	<ul style="list-style-type: none"> • Need to protect heritage in Macquarie Fields

6.2.3 Matters raised by Campbelltown City Council

Theme	Key Issues
Transport	<ul style="list-style-type: none"> • Need to undertake investigation of car parking needs in Macquarie Fields • Proposed connection over Redfern Creek is supported but need to identify funding sources • Further investigation of cycleway network linking Macquarie Fields Golf Course is needed

6.3 Ingleburn Precinct

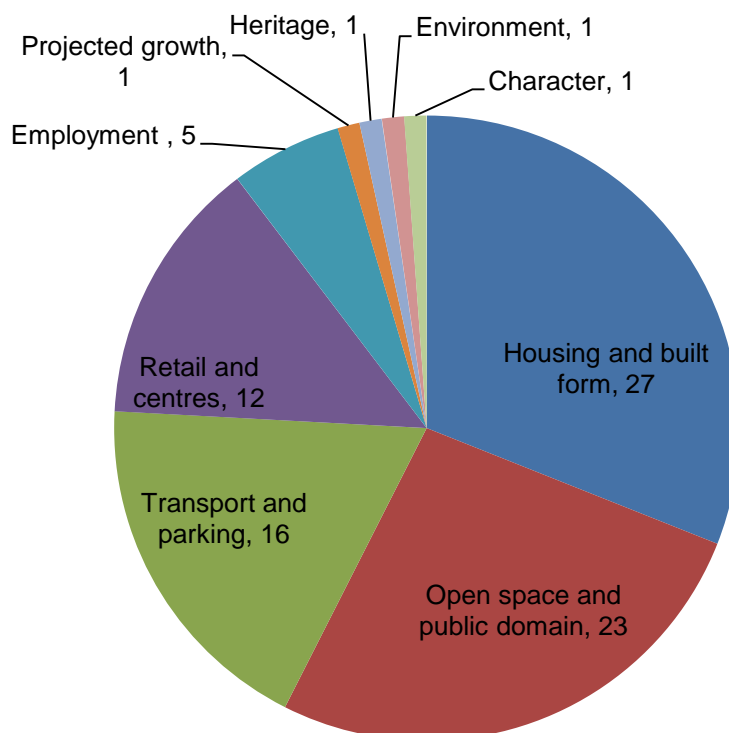
Ingleburn Precinct received the highest number of submissions. A total of 71 survey responses and 29 formal submissions were received for the Ingleburn Precinct.

COMMUNITY VALUES SURVEY RESULTS		PUBLIC EXHIBITON SUBMISSIONS
What respondents <u>currently</u> value about Ingleburn: <ul style="list-style-type: none"> • Access to public transport • Housing that is affordable • Public open space 	Top priorities for <u>the future</u> of the Ingleburn area: <ul style="list-style-type: none"> • Train services • Improved safety and security e.g. cctv • Protection of natural areas • Restaurants / cafes • Better design and quality • Parks 	Key issues raised: <ul style="list-style-type: none"> • Housing and built form • Open space and public domain • Transport and parking • Retail and centres

6.3.1 Public exhibition submissions

Summary of comments raised in submissions

The graph below provides a detailed breakdown of the comments raised in submissions. Most submissions raised a number of comments. The range of issues raised in submissions, and the number of specific comments on each issue are included in the graph below. The most comments in Glenfield were in relation to housing and built form.



6.3.2 Matters raised by the community

<i>Theme</i>	<i>Key Issues</i>
<i>Open space and Public Domain</i>	<ul style="list-style-type: none"> • Opposition to the proposed green corridor linking Ingleburn town centre to Milton Park • Improve cycleway access to Milton Park along Redfern Creek • Better utilise existing parks and improve recreational facilities • Need for well-designed open space, increased landscaping and more trees
<i>Transport</i>	<ul style="list-style-type: none"> • Need to provide more commuter and retail car parking • Concern about identifying existing car parks as high rise residential • Identify Georges River Parkway and other corridor links on transport plans • Identify a direct road connection between Ingleburn and Minto Industrial areas • Review the proposed bus route between Campbelltown and Liverpool so that it passes nearer to the Ingleburn commercial centre
<i>Housing and Built Form</i>	<ul style="list-style-type: none"> • Support for high rise housing close to Ingleburn Station and high rise and medium rise housing on the western side of the station • Extend medium rise housing to Currawong Street • Need for more affordable housing • Retain existing low density housing east of Cumberland Road • Extend high rise residential along Memorial Avenue on the western side of the station • Replace the proposed green corridor along the rail corridor from Ingleburn town centre to Milton Park, with increased housing • Limit building heights to four storeys in the town centre • Support for a two storey height limit along Oxford Road, with higher buildings set back to maintain the scale and character of Oxford Road • Increase heights up to four storeys along Oxford Road
<i>Retail and Centres</i>	<ul style="list-style-type: none"> • Extend the mixed use area in the Ingleburn town centre • Encourage residential uses above ground floor retail to activate Oxford Road • Support for more shops and cafes along Oxford Road
<i>Character</i>	<ul style="list-style-type: none"> • Maintain the existing scale and 'village' character of Oxford Road
<i>Jobs</i>	<ul style="list-style-type: none"> • Support for the proposed Business Park on the western side of the train station • Need to provide local employment opportunities • Provide additional retail and mixed use areas to provide for future jobs growth
<i>Projected Growth</i>	<ul style="list-style-type: none"> • Residential growth projections are too low
<i>Heritage</i>	<ul style="list-style-type: none"> • Need to preserve local heritage

6.3.3 Matters raised by Campbelltown City Council

<i>Theme</i>	<i>Key Issues</i>
<i>Transport</i>	<ul style="list-style-type: none"> • Improved road access from arterial road network to town centre • Funding arrangements for Chester Road and Devon Road connection • Shared funding for Kiss and Ride facility • Consider linking Williamson Road to town centre over rail line • Provide interchange on both sides of station • Include industrial link road between Minto and Ingleburn • Redirect Campbelltown-Liverpool suburban bus route via Ingleburn town centre and train station • Cycleway/pedestrian link to connect Ingleburn town centre to Milton Park
<i>Housing and built form</i>	<ul style="list-style-type: none"> • Need to provide opportunities for ground floor retail and commercial uses in high rise residential areas to encourage street activation. • Proposed retail and commercial core should allow shop top housing • Support for two storey setback along Oxford Road, subject to amenity and solar access not being affected
<i>Open space and public domain</i>	<ul style="list-style-type: none"> • Identification of passive open space linking Ingleburn Road to Milton Park and is incorrect. This land is to be identified as medium rise and high rise residential • Review need for three new parks as Ingleburn contains sufficient existing open space • Examine opportunities to activate public spaces in the proposed public square
<i>Employment</i>	<ul style="list-style-type: none"> • More detailed investigation and economic feasibility of Business Park required • Office uses in industrial area should not detract from office development in the future business park/town centre

6.4 Minto Precinct

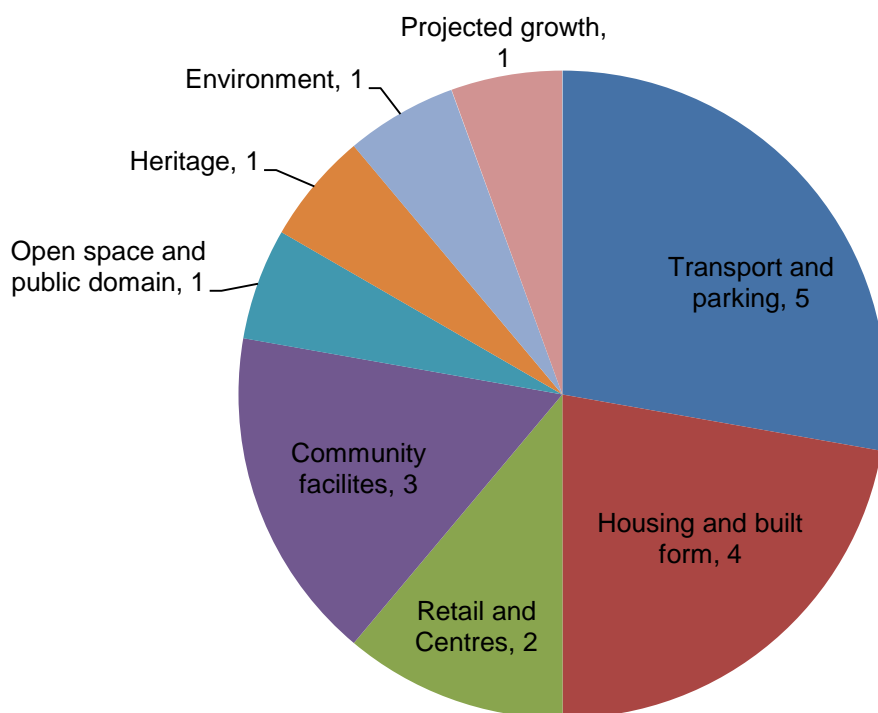
A total of 68 survey responses and nine formal submissions were received for the Minto Precinct. A summary of the issues raised is provided below.

COMMUNITY VALUES SURVEY RESULTS		PUBLIC EXHIBITON SUBMISSIONS
What respondents <u>currently</u> value about Minto: <ul style="list-style-type: none"> • Access to public transport • Housing that is affordable • Schools 	Top priorities for <u>the future</u> of the Minto area: <ul style="list-style-type: none"> • Schools • Affordability of housing • Community spaces e.g. produce markets libraries and Community centres • Greener streets e.g. more grass and landscaping • Reducing road congestion • BBQ and picnic areas 	Key issues raised: <ul style="list-style-type: none"> • Transport and parking • Housing and built form • Community facilities • Open space and public domain

6.4.1 Public exhibition submissions

Summary of comments raised in submissions

The graph below provides a detailed breakdown of the comments raised in submissions. Most submissions raised a number of comments. The range of issues raised in submissions, and the number of specific comments on each issue are included in the graph below. The most comments in Minto were in relation to transport and car parking.



6.4.2 Matters raised by the community

<i>Theme</i>	<i>Key Issues</i>
Transport	<ul style="list-style-type: none"> • Increase commuter car parking • Opposition to the removal of commuter car parking adjacent to Coronation Park • Need for better pedestrian connections
Housing and Built Form	<ul style="list-style-type: none"> • Support to medium rise housing around Minto Station • Opposition to medium rise housing and renewal in Minto • Need to consider impact of medium rise development on existing low density character
Community facilities	<ul style="list-style-type: none"> • Opposition to identifying community facilities and St James church as medium rise residential • Need for more community facilities • Need to consider the impact of increased population on schools in Minto
Retail and Centres	<ul style="list-style-type: none"> • Need for more cafes and outdoor dining in Minto • Support for renewal of shops near the station
Open space and public domain	<ul style="list-style-type: none"> • Improvements to existing open space are needed
Heritage	<ul style="list-style-type: none"> • Need to protect and retain buildings of heritage value in Minto
Environment	<ul style="list-style-type: none"> • Need to retain existing vegetation
Projected Growth	<ul style="list-style-type: none"> • Concern about potential for significantly more homes in Minto than the projected growth of 400 new homes over the next 20 years

6.4.3 Matters raised by Campbelltown City Council

<i>Theme</i>	<i>Key Issues</i>
Transport	<ul style="list-style-type: none"> • Lack of east-west road, cycle and pedestrian connections • Improved connections between Minto Marketplace and station. • Opportunity for activated 'boulevard' along Redfern Road. • Include industrial link road connection from Minto to Ingleburn • Opportunities to redevelop ground level commuter car parking should be explored
Implementation	<ul style="list-style-type: none"> • Support and opposition to medium rise housing around Minto Station • Need to consider impact of medium rise development on existing low density character
Employment	<ul style="list-style-type: none"> • Explore employment creation by leveraging off the 'logistics hub' formed by Macarthur Intermodal Shipping Terminal and Southern Sydney Freight Line

6.5 Leumeah Precinct

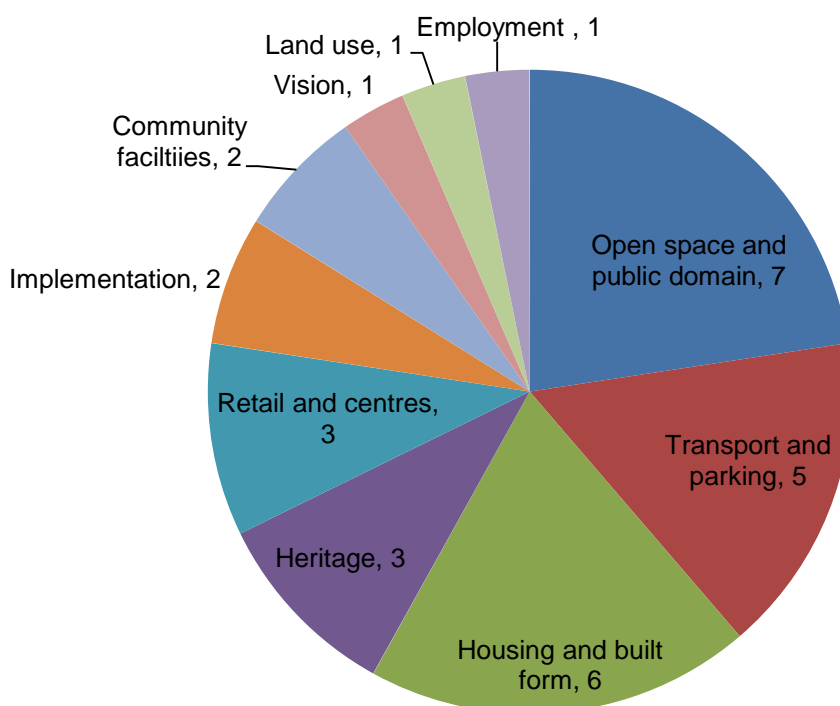
A total of 60 survey responses and seven formal submissions were received for the Leumeah Precinct. A summary of the issues raised is provided below.

COMMUNITY VALUES SURVEY RESULTS		PUBLIC EXHIBITON SUBMISSIONS
What respondents <u>currently</u> value about Leumeah: <ul style="list-style-type: none"> • Schools • Access to public open spaces and parks • Cafes and restaurants 	Top priorities for <u>the future</u> of the Leumeah area: <ul style="list-style-type: none"> • Schools • Reducing road congestion • Restaurants / cafes • Community gardens/urban agriculture opportunities • Affordability of housing • BBQ and picnic areas 	Key issues raised: <ul style="list-style-type: none"> • Open space and public domain • Transport and parking • Housing and built form

6.5.1 Public exhibition submissions

Summary of comments raised in submissions

The graph below provides a detailed breakdown of the comments raised in submissions. Most submissions raised a number of comments. The range of issues raised in submissions, and the number of specific comments on each issue are included in the graph below. The most comments in Leumeah were in relation to open space and public domain.



6.5.2 Matters raised by the community

Theme	Key Issues
Housing and Built Form	<ul style="list-style-type: none"> • Support for high rise housing close to the station • Need to ensure quality design and a range of apartment sizes • Identify building heights for all future development • Increase building heights up to 16 storeys for residential and mixed use development • Proposed high rise in Leumeah is too high
Retail and Centres	<ul style="list-style-type: none"> • Support for renewal in Leumeah and revitalisation of the local retail centre
Transport	<ul style="list-style-type: none"> • Need more car parking in the precinct
Planning and Implementation	<ul style="list-style-type: none"> • Need to allow a broad range of uses in the 'Culture and Leisure' area to create a vibrant sporting and mixed used activity hub • Need to ensure consistency with Campbelltown Local Environmental Plan • Land use categories should be consistent with land use zones
Open Space and public domain	<ul style="list-style-type: none"> • Redevelop the stadium to increase capacity, provide accommodation and dining options and attract multiple-uses, such as community events and concerts • Support for improved connections to Smith Creek Reserve
Heritage	<ul style="list-style-type: none"> • Need to recognise and maintain local heritage

6.5.3 Matters raised by Campbelltown City Council

Theme	Key Issues
Transport	<ul style="list-style-type: none"> • Liverpool to Campbelltown suburban bus route needs to link to Leumeah Station • Need to prepare an accessibility and parking strategy
Housing and built form	<ul style="list-style-type: none"> • Need to allow range of land uses, including commercial and retail, in the area identified as 'cultural and leisure'
Community facilities	<ul style="list-style-type: none"> • Review recommendation that no new council facilities will be required in the precinct

6.6 Campbelltown Precinct

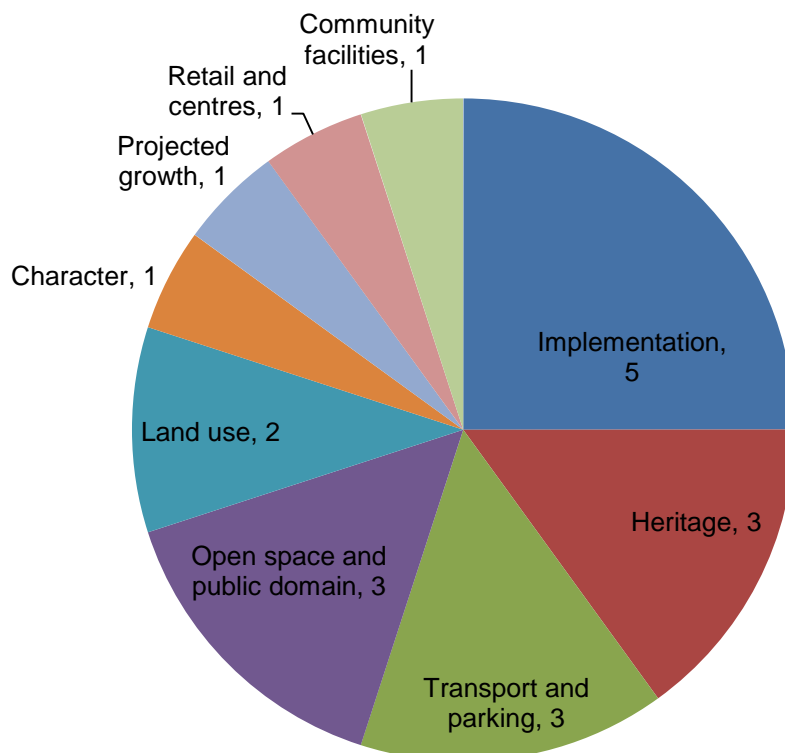
There were a total of 54 survey responses and seven formal submissions that raised comments specific to the Campbelltown Precinct. A summary of the issues raised is provided below.

COMMUNITY VALUES SURVEY RESULTS		PUBLIC EXHIBITON SUBMISSIONS
<p>What respondents <u>currently</u> value about Campbelltown:</p> <ul style="list-style-type: none"> • Housing that is affordable • Schools • Public open space and parks 	<p>Top priorities for the <u>future</u> of the Campbelltown area:</p> <ul style="list-style-type: none"> • Reducing road congestion • Schools • Protection of natural areas • Community spaces e.g. produce markets libraries and Community centres • Affordability of housing • Children's playgrounds 	<p>Key issues raised:</p> <ul style="list-style-type: none"> • Housing and Built form • Planning and Implementation

6.6.1 Public exhibition submissions

Summary of comments raised in submissions

The graph below provides a detailed breakdown of the comments raised in submissions. Most submissions raised a number of comments. The range of issues raised in submissions, and the number of specific comments on each issue are included in the graph below. The most comments in Macarthur were in relation to housing and built form.



6.6.2 Matters raised by the community

<i>Theme</i>	<i>Key Issues</i>
<i>Transport</i>	<ul style="list-style-type: none"> • Need for a vehicular connection between Badgally Road and Broughton Street over the rail line • Extend proposed south west rail link reservation corridor from Narellan to Campbelltown • Improve public transport on western side of train station
<i>Housing and Built Form</i>	<ul style="list-style-type: none"> • Support for increased housing close to the centre • Increase heights, up to 25 storeys, for residential and mixed use areas within walking distance to the train station • Restrict height limit to six storeys for all development in the precinct • Extend high rise residential on the western side of the station • Allow shop-top housing and residential development in the commercial and retail core • Increase building heights in the commercial and retail core
<i>Implementation</i>	<ul style="list-style-type: none"> • Need to allow for owner-initiated planning proposals as part of implementation • Need development controls that are flexible and provide for future growth • Need to ensure consistency with the Local Environmental Plan
<i>Heritage</i>	<ul style="list-style-type: none"> • Important for local heritage to be retained and surrounding development to be sympathetic • Consider heritage listing items identified in Council's 2011 Heritage Review
<i>Open space and public domain</i>	<ul style="list-style-type: none"> • Need to provide play areas for children, green space and community gardens as part of new developments • New development should be within 400m walking distance to open space and recreational activities • Need to provide more opportunities for art and cultural activities
<i>Projected Growth</i>	<ul style="list-style-type: none"> • Growth projections should be minimum targets, with capacity to exceed targets
<i>Character</i>	<ul style="list-style-type: none"> • Retain existing character and scale of Queen Street and provide opportunities for small local businesses

6.6.3 Matters raised by Campbelltown City Council

<i>Theme</i>	<i>Key Issues</i>
<i>Transport</i>	<ul style="list-style-type: none"> Proposed extension of Badgally Road is supported but must accommodate public transport, cycling, pedestrian and vehicular traffic Concern that commuter car parking on the western side of the station is identified as high rise residential. Need to ensure existing car parking capacity is maintained in future precinct planning Appin Road and Narellan Road intersection requires upgrade to accommodate future growth proposed in Greater Macarthur land release area Regional road access to Campbelltown CBD must be improved – including Spring Farm Link Road, Appin Road and Badgally Road
<i>Housing and built form</i>	<ul style="list-style-type: none"> High rise residential on western side of station needs to provide option for ground floor convenience retail/food/drink businesses for street activation High rise residential areas fronting Queen Street between Broughton Street and the Moore Oxley Bypass must retain opportunities for ground floor activation along Queen Street by restricting ground floor activities to retail, commercial and non-residential uses. Need to ensure residential apartments can be developed (above ground floor retail) in commercial core High rise residential area on the southern side of Blaxland Road should allow mixed use retail and residential land uses Building heights along Queen Street may need to be higher than 12 storeys to encourage redevelopment and ensure appropriate setbacks Support for proposed building heights, but need to provide flexibility for increased heights to achieve planning outcomes
<i>Employment</i>	<ul style="list-style-type: none"> Need to ensure office uses in industrial areas do not detract from demand for office space in business park/commercial core

6.7 Macarthur Precinct

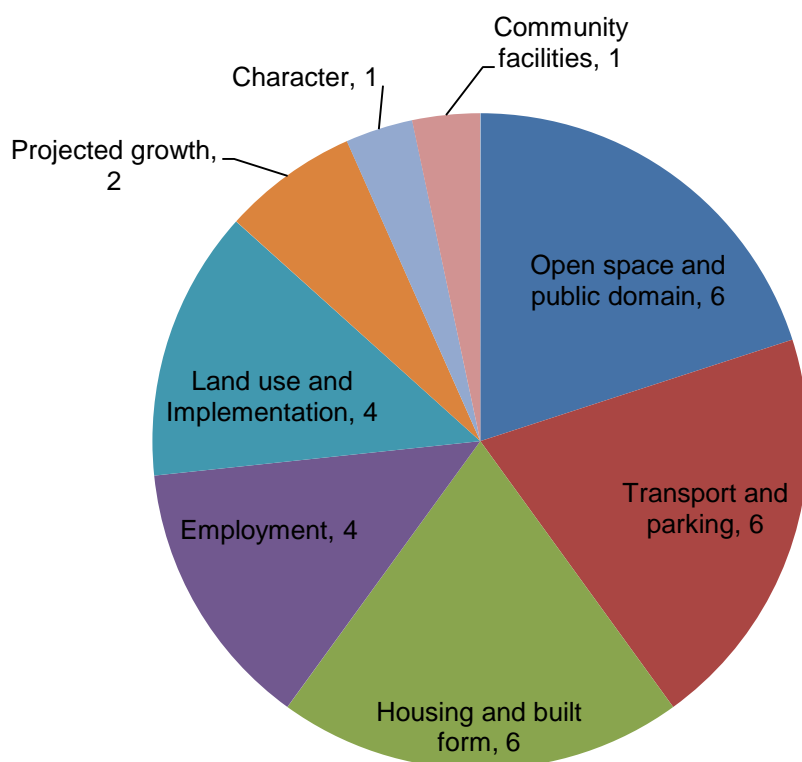
There were a total of 37 survey responses and eight formal submissions that raised comments in relation to the Macarthur Precinct.

COMMUNITY VALUES SURVEY RESULTS		PUBLIC EXHIBITON SUBMISSIONS
What respondents <u>currently</u> value about Macarthur: <ul style="list-style-type: none"> • Access to public transport • Cafes and restaurants • Public open spaces • Schools 	Top priorities for <u>the future</u> of the Macarthur area: <ul style="list-style-type: none"> • Reducing road congestion • Greener streets e.g. more grass and landscaping • Schools • Better design and quality • Restaurants / cafes 	Key issues raised: <ul style="list-style-type: none"> • Open space and public domain • Transport and parking • Housing and built form

6.7.1 Public exhibition submissions

Summary of comments raised in submissions

The graph below provides a detailed breakdown of the comments raised in submissions. Most submissions raised a number of comments. The range of issues raised in submissions, and the number of specific comments on each issue are included in the graph below. The most comments in Macarthur were in relation to open space and public domain.



6.7.2 Matters raised by the community

Theme	Key Issues
Housing and Built Form	<ul style="list-style-type: none"> • Increase building heights, up to 25 storeys, close to train station • Support for renewal and increased density close to station • All high rise development should be within 400m of train station
Transport	<ul style="list-style-type: none"> • Need to consider extending the South West Rail Link extension to Macarthur • Public transport needs to be improved to be more reliable and convenient • More cycleways • Need to address road congestion, especially on Narellan Road
Land use and Implementation	<ul style="list-style-type: none"> • Need flexible land uses for the TAFE NSW campus site too allow flexibility for the reconfiguration and redevelopment of the campus • Need consistency between the Corridor Strategy and land use zones in the Local Environmental Plan • Revise the Macarthur Vision to acknowledge employment generation opportunities
Open Space	<ul style="list-style-type: none"> • Remove areas inaccurately shown as open space • Increase native landscaping and tree planting in existing open space • Retain all existing open space and ensure new developments are within 400m of open space • More children's playgrounds and improved maintenance of existing open space • Plenty of open space already provided in the precinct
Jobs	<ul style="list-style-type: none"> • Limited existing employment opportunities in Macarthur • Need to encourage renewal in Campbelltown-Macarthur to remain competitive, especially as other centres in the South-West develop • Support for proposed business park opportunities
Projected Growth	<ul style="list-style-type: none"> • Review growth projections as the existing projections appear to understate jobs growth potential
Character	<ul style="list-style-type: none"> • Need to preserve local charms and consider existing character and demographics

6.7.3 Matters raised by Campbelltown City Council

<i>Theme</i>	<i>Key Issues</i>
<i>Transport</i>	<ul style="list-style-type: none">• Potential extension on Menangle Road under Narellan Road is not supported• Significant challenges in providing proposed green link from Tindall Road to western side of precinct• Concern that commuter car parking is shown as mixed use and residential• Include the proposed pedestrian/cycleway link from station to Western Sydney University and TAFE on Land Use and Infrastructure Plan• Investigation of car parking needs for the precinct should be accelerated
<i>Housing and built form</i>	<ul style="list-style-type: none">• Proposed medium rise on western side of the station is not consistent with current development proposal for this land

7. Post-Exhibition and Next Steps

In November 2015, following exhibition of the Draft Corridor Strategy, the Government announced the relocation of Hurlstone Agricultural High School to the Western Sydney University Hawkesbury campus and a new education precinct in Glenfield.

In response to the announcement, the Department is undertaking further investigations and a review of the draft Glenfield Land Use and Infrastructure Plan to identify the potential future land uses for the Hurlstone Agricultural High School site and any necessary infrastructure upgrades required to support future growth.

As part of the review, further urban design, transport and employment analysis is being undertaken to inform the preparation of a revised draft Land Use and Infrastructure Plan. This work will also include a review of the proposed dwelling and employment growth forecasts and will consider any necessary adjustments in response to any additional growth identified in the Glenfield Precinct.

The Department is working closely with Council, Department of Education and Transport for NSW on this review and will be seeking community feedback once investigations are complete.

The revised draft Glenfield Land Use and Infrastructure Plan, and any other proposed amendments to the Draft Corridor Strategy, will be re-exhibited in the coming months. The Department will hold a community information session in Glenfield during the exhibition period to provide the community with an opportunity to find out more about the revised plans.

Once this exhibition is complete, the Department will review the submissions and revise the Draft Corridor Strategy as necessary. The Department will then prepare a Submissions Report and provide a recommendation to the Minister for Planning for decision to finalise the Draft Corridor Strategy.

ATTACHMENT A:

WRITTEN RESPONSES TO ONLINE SURVEY

Is there anything else we should consider that will help improve your area?

1: Don't overpopulate for the sake of meeting targets! Quality of life is why people chose Campbelltown - sprawling high density and the associated crowding would significantly impact on the amenity of the area, its open spaces and reputation for being a green city.

2: Shopping is absolutely woeful in Ingleburn! A few years ago you could do all of your shopping there. Now to buy a pair of shoes, or clothes you have to go to Glenquarie or Minto.

3: Partnerships with community service organisation to bring activities into the area

4: We need a cycling rail trail from Glenfield railway station to Macarthur Station to join existing rail trail from Liverpool to Parramatta. It will encourage people to ride to work. Needs to be dedicated cycle paths & not just lines on the road which drivers ignore.

5: The area is developing very quickly with more and more house being built. We need to ensure that the community facilities are grown at the same capacity.

6: We have lots of houses on Glenfield road constructed by Mirvac but there are no parks or play areas for kids which were shown in original plan while buying house. Can we make sure that builders make real parks in those areas despite of giving them a common name of park and natural reserve? I would appreciate some survey in this area - Panorama in Glenfield where lots of houses are built but nothing is considered for kids to play.

7: I would like to see a progressive Ingleburn and maintain its character. I would like to see a 7 storey heritage character looking apartment with restaurant in the ground floor and basement parking. I would like to see a 12 storey commercial or hotel glass building. I would like to see a piazza with foundation, sculpture and artwork, well placed Retail and Restaurant. I would like to see a roundabout with heritage light post. I would like to see a redevelopment of Stanley Street which is an eyesore at the moment.

8: More carpark space at Campbelltown station.

9: Disability access is very poor- from pathways that are not wheelchair accessible to public transport that does not have disability friendly bus stops (well sign posted- frequent- shelters). Disability parking is often taken by police cars. Parks do not have pathways for walkers and chairs - more access consultation is required with disability groups

10: Improving stores in Queen Street to increase its desirability. Not only maintaining natural areas but adding to them. We have lost a lot of open space and this deteriorates quality of life. Increased Community ownership over our space to ensure its well maintained

11: School crossing / school zone traffic infringement enforcement so permanent camera's

12: REAL wildlife corridors within and linking suburbs, because Campbelltown is so close to the Georges River bushland and is losing so many EEC's both WITHIN C'town and on the Camden side of the Scenic Hills (e.g. Cumberland plain woodland and shale-sandstone transition forest) that the wildlife is placed at greater risk. Greater care needs to be taken with heritage items in and around Campbelltown. This survey refers to infrastructure, so what about the upper canal, for instance I don't believe it has ever been listed as a heritage item. The protection of the Scenic Hills is of paramount importance to the local community and council (and has been since around 1974), please ensure its beauty and character is preserved into the future.

13: Revitalisation of Queen Street Campbelltown with better dining (and outdoor dining) space, increased variety of boutique shops, more vibrancy with street art/installations, more entertainment, more events e.g. international night markets, more parking etc...

14: Keep open spaces and trees as are and if anything add extra. If you are going to be adding housing and infrastructure it can't be at the expense of parks, open spaces and greenery.

15: Crime free eating and entertainment areas where people/families feel safe going to even at night. The Campbelltown area has very few eating out options. Markets, especially Farmers' Markets, closer to the area would also be great.

16: utilising existing reserves to create community gardens and add children's play areas

17: Be more sympathetic to the area's heritage. Don't just bulldoze it all for profit. The government is destroying our state's natural heritage and its history by cramming houses in where there is no infrastructure to support it or there is a need for it

18: Plant some flowers as part of the landscaping along the train station. Demolish the industrial buildings and old houses along Stanley Street Ingleburn and replace with medium height 7 Storey apartment buildings.

19: Leumeah is a lovely quiet place. The O'Sullivan road and Pembroke road is a disgrace, it needs traffic lights. There is nowhere for people from Leumeah to meet. The street lighting there is sad or non-existent, thank god I don't have to walk home off a train at night. The shops at Leumeah are dirty and uninviting.

20: A direct walking path from Panorama estate to the train station. An express train from Glenfield to Central. Landscaping - Make the area look nice. Litter - Educate people to not throw everything anywhere. More frequent clean-up of the street. Provide bin at bus stop. Graffiti. Try to find permanent solutions: for example planting trees or climbing plants in front of fences. It would look nicer and people would not be able to do graffiti anymore. Thank you!

21: More housing variety with possibly more higher density housing options in and around Campbelltown.

22: The walkway/footpath currently connecting Glenfield Road to Glenfield Rail Station is narrow, extremely crowded, and unsafe at most of the times. It is a matter of time that some serious accident/casualty will occur if the current negligent approach prevails. The number of people using roads and rail services has multiplied and the current infrastructure, road lane on Glenfield Road is shambolic. I hope somebody reads this email and understands the concerns and take decisive steps. I am already involved in current community forums and Secretary of Vista Estate (built by Mirvac homes).

23: It would be great to see more mixed commercial/residential areas around railway parade at Glenfield station. Rezoning those areas to allow more business on the ground floors with residential units above them would assist both job creation and housing affordability.

24: Improving the quality and design of shops in the local area as well as improving the design of houses and new buildings in the train station area.

25: Definitely the positioning of Ingleburn's shops in terms of having them together categorically for e.g. the restaurants, cafes and takeaway places next to each other. It is presentable and easy to select from. Another, speed needs to be extra reinforced as drivers do not stop for pedestrians. Heavy penalties must apply through speed cameras.

26: I would like to see more for our young people (youth) when I grew up in the area we had roller skating rink, club teen, snooker room, time zone and more now our young teens have nothing or nowhere to go, very sad

27: Glenfield can (and probably should) undergo further development around the immediate area of the station. The station has direct services to Liverpool,

Parramatta, and Sydney CBD, and plans from the State Government show that a rail line to Leppington will eventually be extended to Badger's Creek Airport. It would be a waste for the station to not be used to its full potential.

28: Glenfield has the most potential to grow as an urban renewal corridor. It has excellent train communication to city and other hubs around Sydney... has vast underdeveloped residential blocks of large size and suitability within 400m to 800m of train station which can easily be identified to be major potential to give rise to high rise up to 20 stories and medium rise up to eight storey apartment development within affordable price range.

29: Do not build high-rises in Macquarie Fields, Ingleburn, Minto and Leumeah as many residents bought here to enjoy the green spaces and the neighbourhood style living. I only support low-density and a few medium-density (3 storey) developments only. These areas are not suitable for high-rises. We are far away from the CBD and I bought here because of affordability and low-density living.

Government must understand that the community would rather prefer 6-8 storey developments in Glenfield and Campbelltown. 2-3 storey housing should continue to dominate Ingleburn and surrounding areas.

30: Infrastructure for major govt. dept. or corporate offices to drive week day customers to local businesses during and provide employment options for professional.

31: Yes...build a sound barrier along Pembroke Road. Sick to death of the trucks all day all night. I was told not further industrial would be built past streets. That was a lie

32: More family and pet friendly parks.. Somewhere I can take the kids and dogs out for picnics and a play.

33: More green spaces, using zoning and council planning to preserve natural reserves as well as implementing community hubs such as community garden/urban agriculture space. As a multicultural area, many cultures have particular foods that are special to them and hard to source in mainstream supermarkets. A community garden will allow such multiculturalism to be expressed through plantings of a variety of international foods, representing our area and then engaging these people together in a shared activity- gardening. It is also an ideal way to help tackle local food security issues.

34: Yes I would like to see all traffic lights have speed cameras and for all cross streets with traffic lights to have a turn left lane so as to keep traffic flow

35: More dept. of housing houses for people who earn too much for public housing and are considered too old for a home loan. Do these people need to be on the waiting list now, but they can't because they live in a house although they pay half their wage on private rent. We have been paying rent for 20years in the same house because we were told we didn't earn enough money for a home loan and it's impossible to get a deposit when half the weekly wage is on rent and then it went up by \$30 a week, because the price of houses in the area that are sold decided the rent, so what is there for a couple in their sixties.

36: More events or activities that are free or cheap. Get people out of the house.

37: Improved storm water management throughout catchments including restoration ecology. Flora Fauna corridor links restored with suitable native plant banks. Urban sensitive design strategies incorporated in road ways.

38: We want to own our own house but as first home buyers we are feeling so pushed out the market even in the Macarthur area. Please consider family affordable housing that does not come with ridiculous price tags like Park Central, Macarthur Gardens, Macarthur Heights, Stowe Apartments. I don't see why affordable family housing can't be in these areas.

39: I would like the housing to be affordable and my parks

40: The causeway at Cambridge Avenue, Glenfield can be dangerous during flooding and erosion in this area is threatening the significant ecological features. Bushland areas should be retained to preserve threatened species and ecological communities, the cumulative impacts of new housing estates in Glenfield make these areas more and more important. Loss of biodiversity should be compensated for in local bushland areas such as the Georges River Nature Reserve.

41: More fitness parks. E.g. pull up bars, parallel bars

42: Community services e.g.) more funding to continue and to grow community services in our area. Also, affordable housing for all local residents. E.g.) First home buyers BEFORE investors :) ALSO, when I say more trees I don't mean gumtrees.. Gum trees are great, but not near houses. ALSO.. There is no option for "living with parents" so I thought I'd add that I live with my parents and they own there house with a mortgage, not me.

43: More family friendly and affordable housing for first time renters

44: There is inadequate housing diversity throughout the corridor. Ruse has a 100% R2 Low density zone. Every suburb should have a mix of R2, R3 and R4. This is not sustainable and excludes different household types. NSW Land and Housing estates being redeveloped perpetuate the monoculture of housing. We need transit orientated developments along corridors such as Georges River Road, Junction Road that feed rapid bus routes towards centres and train stations. Neighbourhood centres need to have shop top housing to make them vibrant and multipurpose.

45: Make Campbelltown a leader in Green Community sustainability.

46: I would like to recommend a few things: (PRIORITY) 1. Reduce the bus fare and have more buses running during peak hours this will encourage people to use public transport.. for the fuel cost of 1.60 (Average Fuel Price) and the bus fare of \$3.30 one way it's definitely cheaper to drive. 2. Consider more units Between Glenfield and Macarthur (at least 10 to 12 levels) close to the train station. This will help people sitting in the traffic plus time consuming. (Stamp duty collected can help build roads) and when more people move in then the public transport will be used frequently and the bus fares can be reduced) 3. Convert whole Campbelltown road into a 4 lane. 4. The M5 bridge on Raby road needs to be a 4 lane the bottle neck, just as you come close to the bridge is ridiculous.

47: Clean up Queen Street Campbelltown - especially near Gloria jeans. I do not even feel, safe walking there. There are so many druggies and smoking should be banned.

48: Health services

49: Faster trains to city. Reasonable sized houses so you are not living on top of your neighbours

50: The area has suffered from increased retail activity in both Glenquarie and Minto. To improve the amenity for shopping in Ingleburn providing a greater variety of retailing is a high priority, Also, the provision of commuter parking independent of retail parking is a high priority. The encouragement of Oxford Rd to become an eating area would be a great benefit to the local community. Cycle ways and pedestrian paths linking the green space between Ingleburn and Macquarie Fields would be of a great advantage. Ingleburn has had a stable population for a considerable period of time. To enable Ingleburn to reinvent itself it would greatly benefit from more people and higher density housing options. Ingleburn needs to have an additional crossing of the rail line potentially this could be an extension of St Andrews Rd through to the yet to be constructed George's River Parkway. Also, an extension of Williamson Rd through to the Minto industrial area to allow connectivity between Minto and Ingleburn.

51: A much better infrastructure would be a high priority

52: With Ingleburn in particular bus timetables aren't aligned with train timetables, resulting in lengthy waits between the modes of transport. Additionally the local bush area is often targeted for illicit illegal dumping, if you were to go there now you would find burnt out vehicles and other items as well as large amounts of discarded furniture and garbage. One small note, there is a sign on Cambridge Avenue on the way to Moorebank Avenue (so toward the barracks). There is a Commonwealth sign that has been vandalised with graffiti and it is yet to be cleaned. I personally believe this particular piece of vandalism disgraces not only the local service men and women stationed there, but everyone as citizens of the Commonwealth of Australia.

53: We need more restaurants and eating areas. Faster and regular train service to city. More grass areas and parks. This area is Australia's first green city but has embarrassing few parks. Also stop destroying the natural beauty of the area with high rise apartment blocks-disgusting.

54: A theme park and mega stores like IKEA.

55: I would like to have a St Andrews Park between Campbelltown Road and St Andrews Public School to be developed similar to Koshigaya Park in Campbelltown or Johnson Park, Dulwich Hill NSW.

56: More parking at the station.

57: More services for local aboriginal people, my daughter has to attend the Minto aboriginal family and community centre, would be nice to have more of these centres and closer to home.

58: I think fitness equipment at parks would be a great thing for the community. I've seen these at lots of parks on the central coast. I think there is plenty that can be done to renew the area, small things like replacing metal railings with more modern feature walls like in new estates.

59: A lack of affordable housing options for first home buyers in Glenfield.

60: Please do something about the parking. The last year the parking has become a joke.

61: Having more social events where the community focuses on all age groups. Also more restaurants and bbq areas to allow for more picnics. Ingleburn is already a family friendly environment, adding these facilities would make it that much better.

62: Please install lifts in Macquarie Fields train station

63: Utilising the Georges River with walkways, cycle ways, bushland regeneration and enhanced picnic/ recreation facilities.

64: Better park spaces that include children's playgrounds, cycle ways, skate zones, basketball hoops and bbqs. This will provide quality zones for families to spend time together and build stronger social ties within the local community

65: Ingleburn has the potential to be a thriving community, it has many great services, such as a large post office, rta, banks etc, but too many shops have been replaced by "loan shops" - this does not create communities. One of the shopping areas (Ingleburn Fair) has been closed, with promises of renewal, but at the moment it is just a hangout for dodgy people. As the area is booming, developers are being allowed to buy up everything and build units - this does not create a thriving community, it is a mess. All these extra people, but nowhere to go, except Woolworths.

66: I know a lot of families that would let their kids ride around more if there were off road cycle links between this area and other surrounding suburbs. Open spaces should be planted out with trees and landscaped rather than left as wasteland after development.

67: Redo the strip mall at Glenfield station the area is nice but the shops (buildings) are an eyesore. Replanning this would make it a nicer area.

68: Improve the whole main street in terms of appearance and amenities/shops/cafes etc offered. Make it a community that you want to spend time in.

69: More cultural activities, more markets, more independent retail shops. More independent shops in general. More cycleways

70: We need more shopping centres, better schools in the area.

71: A crossing over the storm water Canal between Bow Bowing and Minto Station for pedestrians. An overpass or safer way for families to cross Campbelltown road from Bow Bowing to get to the local school and shops. Crossing 4 x lanes of traffic with the majority of cars aiming for you is dangerous and only a matter of time before someone is injured or killed.

72: Encourage retail areas that are not in the major shopping centres to take pride in presentation. There is a continuing decline in standards and presentation giving a slum appearance which does not encourage good behaviour. I am concerned about affordable housing but not at the detriment of the area.

73: More concrete paths to make the area better accessible for everyone especially the elderly. More buses throughout Leumeah Not just up the main roads so the people especially the elderly can leave their home on outings etc

74: Huge need/opportunities for more recreational facilities and restaurants/cafes/a welcoming pub near Glenfield. People socialize in each other's homes because there's nowhere to go locally. Additionally, would be great if council supplied facilities like strengthening courts at some local parks or even plastic bags for dog poo, as I've noticed people stuff their own bags into wire fences at some parks. More pedestrian /cycle paths that link up across councils, e.g. provide pedestrian path from Glenfield to Casula powerhouse walk in Leacock NP. Currently, it's a dangerous route.

75: reducing bus and taxi traffic through main street of Ingleburn, making it more pedestrian friendly. Ingleburn also needs greater variety of retail outlets or else will lose out on increasing demand from new housing developments in nearby suburbs, Ingleburn is stuck in the 1970's and needs a reality check for what its residents really need

76: Can the centre of Sydney CBD somehow be accessible through Campbelltown rather than the current route?

77: More green parks where you enjoy with family like in Campbelltown or Macarthur

78: Land sale opportunities in the area of Raby, Kearns, Eschol Park that is affordable

79: Consider options for youth engagement, as young people are simply hanging around and vandalising children's playgrounds in the area.

80: Need a cycle way along railway line between Macarthur & Glenfield

81: Minto has a redeveloped shopping mall and state housing being built. Serious consideration should be given to the tenancy of these housing units to keep the family flavour of our community a safe and happy one.

82: Macquarie Field's station needs to upgrade to a new version station, bus service, cafe, public toilet, car park etc. the area surrounding the station needs to restructure (including old houses, villas, townhouses)..

83: Glen Alpine needs to be included in the urban renewal corridor as it constitutes a key part of the area adjacent to Macarthur station

84: Our Libraries do the best with what they have and they are amazing, but with the growth this community is experiencing they need a LOT more funding to expand (particularly the main Library at Ctown which I don't think has been renovated or expanded since it was first built). The staff are great and do what they can, but they need a lot more money to continue providing vital programs and services to the community. The kids programs in particular often have HUGE turn outs. I was there for one of the storytime sessions and there were easily 40 kids there all with adults, that is 80 people in the Library at one go and this is a common occurrence.

85: Eagle Vale definitely needs more trees. And litter is a big problem

86: Public medical centre and dental clinics

87: Off street bike racing circuit.

88: Multipurpose cycling facility, to allow safe opportunities for the growing cycle community

89: More footpaths especially in Narellan

90: Leumeah train station needs a upgrade more parking and the area near the station needs a face lift a big block of deserted land for many years is an eye sore build a whole new complex dinning out restaurants, shops or a community centre anything will be better than seeing what we see now, Leumeah needs more recreational places things for kids to do on school holidays more parking near the station and more lighting to make it feel safe when getting off the train at night.

91: Please install more or if not, brighter more luminous street lights along Brooks street in Macquarie Fields, most especially concerning the area of the street adjacent to James Meehan Oval.

92: make it safe for my child to ride a bike to school

93: Stop Building multi story Apartments. Build roads that are able to carry traffic for the Future not just for today. More car parking spaces at Railway Stations. Retain as much as possible the Historic features, Buildings and Landscape of the area.

94: New shopping centre at Glenquarie. Better station facilities at Macquarie Fields. Nice children's playgrounds in Macquarie Fields area.

95: We need bigger shopping mall like they have in the west.

96: I think Main Street Campbelltown needs to be improved. It needs to be by making it more appealing for restaurants and cafes and less bargain shops. A lot of people are employed in the area and it needs to be more appealing to locals. This would also reduce crime.

97: Better employment opportunities throughout the area in skilled positions, probably won't happen though until the schools can provide better pathways into those higher skilled positions. Increased densification along rail corridors that is affordable, for low-middle class earners while providing parks and other open spaces that isn't reserved for water retention like most sporting facilities in the area. If there is densification, small gated parks along road might encourage parents to go out and relax without having to worry about their kid running onto the road and not needing an acre of land to provide green space

98: Parks, playgrounds for all age groups, looking at examples Blaxland riverside reserve, inclusive play areas

99: Continue the m7 cycle path from Casula near Glenfield to Campbelltown. Make a off road cycle track at Raby sporting fields so kids have some where to race in the Macarthur area as Penrith has regatta centre or Sydney has centennial park Liverpool has eastern creek. Sutherland shire has a large loop in a park.

100: Improve the streetscapes of main roads and shopping precincts. Local roads are constantly littered with dumped furniture etc. making the streets unappealing

101: Just to expand on my answer to transport options. Last year a large number of people in our Sydney office were forced to move to Parramatta. I work for a federal govt dept. The same thing is happening for a number of State Govt depts. Rail services to the city are much more efficient.

Although there is a Cumberland rail line, it only offers services at certain times of the day. I have to catch 3 trains in the morning now and at least 2 on the way home depending on my start and finish times for the day. If I leave Parramatta anything after the 5.17pm train it only goes as far as Liverpool. Again I need to travel on 3 trains to get home. If I do manage to catch one of the trains before 5.17pm, they are only at 30 minute intervals. The only options for trains on the Cumberland are the old silver trains, many that aren't air conditioned; meanwhile services to Penrith and City areas enjoy the newer trains. The trains only have 4 carriages and people push and shove to try to get a seat. Not a very enjoyable experience. Public transport is our only option because if you choose to drive you pay quite heavily for parking in Parramatta. You might say well change my travelling times. That might be ok if child care and after school services were available after 6.15pm and before 7am in the morning, but this is currently not the case.

102: It's been noted before but what I think makes a big difference to an area is the treescape. Formal structured deciduous and native trees. Reasonably well advanced trees well staked and maintained until the tree can go alone. The council get my congratulations on their effort on Raby road with its tree planting. Looks good now and will look better as they get older. I would like to belong to a tree planting group if one exists.

103: St David's Presbyterian Church cemetery on the cross road of Broughton St. & Moore St., (Campbelltown) is the ugly part of this beautiful centre of Campbelltown. What will be nice, just some better fence. It doesn't need to be expensive or height, but just more presentable and a bit cover it. It's annoying me every day, when I drive around. As a community we should put there some plants on fence, build for them new or find other solution for this.. It's a face of Campbelltown and very busy intersection. It's very ugly. Also renovation of cinema and parking around train station are poor. Saturday market will be nice and positive.

104: Think before developing. New developments leave not enough room for cars e.g. Park Central. All-round improvements to make this the best place to live. We absolutely need more local jobs and not just retail jobs but a variety. Its costly and time consuming to travel to the city for work. This area is growing bigger and bigger but basic things like rail, bus and jobs is not extending and improving. Consider other alternatives for public transport that makes it easy to get around for mums with strollers

105: With the affordable housing scheme (i.e. Granny Flats), there is a big increase of residents, who all have cars, but nowhere to park them. "Back streets" are becoming dangerous to navigate.

106: Please put more police on the street at night and day for ranging which is safe for women

107: Please build basketball courts. We have enough fields for footy, soccer and cricket but none for basketball. Also, please make houses affordable.

108: Better bus/train connectivity

109: You need to consider the cumulative impacts on neighbourhoods of renewal and increased populations. For example, the local medical centre is not only used by residents of Ingleburn, but also Macquarie Fields. Would we have enough hospital beds and emergency services? Probably not.

110: Need to seriously look at traffic congestion around Narellan Rd, M5, UWS and Mac Sq Shopping centre. It is beyond ridiculous at peak hour times and on weekends. With the new development at the uni, it is only going to get much worse.

111: Cycle paths.

At the moment the existing cycle path network needs to be extended. Let's get some cars off the road but giving people the option to walk or cycle.

112: This Urban Renewal Corridor is isolated from the high amenity (climate, high density public transport services, schools, universities and hospitals) associated with Sydney's core from the coast as far west as Parramatta. Even so, Sydney's best public transport is a failure in comparison to world cities, as it does not provide a generally preferred alternative to private transport (apart from at peak times and to central destinations) The Urban Renewal requires extensive investment in complex, dense, overlapping public transport networks as well as additional infrastructure and services. Urban renewal of Sydney's core should also be the focus of strategic planning for increased population and increased housing choice due to its high amenity and access to services.

113: Security is paramount; however it's only achievable through the revitalization of the business around the train stations.

114: A focus on Australian culture as well as newly imported ones. We have so many cultural groups which introduce Aussies to new cultures but nothing that shows the Australian culture to new Australians.

115:- more long-term (e.g. full day) parking options - more regular bus services that span the length of Glenfield (e.g. a bus every 15 mins up and down Belmont road) - high density housing around the station (e.g. apartments and terrace housing), and medium density up to 2 km from the station - less unsustainable housing options such as subdivisions and small block-large house style dwellings - more activities to cater for youth (13-25) in the Glenfield area

116: A park at Eaglevale and more housing more jobs for people who actually want to work and have been looking for 1 year and can't get anywhere

117: More affordable housing in 2560 areas

118: Maintaining the current infrastructure. Recently Campbelltown Council has proven it can't maintain the current infrastructure, therefore it would be reasonable to correct this before putting more load on it. Better life cycle costing analysis to ensure this.

119: We need a local cinema due to increasing population,

120: 1. Extend multi storied parking facilities in Minto station (high priority) with flyover linking Minto Marketplace and Campbelltown road over the railway line.

2. Renovated wider walkway from Minto station to Brookfield road with high visibility Street lighting.

3. Combined community centre with multicultural centre including a library around One Minto.

121: 1. an express city train that's actually an express train, i.e. Campbelltown to Wynyard in 45 to 50 minutes. 2. Greener streets. 3. More professional Jobs.

122: A revamp of Queen Street to make it more appealing to dine etc. Better shops (instead of junk shops)

123: Something for young people to do, there is nothing for 16-25 yo to do. More nice parklands,

124: More express train services

125: A cycle/running exclusive path along the rail corridor from Glenfield to Macarthur. Possibly link up to the m7 cycle path somehow. Not on any roads. It would bring more people through the area. Possibly increase use of cafe, restaurants, businesses and local fitness.

127: Especially in the newly developed area where we stay, there is not a single Park or children's play area which seems unusual when you see the huge number of new houses coming in. It would be nice if this can be taken as a top priority.

128: Definitely the quality of the shops and the buildings housing them at Glenfield station. We have a wonderful train station now and the shops are an eyesore, especially with all those mobile phone adverts plastered all over the walls of the shops making it look like a ghetto. Happy for more duplexes on the large blocks around the station, and wish the shops had some decent restaurants and cafes. There is nothing in Glenfield. Have to travel to Casula, Ingleburn or Campbelltown for a good meal. Minto is similarly run down and awful at the station. Places like Summer Hill or Oatley are well landscaped areas around their stations that bring people to the varied quality shops. They become hot spots for where people want to live and create a great sense of community. I really like the new playground equipment in various parks in Glenfield and the skate park at Macquarie Fields is brilliant and incredibly popular. Good to see that graffiti and rubbish is cleaned promptly always.

129: I bought in Leumeah due to affordability and manageability for a sustainable, pedestrian-centric lifestyle. I value being around the corner from the train station. I don't care about sport/gambling and the money that Council has poured into the Wests club has not served the entire community. I've no support for sprawling down Appin Rd to Mt. Gilead while Queen St. in Campbelltown still looks like Ye Olde Crapshacks of single-story construction and used car dealerships. I would like to see development in Campbelltown reflect the needs of a growing regional city, with thought given to sustainable design. I'd like to see development reflect best practice re: siting and construction for energy efficiency, limits on the footprint of non-permeable coverage of lots, and reflective roof colours that do not compound urban heat sink effects.

130: More family areas parks bbqs and fitness equipment

131: Road safety and security are very important as there are many students and commuters around Glenfield Station. Currently on Glenfield Road side of station, we need more street lights pedestrian crossing & CCTV.

132: I would like to see modern mixed use high rise buildings on the industrial side of the station. I would love to see gardens and parks separating the industrial side from a small residential hub near the station that could house thousands of homes. I would love for my street to be safer at night and for Ingleburn to look like a modern age suburb. More like Burwood or Leichhardt eventually.

134: I love Ingleburn it is my home town but I cannot afford to buy a property right now. I like to see more units in Ingleburn maybe on the industrial side as I always find parking there. I wish there was cleaner and more secure places for my friends and I to hang out, go for a coffee or a nice restaurants. I feel embarrassed at times to bring friends into the area. I love modern tall buildings and cafes, shops, restaurants. I always go to the industrial side to get parking when using public transport. Units and car parks on that side would be ideal!

135: wildlife conservation

136: Minto does not have any quality restaurants except for the fast food chains. I very much look forward for more dining options

137: Get residents to mow their front lawn...take some pride in where you live....although renters do not care about aesthetics!

138: More cafes in the area are needed. A lot of the restaurants and stores are closed on the weekends leaving not much to do. Developing the area in terms of things to do such as fitness circuits and cafe's etc. would provide a better sense of community

139:1. target and maintain optimum population density (ie. that density that results in the highest quality of life) throughout the planning and design phases.

2. Promote high quality local job opportunities, especially in new and future technology. eg computing, robotics, ...

140: Wider streets all with footpaths for people to walk.

141: I think the children's parks around Macquarie fields are terrible. My kids love to go to the park to play / feed the ducks, we have to go to Harrington park to find a decent park. There are plenty of open spaces at Milton park which would be a perfect place for a children's playground, so many people use this park it would not go to waste.

142: It would be great to get a lake like all the new suburbs have

143: We would like to have more community services and centres that will help all the disadvantage group of local people. That's my priority number 1. Thanks for this survey

144: Better roads surfaces, widening of main roads.. Better phasing of traffic lights from side streets or maybe more individual turning signals. . Clean out and better maintain causeways/flood channels. . Complete link roads.

145: Glenfield's a pleasant place to live but it is getting worn out and tired. The suburb is ripe for renewal. It is well-located for commercial development (a technology park, perhaps?).

146: More shopping malls. MacArthur mall isn't enough. More variety in food outlets, other than MacDonald's, KFC, etc. More local community entertainment events. More local parks

147: I would be great to have shops open late and live entertainment like they have in surfers paradise on a Friday and Saturday night they have people singing , juggling , and other sorts of things like a night markets

148: Proper pathways on both sides of the road Less roundabouts and more traffic lights for pedestrians. Artist community. Movie cinema. Restaurants. More local jobs

149: As a runner and a cyclist access to well prepared and maintained path/cycle ways is a must for people to be able to exercise in a safe and usable space.

150: Roads still need improving especially with the population bomb to hit Campbelltown with the opening of Oran Park/Gregory Hills etc.

151: Light rail along Narellan Rd! Reduce dependence on cars, especially with anticipated high-growth areas. Dedicated bus lane & cycle path along Narellan Rd. More parking at Campbelltown station. Express trains from Campbelltown to City during peak time

152: Retain the heritage item (LEP) Redfern's Cottage and curtilage for sympathetic adaptive reuse. Retain St James church to keep village atmosphere. Retain the Scenic Hills, these can be seen from many areas in Minto and are an important green space. Build over Railway Stations for high-rise and so keep more green space. 4 lane roadway on eastern side before any more development Community Gardens/ urban agricultural opportunities, vertical gardens We have a good balance of sporting ovals, parks and some pocket parks, all should be retained as children/adults in high-rise will need these. Fitness circuit in larger parks

153: I don't feel safe after dark. More lighting and CCTV may help improve this.

154: Require frequent bus service. Require Children play ground in Atlantic Blvd (where Panorama estate)

155: Parking around stations. Glenfield and Ingleburn have too few parking spaces. One has to drive to the station but without parking one cannot use the trains

156: I would love to see a reduction in cars on the road by providing safe paths for walking and cycling through the suburbs to the railway stations

157: The public free housing homes need to be sold off and tenants moved further from Macquarie Fields. This suburb is now home of many office going or at least families with very decent jobs. These families are educated migrants and deserve to live in a decent way. The only reason these migrants bought a place here was because this was among the only suburb allowing them to actually own a property, the nearby suburbs had unreasonable prices for a same built house. But housing, cultural atmosphere is still considered worst among the neighbourhood. Even with all these educated families moving in, it feels like Macquarie Fields is one of the underappreciated suburbs forever.

158: Improving Queen Street so that it becomes a viable and pleasant high Street, rather than the dangerous and unattractive Street with shops of little to no value. Improve public transport options between Campbelltown and the city. Peak hour trains are only just servicing the current capacity. Improve arterial roads to reduce congestion in main areas such as Narellan Road and roads around Macarthur Square. Improve maintenance standards for surrounding bushland. The bush surrounding Kentlyn is important habitat for native flora and fauna, but should be scoped for low impact recreational use improve relevance and importance within the community

159: Need more shops, cafes, restaurants, supermarkets etc. Need police station and more petrol to improve security.

160: Mac Fields needs safe and pleasant places to walk, to bike, to picnic. There isn't anywhere for a nice decent coffee, need more outdoor cafes and dining options for different cuisines. There also needs to be a colourful and inviting Library! I've lived here 8 years and never been inside ours because it looks old and has no curb appeal! Do we have a community centre? And if so, what colour is it?

161: I live near Bellevue Park in Leumeah and have a newborn. Currently I have to walk on the road as there are very limited pathways in my area. I would love to see Bellevue Park have a walking path around and throughout the space as well as fitness equipment installed. It would be excellent for our area and help to motivate movement and weight loss in our area. Upon release of such equipment you could encourage a fitness trainer to release the new equipment on a 'release day' while having a few nutrition and health promotions (local radio station and business promotion involved). This way people learn how to use equipment and are provided with information on how to improve their health and their habits. Events like these could also be held yearly in each suburb to ensure the public stay motivated. And events team should be put together in the area to help facilitate these events.

162: I recently attempted to cycle from St Andrews into Campbelltown and was shocked at how difficult it was. Once out of St. Andrews there were very few designated bike paths and they were not clearly marked. Further, when looking on the Campbelltown website I could not find any maps that indicated where cycle ways were located. I had hoped to start riding my bike more often with my young son rather than driving, however, with the poor bike access currently available into Campbelltown. I don't feel that it would be safe.

163: Maintenance of greenery, over growing trees in sidewalks and public areas such as nature reserves and parks.

164: A wider variety of shops that provide goods to the whole community not just specific cultures within the community.

165: Not using barbed wire fencing

166: Don't force commercial interests that are currently west of the rail line out of Ingleburn in an attempt to increase housing numbers. These businesses are important local employers and provide necessary services to the district. Restrict development of multistorey high density housing to the area immediately adjacent to the rail station at Ingleburn, ensuring all multistorey housing is built with sufficient private parking for tenants, so they do not impact the already saturated CBD parking in Ingleburn.

167: Improve and greatly expand car parking at all train stations.

168: Street parking has become an issue since the new parking stations have opened, making it difficult for them to access their property. Introduction of timed parking with meters would deter motorists from parking. And issue residents with permits for each street for unrestricted parking

169: Ensure a mix of housing. Not just High density. Incorporate community gardens in the high density areas and enforce solar passive landscaping. Deciduous trees on all streets to provide shade and reduce heat to facilitate walking instead of driving to the local facilities.

170: The region needs jobs, jobs, jobs if the large number of people being drawn to the area local are to have short commutes and avoid clogging the roads more than they already are

171: Get rid of the shared road and pedestrian zone outside Campbelltown mall. Needs a pedestrian crossing.

172: Children play areas, parks, footpath walk ways near small inner roads

173: In Ingleburn we need place of worship for Muslim people as there is large number of Muslims but no place of worship.

174: Cycle paths, cycle paths, cycle paths. Also, I emailed you guys at Christmas last year. Still I haven't gotten a letter back. In it, I said to make a pedestrian path from the start of Glenfield road to the station. And there should be no breaks. There is currently a break near the entrance to Throsby Park.

175: Clean up and repurposing of abandoned areas eg where trolleys are dumped, graffiti. Public pools? Manmade outdoors- free to public. More than one to avoid overcrowding-perhaps an adults only one as well as there seems to be an unavoidable amount of kids in the area.

176: Dog parks with better lighting and facilities for cleaning up droppings such as plastic bag dispensers at a of these areas (used widely by Gold Coast City Council where I used to live).

177: Create more footpaths!!!!

178: I live in Mirvac estate in Glenfield, and would love to see more restaurants/cafe in the area. There is hardly anywhere to go out on the weekend.

179: No more high rise without improving and widening road PLEASE!!!! we moved in this area to get away from traffic! Now sad to see bad traffic here because of poor planning of road infrastructure.

180: Preserving trees and parks, ensuring development is not crowded, and, most importantly taking time to actually talk to residents, listen to them, and act on their expressed desires. Finally, not to drag out these projects over ten and fifteen year periods.

182: Macquarie Links is a Master Plan development and has no capacity for expansion. Could use Police patrols, Council street sweeping.

183: Need more local jobs....no jobs for local residents

184: Family friendly and affordable activities/open areas are desperately needed

185:-Cleanliness of the area. At present many places are littered -Road maintenance -Restricting no. of cars per house-hold or mandatory car parking inside garage. Currently, too many cars are parked on the road -Improved landscaping to -Preserve nature -Pet management

186: More community events/spaces, better bus shelters

187: Campbelltown has a county town feel, not like Camden but a similar feel. This is what's appealing about Campbelltown. When planning this should be considered. Also large apartment

develops would place a large strain on the current infrastructure and goes against the local character of the area. More family orientated night life would be nice. Particularly on Queen Street, also more country style such as markets, fairs and community based areas. Also placing large boarding houses in residential streets that are solely housing would be ill advised. This places high strains on the local residents and on street parking. This is an issue in my street currently. A19 room boarding house development is currently being considered. The development only caters for 4 car spaces. Colonial street is a split street it's like a one way road and the connecting street does not have a lot of parking due to at Patrick's school.

188: If possible, the council put in there improvement plan to develop the park/ field near the canal in railway parade road in Macquarie Fields. If they cemented the canal bank and make some walk tracks, will be the best. Regards

189: Cleaner streets. Nicer footpaths nicer grass...gutters cleaned of rubbish

190: Probably a Man Made beach which can accommodate 1000 to 1500 people at one go, so people don't have to travel all the way

191: There are lots of good cycle paths in my area, but they don't link to each other very well. I would like to see cycle paths a little more connected and safer road crossings for cyclists.

192: Revitalise the area around the station. Are you aware we do not have any environment areas where mums can have coffee and kids play. We don't have any quirky coffee venues. You have the one place in Campbelltown that's it. Some pubs but not eating places. I have noticed how popular the new parks are. Families visiting all the time excellent.

193: A ramp or lifts access to Macquarie Fields Train station

194: more supported community events. Retaining green spaces ,Clean-up of area around shopping centres. Clean-up of river as people swim there pools are expensive. More entertainment options locally. large affordable venue to hold community events year round. Brighten up schools. A computer learning hub library is always booked out . Would like to see mobile breast screening or blood bank etc. visit Macquarie Field's venue. Community gardens

195: More public toilets and Parks with BBQ areas and Netball basketball courts.

196: Funding creative industries

197: Revamp Macquarie Fields train station, Glenfield looks so nice and it would be nice for Macquarie fields to follow suit. Also more trees and green – would really create a nice environment. And CCTV footage in the commuter car parks

198: Council needs to support community gardens/parks, and not opt out. Cycle corridor from Glenfield to Macarthur should be made. Housing must be innovative not horrible high rise with no character, check out Christie Walk – Adelaide. More green space around higher density housing to reduce shadow corridors. Higher density around the economic areas, not creating more economic areas. But from my experience this kind of information is rarely listen to, so probably a waste of time.

199: Break this rent crisis.

200: Updating children's parks in the suburbs. They are run down and not much care is given to them. They should be a nice place that we want to take our children without having to travel to indoor play centres.

201: I love to see a commercial/mixed use hub on the m5 side of the station where old ugly industrial/residential houses are now. I believe that side is way under developed and it has so much potential especially with its proximity to the train station and the shops.

202: Access to the M5 from Narellan Road will be way too congested even when road works are finished Currans Hill and Mount Annan residents aren't happy!. A secondary M5 access would be ideal. No resident of Mount Annan or Currans Hill that I have spoken to, wants the proposed traffic lights at Kenny Hill on Narellan Road.

203: Passing through the streets of Ingleburn I feel as though I have travelled in time to 10 years ago. I do not feel safe and I don't feel like I have enough housing options. I travel to the other side of the station to park and catch the train. I would love to see a vehicular crossing between the two sides of the station and a better use for the industrial area. I would suggest a modern high rise mixed use with restaurants and modern cafes, commercial space and lots of affordable residential units near the train station.

204: Renewal requires private sector funds, and the 2 big sources of investment are Small Business and Construction (residential and commercial). Attract these 2 sources of capital to flow in, with a "pro-development" CLEP, transport infrastructure, and schools. Enable businesses to "easily" setup restaurants, childcare, sport facilities, parking, entertainment, etc., etc..., and avoid the temptation to over-regulate. As a result, we'll get jobs, affordable accommodation, and the areas will be renewed and vibrant.

205: Most Sydney suburbs are uniform and dull. I love living in areas that have nice clean and new buildings with nice designs. Cafes and restaurants of various cuisines and a buzzing night life. Our Ingleburn has the space for all that especially if it utilises the underdeveloped industrial side of the station to build tall buildings, a nice big shopping centre with cafes and night life all around.