Macarthur Square and Mainstreet
Public Domain Vision
A new public square and streetscape upgrade of Kellicar Road ‘mainstreet’ would transform the area as the focal point of the precinct. The square will be a highly social, safe, inclusive and relaxed urban space with the capability to meet everyday needs and programmed events.

Future development of the public square would be informed by the following design principles:

**Design Principle 1**
Create a locally-responsive public space with attractive retail edges that facilitates the ‘everyday experience’ - places to sit, lawn, trees, shade structures and outdoor dining areas - and also functions as a canvas for community gatherings, events and civic meetings.

**Design Principle 2**
Provide streets and a square with a high quality pedestrian amenity, including comfortable micro-climate conditions, wide and accessible footpaths, street trees, good lighting and additional road crossings.

**Design Principle 3**
Reveal the precinct’s unique natural and cultural qualities through interpretation, materials selection and artworks.

**Design Principle 4**
Establish a consistent materials palette that is attractive and robust and responds to local precinct character and the practical demands of everyday use.

**Design Principle 5**
Create a safe, vibrant pedestrian friendly street by narrowing Kellicar Road to tow traffic lanes, locally raising the street level, introducing alternative roadway materials and providing excellent lighting throughout.

**Design Principle 6**
Implement best practice environmental and social sustainability by first, creating a quality design with longevity and physical robustness, through appropriate materials selection and maximising tree planting including local species.

Public Domain Character

Materiality

Figure 29: Desired public domain outcomes for the precinct

Figure 30: Desired material finishes for the precinct
Macarthur Square and Mainstreet Concept Plan

- Kellicar Road design incorporated into new Square and function as a slow speed main street.
- Raised threshold with “pedestrian” materials consistent with the Square.
- Existing carpark access ramp to be screened within planted pergola structure, trees and shrubs in raised beds.
- Main street avenue evergreen tree planting with generous low-level under-planting.
- Al-fresco dining and cafe tables on widened footpath.
- Circulation area next to active shop fronts.
- Proposed Macarthur Square - flexible parcel space for community gatherings, cultural events and everyday recreation.
- Raised stage with planted shade/pergola structure.
- Sensor-driven water jets for summer play.
- “Village Green” lawn space.
- Flowering deciduous trees in Square with low shrub planting and seating under.
- Local indigenous Eucalypts to frame Square and respond to existing native trees across Bolger Street.
- Existing mature native trees to be retained and supplemented.
- Low native planting and long bench seating to facilitate socialising.
- Urban sculpture visible from streets and Square.
- New road crossing, widened footpaths and low planting to improve walkability and streetscape.
- Existing pedestrian plaza repaired and upgraded consistent with new Square.

Figure 31: Proposed Macarthur public space and mainstreet concept
Public Domain Options

Macarthur Square and Mainstreet
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Public Domain Character

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Figure 31: Proposed Macarthur public space and mainstreet concept
### Projected Growth

Macarthur precinct’s projected growth is a calculation of the amount of residential and employment development that is expected to take place by 2036. The outcome of these projected growth calculations is provided below.

#### Residential

The Department applied the Urban Feasibility Model (UFM) to determine the precinct’s development potential under existing market conditions. Macarthur has been one of the strongest performing precincts in the Glenfield to Macarthur corridor from a market take-up and sale price perspective. The underlying demand for new dwellings in Macarthur remains strong and this is projected to continue over the next twenty years. Additional market demand analysis indicated that in the short to medium term, feasibility may increase as land values and property prices increase and the availability of detached homes decreases.

It is anticipated that around 5,000 additional dwellings could be delivered in the precinct by 2036. This equates to around 200 dwellings per year, which has been used to assess future infrastructure requirements in the precinct. Over time, there is likely to be increasing demand for medium and high rise residential housing close to the station, which will facilitate more retail investment and employment opportunities. This is consistent with broader market trends. Further from the station, low rise housing will remain the predominant housing type.

#### Employment

An employment lands analysis projected demand for an additional 348,000m² of employment lands within the precinct to 2036. This will deliver around 4,300 additional jobs, predominately in education and healthcare (174,000m²) and retail (59,000m²).

The Land Use and Infrastructure Plan provides appropriate employment floorspace to ensure there is capacity to accommodate this employment growth.

The Land Use and Infrastructure Plan identifies significant areas for education and health uses, based around major community assets including the University of Western Sydney School of Medicine, Campbelltown Hospital and Campbelltown Private Hospital. There is also a considerable amount of land proposed for mixed use development around the station, which will provide capacity for additional retail and commercial jobs.

#### Calculating Growth Potential

Macarthur precinct’s projected growth is a calculation of the amount of residential and employment development that is expected to take place by 2036. The projected growth calculations take into consideration the following factors:

- Development on unconstrained sites. Development is projected to occur on the unconstrained sites identified on page 15 of this report.
- The Proposed Future Character and Built From. The Land Use and Infrastructure Plan on page 18 identifies the desired future character and built form throughout the precinct. These building types have been applied to the precinct’s unconstrained sites.
- Assumptions. A series of assumptions have been applied to calculate the land areas required for each development type, and the number of dwellings and jobs that could be provided. These assumptions are documented in Figure 5 of the Glenfield to Macarthur Urban Renewal Corridor Strategy.
- Economic Feasibility. An analysis of the housing potential and development feasibility of the precinct’s unconstrained sites was undertaken using the Department’s Urban Feasibility Model (UFM). The UFM is a strategic planning tool used to determine the likelihood of the current market to deliver various types of dwellings.
- Market Demand. A high level demand analysis has been undertaken to determine the demand for different dwelling types on unconstrained sites within the precinct. The analysis:
  - Assessed the desired future character, built form and densities proposed under the Land Use and Infrastructure Plan, against market conditions and demand; and
  - Identified take-up/realisation rates for each land use within the precinct, which informed the calculation of the projected growth.

The ‘take-up’ or ‘realisation’ rates were informed by several factors, including broader population growth, property sub-markets, historic dwelling activity, the development pipeline, the precinct’s dwelling capacity and current market feasibility.
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## Infrastructure Analysis

Figure 36 provides a summary of the infrastructure items required to support the projected growth in the precinct. This includes public transport, walking and cycling upgrades, roads and community infrastructure. Services utilities such as water, sewage, electricity and gas will also be upgraded as the growth occurs.

The infrastructure items would be funded and delivered by a range of sources as identified in Figure 36 and would be subject to more detailed investigations to inform the delivery time frames, design and costings.

<table>
<thead>
<tr>
<th>Item</th>
<th>Measure</th>
<th>Planning Responsibility</th>
<th>Timing</th>
<th>Funding Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Transport</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Increased rail services to meet the needs of the precinct’s growth</td>
<td>TfNSW</td>
<td>To be determined as precinct develops</td>
<td>TNSW funding responsibility</td>
</tr>
<tr>
<td></td>
<td>Investigate opportunities to improve direct connections and reduce travel times for the suburban bus network</td>
<td>TfNSW</td>
<td>To be determined as precinct develops</td>
<td>TNSW delivery responsibility</td>
</tr>
<tr>
<td><strong>Walking &amp; Cycling</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Investigate opportunities for a potential public transport link from Menangle Road to Camden Road, under Narellan Road</td>
<td>Council/TfNSW</td>
<td>To be determined as precinct develops</td>
<td>Subject to further funding and delivery mechanisms</td>
</tr>
<tr>
<td>4</td>
<td>New regional cycle routes parallel and perpendicular to the railway line to provide better connections to the station and surrounding area</td>
<td>TfNSW</td>
<td>To be determined as precinct develops</td>
<td>TNSW funding responsibility</td>
</tr>
<tr>
<td><strong>Education &amp; Community Infrastructure</strong></td>
<td></td>
<td></td>
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<tr>
<td>5</td>
<td>Series of local cycle network improvements, including at: Through the University and along Basin Reserve Goldsmith Avenue, linking to the university residential development to the west</td>
<td>Council</td>
<td>To be determined as precinct develops</td>
<td>Delivery as part of Council’s Section 94 Plan/VPA</td>
</tr>
<tr>
<td></td>
<td>Bolger Street and Parc Guell Drive, linking to the residential precinct and Campbelltown Hospital to the east</td>
<td></td>
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<tr>
<td></td>
<td>Through the Barber Street Reserve to link to the south</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Streetscape works such as footpath improvements, pedestrian crossings and refuges, street tree planting, bicycle storage facilities and lighting.</td>
<td>Council</td>
<td>To be determined as precinct develops</td>
<td>Delivery as part of Council’s Section 94 Plan/VPA</td>
</tr>
<tr>
<td>7</td>
<td>Potential longer term need for a new primary school to service the Campbelltown and Macarthur precincts</td>
<td>Department of Education and Communities</td>
<td>To be determined as precinct develops</td>
<td>Delivered as part of DEC’s School Cluster Asset Plan</td>
</tr>
<tr>
<td>8</td>
<td>Potential development of a multipurpose community centre and expanded central library servicing the Campbelltown and Macarthur precincts</td>
<td>Council/Developer</td>
<td>To be determined as precinct develops</td>
<td>Delivery as part of Council’s Section 94 Plan/VPA</td>
</tr>
</tbody>
</table>

Figure 36: Infrastructure servicing required in the Macarthur precinct.