

2. SUSTAINABLE CITY AND ENVIRONMENT

2.1 Maryfields Planning Proposal

Reporting Officer

Manager Sustainable City and Environment

Attachments

1. Location map (contained within this report)
2. Concept Masterplan (contained within this report)
3. Site Constraints Map (contained within this report)
4. Main View of Site – Narellan Road (contained within this report)
5. Draft Planning proposal for referral to the Department of Planning and Environment (contained within this report)

Purpose

To advise Council of a request to prepare for a planning proposal for the rezoning of the "Maryfields" site, Narellan Road Campbelltown, to permit a mix of residential, private open space, and business park uses.

To seek Council's approval to forward the Planning Proposal to NSW Planning and Infrastructure for determination by the Gateway Panel.

Report

Property Description / Ownership:

Lot 1 in DP 1136995	Trustees Assoc Franciscan Order
Lot 1 in DP 247902	Trustees Assoc Franciscan Order
Lot 2 in DP 569795	Trustees Assoc Franciscan Order
Lot 1 DP 575729	Trustees Assoc Franciscan Order
Lot 12 in DP 829093	Trustees Poor Clare Colletines
Lot 13 in DP 1034409	Trustees of the Franciscan Fathers.

Applicant: Capital Syndications

Introduction

Council has received a request for a Planning Proposal relating to the site known as "Maryfields", located at the intersection of Narellan Road and the Hume Motorway currently used for religious activities by the Franciscan Friars and Poor Clare Nuns.

The subject property is an irregular shaped parcel of land comprising six adjoining allotments with a total area of approximately 44 hectares. The majority of the land is zoned 5(a) - 'Special Uses – Monastery' under the provisions of Campbelltown (Urban Area) Local Environmental Plan 2002 (CLEP 2002). There is a residual 6(a) Local Open Space zone on one lot (Lot 2 DP 569795) adjoining the Hume Motorway boundary.

A series of terracotta religious statues known as the 'Stations of the Cross' are located towards the front of the property and are listed under CLEP 2002 as a heritage item of local significance.

The request for Council to prepare a Planning Proposal for the land has been lodged by Capital Syndications Consultants acting on behalf of the land owners. The request seeks the rezoning of the site to allow for a mix of land uses over the site including a business park, residential development, seniors living precinct and private open space areas.

The proposal includes a conceptual Masterplan that illustrates the intended future development layout of the site, however it is noted that this plan is indicative only. Should the proposed rezoning of the land occur, then development under the Masterplan would be subject to future development applications being lodged for detail assessment and determination.

This report reviews the information submitted by the applicant and recommends that Council support the submission of a Planning Proposal to the Department of Planning and Infrastructure for Gateway Determination.

Background

At its meeting on 13 November 2012, Council resolved to nominate the subject site as part of an Urban Activation Precinct (UAP) under the program established by the (then) NSW Department Planning and Infrastructure (the Department). The UAP nomination included adjacent land comprising part of the University of Western Sydney site and part of the Blaxland Road industrial area. The report outlined the common synergies and potential of this centrally located precinct to facilitate housing, employment and business growth for the Campbelltown LGA. The nomination also recognises the potential for the area to contribute towards the consolidation of Campbelltown / Macarthur as a regional city centre.

To date, no decision on the UAP application has been made by the Department. It is also noted that the landowner separately nominated the Maryfields site under a standalone UAP application, however Council understands that this also remains undetermined.

Given the delay in a decision by the Department to proceed with the UAP application(s), the landowners of the Maryfields site have submitted the subject planning proposal to provide for housing and employment growth outcomes on the site consistent with the objectives of the UAP program.

On Tuesday 17 September 2013, consultants acting on behalf of the property owners of the Maryfields site provided a briefing session to Councillors explaining the details of the subject planning proposal and an accompanying conceptual masterplan. On 31 January 2014, the formal request was lodged with Council to consider a planning proposal for the rezoning of the Maryfields site.

The Site

The subject land comprises six adjoining allotments located on the north-eastern junction of Narellan Road and the Hume Motorway. The land is irregular in shape with a total area of approximately 44 hectares, and main frontage to Narellan Road of approximately 800 metres in length.

The property is bounded by the Hume Motorway to the north-west, Maryfields Drive and the residential suburb of Blair Athol to the north-east, Narellan Road to the south and public open space (John Kidd Reserve) to the south-east. Vehicular access to the site is currently restricted to two separate driveway entrances to Narellan Road. (attachment 1).

The land is under the ownership of the Trustees Association of the Franciscan Order of Friars (Friars) and the Trustees Poor Clare Collentines (Poor Clare Nuns).

The site is gently undulating and largely undeveloped, generally comprising a rural landscape of open grasslands with scattered vegetation. There are two ridgelines running west-east across the property, with two intermediate watercourses running west-east from the Hume Motorway boundary and converging to a main dam in the south eastern corner of the site. A series of earth dams have been constructed along the watercourse which meanders adjacent to the Narellan Road property frontage.

The main ridgeline at the rear of the site generally runs for the width of the site, with the front ridgeline or knoll generally limited to the western half. There is an approximate 30 metre height difference across the site, from highpoints of the ridgelines near the western boundary (Hume Motorway) down to the main dam in the south eastern corner. Above ground high voltage electrical lines occupy a 9 metre wide electricity easement crossing the northern corner of the site.

Remnant trees are scattered across the site, with vegetation generally concentrated along the gully lines, internal roads, and near to the perimeter of the property adjacent to Narellan Road and the Hume Motorway.

Existing development on the site is limited, with the two main buildings being the Poor Clare Nuns Bethlehem Monastery located at the central rear, and Friars Residence building sited near the eastern boundary. There is also a guest residence, an asphalt parking area and small cemetery near to the Monastery building, and a caretakers cottage and meeting hall located in the south-western portion of the site. Vehicular access is provided to the existing buildings from an internal driveway which loops around the site from two separate access points to Narellan Road.

A series of terracotta religious statues known as the 'Stations of the Cross' are also located towards the front of the property on Lot 1 DP 247902, and are listed as a heritage item of local significance in the Campbelltown (Urban Area) Local Environmental Plan, 2002.

Concept Masterplan

The subject planning proposal is supported by a concept masterplan that illustrates the intended future subdivision design and land use layout for the site (Attachment 2). The proponent has advised that the development of the site is intended to take place in a staged manner over 8 or more years, so as to allow the resident order of Poor Clare Nuns to remain on the land during the initial stages of development.

The range of land uses proposed under the Masterplan is listed as follows:

- A campus-style business office park
- Residential development comprising of low and medium density residential dwellings
- Seniors living and aged care precinct
- Private recreation zone including creek lines and dams, heritage and park areas
- Neighbourhood Shopping Centre
- A community facility to be operated by the Friars as an interpretative centre.

The Concept Masterplan generally divides the site into four broad areas of land use, with the residential component located in the north and east (adjacent to the suburb of Blair Athol); seniors living and aged care in the west (adjacent to the Hume Motorway); business park and neighbourhood centre in the central part of the site; and the private open space / heritage areas across the front portion of the site adjacent to Narellan Road.

Employment and housing generation outcomes proposed under the Masterplan are summarised as follows:

- Residential Precinct – A total of 620 residential dwellings over 16.5 hectares, comprising 183 low density and 437 medium density residential dwellings. Building heights limited to two storeys near the main ridgeline adjacent to Blair Athol and a maximum height of 3-storeys elsewhere
- Seniors Living / Aged Care Precinct – Approximate area of 8.5 hectares, 260 dwellings and aged care facility that could accommodate up to 100 beds and employ 40 people. Maximum building height is likely to be up to 4-storeys, with building footprints up to 50% of the respective site areas
- Business Precinct – Approximately 12.7ha in area, with an anticipated Gross Floor Area of 52,000m² and 1000 employees. Typically office buildings at 4-storey maximum heights facilitating medical and health based enterprises with a neighbourhood shopping centre. Building footprints to be in the order of 30% of the site area, with the business precinct divided into two main areas (northern and southern) by a riparian corridor of green space
- Neighbourhood Centre - Provision for a centrally located neighbourhood shopping centre near the junction of the three precincts, that is intended to serve the needs of the local catchment. The proponent has identified that this centre could accommodate up to three separate spaces of up to 500m² in aggregate, and that these uses might include a convenience store, café/restaurant and local newsagent.

The indicative road layout shown under the Masterplan restricts the through movement of traffic through the site between Narellan Road and Blair Athol. In this respect, the proposed residential areas would be accessed from the north via the two existing roundabouts on Maryfields Drive through the existing local road network of Blair Athol. The business office park, seniors living /aged care and private recreation areas of the development would be accessed from a single access point at the signalised intersection of Narellan Road and the UWS Access Road.

The proposal also includes a revised layout for the heritage listed Station of the Cross statues for consideration, which would ultimately require the mapping of the current heritage listing to be adjusted. However, it is noted that repositioning and repair works proposed for these statues would require separate development approval.

It is also noted that the Masterplan includes minor boundary adjustments along the Narellan Road frontage proposed by Roads and Maritime Services, associated with the proposed construction of a new slip lane from the Hume Motorway across the south western corner of the site and intersection works with Narellan Road and the adjacent UWS site.

Preferred Rezoning – Draft CLEP 2014

To date, Council has endorsed the preliminary draft CLEP 2014 for the Campbelltown LGA for public exhibition which will occur for 40 business days during June/July/August 2014.

Under the draft CLEP 2014, the subject land is proposed to be included as “Deferred Matters”, meaning that the current zoning under Campbelltown (Urban Area) Local Environmental Plan 2002 would prevail. As noted, the site is presently zoned 5(a) – Special Uses A Zone (Monastery) and one residual parcel of 6(a) - Local Open Space Zone under CLEP 2002.

Given the imminent exhibition of draft CLEP 2014, it is recommended that Council consider the subject proposal as an amendment to this Plan. This approach is preferred to ensure that any rezoning of the land is consistent with the direction that Council is taking on the draft LEP, and also allows for appropriate planning controls under the standard planning instrument with respect to building heights, floor space ratio and lot sizes for the future development of the land envisaged under the Masterplan.

Key planning and strategic issues

The opportunities and constraints affecting the site are illustrated in attachment 3 and the key planning issues relevant to the site are summarised in this section of the report.

The subject proposal has the potential to provide sustainable housing and employment growth outcomes for the Local Government Area within a centrally located site, consistent with the strategic direction of Campbelltown as an emerging regional city.

The following strategic points are presented to Council in support of the planning proposal:

- The proposal is consistent with Council's endorsement of the site under the Urban Activation Precinct Program to facilitate sustainable housing and employment growth for the City of Campbelltown
 - The site presents a unique opportunity to create a high quality medicine/health based business park for the Campbelltown/Macarthur region that builds upon the synergies of the site with the UWS Faculty of Medicine, Campbelltown Public Hospital and Campbelltown Private Hospital
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- The proposed land use precincts respond to the neighbourhood context of the site, having regard to assimilation of low density housing with the Blair Athol residential suburb to the north, the compatibility of higher density business park and urban housing outcomes with the University of Western Sydney site to the south, and the extension of open space areas adjoining John Kidd Reserve to the east
- The proposal relates to a strategically located and significantly sized landholding that is not frustrated by fragmented ownership patterns
- Promotion of housing diversity and choice for Campbelltown residents within a strategically located site, including the provision of a purpose built living environment for seniors
- Provide opportunities for the improved long term conservation and enhancement of the heritage listed Stations of the Cross religious statues
- Opportunities for the conservation and management of riparian and remnant vegetation areas.

Ecological Constraints

The applicant has provided an ecological constraints assessment conducted by specialist consultants.

Council has considered the information provided by the proponent, and a summary of the assessment and recommendations is provided as follows:

- The majority of the study area comprising cleared land, paddocks, buildings and associated plantings, driveways and tracks was considered to have minimal ecological value
- The main ecological constraint identified comprises the critically endangered ecological community Cumberland Plain Woodland generally located along the gullies and riparian areas of the site
- There is potential habitat for a number of threatened and migratory fauna species
- The site exhibits a number of hollow bearing trees, which if removed would need to be considered as part of the Assessment of Significance process under the *Threatened Species Conservation Act*.

Additional fauna and flora studies are therefore considered necessary to make a sufficiently detailed assessment of significance in accordance with Section 5A of the *EPA Act 1979*, *Threatened Species Assessment Act* and EPBC Act.

It is recommended that consultation occur with the Office of Environment and Heritage (OEH) to ascertain the level of environmental investigations/studies that may be needed and any mitigation or compensation strategies that may be required at the detailed planning proposal stage which would need to occur should a Gateway approval be issued.

Traffic, transport and access

The proponent has submitted a Traffic and Transport Assessment for the planning proposal prepared by specialist engineering consultants. This assessment has considered a range of private and public transport issues for the development of the site generally in accordance with the masterplan, however it is noted that the information has been provided as 'Stage 1' and 'Stage 2' studies which assess different internal road layouts.

In this respect it is noted that the 'Stage 2' Traffic Study fundamentally supersedes the 'Stage 1' Study given significant amendments made to the masterplan layout, namely the reduction of the Business Park from 3000 to 1000 employees, and the separation of vehicular traffic between Narellan Road and Maryfields Drive. These amendments made to the masterplan in the 'Stage 2' study would appear to address some of the traffic concerns raised in early consultation meetings between the proponent and Council.

The traffic analysis is therefore founded upon the division of vehicular access from the north and south with no road connection through the site. As such, the traffic modelling analysis separately examines vehicular generation from the northern and southern precincts within the site, and the respective impacts upon the Blair Athol and Narellan Road systems.

Additionally, the modelling assumes completion of the planned upgrade of Narellan Road by RMS to three lanes and the upgrade of the UWS/Narellan Road intersection which would connect the southern component of the Maryfields site. Upgrades to the two roundabout intersections along Maryfields Drive would also be required to provide suitable connections to the northern residential component of the Maryfields masterplan.

Whilst Council's assessment indicates that the applicant's examination of traffic generation and assignment is generally reasonable, further refinement is considered necessary to accurately reflect the final masterplan road layout.

Other issues identified for further assessment include the impacts of road construction over existing dams and provision of access during times of flood, and provision of bus services throughout the site, particularly to the seniors living area and western part of the proposed business park area.

Visual Impacts

In its present state, the land is largely undeveloped and forms a prominent rural gateway site to the Campbelltown Local Government Area at the junction of the Hume Motorway and Narellan Road. It is therefore considered that any future development on the site needs to be carefully managed to address the potential impacts on the visual character of the area.

A visual analysis study has been prepared by the applicant to examine this matter and has been assessed by Council. This analysis identifies that the visual impacts of the masterplan development would generally be constrained when viewed from surrounding areas due to the topography of the land and location of densely vegetated areas along the perimeter of the site.

With the exception of a small pocket of land located in the north-western corner of the property, views are completely restricted along the Hume Motorway due to the increased elevation of the land between the roadside and western property boundary, and the dense vegetation along this edge which continues at the Narellan Road corner and a substantial portion of the Narellan Road frontage.

Views from the rear (Blair Athol) are generally restricted to the adjoining areas along Maryfields Drive, and are limited to the northern face of the rear ridgeline.

The prominent vista into the site occurs along an approximate 200 metre section of cleared frontage to Narellan Road located opposite the Campus Access Road entry to the University of Western Sydney (UWS) and Campbelltown TAFE entry. This forms the prominent vista into the site as illustrated in Attachment 4, and comprises the main dam in the foreground and the Bethlehem Monastery and Franciscan Friary buildings on elevated land in the distance.

It is important to note however that the characteristics of this vista from Narellan Road will be altered by RMS road works to be undertaken at the existing Narellan Road intersection with the UWS access road. The upgraded intersection at this point is shown on the masterplan as the new consolidated access point from Narellan Road.

It is considered that the visual assessment undertaken by the applicant provides sufficient information for Council to understand the main issues that would need to be addressed should development on the land proceed under the masterplan. In this respect, it is considered that a more detailed visual assessment to determine building heights and footprints on the land would be required to properly manage the visual impact of any future development on the site, with particular emphasis on the prominent vista from Narellan Road at the south-eastern frontage to the main ridge line across the main dam.

Economic Impact Assessment

The proposed business park precinct occupies a substantial area of the site, anticipated to have a gross floor area of 52,000m² and approximately 1000 employees. The business precinct is also proposed to incorporate a neighbourhood retail centre intended to service the local catchment.

In order to assist the finalisation of the planning proposal, it is considered that a detailed economic assessment should be undertaken to confirm the viability of the proposed business park and the positive contribution that the proposal would make to the future of the Campbelltown Regional City Centre as a hub of future economic investment and job creation. This assessment should also inform controls on the scale and mix of retail uses on the site to ensure the development takes into account the retail centre hierarchy and is focused on the serving the needs of the immediate precinct.

European Heritage

The Stations of Cross Statues are collectively listed as an item of local heritage significance under LEP 2002 given their historic, aesthetic and social significance and association with religious worship practices. The Stations of the Cross have particular historical significance to Catholics in Sydney, as the site of regular, well attended Way of the Cross ceremonies from 1936 to 1988, and occasional ceremonies since.

The applicant has provided a Statement of Heritage Impact prepared by Specialist Heritage Consultants, to assess the potential heritage impacts of the Planning Proposal. It is currently proposed to retain and reposition most of the Station of the Cross statues within a reduced curtilage identified in consultation with the Religious Order on the land.

The heritage assessment included specific consideration for repositioning and repair works proposed to the Station of the Cross statues as part of the rezoning of the Maryfields site. Key findings of this are summarised as follows:

- the statues will be repaired and remain on the site as visual cues and as a reminder of the significant event that occurred here. The reduced curtilage and repositioning has been carefully considered so that a sense of the "pilgrimage" and experience of rising to the 12th Station is retained and can continue to be interpreted
- the Statues will continue to occupy an open grassed field with ornamental lakes and ponds, trees and plantings as their backdrop
- improved pathways and vehicular access to the site will provide better use and interpretation of these items on the site.

The repair and reinstatement of the statues within a reconfigured layout under the masterplan is considered to be generally beneficial from a heritage point of view. The proposed integration of the heritage listed statues within an open space area adjacent to seniors living housing would support the improved interpretation and accessibility for these items, and would be consistent with the long term conservation and management of the heritage listed Stations of the Cross Statues.

Details of the proposal have been forwarded to Council's Heritage Protection Sub Committee for comment and consideration as part of the planning proposal process. In this respect, it is noted that a Conservation Management Plan for the Stations of the Cross Statues would be required for detailed consideration as a requirement of the planning proposal proceeding.

Indigenous Heritage

The applicant has submitted an Aboriginal Heritage and Due Diligence Assessment conducted by Specialist Environment and Heritage Consultants.

The due diligence assessment involved a consideration of background and contextual information and a visual inspection of the subject area with representatives from Cubbitch Barta Native Title Claimants Aboriginal Corporation.

The findings of the assessment identified that the land adjacent to the unnamed creekline has high potential to contain Aboriginal sites and/or objects. This land is less disturbed and in proximity to a water source.

An inspection of the subject area located one Aboriginal heritage site, Maryfields AS1, which contained a broken ground-edge axe. The site inspection also located an area of potential archaeological deposits (PAD), Maryfields PAD1, adjacent to Maryfields AS1.

Maryfields PAD1 has been identified in an area earmarked as a future business precinct.

If future ground disturbance to either Maryfields PAD or AS1 cannot be avoided, further investigations and an Aboriginal Heritage Impact Permit would be required. These issues could be effectively managed in consultation with OEH and would not preclude the rezoning process proceeding at this stage.

Bushfire

The applicant has provided a Bushfire Constraints Assessment Report for the proposed rezoning of the land, prepared by *Australian Bushfire Protection Planners Pty Limited*.

A section of the eastern portion of the land within the proposed residential precinct of the site is identified as containing the buffer zone to bushfire prone vegetation located within the adjoining John Kidd Reserve.

This Bushfire Constraints Assessment undertakes an assessment of the bushfire protection measures required to address the bushfire risk to the proposed residential precinct, seniors living precinct and business park precinct, consistent with the deemed-to satisfy provisions of *Planning for Bushfire Protection 2006*.

The report considers the characteristics of the site, together with the fire protection measures recommended, and concludes that the rezoning and subsequent subdivision of the land for residential, seniors living and commercial development is suitable in terms of bushfire risk. It is considered therefore that the issue of bushfire risk could be effectively managed through the rezoning process and subsequent development assessment.

Acoustic Issues

The applicant has provided a preliminary noise assessment for the proposal, prepared by *Specialist Acoustic Consultants*, to consider potential noise impacts from the adjacent Narellan Road and Hume Highway upon the proposed future land uses. This assessment included consideration of the RMS proposal to extend and modify the Hume Highway southbound off ramp to Narellan Road requiring acquisition of part of the western corner of the subject land.

The preliminary assessment has determined that the northern residential precinct would be impacted by road noise from the Hume Highway and would require noise mitigation measures to be implemented. Whilst the analysis identified that noise criteria could potentially be achieved by incorporating building facade treatments or acoustic shielding from higher density buildings, the preference was to install a noise barrier along the Hume Highway boundary at an estimated height of 4 – 5 metres.

It is therefore considered that further assessment of proposed acoustic measures for future development on the land would be required should a Gateway approval be issued. This would need to include where relevant, the visual impacts of any required acoustic walls.

Stormwater/Drainage

Stormwater runoff from future development is proposed to be discharged to the existing watercourses via appropriate pollution control measures. However, the applicant has only provided a preliminary assessment of drainage and stormwater management required to service future development under the concept masterplan. Further investigation and stormwater modelling is therefore considered necessary to determine the sizing and location of stormwater infrastructure required, and any associated service corridors and easements.

Servicing

Reports provided by the applicant indicate that there are no servicing issues that would preclude the rezoning of the site, and are summarised as follows:

Sewerage - Gravity Drainage of all 'Ground Floor Areas' can be achieved by utilizing the 3 existing Sewer Drainage connections. A meeting was held 4 December 2013 with Sydney Water's Growth Strategy Team. It was concluded that the proposed systems work from a gravity/logical point of view. Additional studies would need to be carried out to assess the impact on the existing Infrastructure beyond the property boundaries and confirm servicing capability.

Water Supply - it was concluded that Water can be supplied to the proposed site. However, additional studies would need to be carried out to assess the impact on the existing Infrastructure beyond the Property Boundaries.

Natural Gas - gas can be supplied to the proposed site. Additional studies would need to be carried out to assess the impact on the existing Infrastructure beyond the property boundaries and confirm service capability.

Contamination

A preliminary Environmental Site Investigation has been prepared by a Specialist Engineer to assess the potential for contamination from past and present activities, and identify possible constraints on future development. Analysis included a desk top review of past land uses, and limited site analysis and ground soil testing.

The issues examined included potential contamination from past agricultural uses (chemicals, fuel storage), introduced fill, past demolition works, septic tank and effluent disposal, and cemetery use.

The report concludes that there is a low potential for some contamination of portions of the site to have occurred as a result of past and present activities. However, the potential contamination is unlikely to be of such a scale or occurrence that common remediation or management techniques could not render the site suitable for the proposed use.

It is therefore considered that the rezoning process could proceed subject to consultation with the OEH to determine any site specific remediation requirements in order to accommodate the proposed uses.

Geotechnical Considerations

A preliminary geotechnical report has been provided by the applicant, prepared by Geo-Environmental Engineering, to assess the constraints for development on the site as a result of past filling and earthworks over the land.

The report gave consideration to areas of potential instability, namely the existing dams, embankments associated with existing buildings, and earthworks associated with the internal roadway. The assessment also included an assessment of sub-surface conditions, mines subsidence records, geological features, slope gradients, and visual analysis to determine areas of potential instability.

The report concludes that the proposed rezoning and subsequent development is considered feasible subject to engineering design and further assessment of risks being undertaken for future subdivision and earthworks. This would require detailed geotechnical investigations being undertaken as part of specific development proposals, and provisions included in the relevant planning instruments to require these investigations to be carried out.

Open Space and Recreation

A broad review of the open space and recreation opportunities for the Maryfields site has been undertaken by Specialist Planners on behalf of the applicant. The analysis has been based upon the masterplan, and examines the potential demand for open space and recreation facility supply to meet the future needs of the potential demographic character of the area.

The main outcome of the assessment is that the provision of any playing fields or outdoor courts for organised sports within the Maryfields site is not justified based upon the relatively small population and good provision of sportsgrounds in the surrounding area.

However, neighbourhood and local open space would be required to cater for local needs, with an emphasis on walkways, bike paths and recreation areas. The analysis determines that an overall provision of 8.28 hectares of open space would be required to adequately meet the needs of the projected population.

Whilst the masterplan layout provides a sufficient volume of open space throughout the site, it is considered that further details would be required to ensure the design and proposed management of these spaces is appropriate. This would include the proposed manner in which these spaces are to be embellished and managed in perpetuity. Other specific issues which would need to be addressed include the following:

- Proposed embellishment of the water bodies adjacent to the Narellan Road frontage, given their potential to provide an important recreation and natural area resource for the community
 - Connection and treatment of recreation and open space areas to the Stations of the Cross heritage items, so as to reinforce the heritage values of the site
 - Conservation of existing treed areas within parks and streetscapes
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- Inclusion and management of the existing nun's cemetery within open space
- Opportunities to create public realm spaces within the business park precinct and connection of these spaces with existing clusters of trees
- Other parks and streetscapes could be connected to trees to provide appealing settings.

It is therefore considered that further assessment of proposed open space and recreation issues would be required prior to any public exhibition of the proposal.

Conclusion

The subject planning proposal presents a unique opportunity to promote housing and employment growth on a strategically important site within the Campbelltown LGA. The site has strong connections to road and rail infrastructure, and is in close proximity to the Campbelltown/Macarthur central business areas, and would contribute towards the centre's status and viability as Regional City Centre.

The business park concept reflects the synergies of the site with existing surrounding development and infrastructure, namely the regionally significant public and private hospitals and tertiary educational facilities.

The proposed rezoning of the land is consistent with Council's recent endorsement of the site for inclusion under the Urban Activation Precinct Program, which endorsed the site for housing and employment growth in conjunction with the adjacent UWS site and underutilised industrial land in Blaxland Road.

The site is prominently located at the junction of Narellan Road and the Hume Motorway, and forms a key gateway site to the Campbelltown LGA. Furthermore, the site also exhibits significant heritage and ecological values. Further assessment would be required to determine how these site attributes should be appropriately managed as part of the rezoning process. If Council decides to support this planning proposal request, then it would be necessary for further technical documentation to be prepared and assessed prior to any public exhibition of the proposal.

Staff have prepared a draft planning proposal based on the information provided by the applicant for Council's consideration for endorsement and subsequent lodgement with the Department for determination by the Gateway Panel – refer attachment 5.

At this stage it is recommended that the draft Planning Proposal be considered as a Standard Planning Instrument LEP with the aim of being merged into Council's draft CLEP 2014. This option would allow a greater suite of planning controls to be considered in accordance with the Standard Instrument LEP template.

It is anticipated that this issue would be clarified by the Department's Gateway Panel in their response/determination should Council support the draft Planning Proposal for further consideration.

Upon receipt of a draft planning proposal that has been endorsed by Council, the Department of Planning and Infrastructure's Gateway Panel would issue a determination which will specify whether the proposal should proceed, and if so under what circumstances. Generally, if the proposal is supported by the Panel then the determination would advise what further studies would be required, which State or Commonwealth Public Authorities would need to be consulted, and the times within which the various stages of the procedure for the making of the proposed LEP amendment are to be completed.

As such if the draft planning proposal is supported by both the Council and the Gateway Panel, then a further report would be prepared for Council's consideration, prior to the public exhibition of any planning documentation for this proposed LEP amendment.

Officer's Recommendation

1. That Council endorse the draft planning proposal for the rezoning of Maryfields to generally enable land use outcomes as presented by this report and lodge the draft Planning Proposal with the Department of Planning and Infrastructure for determination by the Gateway Panel.
2. That Council advise the applicant of Council's decision.

Committee Note: The applicant, Mr Camenzuli addressed the Committee regarding the proposal.

Committee's Recommendation: (Kolkman/Mead)

That the Officer's Recommendation be adopted.

CARRIED

Voting for the Committee's Recommendation were Councillors: Kolkman, Lound, Matheson, Mead, Rowell and Thompson.

Voting against the Committee's Recommendation: Nil.

Council Meeting 3 June 2014 (Mead/Rowell)

Having declared an interest in regard to Item 2.1, Councillor Hawker left the Chamber and did not take part in debate nor vote on this item.

Council Meeting 3 June 2014 (Mead/Rowell)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 83

That the Officer's Recommendation be adopted.

Voting for the Council Resolution were Councillors: Brticevic, Borg, Dobson, Greiss, Kolkman, Lake, Lound, Matheson, Mead, Oates and Rowell.

Voting against the Council Resolution: Nil.

At the conclusion of the discussion regarding Item 2.1, Councillor Hawker returned to the Chamber.
