campbelltown
city council

PCU075559

24 August 2018

Department of Planning
Received
29 AUG 2018
Scanning Room

Ann Marie Carruthers
Regional Director
Sydney Region West
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Ms Madam

**Planning Proposal for Campbelltown RSL – 158 – 168 Queen Street, 3 and 11 Cordeaux Street and 1 Carberry Lane, Campbelltown**

Council at its Ordinary Meeting held on 14 August 2018, considered a report in relation to the above Planning Proposal and resolved the following:

*"1. That Council support the draft planning proposal which seeks to amend the Campbelltown Local Environmental Plan 2015 Height of Building Map to increase the maximum permissible building heights from 32m to 45m for 158-168 Queen Street, Campbelltown and from 32m to 85m for 3 and 11 Cordeaux Street and 1 Carberry Lane, Campbelltown and forward the proposal to the Greater Sydney Commission for a Gateway determination.*

*2. That Council request delegation from the Greater Sydney Commission to allow Council to finalise the draft planning proposal.*

*3. That Council request the following be required as conditions of any Gateway approval:*

- *heritage impact assessment*
- *detailed traffic impact study*
- *detailed shadow analysis*
- *a comprehensive public domain plan*
- *a standard building setback from the Queen Street interface for solar and visual purposes be developed*
- *a site specific Development Control Plan be developed for the site.*

*4. That subject to the decision of the Gateway, the site specific Development Control Plan be developed and exhibited concurrently with the draft planning proposal.*

*5. That the outcomes of the public exhibition of the draft planning proposal be reported to Council.*

Civic Centre: 91 Queen Street, Campbelltown Mail: PO Box 57, Campbelltown NSW 2560 DX5114
Telephone: 02 4645 4000 Facsimile: 02 4645 4111
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ABN 31 459 914 087

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**HINDI**

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**LAO**

ເພື່ອຂໍເອົາບໍລິການພາສາໂດຍບໍ່ຕ້ອງເສັຽຄ່າບໍລິການ, ກະລຸນາ ນຳເອົາເອກະສານນີ້ມາຫາ ຫ້ອງການເທດສະບານ ຫລື ໂທຣະສັບ ຫາ ບໍລິການ ນາຍພາສາ ທາງໂທຣະສັບ ຕາມເບີ 131 450 ແລະ ຂໍໃຫ້ພວກເຂົາຕິດຕໍ່ຫ້ອງການເທດສະບານຂອງທ່ານ.

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**VIETNAMESE**

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**CROATIAN**

Za besplatne usluge tumača, molimo donesite ovaj dokument u općinu ili nazovite Telefonsku službu tumača (Telephone Interpreter Service) na 131 450 i zamolite da za Vas nazovu općinu.

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**BANGLA**

বিনামূল্যে দোভাষী সেবা ব্যবস্থার জন্য, দয়াকরে এই দলিলাদি বা কাগজপত্র পরিষদে (কাউন্সিল) নিয়ে আসুন অথবা 131 450 নাম্বারে টেলিফোন দোভাষী সেবা ব্যবস্থায় ফোন করুন এবং তাদেরকে আপনার পরিষদের (কাউন্সিল) সাথে যোগাযোগ করতে বলুন।

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**KHMER**

ដើម្បីទទួលយកកិច្ចបំរើបកប្រែភាសារដោយឥតគិតថ្លៃ សូមយកឯកសារនេះទៅសាលាសង្កាត់ ឬទូរស័ព្ទទៅកិច្ចបំរើបកប្រែភាសាតាមទូរស័ព្ទលេខ 131 450 រួចស្នើសុំឲ្យគេទាក់ទងជាមួយសាលាសង្កាត់របស់លោកអ្នក។

*6. That Council staff continue with discussions with the proponent relating to a potential draft Voluntary Planning Agreement which is to be sympathetic and considerate of heritage protection and preservation, traffic and transport infrastructure, social community infrastructure and public domain improvements.*

*7. That Council advise the owners of the subject land, of Council's resolution."*

Accordingly, a Gateway Determination is requested under Section 3.34 of the *Environmental Planning and Assessment Act 1979*. Given the Proposal is a minor amendment, Council requests delegation to make the proposal.

Please find attached the following documentation to support the request.

1. Planning Proposal
2. Council Report (including attachments) and resolution
3. Local Planning Panel report and recommendation

Should you require any further information regarding the planning proposal, please contact Ante Zekanovic, Senior Strategic Planner of Council's City Development Division on (02) 4645 4682.

Yours sincerely

David Smith
Executive Manager Urban Centres

## 8.2 Planning Proposal - Campbelltown RSL

### Reporting Officer

Director City Development
City Development

### Community Strategic Plan

| Objective | Strategy |
|---|---|
| 1 Outcome One: A Vibrant, Liveable City | 1.8 - Enable a range of housing choices to support different lifestyles |

### Officer's Recommendation

1. That Council support the draft planning proposal which seeks to amend the Campbelltown Local Environmental Plan 2015 Height of Building Map to increase the maximum permissible building heights from 32m to 45m for 158-168 Queen Street, Campbelltown and from 32m to 85m for 3 and 11 Cordeaux Street and 1 Carberry Lane, Campbelltown and forward the proposal to the Greater Sydney Commission for a Gateway determination.

2. That Council request delegation from the Greater Sydney Commission to allow Council to finalise the draft planning proposal.

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   - heritage impact assessment
   - detailed traffic impact study
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   - a comprehensive public domain plan
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4. That subject to the decision of the Gateway, the site specific Development Control Plan be developed and exhibited concurrently with the draft planning proposal.

5. That the outcomes of the public exhibition of the draft planning proposal be reported to Council.

6. That Council staff continue with discussions with the proponent relating to a potential draft Voluntary Planning Agreement which is to be sympathetic and considerate of heritage protection and preservation, traffic and transport infrastructure, social community infrastructure and public domain improvements.

7. That Council advise the owners of the subject land, of Council's resolution.

## Purpose

The purpose of the report is to consider a draft planning proposal request submitted by Think Planners which seeks to amend the Campbelltown Local Environmental Plan (CLEP) 2015 to facilitate a hotel, residential apartments, retail premises and an entertainment plaza properties located at 158-168 Queen Street, 3 Cordeaux Street and 1 Carberry Lane, Campbelltown.

A draft planning proposal was prepared by Council based on the draft planning proposal request lodged by the applicant with a change to the building height for 158-168 Queen Street. A copy of the draft planning proposal that was prepared by Council staff is available for viewing under Attachment 1.

### Background

Prior to the submission of the proposal a meeting was held on 7 March 2018 at Campbelltown City Council with the proponent. The intention of the meeting was to allow the proponent to brief Council staff about the proposal and receive guidance and feedback. A draft planning proposal was lodged to Council for consideration on 14 March 2018. On 2 May 2018, a Briefing on the proposal was presented to the Councillors by the proponent at the Council Chambers.

Key matters that were raised by the Councillors at the briefing were as follows:

- the need to ensure that the proposal responds positively in relation to environmental factors such as the heat island effect
- design outcomes and the built form of the development that complement surrounding buildings and provide articulation
- the need for a high quality hotel in Campbelltown CBD
- promotion of active street frontages that allow for pedestrian interaction and promote economic growth within the area
- potential Voluntary Planning Agreement (VPA) inclusions
- consideration of the potential impact on adjoining land holders to ensure that any potential development does not have a negative impact on future revitalisation.

### The site – Local/Regional Context

The proposal relates to the following sites as shown in Figure 1 under attachment 1:

| Site | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| **Description** | Small scale retail shops | Macarthur Infant, Child and Adolescent Mental Health Services | Campbelltown RSL | Michael Slattery & Co Conveyancing |
| **Address** | 158-168 Queen Street, Campbelltown | 3 Cordeaux Street, Campbelltown | 1 Carberry Lane, Campbelltown | 11 Cordeaux Street, Campbelltown |
| **Lot and DP** | Lot 1 DP 558320; and Lot 5 DP 1167855 | Lot C DP 377836 | Lot 4 DP 1167853 | Lot 2 DP 568986 |
| **Area** | 2,093m$^2$ | 575m$^2$ | 4,706m$^2$ | 167.2m$^2$ |

| | | | | |
|---|---|---|---|---|
| **Zone (current)** | B3 – Commercial Core | B3 – Commercial Core | B3 – Commercial Core | B3 – Commercial Core |
| **Maximum Building Height (current)** | 32m | 32m | 32m | 32m |

Site 1 is currently a row of small scale retail premises which adjoins other retail shops to the north and west and Campbelltown City Hotel and a large scale office premises to the east.

Site 2 is currently occupied by the South Western Sydney Local Health District (SWSLHD) and adjoins Campbelltown RSL to the south and Campbelltown City Hotel and large scale office premises to the north.

Site 3 is currently occupied by Campbelltown RSL and adjoins a state heritage item known as Glenalvon House and a small office premises currently occupied by Family and Community Services (FACS).

Site 4 is currently occupied by Michael Slattery & Co conveyancing firm. The original proposal submitted to Council did not include this site. The Local Planning Panel meeting held on 30 May 2018 advised that the site should be included in the proposal to avoid isolation.

A copy of the Local Planning Panel report that considered the planning proposal is available for viewing under Attachment 2.

**The Planning Proposal Request**

The proponent's planning proposal request seeks to amend the CLEP 2015 Height of Building Map to increase the maximum permissible height for the subject site from 32m to 85m. An amendment has been made to the proponent's proposal request to amend the maximum permissible height for 158-168 Queen Street from 32m to 45m to be consistent with the design concept for the site which was lodged by the proponent.

The supporting development concept seeks to provide a mixed use development which would include 153 hotel rooms, 438 dwellings in the form of residential apartments and 1,450m$^2$ of club floor space across four buildings (RSL/Hotel, Building A, B and C) as shown in Figure 2 under Attachment 1 of this report.

The following is a dot point summary of the proposed development on the site:

- the concept plans provided with the proposal outline that the RSL will incorporate two storeys of club space and nine storeys of hotel space making up 4,617m$^2$ of floor space
- the RSL and hotel are also shown to face Queen Street rather than its current location of Carberry Lane
- building A is proposed to face Cordeaux Street and would include 903m$^2$ of retail/commercial floor space on the ground floor and 17 storeys of residential apartments which total 129 units
- building B is proposed to face Carberry Lane and would include 606m$^2$ of ground floor retail/commercial floor space and 150 residential units over 23 storeys, however as Carberry Lane is not a formal road (constituted but not a road by title) further

discussion on setbacks, road access and traffic movements will be required later in the progress of the draft planning proposal

- building C is proposed to face Anzac Lane and would include 689m$^2$ of commercial/retail floor space and 159 residential units over 20 storeys
- the proponent also proposes to include an outdoor entertainment plaza located centrally between Buildings A, B and C and the use of green walls on the exterior facades to mitigate the visual impacts of the proposal.

The proponent provides the following justification for the proposal:

- the proposal is consistent with the Greater Sydney Region Plan and Western City District Plan by providing additional commercial/retail spaces and residential housing in close proximity to transport and employment opportunities
- the proposed hotel facility would provide visitor accommodation within the Campbelltown CBD to serve both visitors to the club and commercial core of Campbelltown and surrounding suburbs
- the proposal would revitalise the Campbelltown commercial core by providing new commercial opportunities and residential accommodation in close proximity to transport and existing large scale retail shops such as Coles and Woolworths.

It should be noted that the concept plan is indicative only. Any future development application would not be limited to the submitted design concept and would be assessed against the relevant planning controls at the time.

## 1. Assessment of Planning Proposal Request

### 1.1 Justification

The NSW Department of Planning and Environment's (DPE) A Guide to Preparing Planning Proposals – issued under s3.33 (3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) provides guidance and information for preparing draft planning proposals. The preparation of the draft planning proposal has been undertaken in accordance with the latest version of the guide.

The guide requires that justification be provided to the Gateway as to why the proposal could be supported, however, it is not expected that council or a proponent will provide comprehensive information to support a request for Gateway determination. The guide states that the draft planning proposal should contain enough information to identify relevant environmental, social, economic and other site specific considerations.

The scope for investigating any key issues should be identified in the initial draft planning proposal that is submitted for Gateway determination. This would include listing what additional studies the RPA (Council) considers necessary to adequately and comprehensively justify/test the suitability of the proposal. The actual information/detailed investigations may be undertaken after a Gateway determination has been issued and if required by the Gateway determination.

The purpose of this Gateway determination stage is to ensure there is sufficient justification early in the process to proceed with a draft planning proposal. It enables draft planning proposals that lack strategic merit to be stopped early in the process before time and significant human and financial resources are committed.

The Gateway determination will confirm the information, detailed studies and consultation required before the draft planning proposal can be finalised. As the necessary information is gathered and the investigations/studies completed, the draft planning proposal may need to be updated/amended by including additional documentation. As a result of the outcomes and findings of the various studies and investigations undertaken after the Gateway determination is issued, it is not unusual for a draft planning proposal to change over time from that when it was initially prepared.

### 1.2 Section 9.1 Ministerial Directions (formerly known as Section 117)

Section 9.1 (formerly Section 117) of the EP&A Act allows the Minister for Planning to provide direction to Council in relation to the preparation of draft local environmental plans. The Directions that are most relevant to this proposal are listed below.

- direction 1.1 Business and Industrial Zones
- direction 3.1 Residential Zones
- direction 3.4 Integrating Land Use and Transport
- direction 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor.

The proposal is consistent with the directions above. The proposal will allow for a revitalised and activated Queen Street which would deliver a significant amount of retail and commercial jobs. The concept design identifies higher densities around Campbelltown Railway Station and linkages through public domain parks. Further detail in relation to the Section 9.1 directions is included in Attachment 1.

### 1.3 Consideration of State Environmental Planning Policies (SEPPs)

The following SEPPs are applicable to the proposal:

- SEPP 55 – Remediation of Lands
- SEPP 64 – Advertising and Signage
- SEPP 65 – Design Quality of Residential Apartment Development
- SEPP (Building Sustainability Index: BASIX) 2004
- SEPP (Educational Establishments and Child Care Facilities) 2017
- SEPP (Affordable Rental Housing) 2009
- SEPP (Infrastructure) 2007
- SEPP (State and Regional Development) 2011
- SEPP (Vegetation in Non-Rural Areas) 2017.

An assessment of the proposal against the relevant SEPPs has found that the proposal is consistent with all the relevant SEPPS.

Further detail in relation to the relevant SEPPs is outlined in the draft planning proposal which is located in Attachment 1 to this report.

### 1.4 Consideration of the Campbelltown Local Environmental Plan 2015

The proposal to develop the subject site for the purposes of four buildings ranging from 11 storeys to 24 storeys in height would be out of character with the existing adjoining development. Currently, the subject site is zoned B3 – Commercial Core with a permissible building height of 32m.

The amendment to the height of building map has merit, taking into consideration the recent data released by the Greater Sydney Commission which indicates 1.5 million people are expected to reside in the Western City District which includes the Campbelltown Local Government Area (LGA) by 2036 and that greater housing diversity is needed within the area, particularly around existing transport hubs.

With a large emphasis placed on strategic direction by the NSW State Government and more recently by Council, the proposal would not be entirely out of character. Increase in heights in Campbelltown is likely and will be part of further planning studies and planning proposals in the near future for adjoining sites.

To maintain a sensitive transition with the existing adjoining properties along Queen Street, the RSL and Hotel component of the site it is proposed to incorporate a maximum building height of 45m. The remainder of the site would incorporate greater heights of up to 85m. The future design of the development would be guided by a site-specific DCP, which is discussed in section 2.8 of this report.

Further setback of the building line from the Queen Street interface will be an important aspect to the future development of the whole of Queen Street. Genuine and substantial levels of solar penetration should be encouraged so as to ensure Queen Street is developed as a people friendly space and one that can easily accommodate on-street dining during all seasons.

For this reason it is critical that as the draft planning proposal moves through the assessment process, this and future planning proposals/development will account for and accommodate adequate building setbacks from the Queen Street interface so as to achieve the objective of delivering and protecting a high quality and desirable streetscape environment.

The subject site is also located in the vicinity of one state listed heritage item known as Glenalvon House (State Item No. I00004) and two locally listed Items, St Peter's Anglican Church (Item 13) and Richmond Villa (Item 18). Further discussion about the heritage impact is discussed in section 3.3 of this report.

### 1.5 Consideration of Local Planning Panel advice

On 13 February 2017, Council resolved to establish an Independent Hearing and Assessment Panel (IHAP), now known as the Campbelltown Local Planning Panel (the LPP). The LPP operates independent to the elected Council and is charged with reviewing and providing advice on draft planning proposals, to assist Council with its decision making process. The LPP consists of a State Government appointed Chair, two experts selected from a pool of experts established by the State Government and one member from the local community.

The subject draft planning proposal was considered by the LPP on 30 May 2018. The LPP acknowledged the strategic justification for potentially increasing permissible building heights within the Campbelltown City Centre however considered that prior to the submission of the draft planning proposal the matters in the table below be addressed. The complete Agenda and Minutes of the LPP are located in Attachment 2.

The proponent also provided further comments and justification in relation to the matters raised by the LPP at Attachment 3.

| Planning Panel's Recommendation | Council Comments |
|---|---|
| Appropriate heights for the site, and the wider Town Centre Precinct, be determined and justified in the context of the implementation of Council's 'Reimagining Campbelltown Strategy' and the Glenfield to Macarthur Urban Renewal Corridor Strategy. This should include detailed consideration of the Queen Street frontage, including appropriate heights and integration with surrounding desired built form outcomes arising from the 'Re-imagining Campbelltown Strategy'. | A site-specific DCP is proposed to be included as a condition of gateway determination which would test and address desired outcomes that are consistent with the respective strategies.<br><br>Detailed studies would be required to be completed on this issue, after the gateway determination. |
| Noting that the site forms part of the commercial core of the Campbelltown City Centre, assessment of the impact of the proposal on the future development of the City Centre both in terms of commercial and residential floor area capacity. | It is proposed to request that a feasibility study be required as a condition of the gateway determination. |
| Impact on heritage items. | A detailed and comprehensive heritage impact study would need to be undertaken for the subject site and surrounding area, and it is proposed to request this be a condition of the gateway determination. |
| Impact of traffic and parking on the site and on the broader road and transport network. | A detailed and compressive traffic impact assessment will be required and it is proposed to request this be a condition of the gateway determination. |
| Clarification of proposed staging of the future development and consequent impacts on the Campbelltown City Centre. | The applicant will provide further information relating to the proposed staging of the development. It is recommended this be required prior to public exhibition of the proposal and potentially incorporated into the site specific DCP. |
| Options for provision of affordable housing and other potential public benefits which may be provided by way of a Voluntary Planning Agreement (VPA). | The applicant has confirmed that discussions would take place with Council for the purposes of entering into a VPA. It is recommended these occur prior to public exhibition of the draft planning proposal. |
| Sustainability measures as a potential inclusion in the LEP. | Sustainability measures and controls will be investigated as part of the LEP Review which will start before the end of 2018. These should apply to all sites, not just this site and include the outcomes from Reimagining Campbelltown CBD. |
| Consideration should also be given to supporting the implementation of any VPA outcomes by reference to a "Satisfactory Arrangements" clause for the provision of necessary infrastructure in the LEP. | The applicant has confirmed that discussions would take place with Council for the purposes of entering into a VPA.<br><br>Additionally a review of the CLEP would consider the inclusion of a clause dedicated to achieving satisfactory outcomes with regards to future VPAs. |

| | |
|---|---|
| Subject to recommendation No.1, the Council consider the inclusion of a standard building setback from the Queen Street interface with the objective of maximising solar penetration into Queen Street at ground level, and to ensure a distinct visual openness along Queen Street. | It is recommended that Council request a condition of gateway determination, requires a site-specific DCP be prepared by the applicant in accordance with local and state planning policies and strategies and addresses this issue. |
| Any planning proposal should include 11 Cordeaux Street being the isolated site (existing solicitor's building) on the corner of Cordeaux Street and Carberry Lane. | It is recommended that 11 Cordeaux Street be included in the draft Planning Proposal forwarded to the Greater Sydney Commission for gateway determination. |

In consideration of the above, it is recommended that Council forward the draft planning proposal to the Greater Sydney Commission for a Gateway Determination based on its strategic merit. Detailed and comprehensive studies for areas such as traffic and transport, heritage, economic feasibility, sustainability will need to be undertaken, subject to receiving a gateway determination.

## 2. Relationship to Strategic Planning Framework

The following State and local planning policies are relevant to the proposal as discussed below.

### 2.1 Greater Sydney Region Plan 2018

The Greater Sydney Region Plan has been prepared by the NSW State Government to guide land use planning decisions over the next 40 years in order to achieve a common goal of having a metropolis of three cities, Eastern, Central and Western. The plan sets a strategy for accommodating Sydney's future population growth and identifies the need to deliver 725,000 additional homes and create 817,000 jobs by 2036. The plan identifies that the most suitable locations are those close to jobs, public transport, community facilities and services. The subject site is located in the Campbelltown CBD which is generally consistent with Greater Sydney Region Plan to locate new, mixed-use dwellings and employment generating floor space in close proximity to the transport and amenities.

### 2.2 Western City District Plan

As part of the NSW State Government's Greater Sydney Region Plan, Campbelltown is identified as a metropolitan cluster and health and education precinct in the Western City District Plan. The plan provides guidance in relation to job creation, housing supply and sustainability.

The Western City District Plan identifies (in part), the following priorities for Campbelltown CBD:

- encourage revitalisation of the commercial core
- identify, prioritise and deliver collaboration areas which includes the health and education precinct and Campbelltown Mall
- provide an additional 6,800 dwellings across the Campbelltown LGA by 2021
- enhance the centres civic, cultural and heritage role
- encourage new lifestyle and entertainment uses to activate streets and grow the night-time economy
- improve east-west pedestrian connectivity

- improve accessibility through walking, cycling and public transport
- support mixed use development and surrounding high quality apartments and medium density residential development
- capitalise on the Western Sydney Airport and Western Sydney City Deal.

Implementation of the district plan would be via Council initiated actions such as a review of the Local Environmental Plan and Development Control Plan. The proposal itself is consistent with the district plan.

### 2.3 Glenfield to Macarthur Urban Renewal Corridor Strategy

The NSW Government recently finalised the Campbelltown Precinct in the Glenfield to Macarthur Urban Renewal Corridor Strategy which aims to provide better connections between homes, jobs and open space close to seven train stations between Glenfield and Macarthur.

As part of the strategy, Campbelltown has been identified as a metropolitan city centre which provides a gateway to the South West and serves the wider growth area. The vision encapsulates Campbelltown as a health and education precinct which provides a variety of housing types within walking distance of the station.

The strategy outlines that the vision would be initiated through the lodgement of planning proposal requests and Council initiated LEP amendments. The site is identified in the precinct plan as commercial and retail core and an increase in maximum building height would help achieve the desired future precinct character. The proposal is considered to be consistent with the approach outlined by the State Government's strategy.

### 2.4 Campbelltown Community Strategic Plan 2017-2027

The Campbelltown Community Strategic Plan 2017-2027 is a document which will guide Campbelltown over the next 10 years through a series of goals and strategies including, but not limited to housing choice, strengthening the local economy and promoting the use of public spaces.

The proposal would assist in promoting a range of housing choices while supporting the resilience, growth and diversity of the local economy through the activation of commercial premises. The opportunity to improve the public domain would be considered through agreements such as Voluntary Planning Agreements.

Opportunities for the potential widening of Queen Street would also be explored as part of any proposal for CBD redevelopment fronting Queen Street. This will enable the creation of more useable civic space and greater activation of the public realm.

### 2.5 Campbelltown Residential Development Strategy 2014

The 2014 strategy is a background document which informed the preparation of the CLEP 2015. The proposal would assist in the improvement of housing affordability within the area due to the increase in dwellings in close proximity to local transport hubs.

A theme identified in the residential strategy noted that changing population demographics would also continue to challenge the local community. The proposal would assist with providing sustainable and accessible housing, particularly for Campbelltown's aging population as the requirements such as lift access would be considered at the development application stage.

### 2.6 Re-imagining Campbelltown CBD

On 10 July 2018 the Re-imagining Campbelltown strategy was endorsed. This strategy promotes a green city and a healthy local economy. As part of the strategy, new buildings are urged to incorporate and adopt sustainable energy solutions and encourage growth along existing transport corridors. The strategy uses six key indicators to assess and measure the progress of project:

- no grey to be seen
- city and bush
- connected place
- confident and self-driven
- centre of opportunity; and
- the good life.

Although the concept plans submitted with the proposal are not binding, early visualisations incorporate green walls to minimise the impact of the four proposed buildings and rooftop gardens for residents to utilise. The location of the development is also in close proximity to existing transport hubs such as Campbelltown Railway Station and would require less usage of motor vehicles. Further discussion regarding traffic and parking is made in section 3.1 of this report.

Early preliminary assessment of the proposal outlines consistency with the strategy. Further consideration of the requirements relating to the built form and the land use function would be considered in the preparation of a site specific DCP for the site and at the development application stage.

### 2.7 Site specific DCP

The proponent submitted an urban design report with the proposal which also included concept plans. The report and concept plans are shown as attachment 3 of this report.

Site specific Development Control Plans (DCP) can be used to guide the design of a development as a means of achieving a satisfactory outcome which integrates with the surrounding locality of a subject site. The implementation of a site specific DCP would promote good design outcomes which address potential design issues through overshadowing and the design of a development.

Subject to a positive Gateway Determination for the draft planning proposal, a site specific DCP for the site will also be prepared to guide the proposed development and to maintain consistency across local and state government strategies. It would also incorporate any controls resulting from a heritage study and public domain plan. Consideration should be given to linking Glenalvon and St Peters heritage items via view corridors and pedestrian links.

A site specific DCP will encourage good design outcomes that corresponds to the surrounding character and will encourage active street frontages that promote increased commercial and pedestrian activity.

### 2.8 Voluntary Planning Agreement

A site specific planning proposal generates the need for individual consideration of the delivery of public infrastructure via the receipt of developer contributions or the provision of works-in-kind. In the case of a proposal such as this one, this matter is generally best managed through a Voluntary Planning Agreement (VPA). Although the proponent has indicated a preference to enter into a VPA with the Council, a formal offer was not incorporated with the planning proposal request.

Aspects that would form part of any discussion relating to the provision of infrastructure through a VPA process, would include but not be limited to public domain works; traffic and transport facilities; open space embellishments/upgrades; heritage protection and preservation; and other community and socially aligned infrastructure/initiatives that provide a benefit to the current and future community of Campbelltown commensurate with the potential increase in population and activity generated by the proposal.

Council officers are currently working on a comprehensive, city wide development contributions plan, and this plan would be used as a baseline for any future VPA negotiations. The proponent has discussed the opportunity to deal with matters of public infrastructure through a VPA and should these discussions result in the formalisation of a VPA offer, a future report would be presented to Council for its consideration of such an offer.

## 3. Concerns relating to the Proposal

The environmental impacts related to the proposal are discussed below.

### 3.1 Traffic Assessment

A traffic impact assessment was not submitted with the proposal. The proposal was submitted to Council's Stormwater and Structural Design Team for comment. Comments advised that Anzac Lane should be widened to allow for two way vehicle movement to facilitate rubbish collection and other facilities. Residential access would thus have to be provided via Carberry Lane (if formally dedicated as a road) and/or Cordeaux Street and not be allowed from Queen Street.

Early assumptions made on the proposal indicate extra motor vehicles within the vicinity of the subject site due to the increase in dwellings. With this being said a potential development on the site would possibly reduce the level of service for key intersections and translate into a travel time increase through Queen Street and surrounding streets.

A site specific traffic assessment will be required and will need to include current traffic counts and assessment (in a network connected SIDRA model) of all intersections within a 400m radius from any part of the site plus the intersections of Queen St/Rudd Road and Moore Oxley Bypass and Hurley Street/Kellicar Road/Narellan Road.

It is recommended that Council request a condition of the Gateway Determination require a traffic impact assessment be prepared by a suitably qualified traffic consultant to conduct a detailed assessment on the impact on traffic volumes and the capacity for the local area to cater for additional trips.

### 3.2 Solar Access

The proposal is supported by a shadow and solar analysis however further detail is required. Currently, the shadow diagram outlines a substantial impact on surrounding properties on the south west, south and south east. The desire for Queen Street (for its length) to also have adequate solar access and setbacks, is an important consideration for this and any future development along Queen Street.

The shadowing analysis provided by the proponent, have been tested for the winter solstice on 21 June. Further assessment and consideration relating to overshadowing would be assessed against the requirements of Council's DCP and the NSW Government's Apartment Design Guide at the development application stage.

### 3.3 Heritage Assessment

The subject site is located in the vicinity of a state listed heritage item known as Glenalvon House (State Item No. I00004) and two locally listed Items, St Peter's Anglican Church (Item 13) and a Richmond Villa (Item 18).

Glenalvon House is located adjacent to the subject site, separated by Anzac Lane. St Peter's Anglican Church is located on the eastern side of Cordeaux Street adjacent to the subject site and the Richmond Villa is located in a south-western direction from the subject site adjoining the RSL Club and a car park.

A Heritage Impact Assessment was not submitted with the proposal and assessment of its impact has been made against the requirements of Part 2.11 of the Campbelltown (Sustainable City) Development Control Plan 2015. An increase of the permissible built form on the surrounding heritage items would potentially impact the landscape values and visual backdrop of the items.

A better design outcome for Glenalvon and St. Peter's Anglican Church would be to provide a clear gateway between the two items to better interact with the surrounding area.

Therefore, it is recommended as a condition of the Gateway Determination that a heritage assessment be prepared by a suitably qualified heritage consultant to assess the heritage significance of all three heritage items, future development constraints and opportunities of the site and the extent to which the carrying out of the planning proposal and proposed development would affect the heritage items. In this regard, improved 3 dimensional view and massing diagrams would be required.

Due to the location of Glenalvon House in relation to the subject site, comments from the Office of Environment and Heritage will be required with respect to the proposal.

## 4. Consultation

Should the draft planning proposal proceed through Gateway Determination, community consultation will be undertaken in accordance with section 3.34 of the EP&A Act. The specific requirements for community consultation will be listed in the Gateway Determination. The proposal would require further consultation with the other State agencies such as the OEH and Sydney Water and other government agencies as detailed in the conditions in the Gateway Determination.

## 5. Statutory Considerations

The preparation of a draft planning proposal is the first step in the process of requesting changes to a planning instrument. Should Council resolve to proceed with the proposal, the Gateway Determination would confirm the technical studies required and the relevant parts of the draft planning proposal to be updated or amended prior to public exhibition.

As part of the Gateway Authorisation process, Clause 2.4 (formerly Section 23) of the EP&A Act allows the Minister and the Director-General to delegate functions to a Council and/or an officer or an employee of a Council. When submitting a draft planning proposal, Council is required to identify whether it wishes to exercise delegation (the authorisation). Authorisation delegates the following plan making powers to Council:

- to make and determine not to make an LEP
- to defer inclusion of certain matters
- to identify which matters must be considered and which stages of the plan making process must be carried out again.

On the grounds that the draft planning proposal is consistent with the types of draft LEP amendments to be routinely delegated, it is recommended that Council seek to exercise the Authorisation in this instance.

## 6. Conclusion

The draft planning proposal seeks to achieve a strategic planning outcome that will facilitate higher density and diverse living opportunities within 400m of Campbelltown Railway Station and in close proximity to other shops and services such as the Campbelltown Mall. The draft planning proposal is deemed not inconsistent with the directions and planning priorities contained in the Greater Sydney Region Plan and the Western City District Plan.

Due to the location of the site within the Campbelltown CBD, a site-specific DCP should be prepared to guide any future development on the site and to ensure the delivery of high quality design outcomes that are sympathetic to and protective of local heritage items.

Whist high quality architecture and human sensitive design outcomes are critical to the success of any future development on the site, it is equally important to keep sight of balanced urban design outcomes for the greater Campbelltown CBD area into the future. This should be one that encourages change in building typologies and excellence in architectural form, but is sympathetic to Campbelltown's desire to always be known as a green and sustainable city, with views from the city CBD to its green scenic edges being a quality that is not lost.

An increase in height in specific areas of the city's CBD would provide a strong catalyst for future rejuvenation of the local area, being not inconsistent with the vision of local strategies such as Re-imagining Campbelltown CBD. Should a Gateway determination be issued for the draft planning proposal, it would be highly likely that the determination would be issued consistent with the recommendation of the Council which would include a requirement for detailed and comprehensive heritage impact and traffic impact assessments to be completed to the council's satisfaction, prior to the public exhibition of draft planning proposal.

Having regard to the above, it is recommended that Council support the draft planning proposal and forward it to the Greater Sydney Commission for a Gateway determination.

Due to the relatively minor regional implications of the draft planning proposal, it is also recommended that Council request the Greater Sydney Commission delegate the power to the Council to finalise the draft planning proposal.

## Attachments

1. Draft Planning Proposal (contained within this report)
2. Local Planning Panel Agenda and Minutes (contained within this report)
3. Comments by Proponent (contained within this report)
4. Urban Design Report - due to size (59 pages) (distributed under separate cover)

# Planning Proposal

# Campbelltown RSL

## May 2018

**Introduction**

This Planning Proposal explains the intent of, and justification for, the proposed amendment to *Campbelltown Local Environmental Plan 2015* for the following sites:

- Various retail premises including a pharmacy and newsagent – Property Nos. 158-168 Queen Street, Campbelltown (Lot 1 DP 558320 and Lot 5 DP 1167855)
- Campbelltown RSL Club – Property No. 1 Carberry Lane, Campbelltown (Lot 4 DP 1167853)
- Macarthur Infant Child and Adolescent Mental Health Services – Property No. 3 Cordeaux Street, Campbelltown (Lot C DP 377836)

The proponent is seeking an amendment to the *Campbelltown Local Environmental Plan (CLEP) 2015* Height of Building Map to increase the permissible building height from 32m to 85m for 1 Carberry Lane and 3 Cordeaux Street and 32m to 45m for 158-168 Queen Street to facilitate the redevelopment of three lots totalling 7,374m$^2$, which would include the following:

- Campbelltown RSL: Increase in building height to facilitate an 11 storey building which would include two storeys of club space and enable a further 9 storeys for the purposes of a hotel.
- Building A: Development of an 18 storey mixed use building to include ground floor retail/commercial and 17 storeys of residential apartments.
- Building B: Development of a 24 storey mixed use building with ground floor retail/commercial space and 23 storeys of residential apartments.
- Building C: Development of a 21 storey mixed-use building which would include ground floor retail/commercial space and 20 storeys of residential units.

**Existing Situation**

The sites (see Figure 1 – Location Map) are currently owned separately and are located on the southern side of Campbelltown Railway Station. The existing sites form part of the commercial core of the Campbelltown CBD which is largely made up of other small retail and commercial premises.

The Planning Proposal has been prepared in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning and Environment's 'A Guide to Preparing Planning Proposals' August 2016.

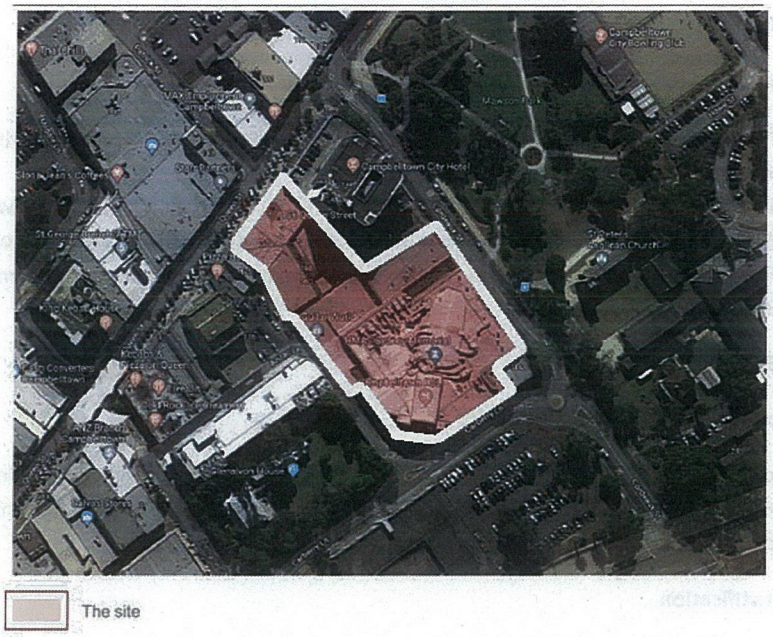


*Figure 1: Location Map - Subject site and its immediate locality*

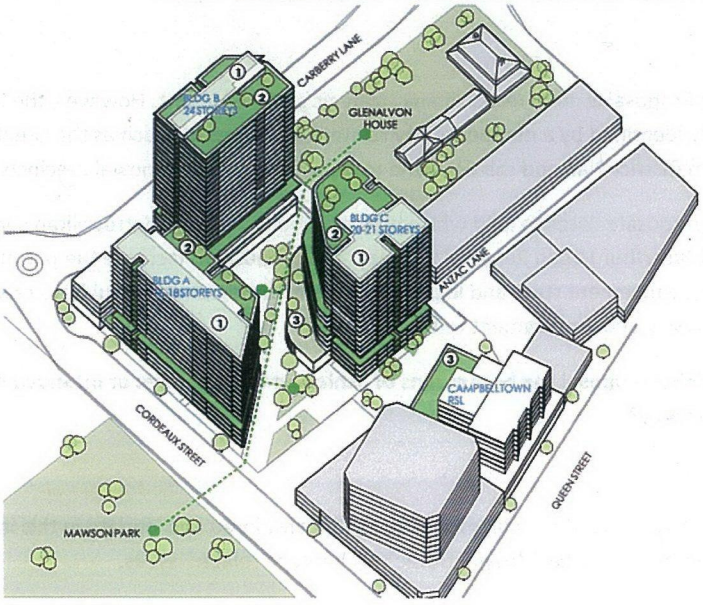


*Figure 2: Design Concept*

**Part 1 – Objectives or intended outcomes**

The objective or intended outcomes of the Planning Proposal are as follows:

- Amend the configuration of the RSL Club to face Queen Street and facilitate additional club space and a hotel.
- To provide ground floor commercial/retail space across three buildings to allow street level activation and promote the rejuvenation of the commercial core of Campbelltown CBD.
- Facilitation of additional housing within the local area in close proximity to Campbelltown Station.

**Part 2 – Explanation of provisions**

**2.1 Proposed amendments to CLEP 2015**

It is proposed to amend the CLEP 2015 'Height of Building Map' to outline an increase in maximum building height from 32m to 45m for 158-168 Queen Street and 32m to 85m for the remainder of the subject site (refer to Figure 3 and 4 attached).

**Part 3 – Justification**

## Section A – Need for the planning proposal

**1. Is the planning proposal a result of any strategic study or report?**

No.

The Planning Proposal is not a result of any strategic study or report. However, the Proposal relates to land currently identified by a number of key strategies and reports such as the Greater Sydney Region Plan, Western District Plan and the Glenfield to Macarthur Urban Renewal Precincts.

The current proposal relates to land which has been identified as a metropolitan centre under the Glenfield to Macarthur Urban Renewal Strategy. The proposal to increase the permissible building height would complement state and local government strategies and would be consistent in providing additional housing and employment to the local area.

**2. Is the planning proposal the best means of achieving the objective or intended outcomes, or is there a better way?**

Yes.

Proceeding with a stand-alone planning proposal is considered appropriate in this instance to enable the timely consideration of urban design, traffic and heritage related issues.

**Section B – Relationship to strategic planning framework**

**3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?**

Yes.

The Planning Proposal is consistent with the relevant objectives and actions outlined in the Sydney Metropolitan Strategy 'A Plan for Growing Sydney', Greater Sydney Region Plan and the Western City District Plan.

**A Plan for Growing Sydney**

'A Plan for Growing Sydney' sets a strategy for accommodating Sydney's future population growth and identifies the need to deliver 689,000 new jobs and 664,000 new homes by 2031. The Plan identifies that the most suitable areas for new housing are in locations close to jobs, public transport community facilities and services.

The proposal is consistent with the strategy as it would allow for the delivery of hotel accommodation, residential flat buildings and employment generating floorspace in close proximity to Campbelltown Train Station.

**Greater Sydney Region Plan**

The Plan provides a framework for the predicted growth in Greater Sydney. The Plan identifies key goals of delivering a metropolis of three 30 minute cities through four key themes, infrastructure and collaboration, liveability, productivity and sustainability.

- Infrastructure and collaboration – The proposal is located in very close proximity to existing infrastructure such as Campbelltown Train Station, Campbelltown Hospital, Campbelltown Public School and Western Sydney University. Additionally, the site would also be located 30km to the proposed Western Sydney Airport.
- Liveability – The concept design supplied with the Planning Proposal outline a variety of enhancements to the surrounding character such as landscaped frontage, shared open space and opportunities for pedestrian links which would create a more liveable space.
- Productivity – The proposal has the potential to provide further productivity within the commercial core of Campbelltown. The proposed hotel would support job creation and housing options in conjunction with pedestrian links and the opportunity for thoroughfares and bike tracks.
- Sustainability – The opportunity for green walls, rooftop gardens and the design of apartments would promote a sustainable development. Sustainability of the developments would be considered at the development application stage.

The Planning Proposal would be the best means of achieving additional housing within the local area to meet the anticipated population increase in the next few years.

**Western City District Plan**

The Western City District Plan sets out priorities and actions for the Western Parkland City which are structured on themes that are based on the Greater Sydney Region Plan. The proposal will provide additional housing supply in close proximity to existing transport which would support the State Government's direction for creating a 30 minute city.

The Western City District Plan also requires the need for creating a stronger local economy and promoting the commercial core of Campbelltown. The proposed hotel would support this notion by creating local jobs and providing short term accommodation for visitors to the local area. Additionally, the Proposal would be consistent with the outcomes of the B3 zoning of the subject site by providing additional mixed use development.

**Glenfield to Macarthur Urban Renewal Precinct**

The Glenfield to Macarthur Urban Renewal Precinct was identified as a growth corridor by the State Government for the purposes of providing further jobs, open space, improved movement networks and revitalisation of existing urban centres through good design. Under the Strategy, Campbelltown has been identified as priority precinct that provides retail and commercial activity.

Accordingly, the Glenfield to Macarthur Urban Renewal Precinct identifies the Campbelltown CBD as a primary area for the revitalisation of the commercial core which attracts further mixed-use development to allow for stronger integration with the centre and encourage the development of lively street frontages.

**4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?**

**Campbelltown Community Strategic Plan – Campbelltown 2027**

The overarching Community Strategic Plan represents the principal community outcome focused strategic plan guiding Council's policy initiatives and actions.

The Proposal is considered to be consistent with the relevant outcomes headed accordingly within the Plan:

- A vibrant, liveable city;
- A respected and protected natural environment;
- A thriving attractive city; and
- A successful city.

The proposed increase in height will provide the opportunity for a revitalised commercial and retail core which will support the growth of a strong local economy. The proposal also supports the possibility of integrating open space and walkable thoroughfares to Queen Street.

**Campbelltown Local Planning Strategy 2013**

The strategy identifies the importance of Queen Street as an existing commercial and retail core of Campbelltown. The strategy also considers the promotion of active street frontages and the conservation of heritage items within the local vicinity of Queen Street.

The proposal is consistent with the directions of the Campbelltown Local Planning Strategy 2013.

**Campbelltown Residential Development Strategy 2014**

The 2014 Strategy is a background document which informed the preparation of the CLEP 2015. The proposal would assist in the improvement of housing affordability within the area due to the increase in dwellings in close proximity to local transport hubs.

A theme identified in the Residential Strategy noted that changing population demographics would also continue to challenge the local community. The proposal would assist with providing sustainable and accessible housing, particularly for Campbelltown's aging population as the requirements such as lift access would be considered at the development application stage.

**5. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

The following table provides a brief assessment of consistency against each State Environmental Planning Policy (SEPP) relevant to the Planning Proposal.

| State Environmental Planning Policies | Comment |
|---|---|
| SEPP No. 1 Development Standards | Not applicable as Clause 4.6 of the CLEP 2015 negates the need for SEPP 1 |
| SEPP 14 – Coastal Wetlands | Not applicable |
| SEPP 19 – Bushland in Urban Areas | The site does not contain any significant vegetation |
| SEPP 21 – Caravan Parks | Not relevant to the proposal |
| SEPP 26 – Littoral Rainforests | Not relevant to the proposal |
| SEPP 30 – Intensive Agriculture | Not relevant to the proposal |
| SEPP 33 – Hazardous or Offensive Development | Not relevant to the proposal |
| SEPP 36 – Manufactured Home Estates | Not relevant to the proposal |
| SEPP 44 – Koala Habitat Protection | This site does not contain any koala habitat |
| SEPP 47 – Moore Park Showground | Does not apply to land within Campbelltown |
| SEPP 50 – Canal Estate Development | Not relevant to the proposal |
| SEPP 52 – Farm Dams | Not relevant to the proposal |
| SEPP 55 – Remediation of Lands | The existing urban use of the land is unlikely to result in land contamination<br><br>Future development of the site will need to address the requirements of the SEPP |
| SEPP 62 – Sustainable Aquaculture | Not relevant to the proposal |
| SEPP 64 – Advertising and Signage | The planning proposal is consistent with the SEPP<br>Future development of the site would need to take |

| | |
|---|---|
| | the SEPP into consideration. |
| SEPP 65 – Design Quality of Residential Apartment Development | The Proposal seeks to facilitate high rise development in the form of shop top housing. The concept designs submitted with the proposal consider potential design options which address the provisions of the SEPP |
| SEPP 70 – Affordable Housing Schemes | Not relevant to this proposal |
| SEPP 71 – Coastal Protection | Not relevant to this proposal |
| SEPP (Building Sustainability Index: BASIX) 2004 | Future development of the site would take into consideration the requirements of the SEPP |
| SEPP (Educational Establishments and Child Care Facilities) 2017 | The planning proposal is consistent with the SEPP. Any future child care centre or the like would take into consideration the requirements and provisions of the SEPP. |
| SEPP (Affordable Rental Housing) 2009 | The proposal is consistent with the SEPP. Any future development on the site may incorporate affordable housing which would be considered in conjunction with the SEPP |
| SEPP (Exempt and Complying Development Codes) 2008 | Not relevant to the Proposal |
| SEPP (Infrastructure) 2007 | Future development of the site may constitute traffic generating development and trigger an assessment under this SEPP |
| SEPP (Housing for Seniors or People with a Disability) | It is not proposed to carry out the development under the provisions of this SEPP |
| SEPP (Integration and Repeals) 2016 | Not relevant to the proposal |
| SEPP (Kosciusko National Park) 2007 | The SEPP does not apply to the land |
| SEPP (Kurnell Peninsular) 1989 | The SEPP does not apply to the land |
| SEPP (Mining and Extractive Industries) 2007 | Not relevant to the proposal |
| SEPP (Miscellaneous Consent Provisions) | Not relevant to the proposal |
| SEPP (Penrith Lakes Scheme) 1989 | Not relevant to the proposa |
| SEPP (Rural Lands) 2008 | Not relevant to the proposal |
| SEPP (State and Regional Development) 2011 | It is likely that future development of the site will constitute Regional Development thus being determined by the Sydney Planning Panel |
| SEPP (State Significant Precincts) 2005 | The SEPP does not apply to the land |
| SEPP (Sydney Drinking Water Catchment) 2011 | The SEPP does not apply to the land |
| SEPP (Sydney Region Growth Centres) 2006 | The SEPP does not apply to the land |
| SEPP (Three Ports) 2013 | The SEPP does not apply to the land |
| SEPP (Urban Renewal) 2010 | The SEPP does not apply to the land |
| SEPP (Western Sydney Employment Area) 2009 | The SEPP does not apply to the land |
| SEPP (Western Sydney Parklands) 2009 | The SEPP does not apply to the land |
| SEPP (Vegetation in Non-Rural Areas) 2017 | The subject site is within a well-established urban area, having historically been used for commercial purposes. The proposal will not impact any significant vegetation. |

The following table provides a brief assessment of consistency against each Deemed SEPPs relevant to the Planning Proposal.

| Consideration of Deemed SEPPs | Comment |
|---|---|
| REP (Sydney Harbour Catchment) 2005 | Not relevant to this Planning Proposal |
| Greater Metropolitan Regional Environmental Plan No2 – Georges River Catchment | Consistent<br><br>The proposal would not impact on the water quality and river flows of the Georges River and its tributaries. The Proposal would be subject to further assessment relating to stormwater and drainage should a future development application be lodged |

**6. Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1 directions)?**

The following table provides a brief assessment of consistency against each section 9.1 direction relevant to the planning proposal.

| Consideration of s9.1 Directions | Comment |
|---|---|
| 1. Employment and Resources | |
| 1.1 Business and Industrial Zones | The proposal is consistent with this Direction as the amendment to the Height of Building Map would not reduce the amount of commercial/retail floor space within the Campbelltown CBD<br><br>The proposed amendment would increase the potential for additional retail/commercial floor space due to the B3 zoning of the site |
| 1.2 Rural Zones | Not applicable |
| 1.3 Mining, Petroleum Production and Extractive Industries | Not applicable |
| 1.4 Oyster Aquaculture | Not applicable |
| 1.5 Rural Lands | Not applicable |
| 2. Environment and Heritage | |
| 2.1 Environment Protection Zones | Not applicable |
| 2.2 Coastal Protection | Not applicable |
| 2.3 Heritage Conservation | Not applicable |
| 2.4 Recreation Vehicle Areas | Not applicable |
| 3. Housing, Infrastructure and Urban Development | |
| 3.1 Residential Zones | Consistent<br><br>The subject site is not located within a residential zone, although shop-top housing is a form of housing which can be incorporated into business zones. The proposal would be consistent with this |

| | |
|---|---|
| | Direction as additional dwellings would be in close proximity to existing infrastructure and services and would provide for existing and future housing needs of the local area |
| 3.2 Caravan Parks and Manufactured Homes Estates | Not applicable |
| 3.3 Home Occupations | Not applicable |
| 3.4 Integrating Land Use and Transport | Consistent<br><br>The subject site is within 400m of Campbelltown Train Station and other forms of services such as buses which can provide access to jobs and amenities. |
| 3.5 Development Near Licensed Aerodromes | Not applicable |
| 3.6 Shooting Ranges | Not applicable |
| 4. Hazard and Risk | |
| 4.1 Acid Sulfate Soils | Not applicable |
| 4.2 Mine Subsidence and Unstable Land | Not applicable |
| 4.3 Flood Prone Land | Not applicable |
| 4.4 Planning for Bushfire Protection | Not applicable |
| 5. Regional Planning | |
| 5.1 Implementation of Regional Strategies | Not applicable |
| 5.2 Sydney Drinking Water Catchments | Not applicable |
| 5.3 Farmland of State and Regional Significance on the NSW Far North Coast | Not applicable |
| 5.4 Commercial and Retail Development along the Pacific Highway, North Coast | Not applicable |
| 5.5 – 5.7 | Repealed |
| 5.8 Second Sydney Airport | Not applicable |
| 5.9 North West Rail Link Corridor Strategy | Not applicable |
| 5.10 Implementation of Regional Plans | Not applicable |
| 6. Local Plan Making | |
| 6.1 Approval and Referral Requirements | The planning proposal does not trigger the need for any additional concurrence, consultation or referral to a Minister or Public Authority |
| 6.2 Reserving Land for Public Purposes | The Proposal does not impact on land reserved for public purposes |
| 6.3 Site Specific Provisions | The proposal is relating to building height, and therefore the proposal is consistent with this Direction |
| 7. Metropolitan Planning | |
| 7.1 Implementation of a Plan for Growing Sydney | The proposal is consistent with the requirements of the strategy as discussed in Part 3 of this Planning Proposal |
| 7.2 Implementation of Greater Macarthur Land Release Investigation | Not applicable |
| 7.3 Parramatta Road Corridor Urban | Not applicable |

| Transformation Strategy | |
|---|---|
| 7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan | Not applicable |
| 7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | Not applicable |
| 7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | Not applicable |
| 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor | The proposal is consistent with this Direction as the Proposal will allow for a revitalised and activated Queen Street which will deliver a significant amount of retail and commercial jobs. The concept design identifies higher densities around Campbelltown Railway Station and linkages through public domain parks. |

**Section C – Environmental, Social and Economic Impact**

**7. Is there any likelihood that critical habitat or threatened species, populations' or ecological communities, or their habitat will be adversely affected as a result of the proposal?**

No.

The subject site does not contain any known critical habitat or threatened species, populations' or ecological communities, or any other habitat. Therefore, the proposal will not have an impact on any ecological communities.

**8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

Yes.

The Planning Proposal proposes to increase the maximum building height on three sites which form part of the commercial core of Campbelltown CBD and Train Station. The proposal would have impacts related to urban design, traffic management, solar access and heritage that require careful consideration.

Although the development concept submitted with the proposal is indicative only, the proposed development would have to meet the requirements of Council's DCP and LEP as well as the requirements of the Apartment Design Guide. Additionally, a site-specific DCP is being prepared to guide any future development of the site to address the issues associated with the proposal.

The subject site is located within close proximity to 'Glenalvon', a colonial Georgian sandstone home which was constructed in circa 1841. The two storey home is a rare example of residence and garden of

its period. Accordingly, it is suggested that comments on the proposal should be sought from the Office of Environment and Heritage as a condition of Gateway.

**9. Has the planning proposal adequately addressed any social and economic effects?**

The Planning Proposal is not supported by a social or economic assessment. However, it is assumed that the proposal to expand the club to incorporate a hotel would assist with creating future job opportunities outlined in the Western City District Plan and benefit other land uses within the Campbelltown commercial core and surrounding area that rely close on, high quality accommodation and conferencing facilities. The proposal may also have a multiplier benefit to the local economy. More detailed assessment of social impacts would need to occur at DA stage for the club.

**Section D – State and Commonwealth Interests**

**10. Is there adequate public infrastructure for the planning proposal?**

Yes.

Services are available in the vicinity of the site. The proposal would not impose any additional demands on local infrastructure, public or community services. The sites are located in close proximity to existing bus and train services.

**11. What are the views of the State and Commonwealth public authorities consulted in accordance with the Gateway Determination?**

Consultation would occur with the public authorities identified in the Gateway Determination, including Transport for NSW, NSW Police and the Office of Environment and Heritage.

**Part 4 – Mapping**

The Planning Proposal seeks to amend the Campbelltown LEP Height of Building Maps as proposed below: -

| Map | No | Requested Amendment |
|---|---|---|
| Height of Buildings Map | HOB_008<br>Date 11 March 2016 | Amend the height of building maps for 158-168 Queen Street from 32m to 45m and 32m to 85m for 1 Carberry Lane and 3 Cordeaux Street, Campbelltown. |

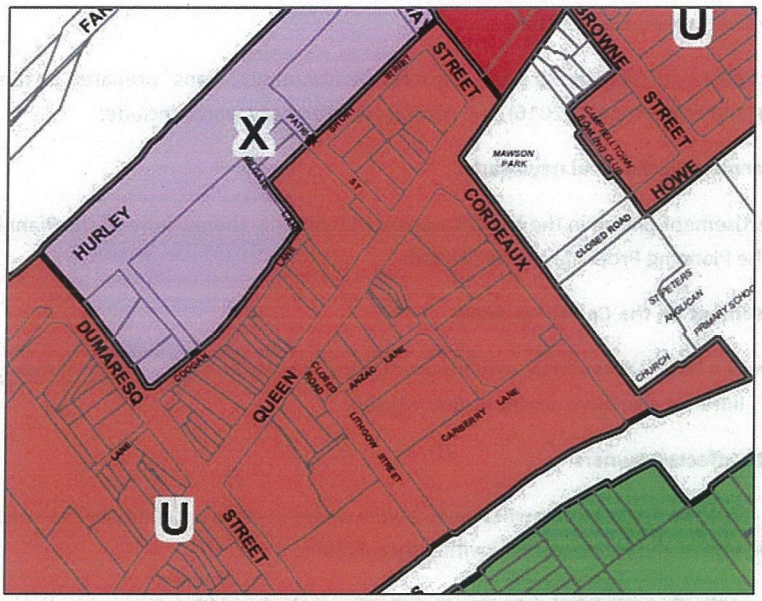


Figure 3: Current CLEP 2015 Height of Building Map

Figure 4: Proposed CLEP 2015 Height of Building Map

**Part 5 – Community consultation**

In accordance with "A guide to preparing local environmental plans" prepared by the Department of Planning and Environment (2016), the consultation strategy would include:

**Advertisement in the local newspaper**

An advertisement placed in the local newspaper identifying the purpose of the Planning Proposal and where the Planning Proposal can be viewed.

**Advertisement on the Council website**

The Planning Proposal would be exhibited on Council's website (www.campbelltown.nsw.gov.au). Council's libraries also have access to the website.

**Letters to affected owners**

A letter would be sent to landowners who adjoin or are in close proximity to the site, advising them of the exhibition of the Proposal and inviting submissions.

**Displays at the Council Administration Buildings and the local libraries**

The Planning Proposal would be displayed at the Council Administration Building, 91 Queen Street, Campbelltown and Campbelltown Library.

**Part 6 – Project Timeline**

| Weeks after Gateway Determination | Item |
|---|---|
| 0 | Gateway Determination |
| 8 | Exhibition Start |
| 13 | Exhibition End |
| 17 | Consideration of submissions from exhibition |
| 22 | Report to Council on submissions |
| 24 | Request draft instrument be prepared |

campbelltown
city council



## 4.2 Campbelltown RSL Planning Proposal - 158 to 168 Queen Street, Campbelltown

### Community Strategic Plan

| Objective | Strategy |
|---|---|
| 1 Outcome One: A Vibrant, Liveable City | 1.9 - Create places where people feel good, are likely to stay, to return to and tell others about their experience |

### Executive Summary

- On 14 March 2018, Think Planners Pty Ltd submitted a planning proposal request to Campbelltown City Council seeking an amendment to the Campbelltown Local Environmental Plan 2015 (CLEP 2015) in relation to the following sites: 158-168 Queen Street, 1 Carberry Lane and 3 Cordeaux Street, Campbelltown
- The submitted proposal seeks an amendment to the CLEP 2015 Height of Building Map as follows:
  - 158 – 168 Queen Street, Campbelltown from 32m to 85m
  - 1 Carberry Lane, Campbelltown from 32m to 85m
  - 3 Cordeaux Street, Campbelltown from 32m to 85m
- The purpose of the amendment is to facilitate a mixed use development for the three sites over four buildings, which would incorporate commercial/retail space, residential apartments, additional club space and a hotel
- The draft planning proposal would enable Campbelltown RSL to revitalise their landholdings and allow for the ongoing functions of the Club
- A merit assessment of the draft planning proposal, by Council officers indicates that the proposal has strategic merit for the reasons outlined in this report, particularly the following:
  - consistency with the objectives and requirements of the Greater Sydney Region Plan and Western City District Plan
  - the proposed amendment would facilitate the desired future vision and functioning of the site which would be consistent with local planning strategies
  - additional housing stock in close proximity to existing transport hubs.

## Officer's Recommendation

That the Campbelltown Local Planning Panel recommend to the Campbelltown City Council:

1. That pursuant to Section 3.34 of the *Environmental Planning and Assessment Act 1979* the draft Planning Proposal for Campbelltown RSL be supported by the Council and forwarded to the Department of Planning and Environment for a Gateway Determination with a reduction in the permissible height limit for 158-168 Queen Street from 85m to 45m to be consistent with the original concept submitted with the proposal and maintain a high quality sense of place for Queen Street.

2. Subject to recommendation No.1, the Council consider the inclusion of a standard building setback from the Queen Street interface with the objective of maximising solar penetration into Queen Street at ground level, and to ensure a distinct visual openness along Queen Street.

3. Subject to recommendation No.1, the Council requests the gateway determination include a condition requiring the submission of a heritage impact assessment and a traffic impact assessment and preparation of a site specific Development Control Plan to be exhibited at the same time as the Planning Proposal.

## Purpose

The purpose of the report is to inform and seek the advice of the Campbelltown Local Planning Panel on a draft planning proposal to be forwarded to the Campbelltown City Council for its consideration.

| | |
|---|---|
| **Property Description** | 158 - 168 Queen Street, Campbelltown |
| **Applicant** | Think Planners Pty Ltd |
| **Owner** | Cabra-Vale Ex-Active Servicemen's Club Ltd and Campbelltown RSL |
| **Provisions** | Campbelltown Local Environmental Plan 2015<br>Section 9.1 Ministerial Directions<br>SEPP 55 – Remediation of Lands<br>SEPP 64 – Advertising and Signage<br>SEPP (Building Sustainability Index: BASIX) 2004<br>SEPP (Educational Establishments and Child Care Facilities) 2017<br>SEPP (Affordable Rental Housing) 2009<br>SEPP (Infrastructure) 2007<br>SEPP (State and Regional Development) 2011<br>SEPP (Vegetation in Non-Rural Areas) 2017<br>Greater Sydney Region Plan<br>Western City District Plan<br>Glenfield to Macarthur Urban Renewal Precinct<br>Campbelltown Community Strategic Plan 2017 – 2027<br>Campbelltown Residential Development Strategy 2014<br>Re-imagining Campbelltown<br>Campbelltown (Sustainable City) Development Control Plan 2015 |
| **Date Received** | 14 March 2018 |

## History

Prior to the submission of the proposal a meeting was held on 7 March 2018 at Campbelltown City Council with the proponent. The intention of the meeting was to allow the proponent to brief Council staff about the proposal and receive guidance and feedback in relation to key issues in relation to the proposal. A planning proposal request was lodged with Council for consideration on 14 March 2018.

On 2 May 2018, a briefing on the proposal was presented to the Councillors by the proponent.

Key matters that were raised at the briefing were as follows:

- the need to ensure that the proposal responds positively in relation to environmental factors such as the heat island effect
- design outcomes and the built form of the development that complement surrounding buildings and provide articulation
- the need for a high quality hotel in Campbelltown CBD
- promotion of active street frontages that allow for pedestrian interaction and promote economic growth within the area
- the need to respect and take into consideration adjoining heritage items, particularly Glenalvon, and the relationship with Mawson Park
- potential Voluntary Planning Agreement (VPA) inclusions
- consideration of the potential impact on adjoining land holders to ensure that any potential development does not have a negative impact on future revitalisation.

Council was advised that a Report would be presented in the near future.

## Report

### 1. Assessment of Planning Proposal Request

### 1.1 Summary of Planning Proposal Request

In summary, the planning proposal request seeks to amend the CLEP 2015 Height of Building Map to increase the permissible building height for the subject site from 32m to 85m.

A copy of the draft planning proposal is included at attachment 1.

### 1.2 Justification

The NSW Department of Planning and Environment's (DPE) A Guide to Preparing Planning Proposals – issued under s3.33 (3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) provides guidance and information for preparing planning proposals. The preparation of the draft planning proposal has been undertaken in accordance with the latest version of the guide.

### 1.3 Consideration of Section 9.1 Ministerial Directions

Section 9.1 (formerly Section 117) of the *Environmental Planning and Assessment Act 1979* allows the Minister for Planning to provide direction to Council in relation to the preparation of draft local environmental plans.

The directions that are most relevant to this proposal are listed below.

- Direction 1.1 Business and Industrial Zones
- Direction 3.1 Residential Zones
- Direction 3.4 Integrating Land Use and Transport
- Direction 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor.

Further detail and explanation of the relevant Ministerial directions are outlined in the draft planning proposal located in attachment 1 to this report.

### 1.4 Consideration of State Environmental Planning Policies (SEPPs)

The following SEPPs are applicable to the proposal and have been discussed below.

- SEPP 55 – Remediation of Lands
- SEPP 64 – Advertising and Signage
- SEPP 65 – Design Quality of Residential Apartment Development
- SEPP (Building Sustainability Index: BASIX) 2004
- SEPP (Educational Establishments and Child Care Facilities) 2017
- SEPP (Affordable Rental Housing) 2009
- SEPP (Infrastructure) 2007
- SEPP (State and Regional Development) 2011
- SEPP (Vegetation in Non-Rural Areas) 2017.

Further detail in relation to the relevant SEPPs is outlined in the draft planning proposal which is located in attachment 1 to this report.

### 1.5 Consideration of the Campbelltown Local Environmental Plan 2015

The proposal to develop the subject site for the purposes of four buildings ranging from 11 storeys to 24 storeys in height would be out of character with the existing adjoining development. Currently, the subject site is zoned B3 - Commercial Core with a permissible building height of 32m.

The amendment to the height of building map has merit, taking into consideration the recent data released by the Greater Sydney Commission which indicates 1.5m people are expected to reside in the Campbelltown Local Government Area (LGA) by 2036 and that greater housing diversity is needed within the area, particularly around existing transport hubs.

With a large emphasis placed on strategic direction by the NSW State Government and more recently by Council, the proposal would not be entirely out of character. Increase in heights in Campbelltown is likely and will be part of further planning studies and planning proposals in the near future for adjoining sites.

To maintain a sensitive transition with the existing adjoining properties along Queen Street, the RSL and Hotel component of the site it is proposed to incorporate a maximum building height of 45m. The remainder of the site would incorporate greater heights of up to 85m. The future design of the development would be guided by a site-specific DCP, which is discussed in Section 2.7 of this report.

Further setback of the building line from the Queen Street interface will be an important aspect to the future development of the whole of Queen Street. Genuine and substantial levels of solar penetration should be encouraged so as to ensure Queen Street is developed as a people friendly space and one that can easily accommodate on-street dining during all seasons. For this reason it is critical that draft planning proposals such as this and future planning proposals/development account for and accommodate adequate building setbacks from the Queen Street interface so as to achieve the objective of delivering and protecting a high quality and desirable streetscape environment.

The subject site is also located in the vicinity of one state heritage listed item known as Glenalvon House (State Item No. I00004) and two locally listed Items, St Peter's Anglican Church (Item 13) and Richmond Villa (Item 18). Further discussion about the heritage impact is discussed in section 2.9 of this report.

## 2. Strategic Context – Relationship to State and Local Planning Policies

The following State and local planning policies are relevant to the proposal as discussed below.

### 2.1 Greater Sydney Region Plan

The Greater Sydney Region Plan has been prepared by the NSW State Government to guide land use planning decisions over the next 40 years in order to achieve a common goal of having a metropolis of three cities, Eastern, Central and Western. The plan sets a strategy for accommodating Sydney's future population growth and identifies the need to deliver 725,000 additional homes and create 817,000 jobs by 2036. The plan identifies that the most suitable locations are in locations close to jobs, public transport, community facilities and services.

The subject site is located in a commercial core which is generally consistent with Greater Sydney Region Plan to locate new, mixed-use dwellings and employment generating floor space in close proximity to the transport and amenities.

### 2.2 Western City District Plan

As part of the NSW State Government's Greater Sydney Region Plan, Campbelltown is identified as a metropolitan cluster and health and education precinct in the Western City District Plan. The plan provides guidance in relation to job creation, housing supply and sustainability.

The Western City District Plan identifies (in part), the following priorities for Campbelltown CBD:

- encourage revitalisation of the commercial core
- identify, prioritise and deliver collaboration areas which includes the health and education precinct and Campbelltown Mall
- provide an additional 6,800 dwellings across the Campbelltown LGA by 2021
- enhance the centres civic, cultural and heritage role

- encourage new lifestyle and entertainment uses to activate streets and grow the night-time economy
- improve east-west pedestrian connectivity
- improve accessibility through walking, cycling and public transport;
- support mixed use development and surrounding high quality apartments and medium density residential development; and
- capitalise on the Western Sydney Airport and Western Sydney City Deal.

Implementation of the district plan would be via Council initiated actions such as a review of the Local Environmental Plan and Development Control Plan. The proposal itself is consistent with the district plan.

### 2.3 Glenfield to Macarthur Urban Renewal Corridor Strategy

The NSW Government recently finalised the Campbelltown Precinct in the Glenfield to Macarthur Urban Renewal Corridor Strategy which aims to provide better connections between homes, jobs and open space close to seven train stations between Glenfield and Macarthur.

As part of the strategy, Campbelltown has been identified as a metropolitan city centre which provides a gateway to the South West and serving the wider growth area. The vision encapsulates Campbelltown as a health and education precinct which provides a variety of housing types within walking distance of the station.

The strategy outlines that the vision would be initiated through the lodgement of planning proposals and council initiated LEP amendments. The site is identified in the precinct plan as commercial and retail core and on increase in maximum building height would help achieve the desired future precinct character. The proposal is considered to be consistent with the approach outlined by the State Government's strategy.

### 2.4 Campbelltown Community Strategic Plan 2017-2027

The Campbelltown Community Strategic Plan 2017-2027 is a document which will guide Campbelltown over the next ten years through a series of goals and strategies including, but not limited to housing choice, strengthening the local economy and promoting the use of public spaces.

The proposal would assist in promoting a range of housing choices while supporting the resilience, growth and diversity of the local economy through the activation of commercial premises. The opportunity to provide public domains and thoroughfares would be considered through agreements such as VPAs.

Opportunities for the potential widening of Queen Street would also be explored as part of any proposal for CBD redevelopment fronting Queen Street. This will enable the creation of more useable civic space and greater activation of the public realm.

### 2.5 Campbelltown Residential Development Strategy 2014

The 2014 strategy is a background document which informed the preparation of the CLEP 2015. The proposal would assist in the improvement of housing affordability within the area due to the increase in dwellings in close proximity to local transport hubs.

A theme identified in the residential strategy noted that changing population demographics would also continue to challenge the local community. The proposal would assist with providing sustainable and accessible housing, particularly for Campbelltown's aging population as the requirements such as lift access would be considered at the development application stage.

### 2.6 Re-imagining Campbelltown

On 14 March 2018 the Re-imagining Campbelltown strategy was announced which is intended to promote a green city and a healthy local economy. As part of the strategy, new buildings are urged to incorporate and adopt sustainable energy solutions and encourage growth along existing transport corridors. The strategy uses six key indicators to assess and measure the progress of project:

- no grey to be seen
- city and bush
- connected place
- confident and self-driven
- centre of opportunity
- the good life.

Although the concept plans submitted with the proposal are not concluding, early visualisations incorporate green walls to minimise the impact of the four proposed buildings and rooftop gardens for residents to utilise. The location of the development is also in close proximity to Campbelltown Railway Station fostering public transport use and lower needs for motor vehicles. Further discussion regarding traffic and parking is made in section 2.9 of this report.

Early preliminary assessment of the proposal outlines consistency with the strategy. Further consideration of the requirements relating to built form and land use mix which are promoted in the strategy would be considered at the development application stage.

### 2.7 Site Specific DCP

The proponent submitted an urban design report with the proposal which also included concept plans. The report and concept plans are shown as attachment 2 of this report.

Site specific development control plans (DCP) can be used to guide the design of a development as a means of achieving a satisfactory outcome which corresponds to the surrounding locality of a subject site. The implementation of a site specific DCP would promote good design outcomes which address potential design issues through overshadowing and the design of a development.

Subject to the issuing of a Gateway Determination for the planning proposal, a site specific DCP for the site will also be drafted to guide the proposed development to maintain consistency across local and state government strategies. It would also incorporate any controls resulting from a heritage study. Consideration should be given to linking Glenalvon and St Peters heritage items via view corridors and pedestrian links. A site specific DCP will encourage good design outcomes that correspond to the surrounding character and will encourage active street frontages that promote increased commercial and pedestrian activity.

### 2.8 Voluntary Planning Agreement (VPA)

A site specific planning proposal generates the need for individual consideration of development contributions or works in kind. In this case this may be best managed by a voluntary planning agreement. A draft VPA offer has not been made to Council with the planning proposal. Council officers are working on a new development contributions plan. This would be used as a baseline for any VPA. If a VPA is not agreed/proposed, the contributions plan would be used. Should a VPA be agreed to, a future report would be presented to Council for consideration and any development application would need to be reported to the Local Planning Panel.

### 2.9 Concerns relating to the Planning Proposal

The draft planning proposal aims to increase the height fixed for the subject site to facilitate an increase in dwellings and commercial space in close proximity to transport hubs such as Campbelltown Railway Station. However, early assessment conducted by Council officers indicate that issues relating to heritage and traffic have not yet been investigated and would require further assessment post gateway.

Early assumptions made on the proposal indicate extra motor vehicles within the vicinity of the subject site due to the increase in dwellings. Potential development on the site would possibly reduce the level of service for key intersections and translate into a travel time increase through Queen Street and surrounding streets.

A site specific traffic assessment will be required and will need to include current traffic counts and assessment (in a network connected SIDRA model) of all intersections within a 400m radius from any part of the site plus the intersections of Queen St/Rudd Road and Moore Oxley Bypass and Hurley Street/Kellicar Road/ Narellan Road.

The subject site is located in the vicinity of one state heritage listed item known as Glenalvon House (State Item No. I00004) and two locally listed Items, St Peter's Anglican Church (Item 13) and a Richmond Villa (Item 18). A heritage impact assessment was not submitted to support the proposal and assessment of its impact has been made against the requirements of Part 2.11 of the Campbelltown (Sustainable City) Development Control Plan 2015. An increase of the permissible built form in proximity to the surrounding heritage items has a potential to impact on the landscape values and visual backdrop of the items. This assessment should also detail and opportunities to enhance the setting of the heritage items. As discussed earlier in this report, the 85m height limit is not supported in proximity to Queen Street.

Therefore, it is recommended as a condition of the Gateway Determination that a heritage assessment be prepared by a suitably qualified heritage consultant to assess the heritage significance of all three heritage items, future development constraints and opportunities of the site and the extent to which the carrying out of the planning proposal and proposed development would affect the heritage items.

## 3. Public Participation

Should the planning proposal proceed through Gateway Determination, community consultation will be undertaken in accordance with section 3.34 of the EP&A Act. The specific requirements for community consultation will be listed in the Gateway Determination.

### 4. Conclusion

The planning proposal seeks to achieve a strategic planning outcome that will facilitate higher density living opportunities within 400m of Campbelltown Railway Station and other shops and services such as Campbelltown Mall. The planning proposal is consistent with the directions and planning priorities contained in the Greater Sydney Region Plan and the Western City District Plan. Due to the location of the site within the Campbelltown CBD a site-specific DCP would be prepared to guide any future development on the site and provide a good design outcome which corresponds to the local commercial tenancies and heritage items.

The proposed increase in height could provide a gateway into future rejuvenation of the local area, consistent with local strategies such as Re-imagining Campbelltown. Should a Gateway Determination be issued for the proposal it is likely heritage and traffic assessments would need to be lodged to Council as a condition of the Gateway Determination.

## Attachments

1. Campbelltown RSL Draft Planning Proposal (contained within this report)
2. Urban Design Report - due to size of document (59 pages) (distributed under separate cover)

## Reporting Officer

Executive Manager Urban Centres

## 4.2 Campbelltown RSL Planning Proposal - 158 to 168 Queen Street, Campbelltown

| | |
|---|---|
| Property Description | 158 - 168 Queen Street, Campbelltown |
| Applicant | Think Planners Pty Ltd |
| Owner | Cabra-Vale Ex-Active Servicemen's Club Ltd and Campbelltown RSL |
| Provisions | Campbelltown Local Environmental Plan 2015<br>Section 9.1 Ministerial Directions<br>SEPP 55 – Remediation of Lands<br>SEPP 64 – Advertising and Signage<br>SEPP (Building Sustainability Index: BASIX) 2004<br>SEPP (Educational Establishments and Child Care Facilities) 2017<br>SEPP (Affordable Rental Housing) 2009<br>SEPP (Infrastructure) 2007<br>SEPP (State and Regional Development) 2011<br>SEPP (Vegetation in Non-Rural Areas) 2017<br>Greater Sydney Region Plan<br>Western City District Plan<br>Glenfield to Macarthur Urban Renewal Precinct<br>Campbelltown Community Strategic Plan 2017 – 2027<br>Campbelltown Residential Development Strategy 2014<br>Re-imagining Campbelltown<br>Campbelltown (Sustainable City) Development Control Plan 2015 |
| Date Received | 14 March 2018 |

### Executive Summary

- On 14 March 2018, Think Planners Pty Ltd submitted a planning proposal request to Campbelltown City Council seeking an amendment to the Campbelltown Local Environmental Plan 2015 (CLEP 2015) in relation to the following sites: 158-168 Queen Street, 1 Carberry Lane and 3 Cordeaux Street, Campbelltown
- The submitted proposal seeks an amendment to the CLEP 2015 Height of Building Map as follows:
  - 158 – 168 Queen Street, Campbelltown from 32m to 85m
  - 1 Carberry Lane, Campbelltown from 32m to 85m
  - 3 Cordeaux Street, Campbelltown from 32m to 85m
- The purpose of the amendment is to facilitate a mixed use development for the three sites over four buildings, which would incorporate commercial/retail space, residential apartments, additional club space and a hotel
- The draft planning proposal would enable Campbelltown RSL to revitalise their landholdings and allow for the ongoing functions of the Club
- A merit assessment of the draft planning proposal, by Council officers indicates that the proposal has strategic merit for the reasons outlined in this report, particularly the following:
  - consistency with the objectives and requirements of the Greater Sydney Region Plan and Western City District Plan

- the proposed amendment would facilitate the desired future vision and functioning of the site which would be consistent with local planning strategies
- additional housing stock in close proximity to existing transport hubs.

## Public Address

The Local Planning Panel was addressed by Mr Byrnes.

Panel members asked questions that were responded to directly at the meeting.

## Panel Considerations and Reasons for Decision

1. To help Council ensure that the planning proposal fits within the strategic future context of the Campbelltown City Centre, contributes appropriately to the future economic, social and environmental sustainability of the City Centre and complements the heritage values of surrounding sites.

2. To ensure that the planning proposal can be considered within the context of an agreed appropriate strategic framework for the future development of the City Centre including appropriate overall, and street wall heights.

3. The Panel considers that in the current context the proposed height appears to be excessive in absence of further justification and feasibility.

## Decision of the Panel

1. That the Campbelltown Local Planning Panel acknowledges the strategic justification for potentially increasing permissible building heights within the Campbelltown City Centre however considers that prior to the submission of the planning proposal for Gateway determination the following matters be addressed:

   a. appropriate heights for the site, and the wider Town Centre Precinct, be determined and justified in the context of the implementation of Council's 'Reimagining Campbelltown Strategy' and the Glenfield to Macarthur Urban Renewal Corridor Strategy. This should include detailed consideration of the Queen Street frontage, including appropriate heights and integration with surrounding desired built form outcomes arising from the 'Re-imagining Campbelltown Strategy'.
   b. Noting that the site forms part of the commercial core of the Campbelltown City Centre, assessment of the impact of the proposal on the future development of the City Centre both in terms of commercial and residential floor area capacity.
   c. Impact on heritage items.
   d. Impact of traffic and parking on the site and on the broader road and transport network.
   e. Clarification of proposed staging of the future development and consequent impacts on the Campbelltown City Centre.
   f. Options for provision of affordable housing and other potential public benefits which may be provided by way of a voluntary planning agreement (VPA).
   g. Sustainability measures as a potential inclusion in the LEP.

2. Consideration should also be given to supporting the implementation of any VPA outcomes by reference to a "Satisfactory Arrangements" clause for the provision of necessary infrastructure in the LEP.

3. Subject to recommendation No.1, the Council consider the inclusion of a standard building setback from the Queen Street interface with the objective of maximising solar penetration into Queen Street at ground level, and to ensure a distinct visual openness along Queen Street.

4. Any planning proposal should include 11 Cordeaux Street being the isolated site (existing solicitor's building) on the corner of Cordeaux Street and Carberry Lane.

**Voting**

The Local Planning Panel voted 4/0.

5 June 2018

Councillor George Brticevic

Mayor of Campbelltown City Council

**CAMPBELLTOWN RSL PLANNING PROPOSAL – 158 TO 168 QUEEN STREET, CAMPBELLTOWN**

On Wednesday 30 May 2018, the Planning Proposal for 158-168 Queen Street Campbelltown was presented to the Campbelltown Local Planning Panel recommending the proposal be forwarded to the Department of Planning and Environment for Gateway Determination.

The decision of the panel is provided below:

1. *"That the Campbelltown Local Planning Panel acknowledges the strategic justification for potentially increasing permissible building heights within the Campbelltown City Centre however considers that prior to the submission of the planning proposal for Gateway determination the following matters be addressed:*
    a. *appropriate heights for the site, and the wider Town Centre Precinct, be determined and justified in the context of the implementation of Council's 'Reimagining Campbelltown Strategy' and the Glenfield to Macarthur Urban Renewal Corridor Strategy. This should include detailed consideration of the Queen Street frontage, including appropriate heights and integration with surrounding desired built form outcomes arising from the 'Re-imagining Campbelltown Strategy'.*
    b. *Noting that the site forms part of the commercial core of the Campbelltown City Centre, assessment of the impact of the proposal on the future development of the City Centre both in terms of commercial and residential floor area capacity.*
    c. *Impact on heritage items.*
    d. *Impact of traffic and parking on the site and on the broader road and transport network.*
    e. *Clarification of proposed staging of the future development and consequent impacts on the Campbelltown City Centre.*
    f. *Options for provision of affordable housing and other potential public benefits which may be provided by way of a voluntary planning agreement (VPA).*
    g. *Sustainability measures as a potential inclusion in the LEP.*

2. *Consideration should also be given to supporting the implementation of any VPA outcomes by reference to a "Satisfactory Arrangements" clause for the provision of necessary infrastructure in the LEP."*

This letter responds to the matters raised by the Planning Panel and confirms that a number of the issues identified by the Panel have been already addressed; are clarified in this correspondence; or should be dealt with post-Gateway.

The NSW Department of Planning and Environment's Guide to Preparing Planning Proposals (2016) states that a "*planning proposal which is submitted for a Gateway determination must provide enough information to determine whether there is merit in the proposed amendment proceeding to the next stage of the plan making process*". The following comments along with the previously submitted Planning Proposal Report and Urban Design Report have clearly demonstrated the merit of this Planning Proposal as confirmed and reflected in the decision of the Local Planning Panel.

## URBAN DESIGN AND STRATEGIC FRAMEWORK

Detailed analysis of the proposed maximum building height included in this Planning Proposal has been provided to Council within both the Planning Proposal Report and the Urban Design Report.

As stated, establishing the correct density and maximum building height that relates to this land has been an iterative process beginning with detailed consideration of the environmental constraints that relate to the land, consideration of traffic and access matters, urban design testing and importantly an analysis and comparison between Campbelltown and other strategic centres.

Detailed analysis of all the relevant environmental constraints has revealed that the proposed densities included in this Planning Proposal are entirely appropriate. Future detailed modelling and testing of the proposal in a traffic study will ensure that any potential traffic impacts can be mitigated, or contributions made towards required traffic management upgrades.

Desktop analysis of the role of Campbelltown as a strategic centre reveals the proposed density as presented in this planning proposal is aligned with other similar centres within the Western Parkland City and Western Sydney.

The Liverpool CBD holds similar standing to Campbelltown CBD in that under the Western City District Plan, both centres are identified as Metropolitan Clusters. The Liverpool LEP shows that maximum building heights are permitted up to 100m within the city centre which is aligned with the requested maximum building height of this Planning Proposal of 45m and 85m.

The proposed maximum building height of 85m (and partly 45m) and density is aligned with the vision set forward by the Greater Sydney Commission for Metropolitan Clusters

with these strategic centres being locations where government mandates the prioritisation of these centres for targeted investment based on the potential of a centre to:

- provide a large number of jobs to increase jobs close to where people live
- attract significant investment
- provide a range of services and be an attractive place to live, work and play
- facilitate continued growth

The land at 158-168 Queen Street, 3 Cordeaux Street and 1 Carberry Lane, Campbelltown is a key location where Council can permit the delivery of employment, retail, housing, services and a truly integrated vibrant new community.

***Campbelltown is a strategic centre, the proposal's density and heights are aligned with other similar centres within the Western Parkland City and Western Sydney***

## COMMERCIAL AND RESIDENTIAL FLOOR AREA CAPACITY

It is emphasised that the Planning Proposal does not seek to amend the existing zoning or permitted uses that exist on the land - which is B3 Commercial Core. Noting that commercial premises are currently permitted in this zone as well as shop top housing. The proposal also comprises a registered club which is an existing permitted use in the Campbelltown LEP 2015.

There are various targets for housing and job creation published by Council, the Department of Planning and the Greater Sydney Commission relating to Campbelltown. The most relevant of the targets is provided in the Western City District Plan which seeks 6,800 new dwellings in Campbelltown over the next 5 years (2016-2021) along with 27,000-31,000 jobs target which is a 32% increase on the current employment provision.

The draft policy document "Re-imagining Campbelltown" notes that to effectively serve the Macarthur Region as the Metropolitan CBD, it is likely that Campbelltown may need to accommodate a population in the order of 120,000 - 180,000 in the City Centre in the future. This is the highest and most ambitious target within the Glenfield to Macarthur Urban Renewal Corridor – Land Use and Infrastructure Strategy (NSW Department of Planning 2015) projected housing growth to be delivered under the Land Use and Infrastructure Strategy with an additional 15,000 dwellings to 2036. This policy is somewhat out of date now with the more recent planning strategies including the Greater Sydney Region Plan and the Western City District Plan.

These targets will not be realised unless major and tactical changes are made to the current planning controls within the Campbelltown CBD. This includes high commercial and residential densities as presented in this Planning Proposal for the urban core and commercial uses served by public transport.

It should be noted that the planning proposal will significantly contribute to an increase in employment on the site. The existing Club will maintain its employment base of 60 employees. The Motel is anticipated to generate 40 full time employees and an additional 20 contract staff for ongoing services such as plumbing, maintenance, laundry, etc. The site will also see the introduction of commercial and retail floor space of approximately 2635m2 NLA. This floor space will also generate significant employment opportunities on the site.

***The proposal is consistent with the existing zoning controls and assists in delivering Councils desired increase in commercial and residential floor area within the CBD***

***The proposal will introduce a significant increase in employment on the site through Club, Hotel, Retail and Commercial activities, far exceeding that which exists on the site.***

## HERITAGE

There are no heritage items located within the site boundaries however, the site is proximate to the heritage listed Glenalvon House and St Peters Anglican Church. Detrimental impact on these heritage items is an important consideration for the Planning Proposal and will be carried out once a Gateway Determination is received. Future heritage impact assessment will consider the potential impact of development on these heritage items with potential controls being implemented in the site specific DCP. It is noted that the Planning Proposal serves to improve pedestrian permeability within the CBD, and in turn better connects heritage items such as Mawson Park and Glenalvon House.

***The proposal provides improved pedestrian connections to heritage items and has no significant impact on items, seeking rather to improve access to and recognition of heritage in Campbelltown CBD***

## TRAFFIC AND PARKING

A traffic study is to be completed after Gateway Determination, to fully consider the impact of the proposal on local traffic conditions. There are multiple traffic and transport related issues for this Planning Proposal. A summary of key issues related to traffic, transport and connectivity include:

- Trip generation as a result of the increased density and the ability of the existing road network to cope with the increase in activity.
- Appropriate road and intersection upgrades so the proposal will not cause increased pressure on other parts of the network or impact significantly on the surrounding low-density environment.

The Planning Proposal will include initiatives to encourage residents and workers to be less car-dependent. The site is ideally located in terms of proximity to Campbelltown train station and will seek to provide increased choice in public transport through the above initiatives as well as other sustainable measures including permeable urban design for bikes and walking, green travel club for residents and employers to reduce car dependency through workplace programmes.

All traffic and transport related matters will be further developed and addressed within the traffic study that is being undertaken post-Gateway. The traffic study would thoroughly assess connectivity, demand management and transport linkages, as well as traffic infrastructure and considerations, and will be developed to encourage and develop initiatives to maximise public transport use.

*The site is ideally located in terms of proximity to Campbelltown train station and will seek to provide increased choice in public transport*

## STAGING

Further detail of the development staging is to be provided with a development application however, it is envisaged that the development will commence along Queen Street where the new RSL building will first be constructed. The development will then move to the southern part of the site where the development of the commercial ground floor will then take place with the residential tower to be constructed above.

The development is to occur in these 2 distinct stages so that operations to the RSL Club are not interrupted and can continue to operate while providing services to the local community during the construction phase.

*Staging is inherent to the scheme, with the RSL to be the focus of Stage 1, and a future development application to determine the precise nature of the staging*

## AFFORDABLE HOUSING

Both the Greater Sydney Region Plan – A Metropolis of Three Cities and the Western City District Plan advocate for the provision of 5-10% affordable housing subject to viability.

*Post-Gateway, further negotiations will be entered into between Council and the land owner, regarding future affordable housing contributions as this relates to a voluntary planning agreement*

## SUSTAINABILITY

The following sustainability objectives are to be incorporated into the planning for the site:

- Reducing the heat island effect by increasing landscaping and the potential for incorporating water features
- fresh air and natural ventilation
- passive design making use of sunlight and daylight
- energy efficiency
- sustainable construction including encouraging the use of recycled building materials
- social sustainability including building communal areas that create a sense of place and belonging
- waste avoidance.

***Future detailed design of the development will explore integrating these sustainability principles including implementation strategies to be covered in the site specific DCP for the site***

## CONCLUSION

This Planning Proposal provides satisfactory information to identify relevant environmental, social, economic, traffic and heritage considerations. The scope for investigating these key issues is identified in submission and it is now requested that Planning Proposal be submitted for a Gateway determination.

It is acknowledged that further studies of heritage and traffic impacts will be necessary to justify the suitability of the proposed LEP amendment post-Gateway. As per the NSW Department of Planning's Guide to Preparing Planning Proposals, the actual information/investigation may be undertaken after a Gateway determination has been issued and as required by the Gateway determination

Adam Byrnes
**Think Planners Pty Ltd**
PO BOX 121
WAHROONGA NSW 2076

# URBAN DESIGN REPORT

## 155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN

MARCH 2018

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Nominated Architect:
Aleksandar Jelicic
Registration No. 7167

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**Revisions:**

| | |
|---|---|
| Revision A | January 2018 |
| Revision B | February 2018 |
| Revision C | February 2018 |
| Revision D | March 2018 |

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*Source: Google Maps*

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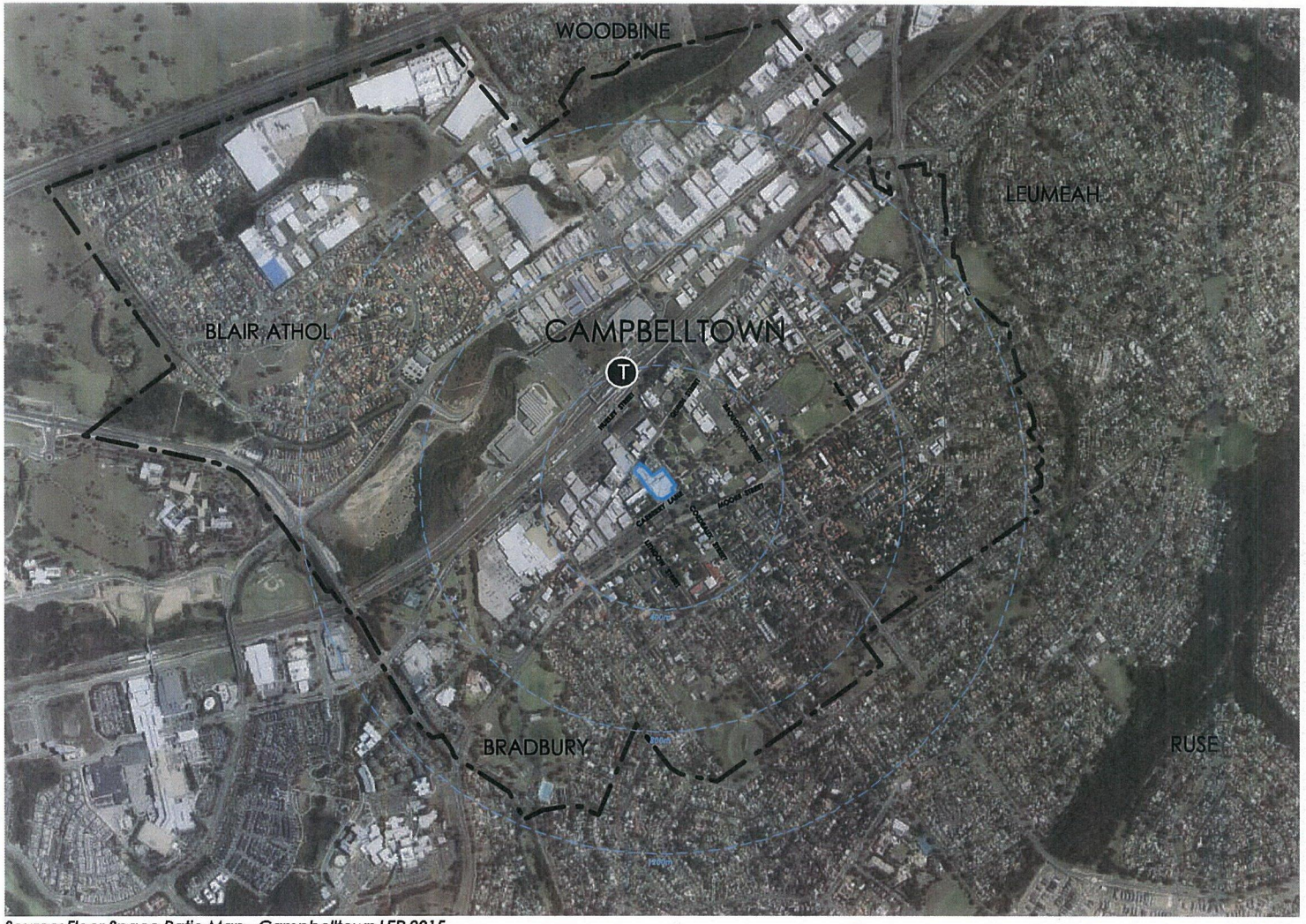
# 1

# STRATEGIC POSITIONING




CAMPBELLTOWN TRAIN STAITON

CAMPBELLTOWN BOUNDARY

SUBJECT SITE

*Source: Floor Space Ratio Map - Campbelltown LEP 2015*

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Registration No :7167

*Source: Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)*

SITE

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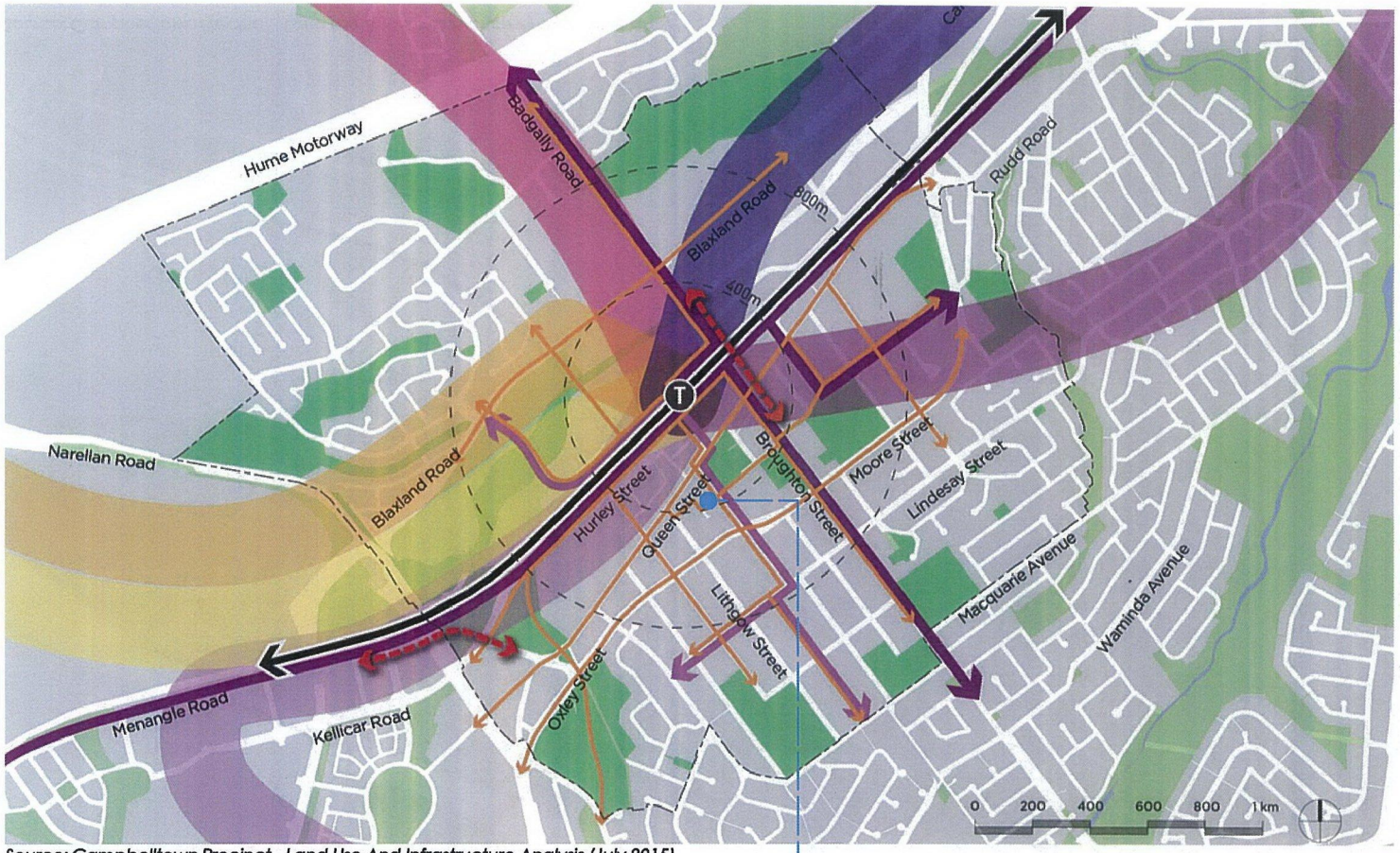


Legend

- Precinct Boundary
- Station
- Rail Line
- Potential Public Transport Connection
- Proposed Local Pedestrian Network
- Campbelltown to Liverpool via Oran Park & Leppington Suburban Bus Route
- Campbelltown to Liverpool Suburban Bus Route
- Campbelltown to Wollongong Suburban Bus Route
- Campbelltown to Camden South Regional Bus Route
- Campbelltown to South West Growth Centre Suburban Bus Route
- Campbelltown to Leppington Suburban Bus Route
- Proposed Regional Cycle Network
- Proposed Local Cycle Network

*Source: Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)*

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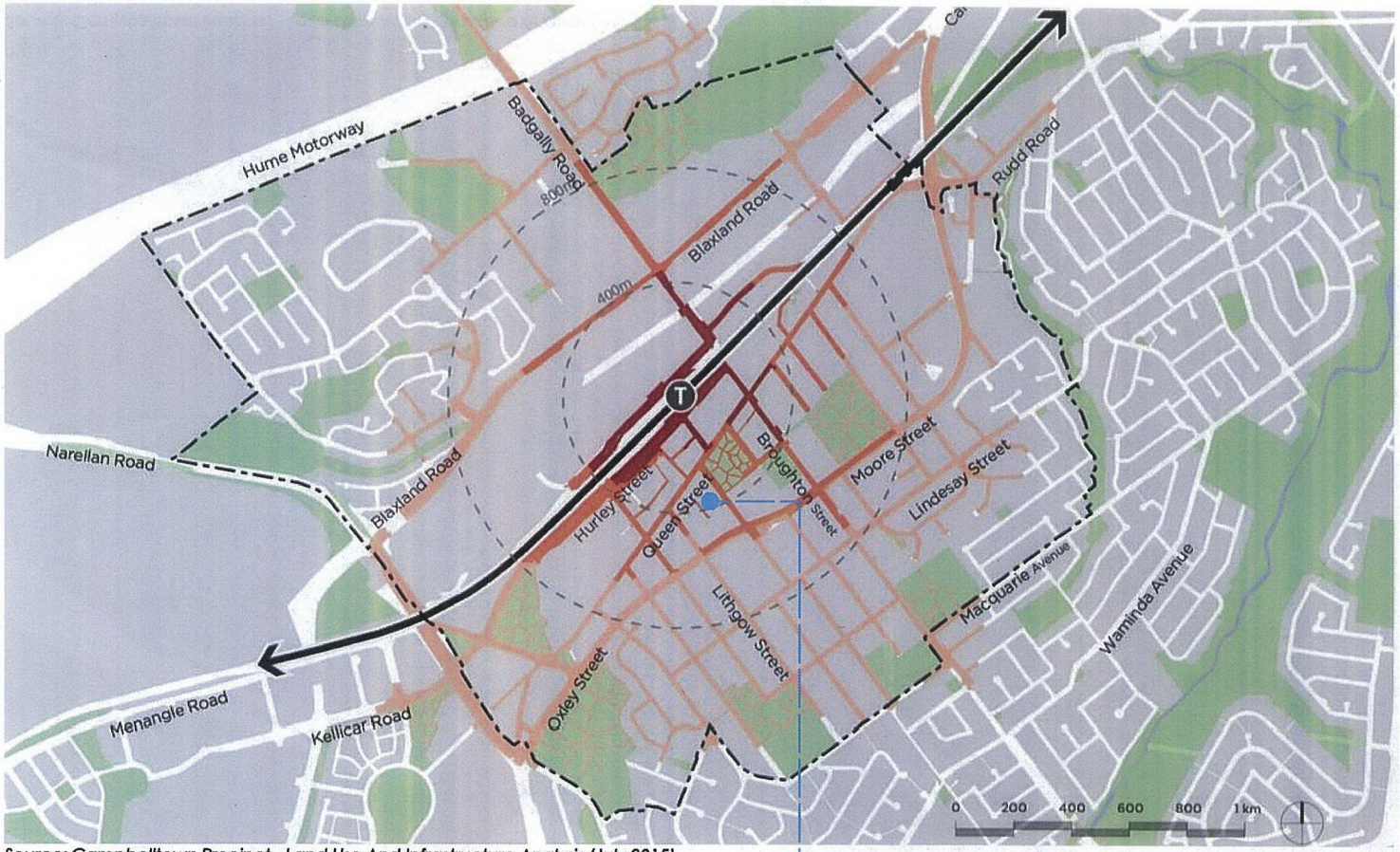


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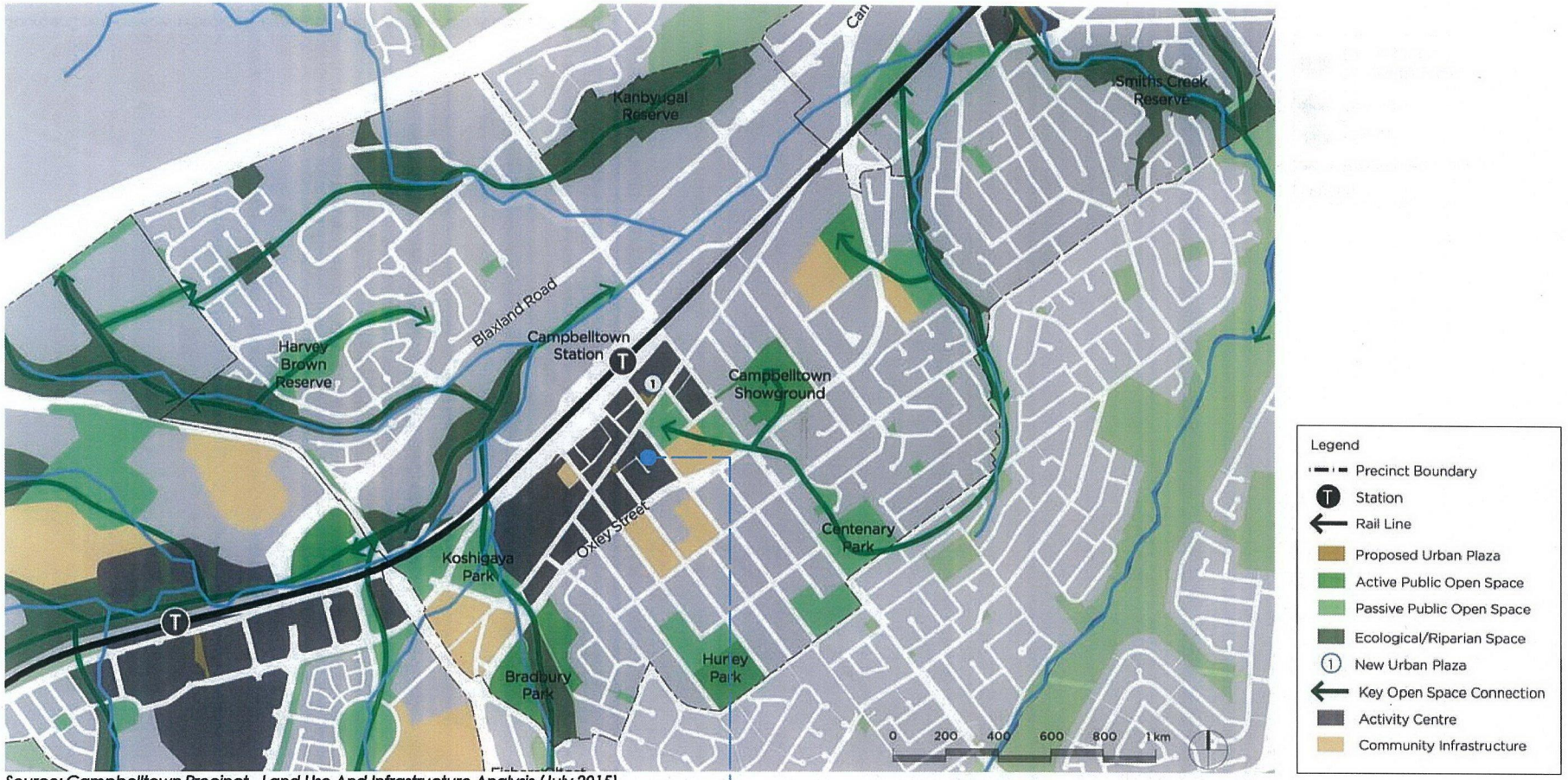


*Source: Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)*

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Source: Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)

SITE

Legend
- Precinct Boundary
- Station
- Train Line
- Recent Residential Development

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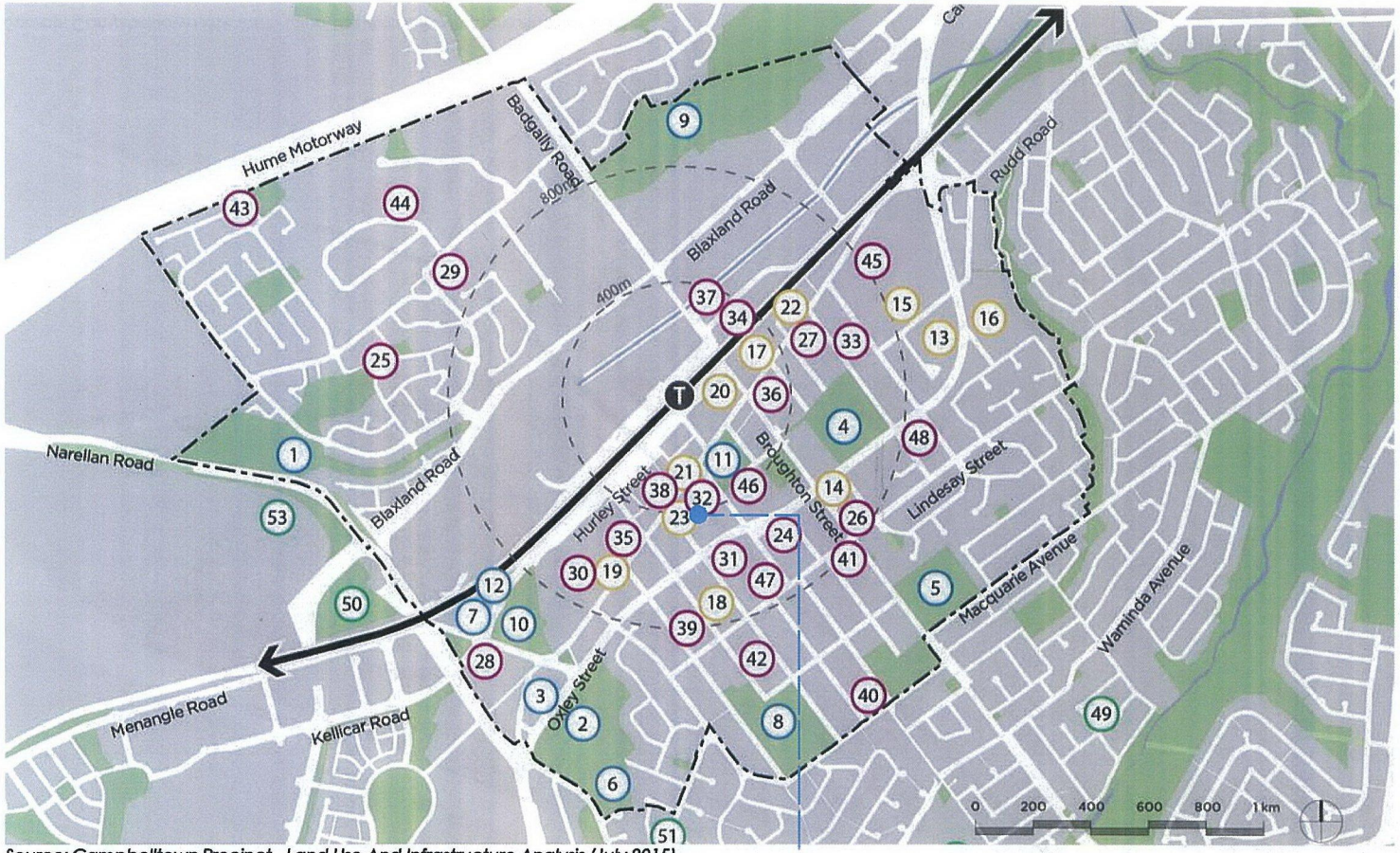


*Source: Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)*

SITE

Legend
- Precinct Boundary
- Station
- Train Line
- Local Government Social Infrastructure
- State Government Social Infrastructure
- Private and Non-Government Sector Social Infrastructure
- Nearby Facilities

**Local Government Social Infrastructure**
1. Blair Athol Community Hall and John Kidd Reserve
2. Bradbury Oval
3. Campbelltown Art Centre/Japanese Tea House and Gallery
4. Campbelltown Showground, Campbelltown Community Preschool and Harlequin Rugby Club (private)
5. Centenary Park
6. Gordon Fetterplace Aquatic Centre
7. HJ Daley Library
8. Hurley Park and Scout Hall
9. Kanbyugal Reserve
10. Koshiyaga Park
11. Mawson Park
12. Namut Early Learning Centre

State Government Social Infrastructure
13. Beverly Park Special School and Lomandra School
14. Campbelltown Fire Station
15. Campbelltown High School
16. Campbelltown North Public School
17. Campbelltown Police Station and Campbelltown Community Services
18. Campbelltown Public School
19. Campbelltown Sexual Health Clinic
20. Macarthur Community Options and Campbelltown Civic Hall (Local Government)
21. Macarthur Infant, Child and Adolescent Mental Health Service
22. Traxside Youth Health Service
23. Family and Community Services

Private and Non-government Infrastructure
24. Anglicare
25. Blair Athol Child Care Centre
26. Broughton Street Child Care
27. Burnside Family Centre and St Vincent de Paul
28. Campbelltown Catholic Club
29. Campbelltown Church of the Latter- day Saints
30. Campbelltown Mall and Campbelltown Mall Medical Centre
31. Campbelltown Presbyterian Church and Community Child Care
32. Campbelltown RSL and
33. Chamberlain Street Medical Practice
34. Church of God
35. Complete Medical Centre
36. Evocca College Campbelltown
37. Hillsong Church
38. iFamily Medical Centre
39. Kidz Ink Long Day Care
40. Land of Oz Kindergarten
41. Little Einsteins Child Care
42. Northside Macarthur Mental Health Clinic
43. Partners in Care Early Childhood Care
44. Pied Piper Kindergarten
45. Queen Street General Practice
46. St Peter's Anglican Church and Primary School
47. St John the Evangelist Primary

School and Sherpa's OOSH Care 48. Widgets Child Care

Nearby facilities servicing the precinct
49. Campbelltown East Public School 50. Gilchrist Oval
51. St Patrick's College
52. St Thomas More Catholic Primary School
53. TAFE NSW South Western Sydney Institute
54. Fishers Ghost Reserve

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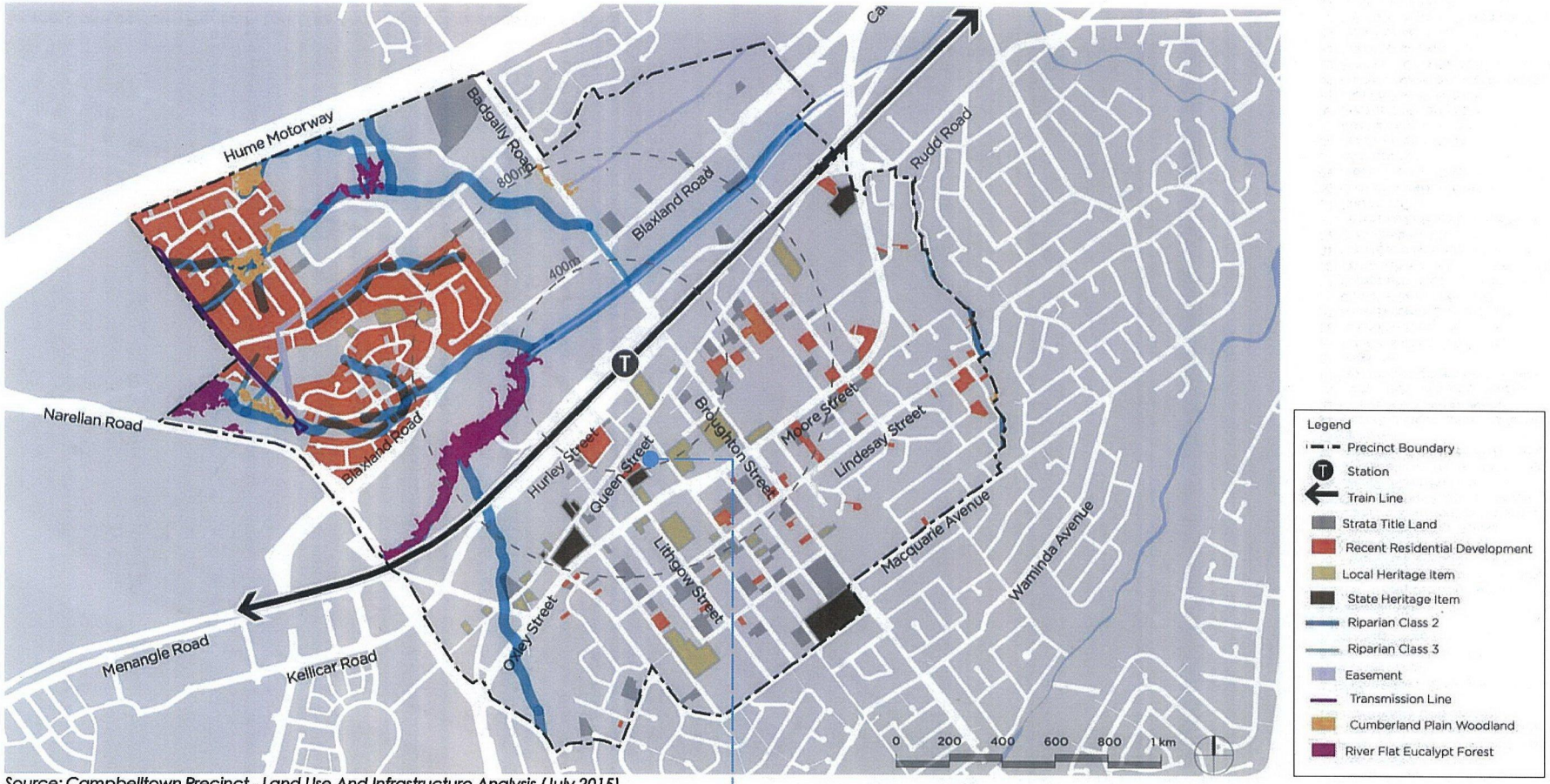


*Source: Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)*

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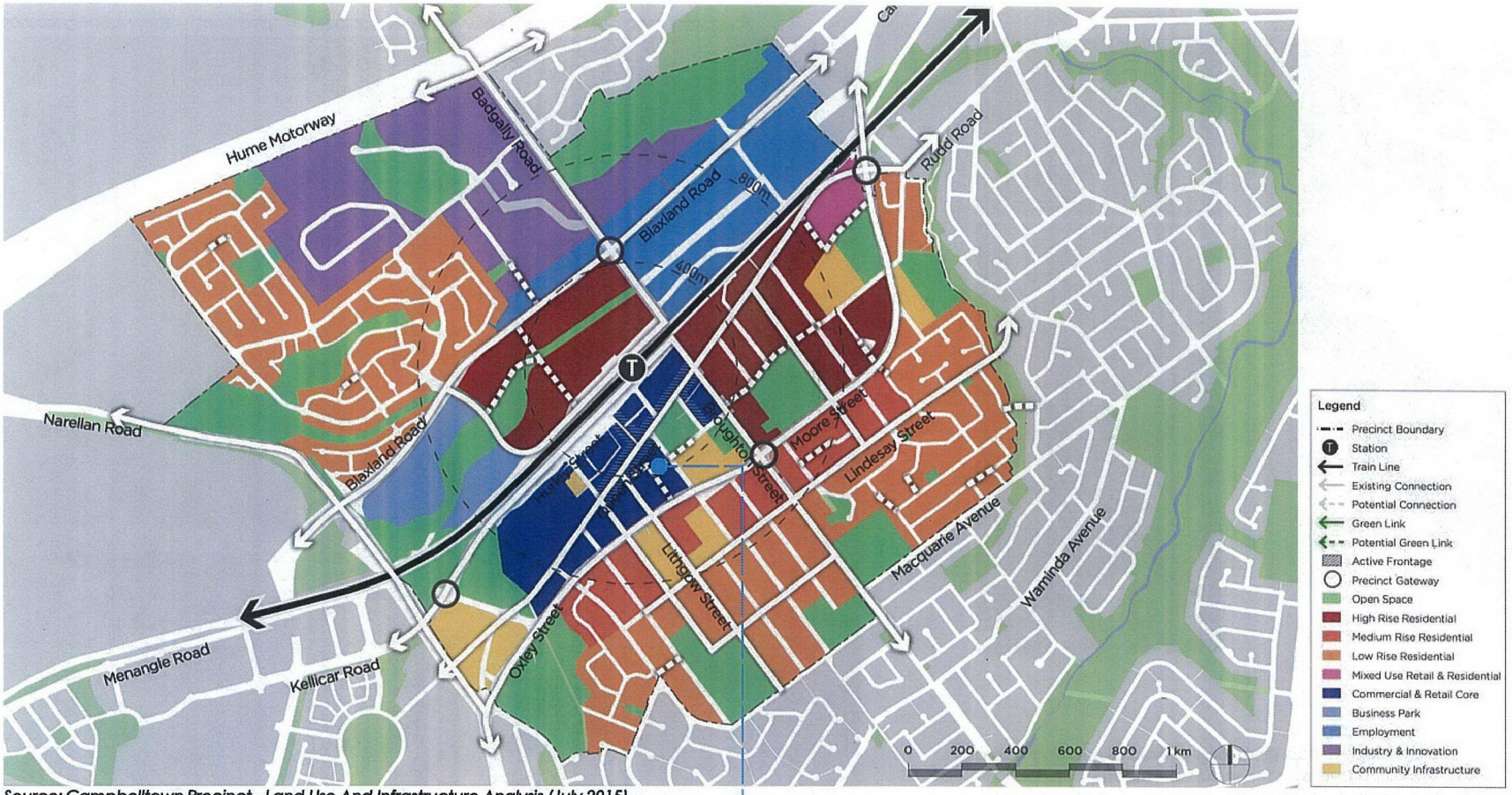


*Source: Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)*

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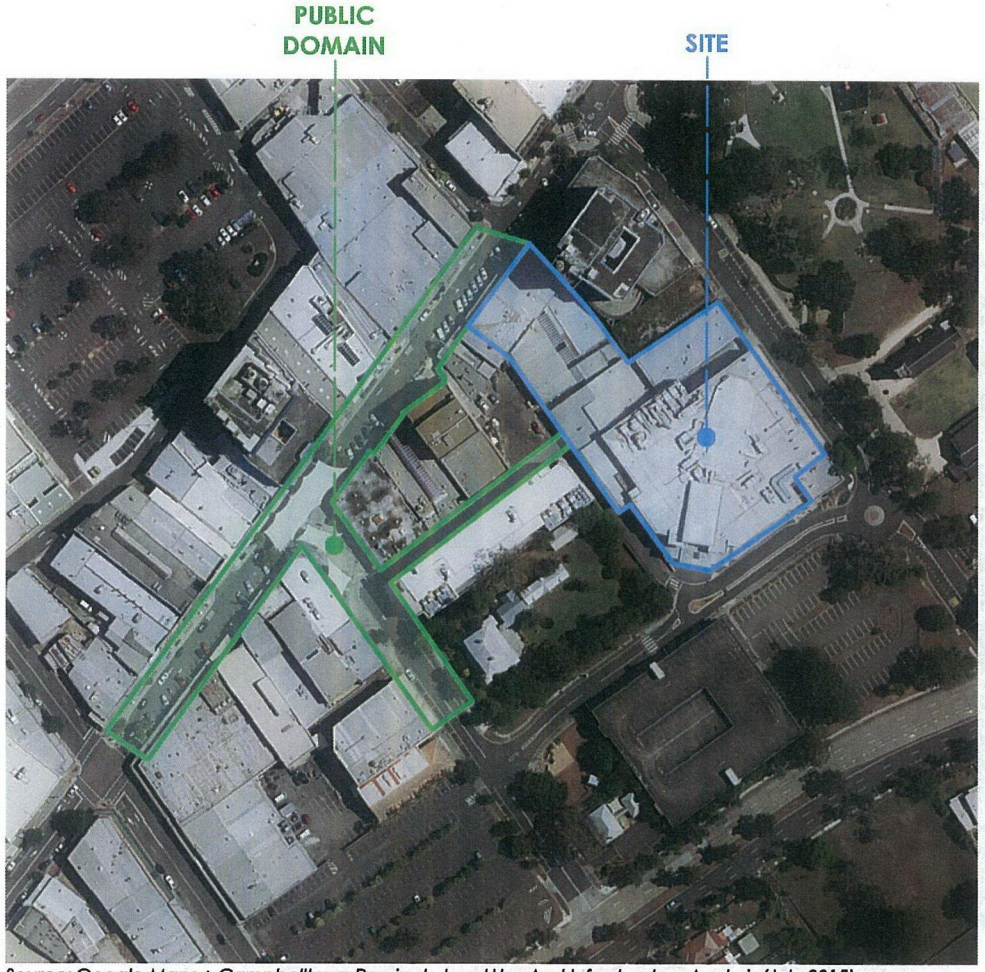
## CAMPBELLTOWN VISION - PUBLIC DOMAIN & MALL CONCEPT




*Source: Google Maps + Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)*

Queen Street and Campbelltown Mall are proposed to be upgraded to become an inclusive, safe and attractive urban place with active ground floor retail and outdoor dining.

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# 2

# PLANNING FRAMEWORK

*Source: Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)*

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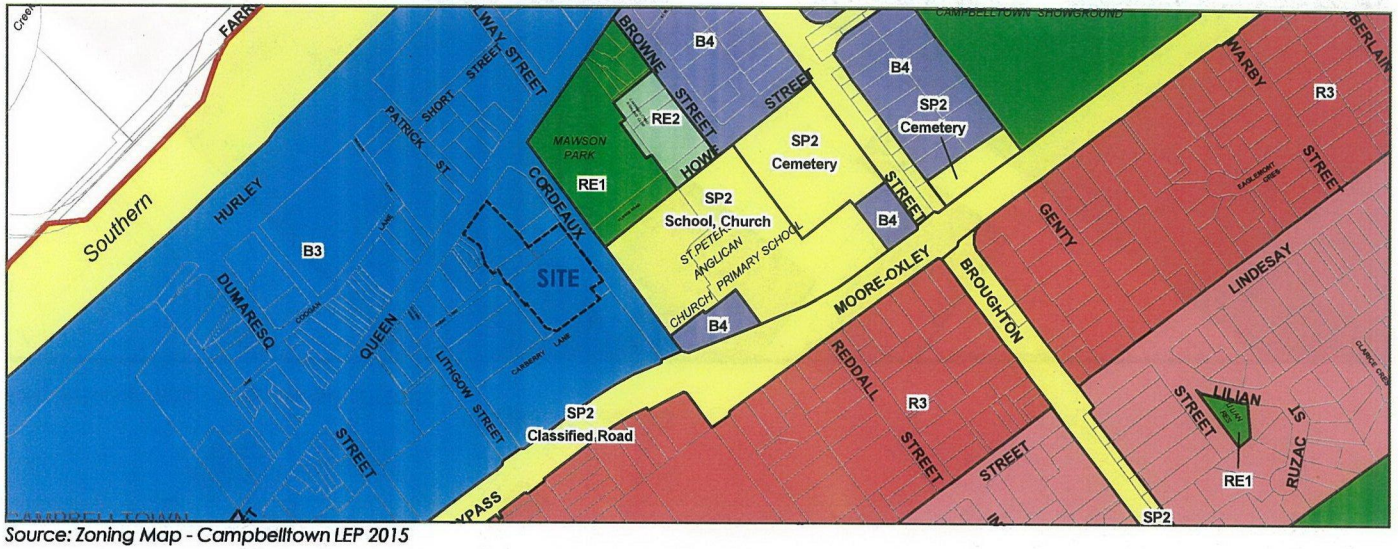
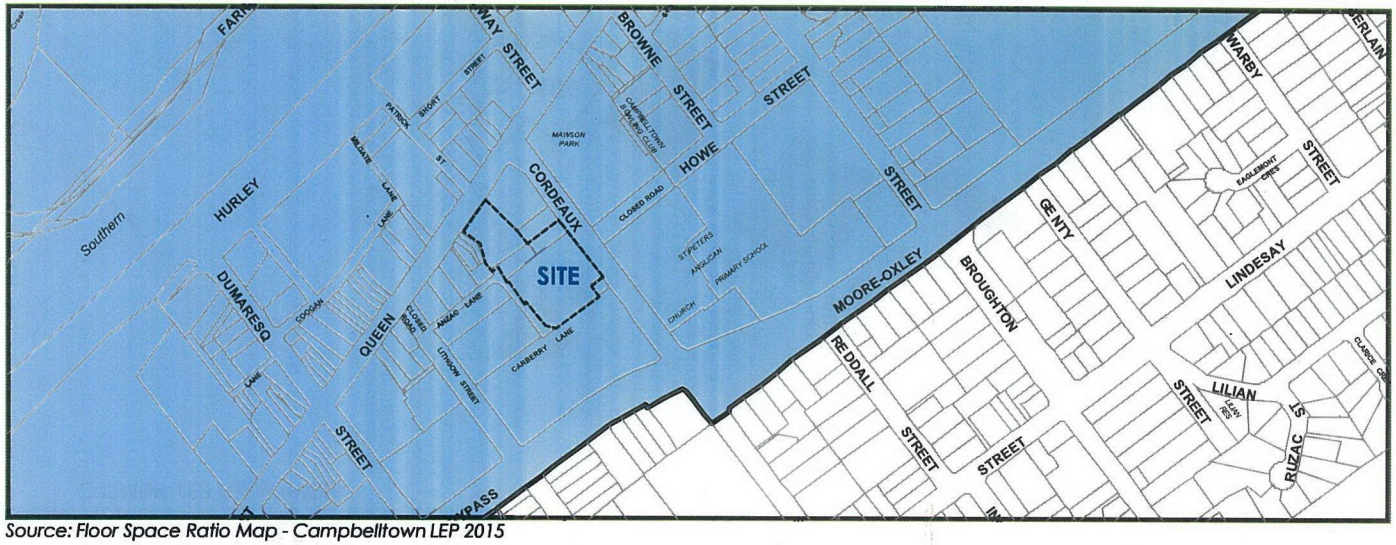



Source: Zoning Map - Campbelltown LEP 2015

**Land Zoning Map - Sheet LZN_008B**

**Zone**

- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use
- B5 Business Development
- E1 National Parks and Nature Reserves
- E2 Environmental Conservation
- E3 Environmental Management
- E4 Environmental Living
- IN1 General Industrial
- IN2 Light Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- R5 Large Lot Residential
- RE1 Public Recreation
- RE2 Private Recreation
- RU2 Rural Landscape
- RU5 Village
- SP1 Special Activities
- SP2 Infrastructure
- W1 Natural Waterways
- DM Deferred Matter
- SEDP SEPP (Major Development) 2005 Edmondson Park South
- SWGC South West Growth Centre




Source: Floor Space Ratio Map - Campbelltown LEP 2015

**Centres Map - Sheet CEN_008**

**Centres**

- 1 Campbelltown - Macarthur Centre Regional City Centre

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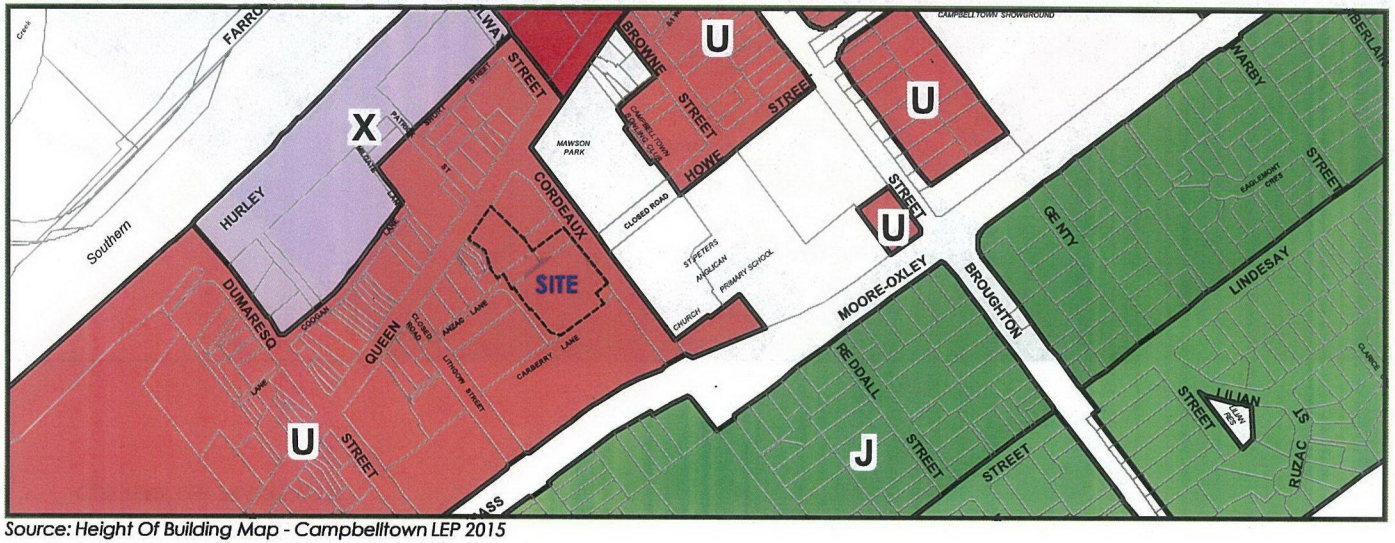
Source: Heritage Map - Campbelltown LEP 2015

Heritage Map- Sheet HER_008BC

**Heritage**

- Conservation area - General
- Item - General
- Item - Landscape




Source: Height Of Building Map - Campbelltown LEP 2015

**Height of Buildings Map - Sheet HOB_008**

**Maximum Building Height (m)**

- I 8.5
- J 9
- M 12
- O 15
- Q 19
- R 22.5
- T 26
- U 32
- V 38.5
- X 45

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# 3

# SITE ANALYSIS

*Source: Floor Space Ratio Map - Campbelltown LEP 2015*

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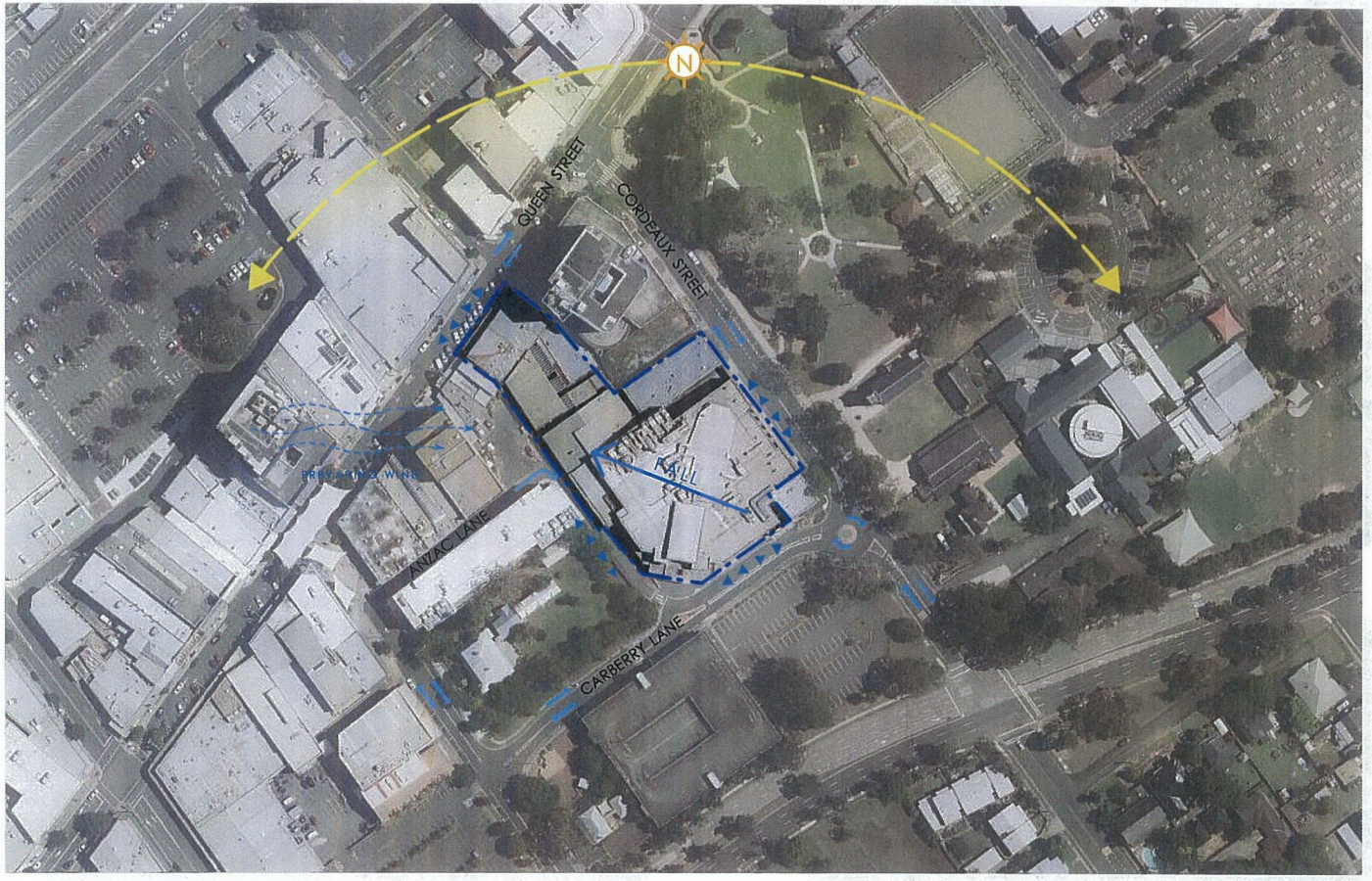


SUBJECT SITE

PEDESTRIAN TRAFFIC

VEHICLE TRAFFIC

PREVAILING WIND

*Source: Floor Space Ratio Map - Campbelltown LEP 2015*

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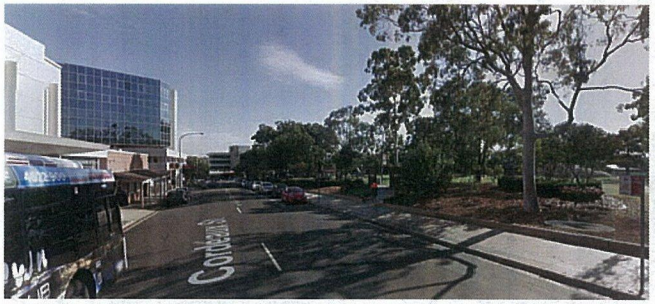
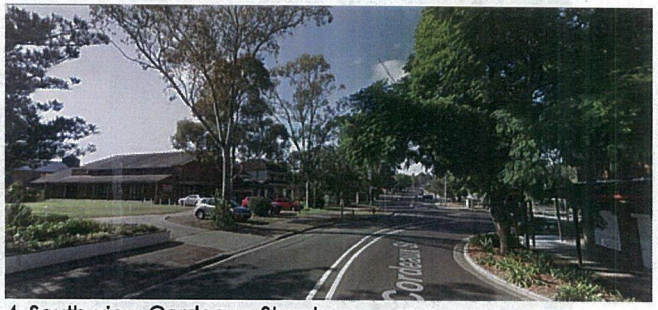
1. South-West view Queen Street

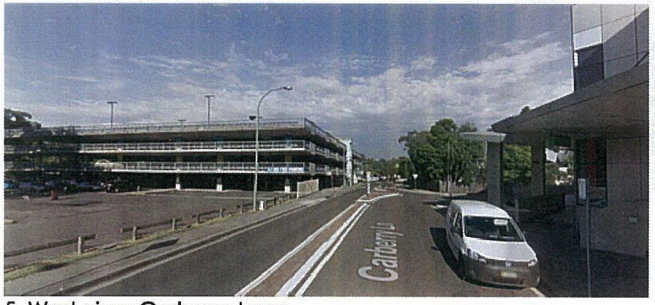
2. North-East view Queen Street



3. North view Cordeaux Street

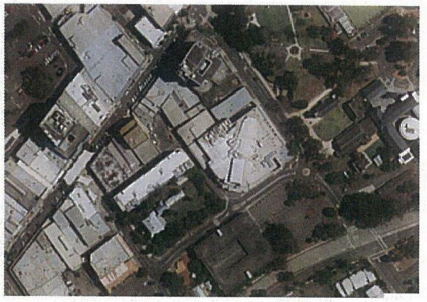


4. South view Cordeaux Street



5. West view Carberry Lane

6. West view Anzac Lane



*Source: Google Streetview*

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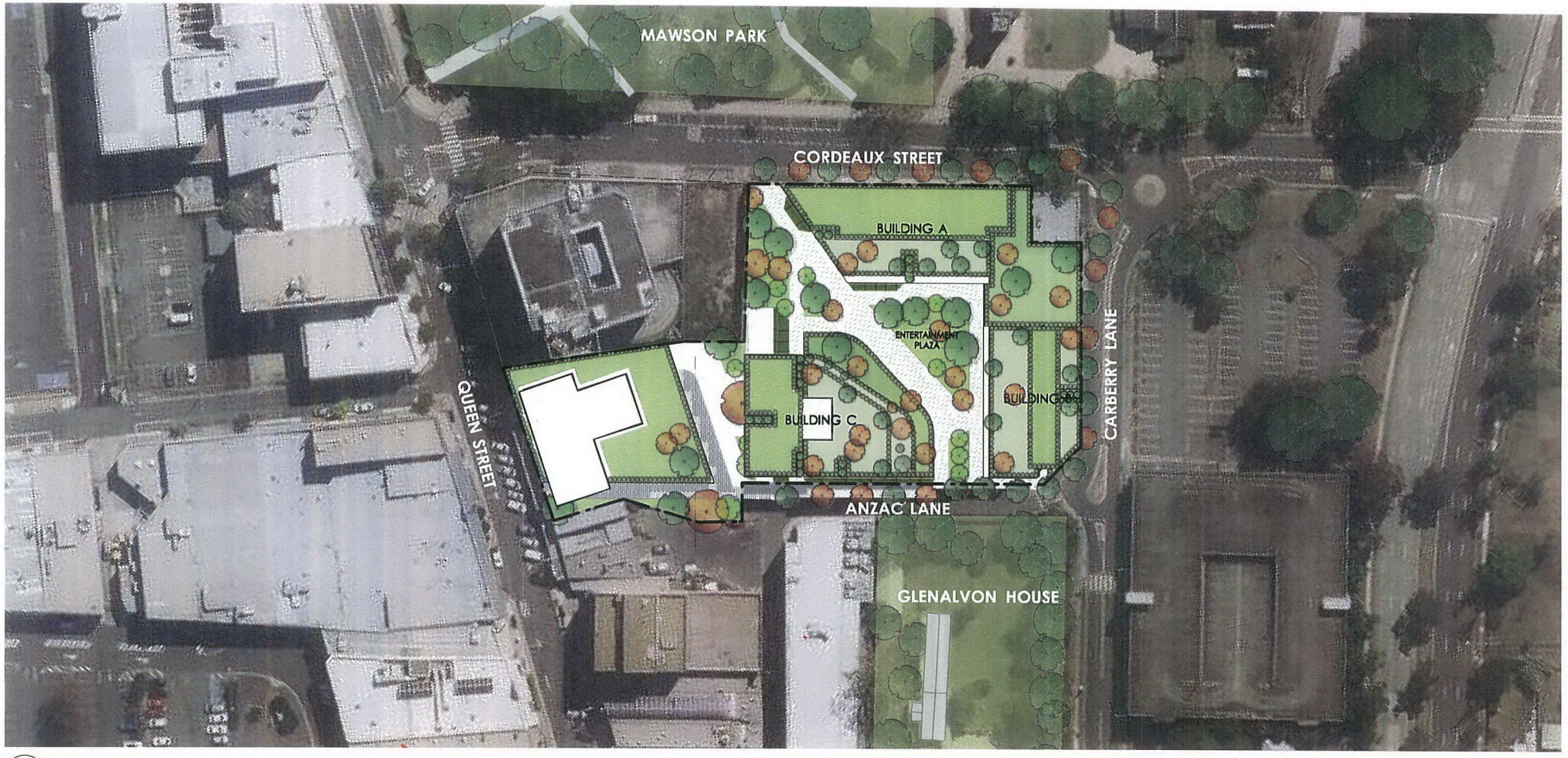
# 4

# PROPOSAL




Site Plan 1:1000

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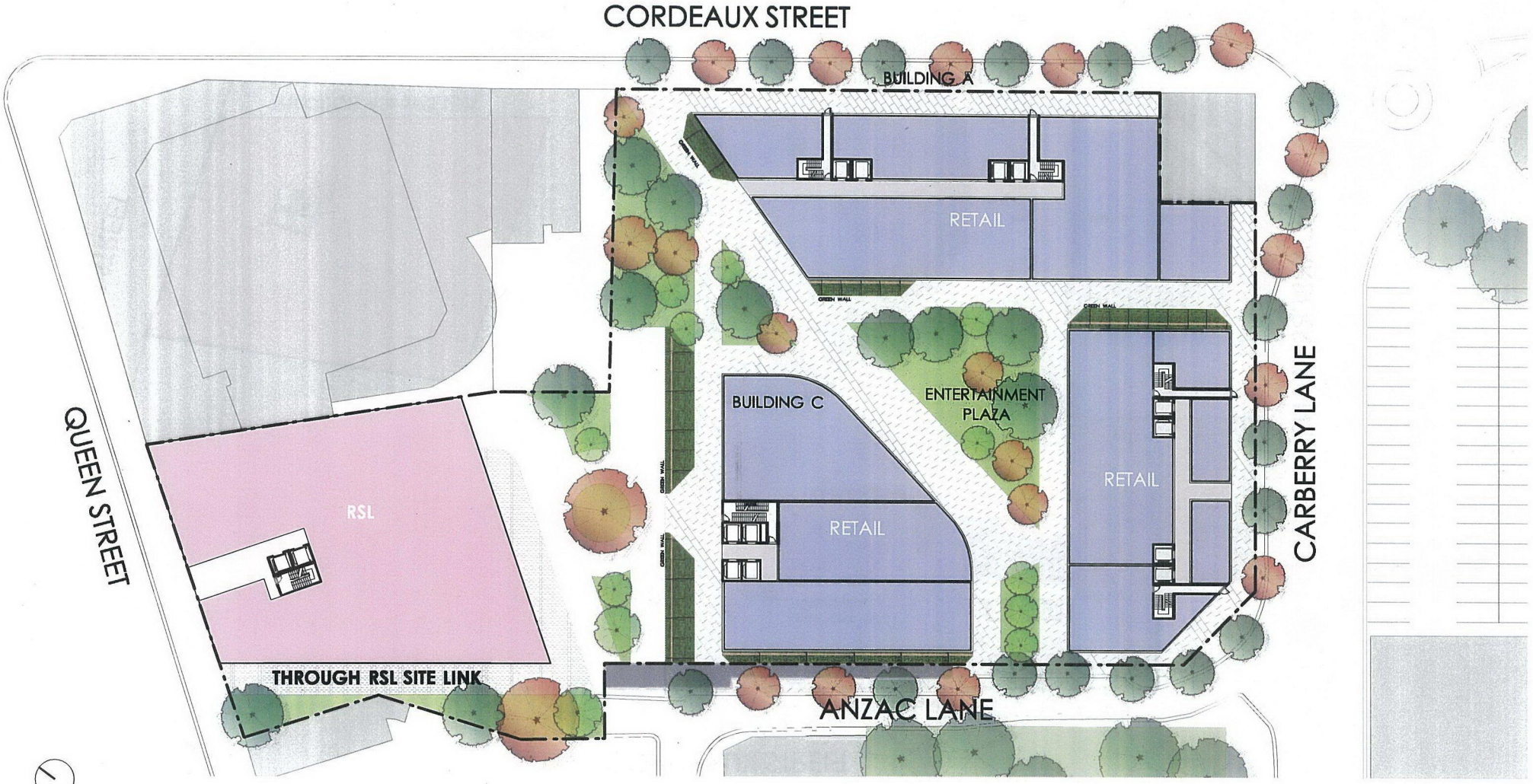


GROUND FLOOR PLAN 1:500

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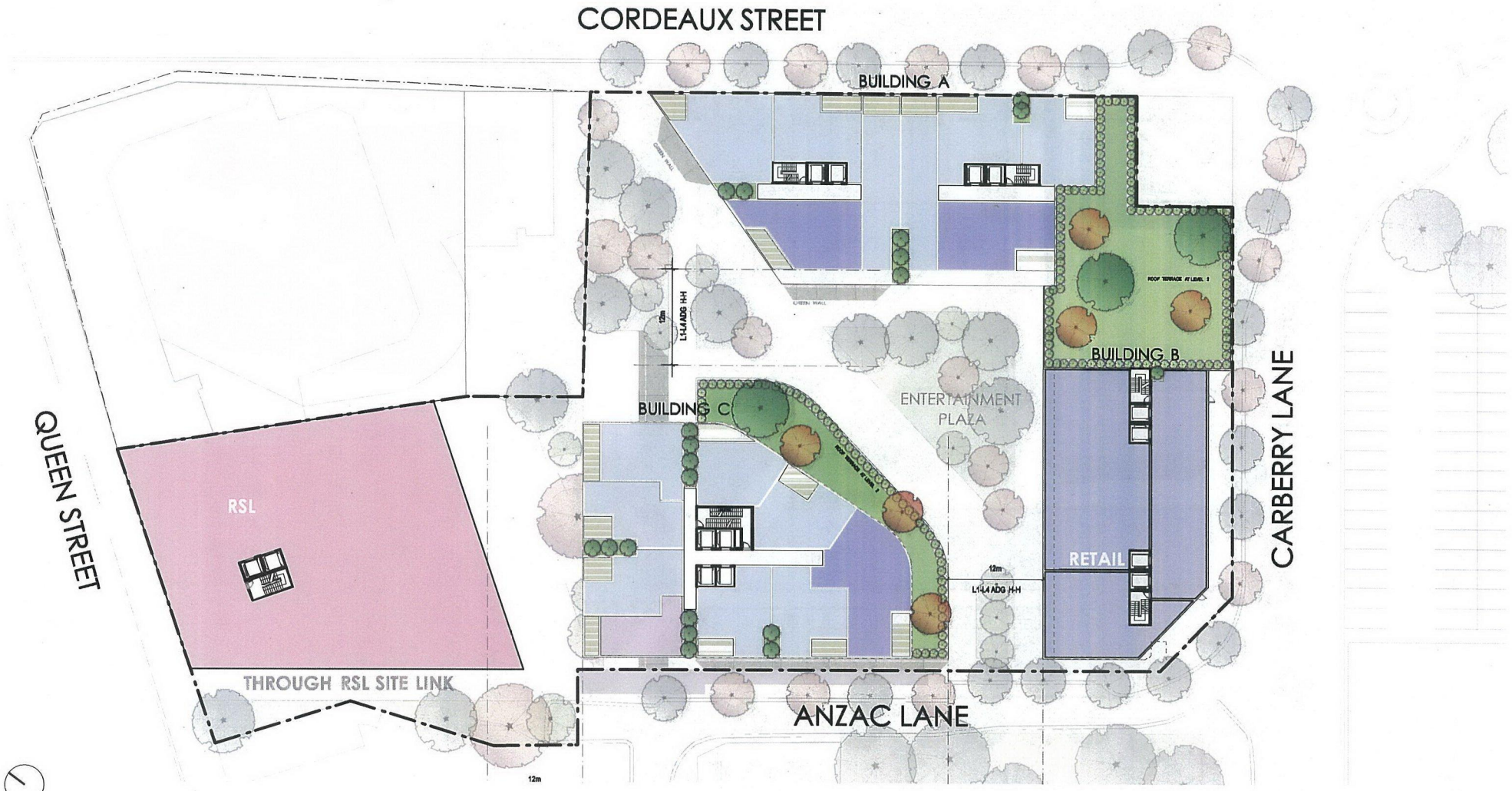


L2 FLOOR PLAN 1:500

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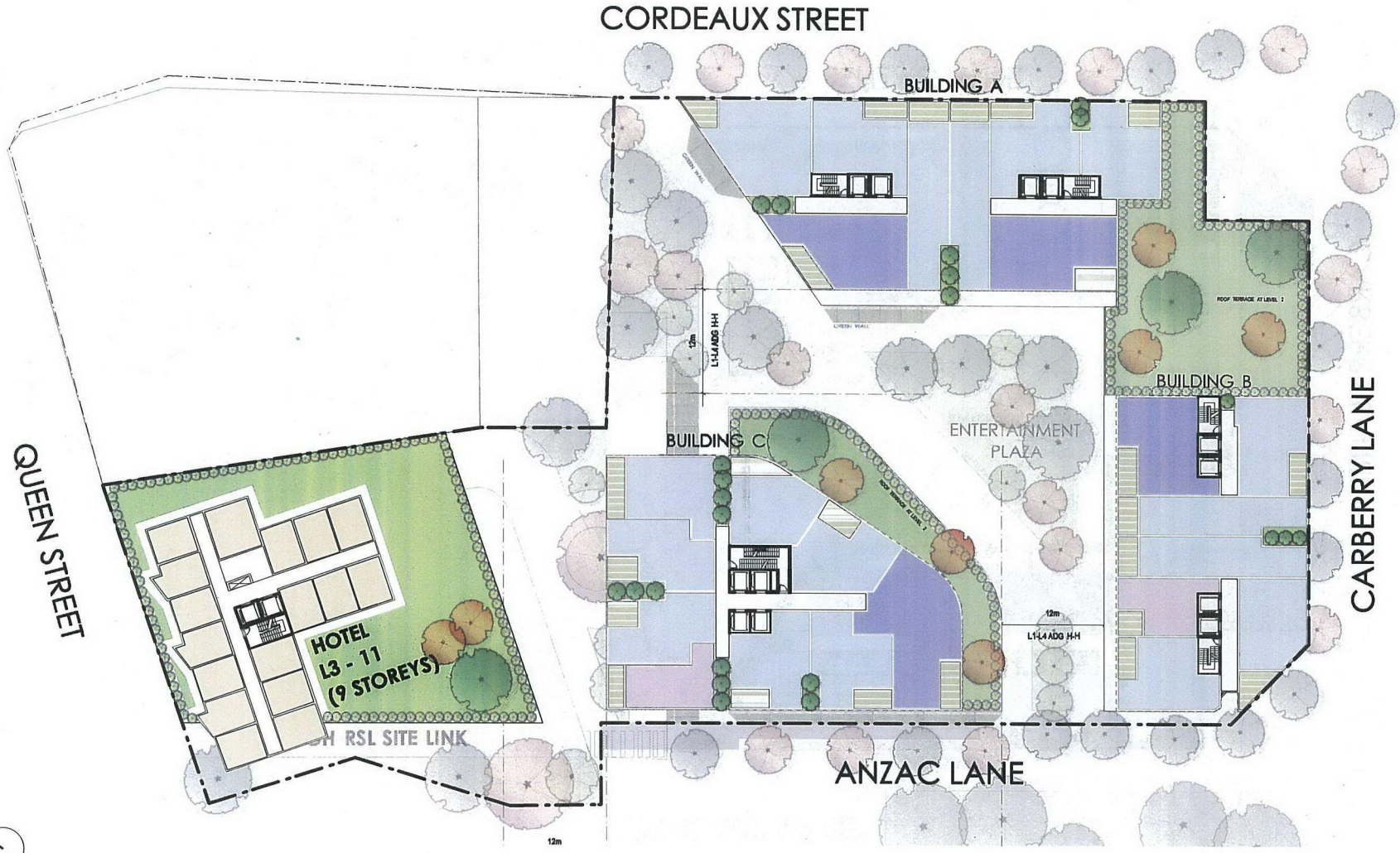


L3-4 FLOOR PLAN 1:500

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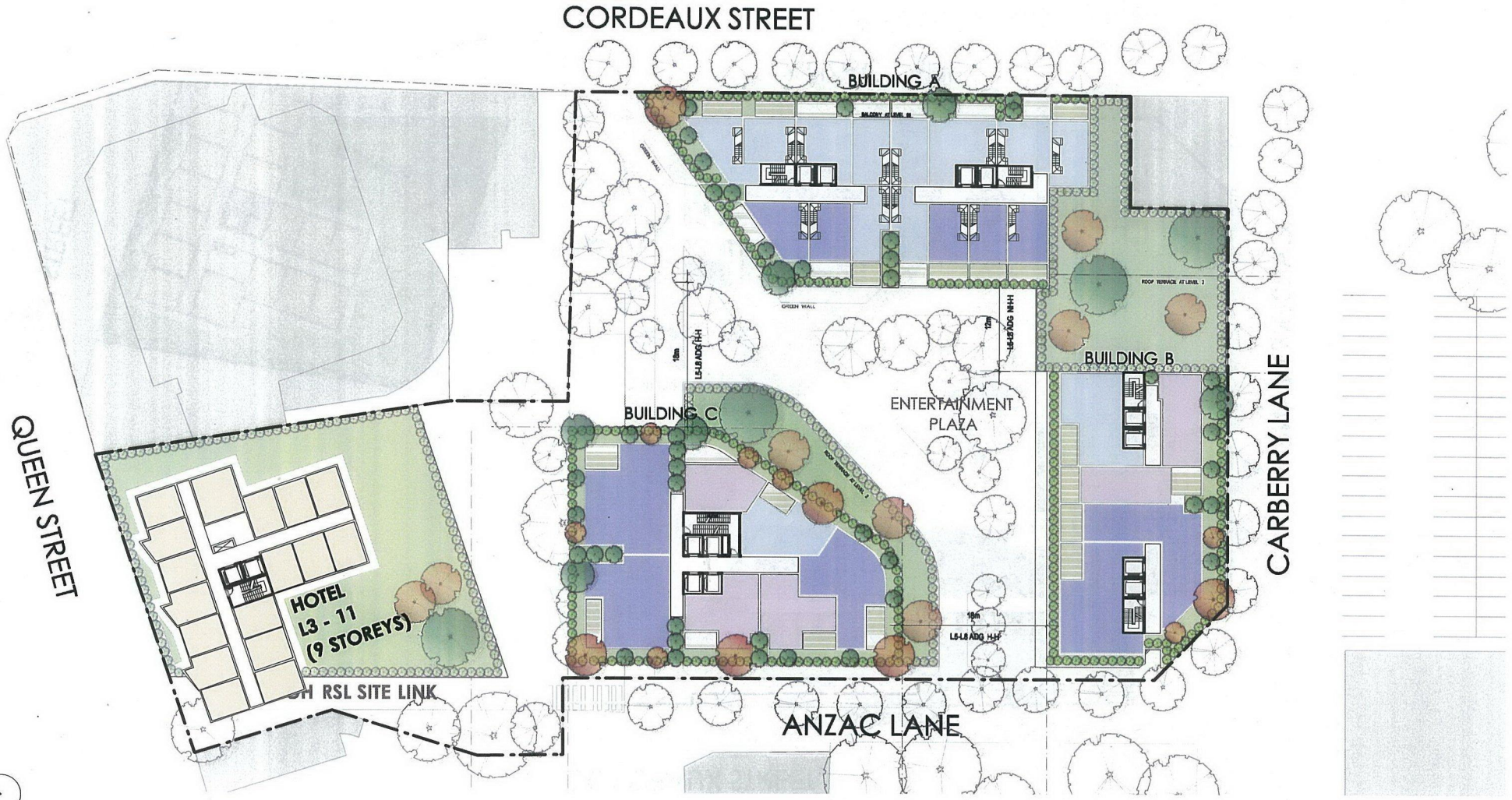


L5-6 FLOOR PLAN 1:500

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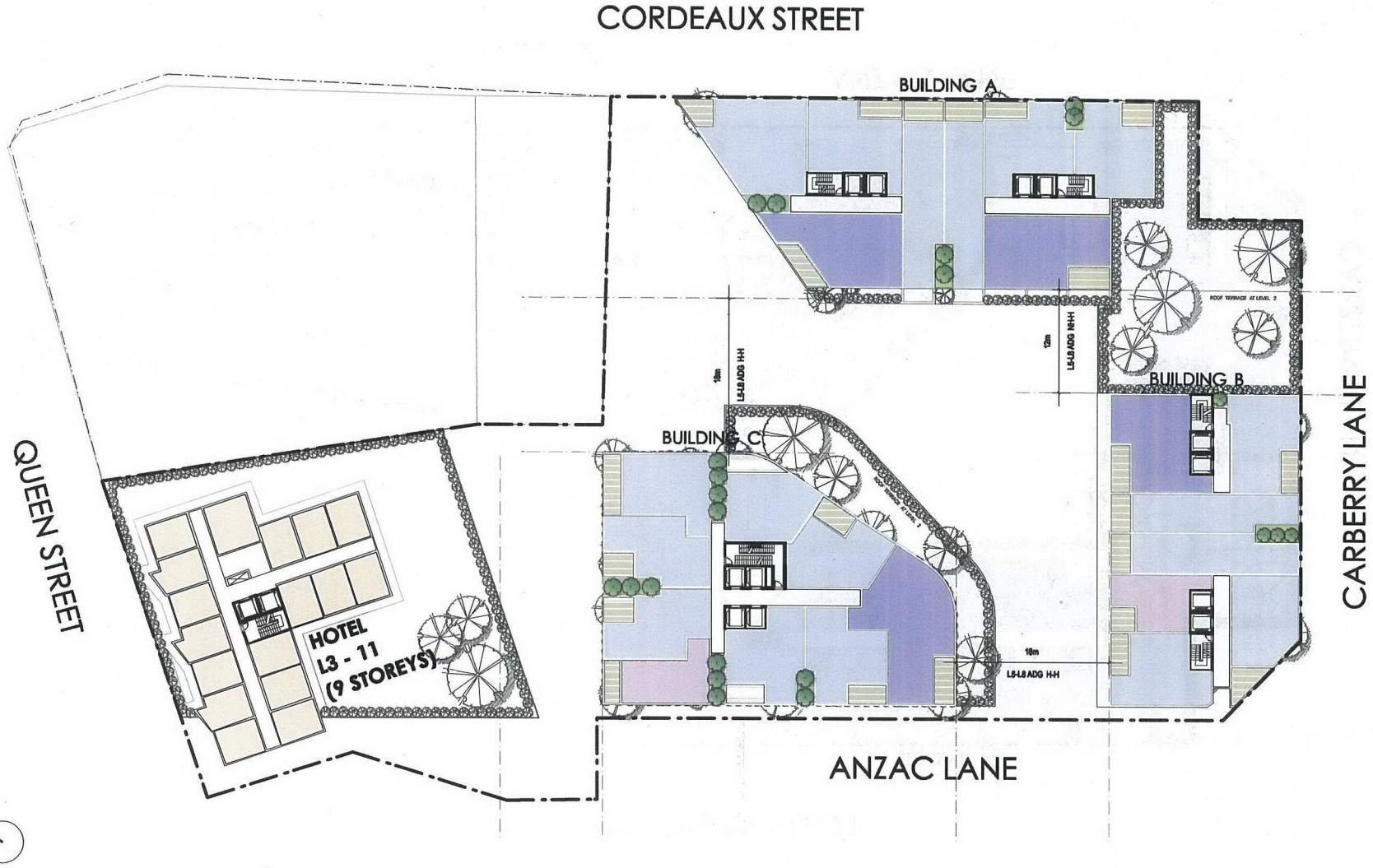


L7-8 FLOOR PLAN 1:500

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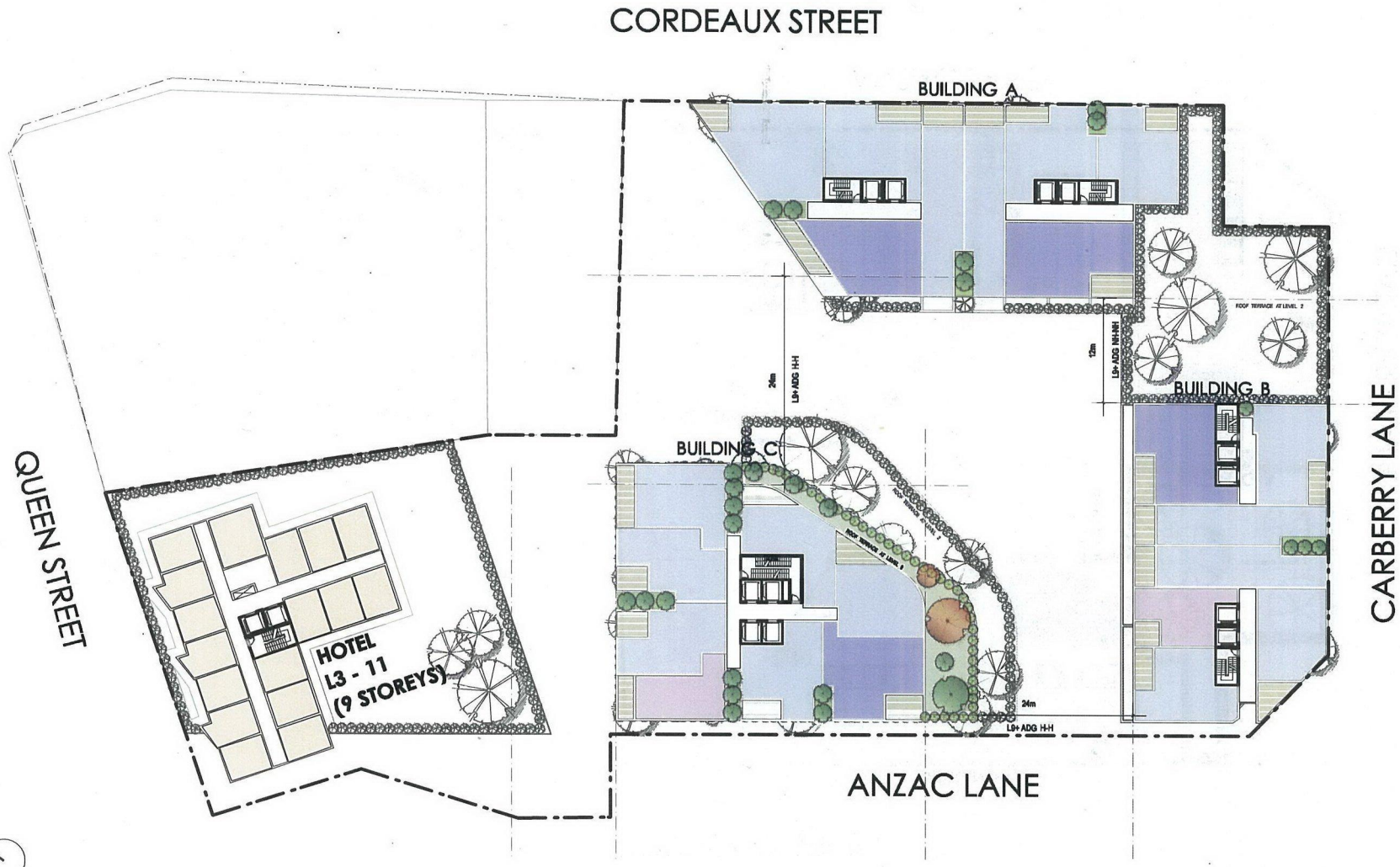


L9+ FLOOR PLAN 1:500

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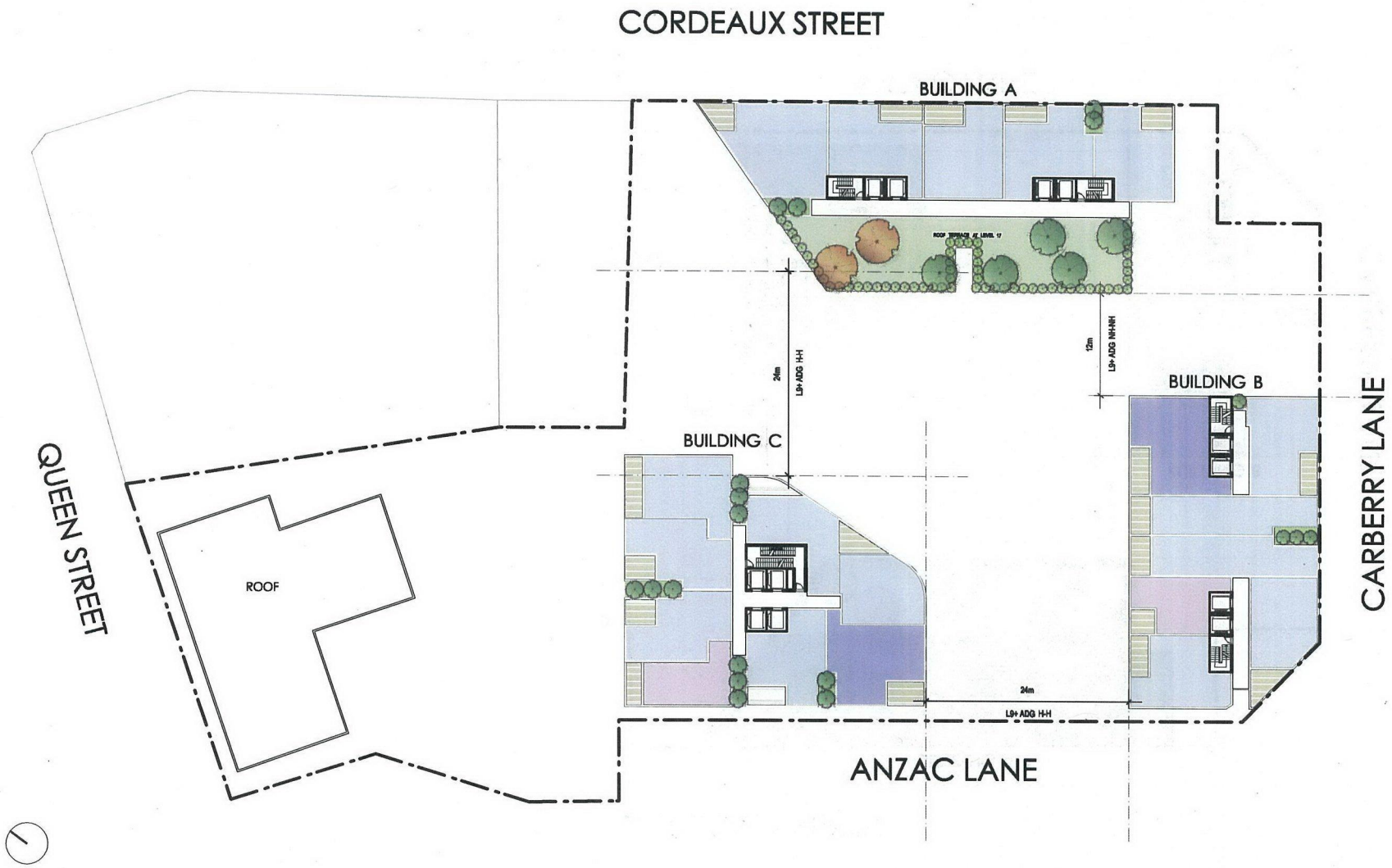


L17 FLOOR PLAN 1:500

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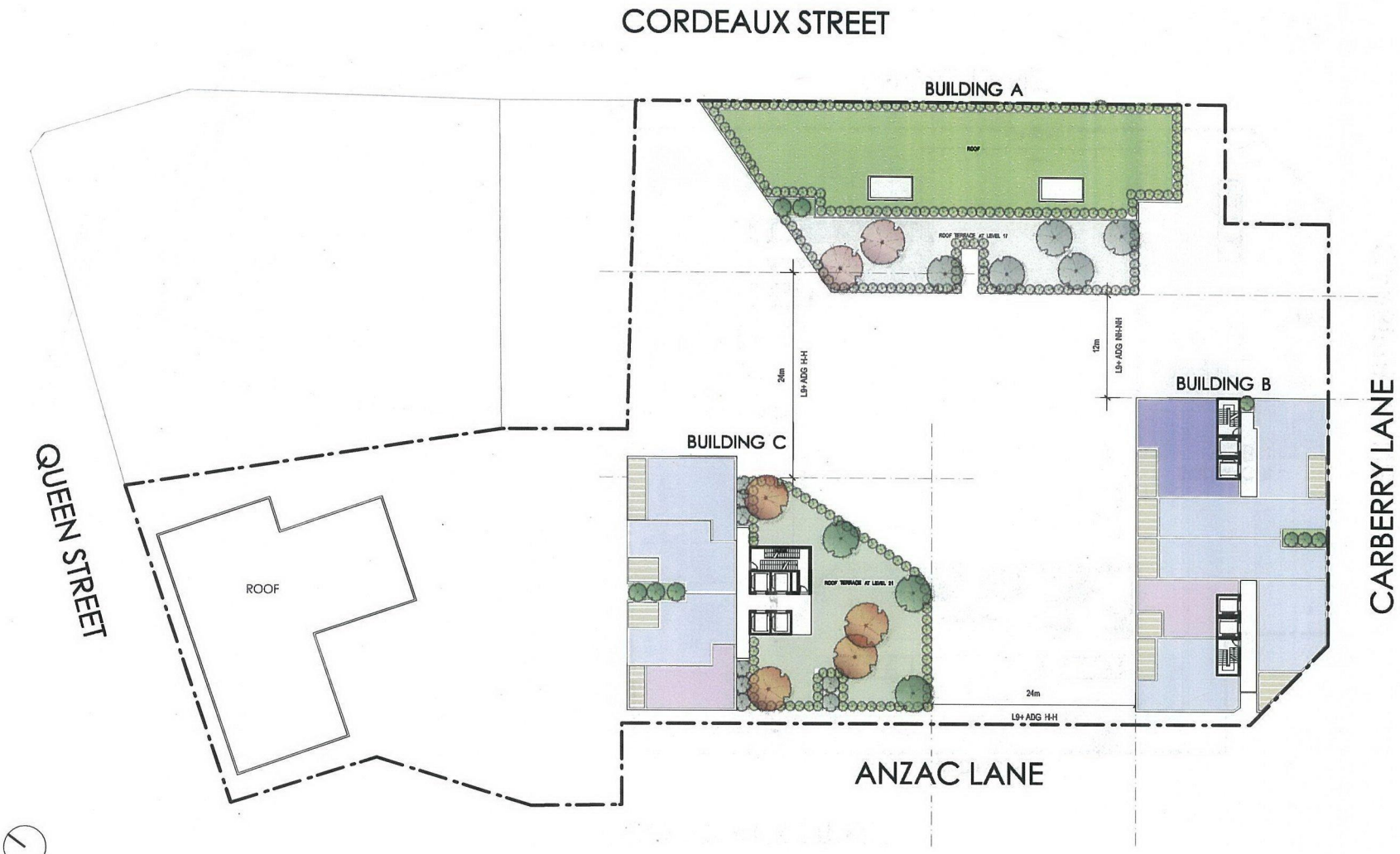


L21 FLOOR PLAN 1:500

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L21 FLOOR PLAN 1:500

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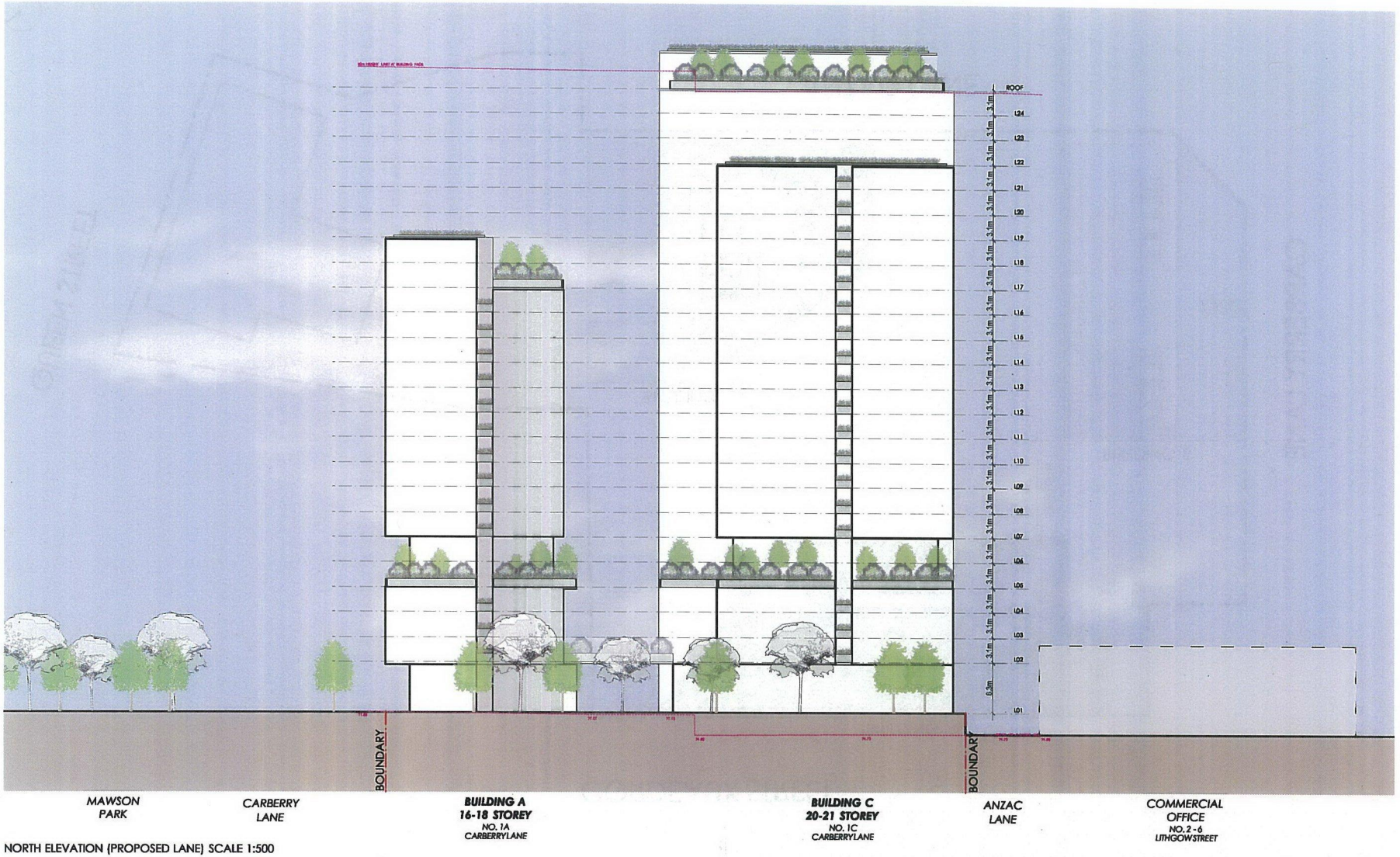
## MASSING ELEVATION 01

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN




NORTH ELEVATION (PROPOSED LANE) SCALE 1:500

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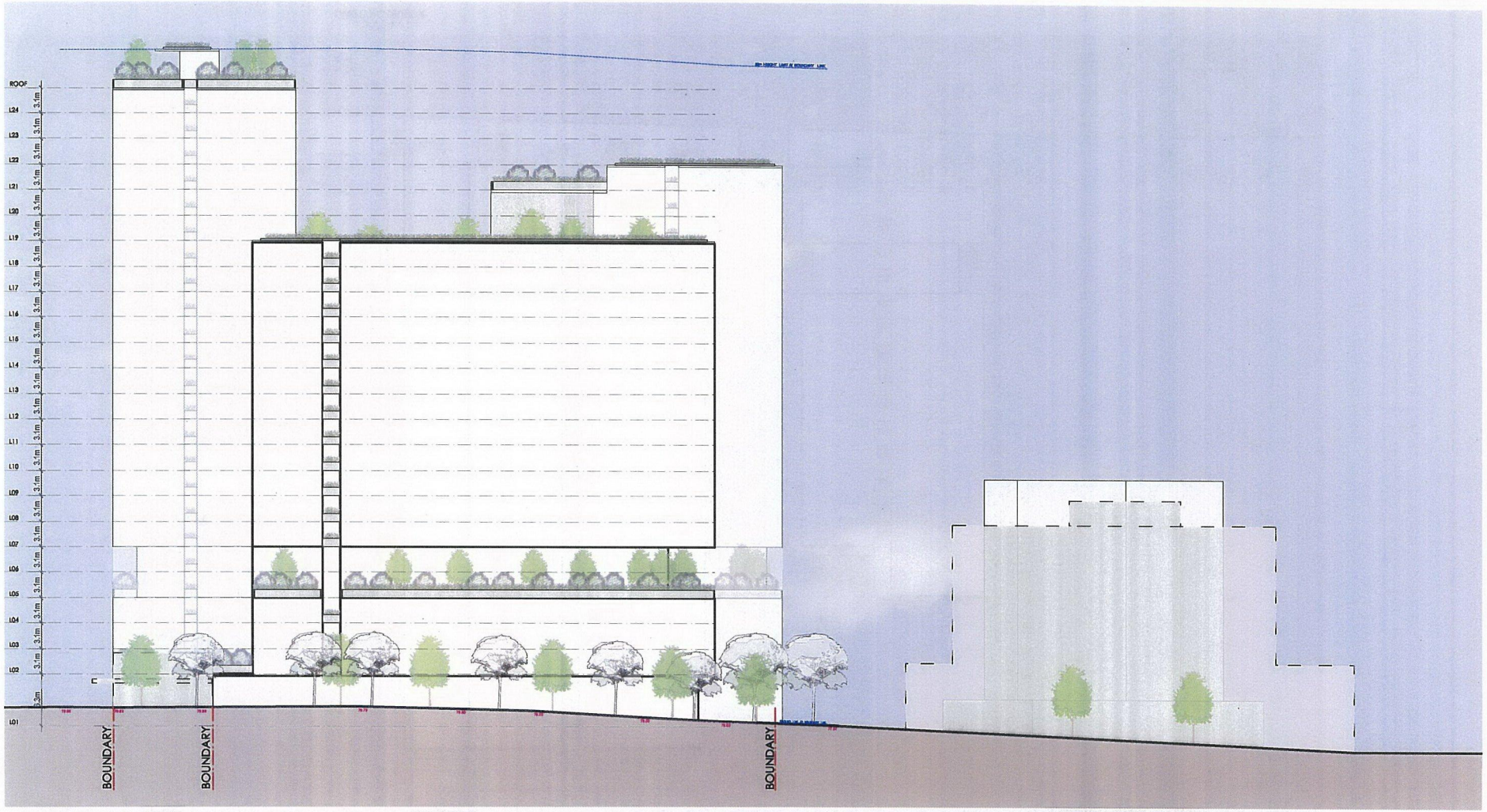
## MASSING ELEVATION 02

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN




EAST ELEVATION (CORDEAUX STREET) 1:500

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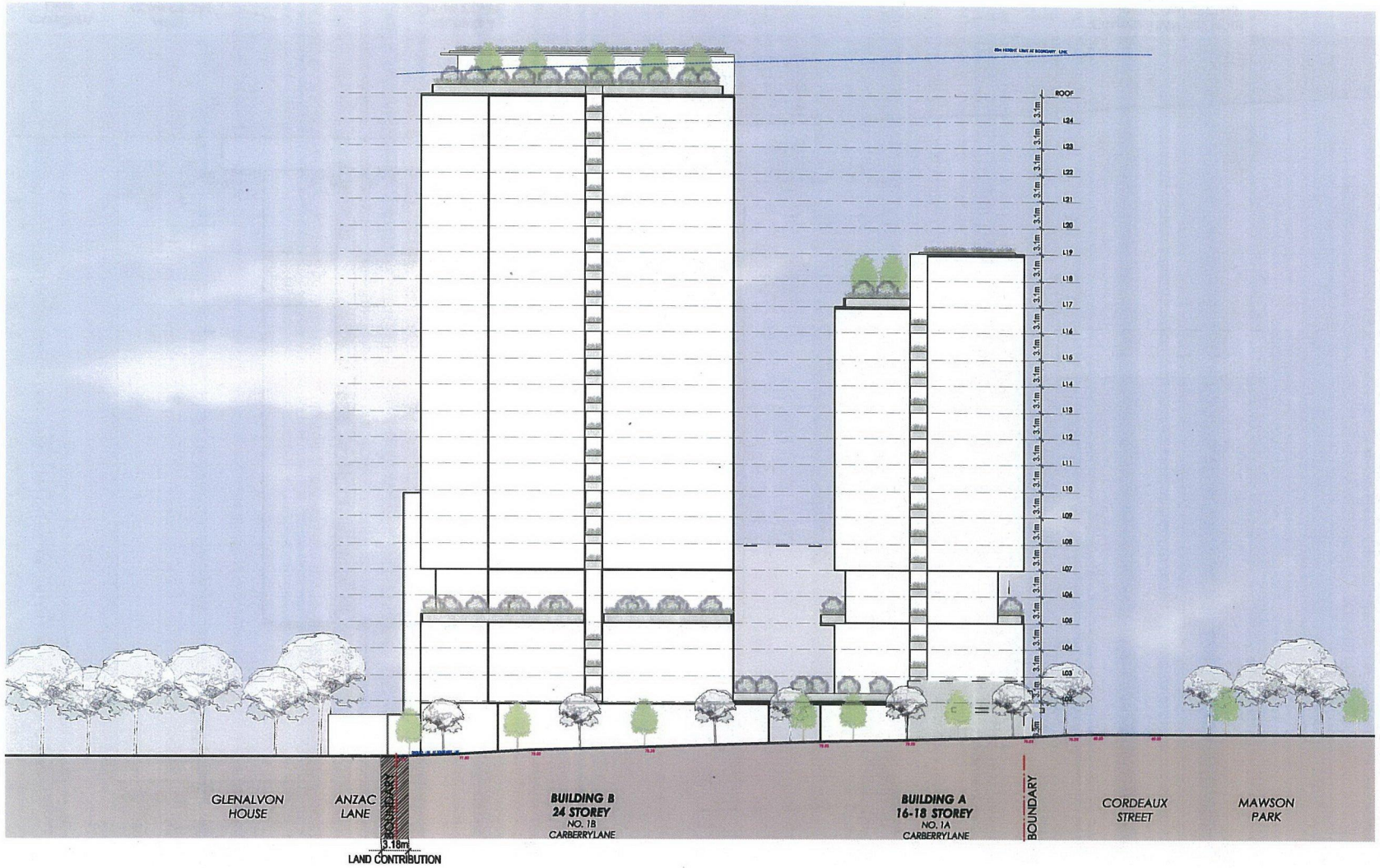
## MASSING ELEVATION 03

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN




SOUTH ELEVATION (CARBERRY LANE) 1:500

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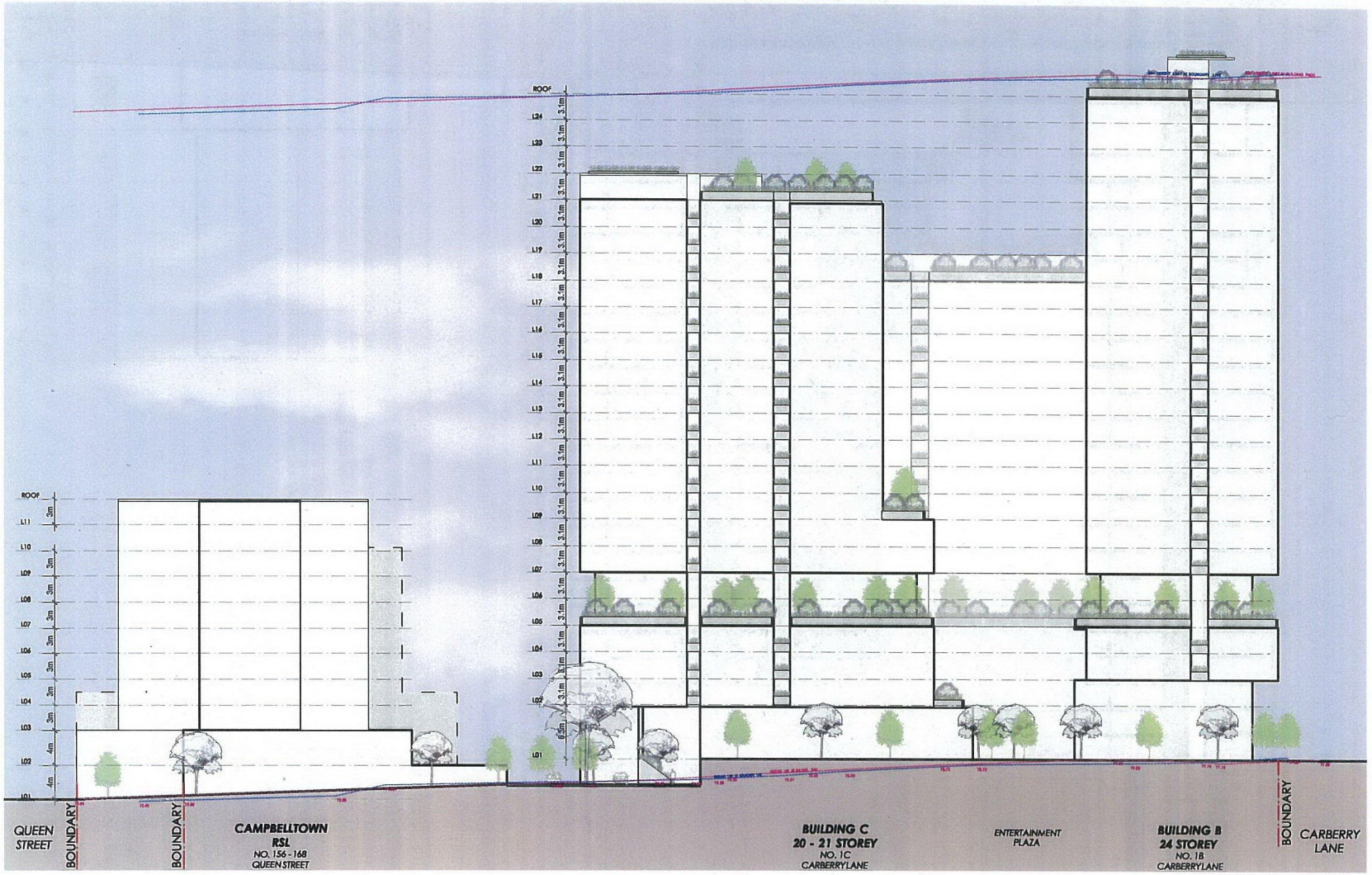
Registration No. 7167

## MASSING ELEVATION 04

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN




WEST ELEVATION (ANZAC LANE) 1:500

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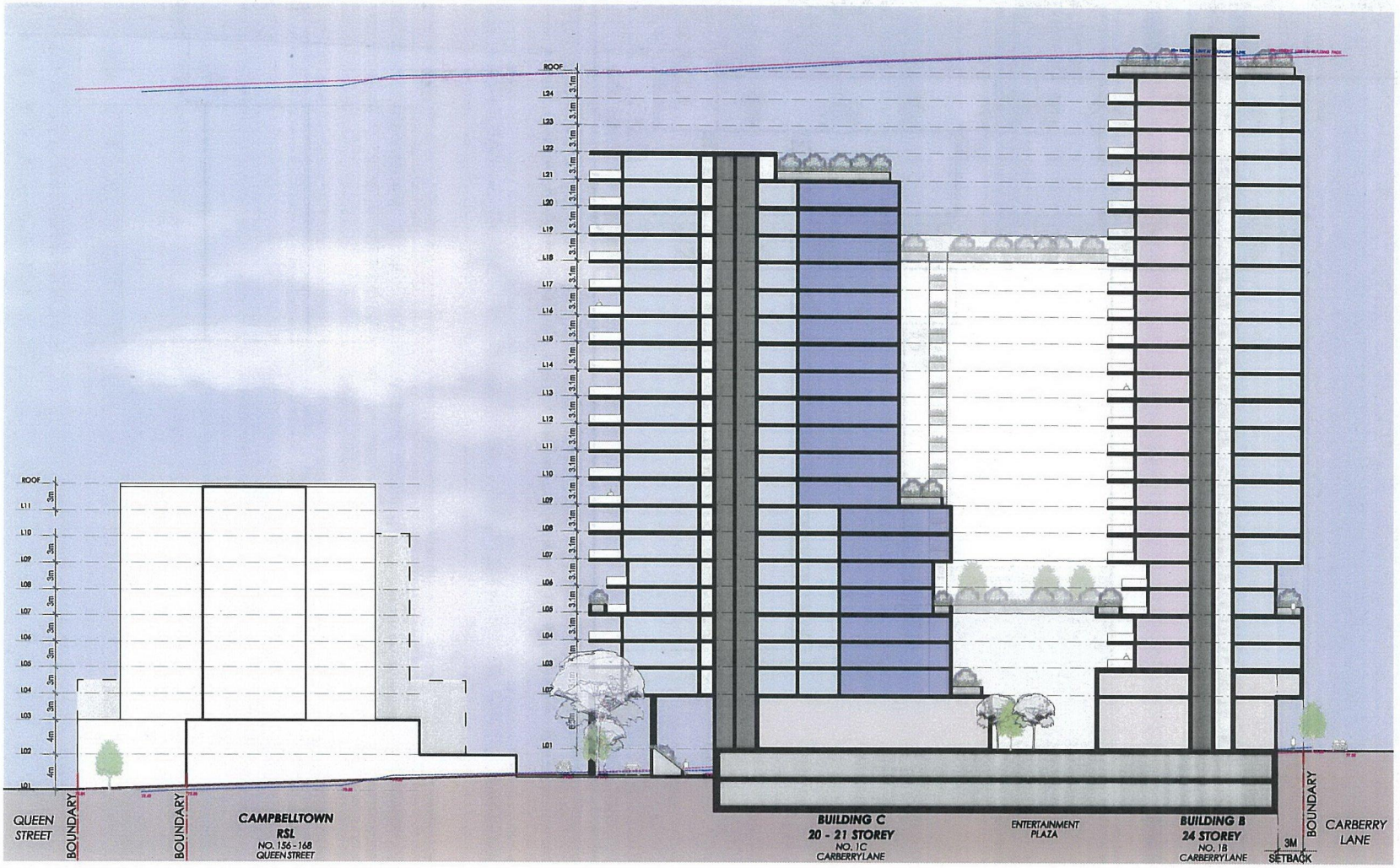
Registration No.:7167




SECTION (QUEEN STREET - CARBERRY LANE) 1:500

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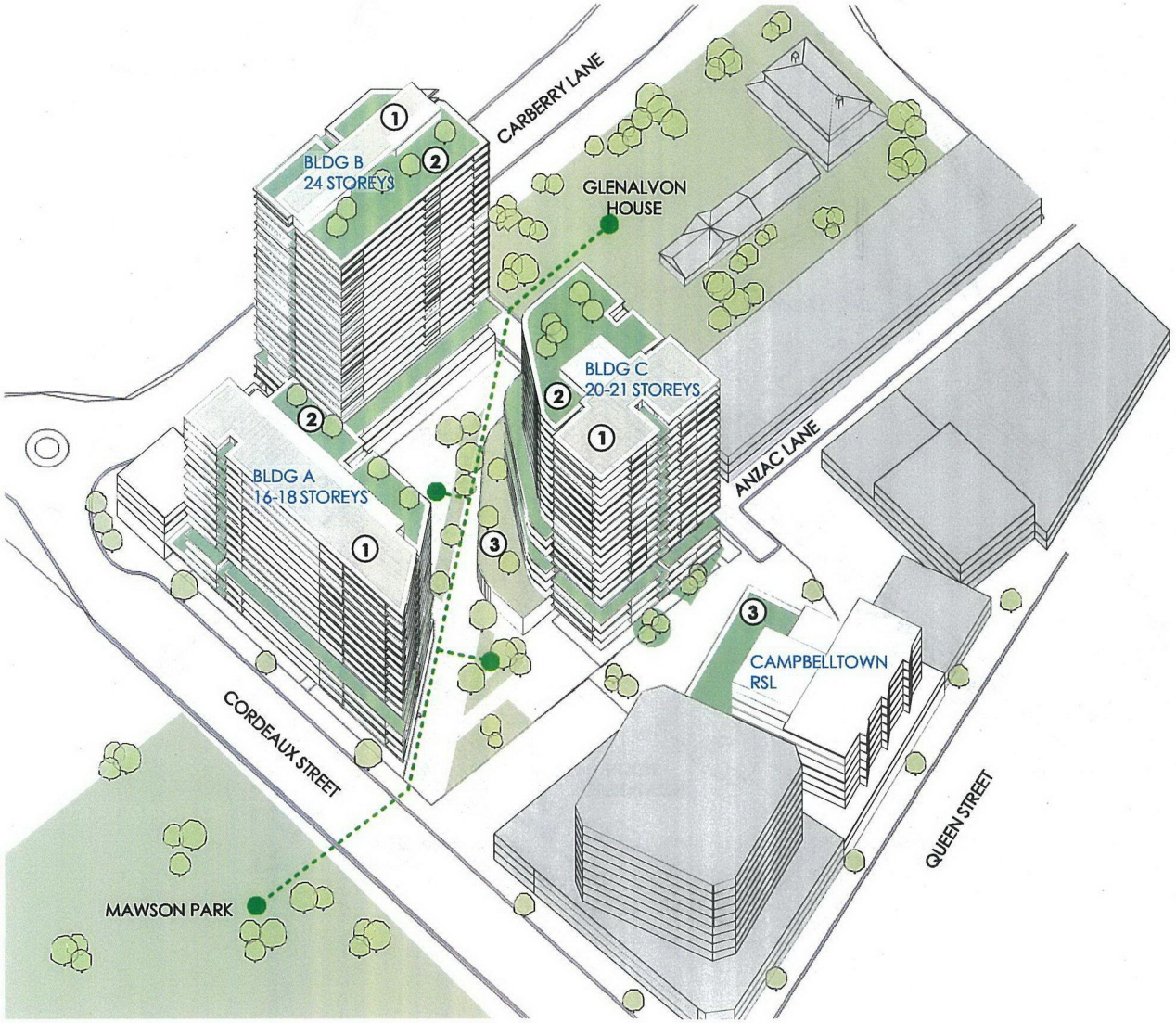
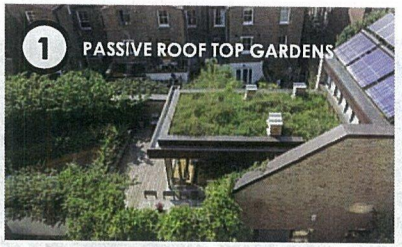
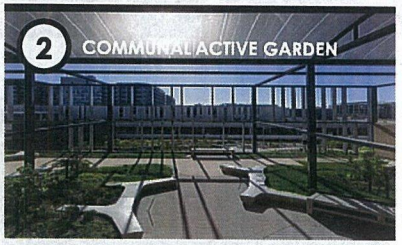
Registration No :7167



INTERCONNECTING PUBLIC OPEN SPACES

PASSIVE ROOF TOP GARDENS

COMMUNAL ACTIVE OPEN SPACE/ROOF TERRACES

PUBLIC OPEN SPACE

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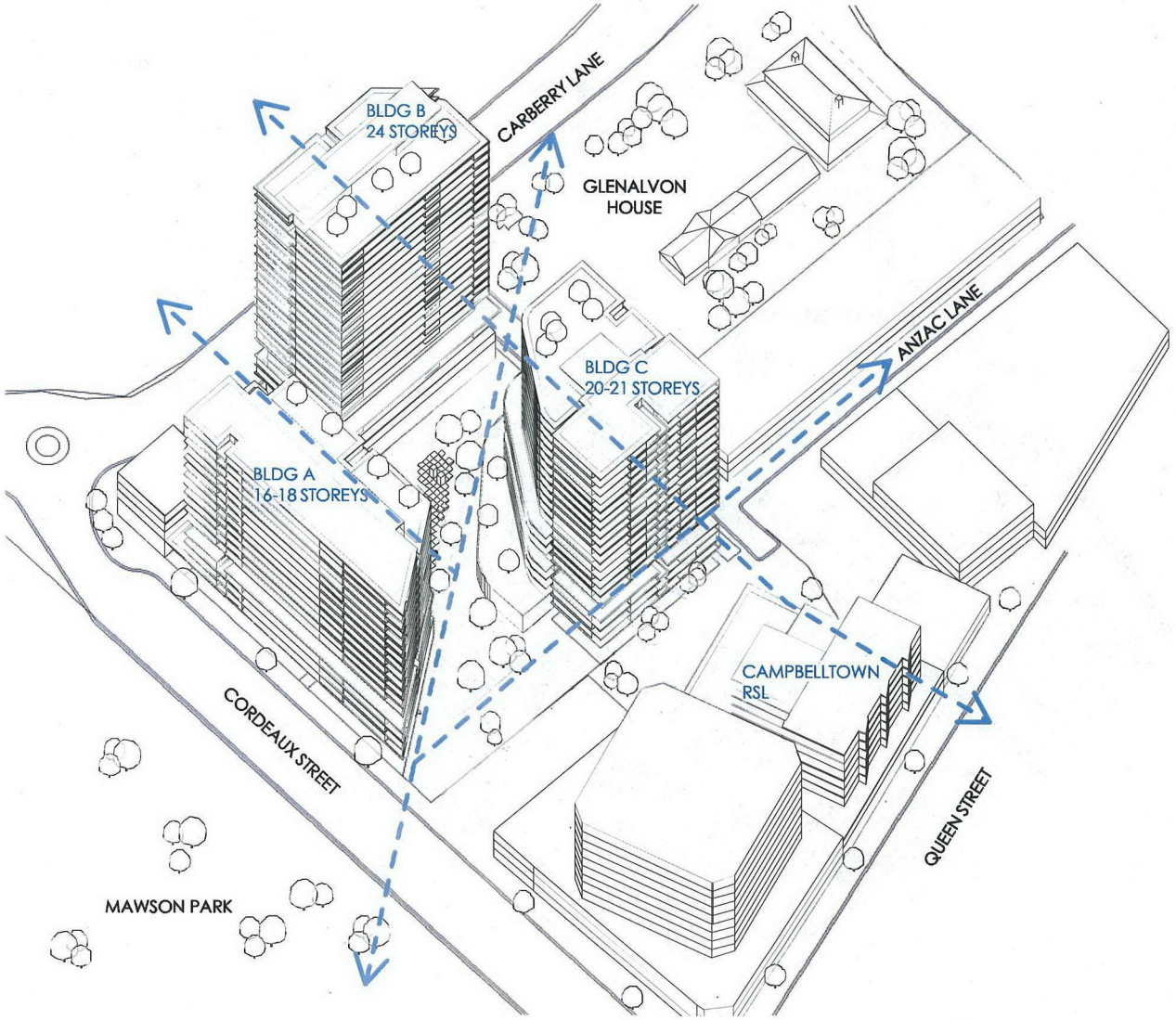
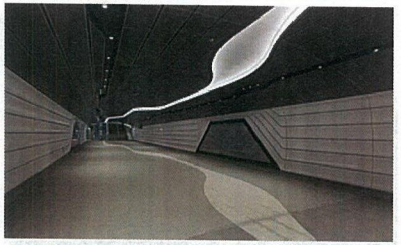
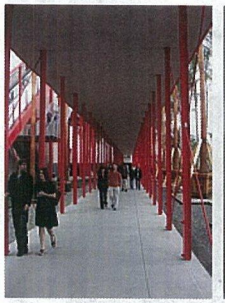
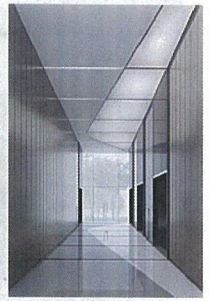
Registration No :7167







THROUGH SITE LINK

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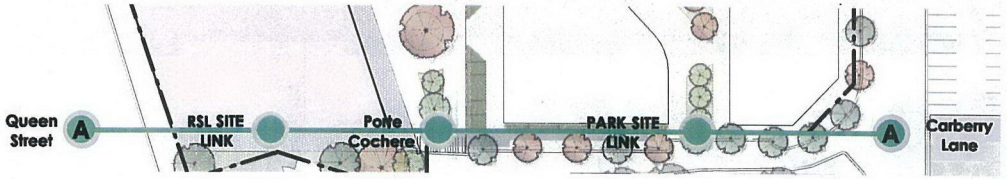
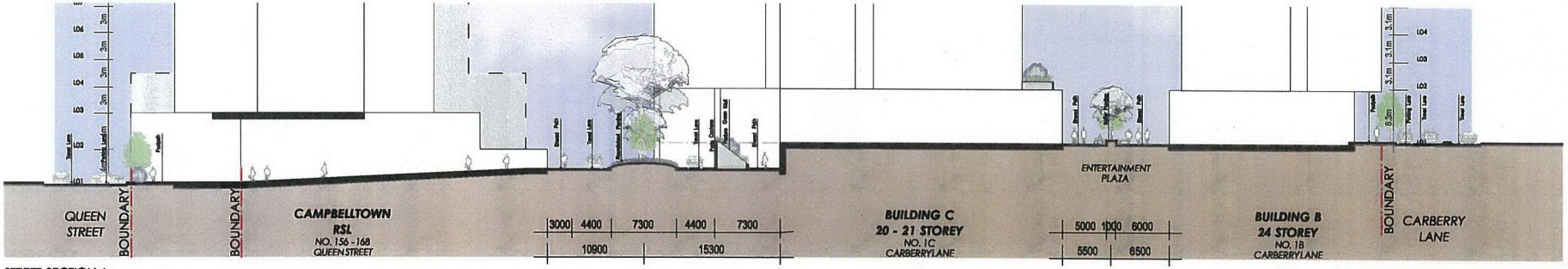
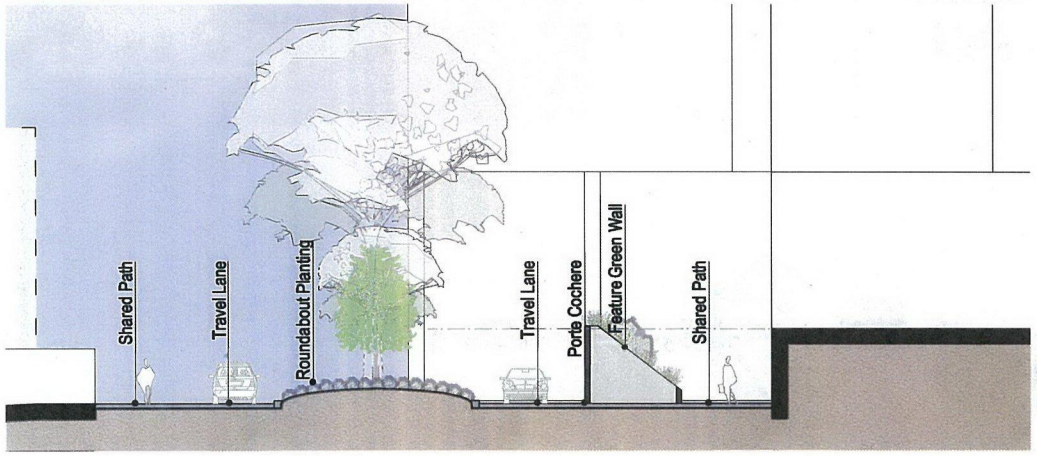
Registration No :7167

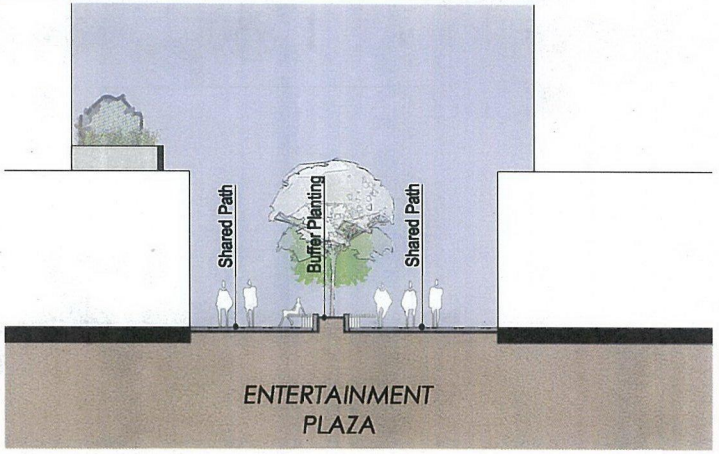



STREET SECTION A
SCALE 1:500




STREET SECTION A (RSL - BUILDING C)
SCALE 1:200




STREET SECTION A (BUILDING C- BUILDING B)
SCALE 1:200

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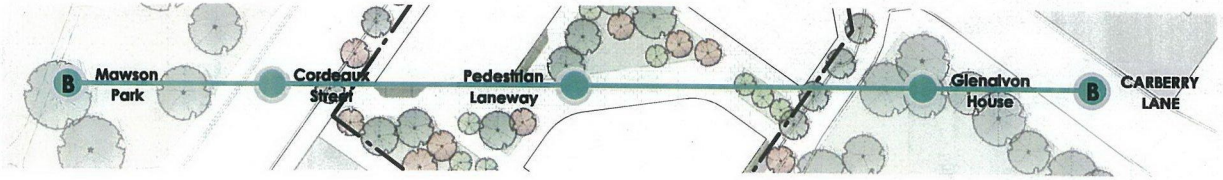
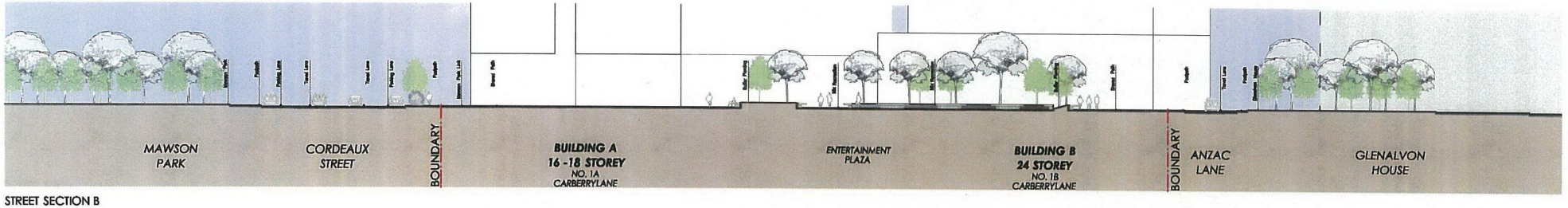
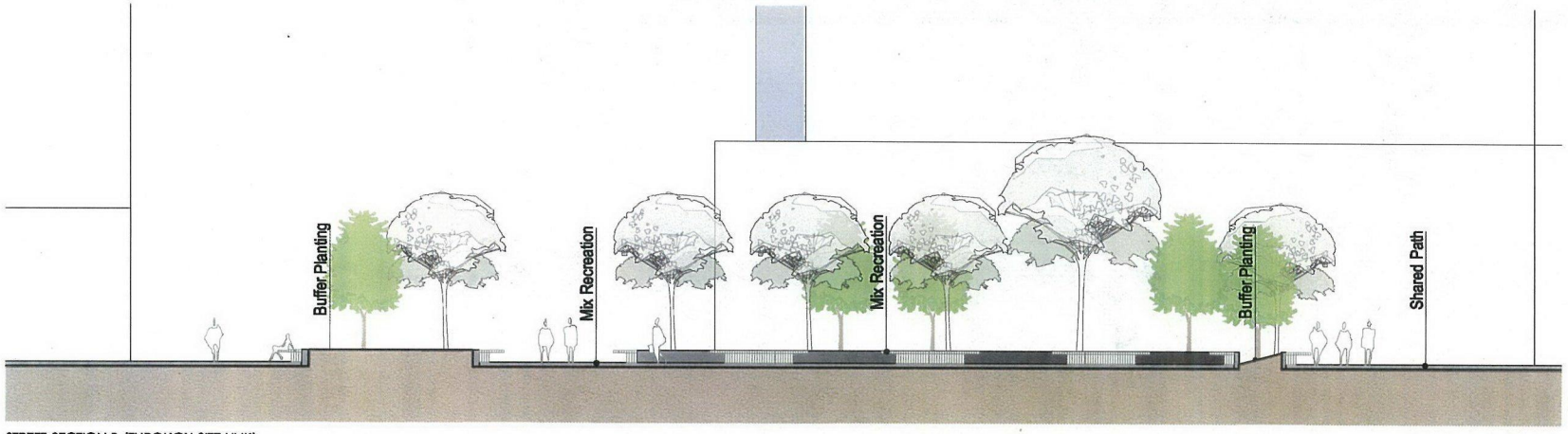
Registration No .7167




STREET SECTION B
SCALE 1:500




STREET SECTION B (THROUGH SITE LINK)
SCALE 1:200

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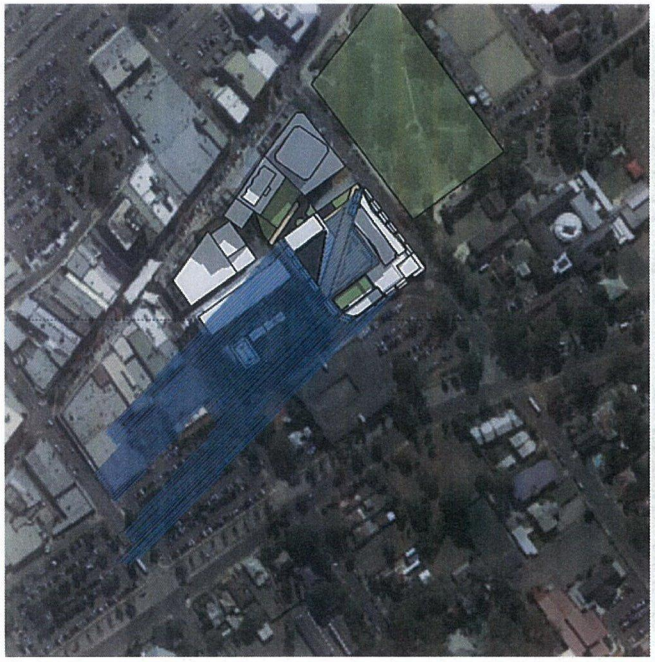
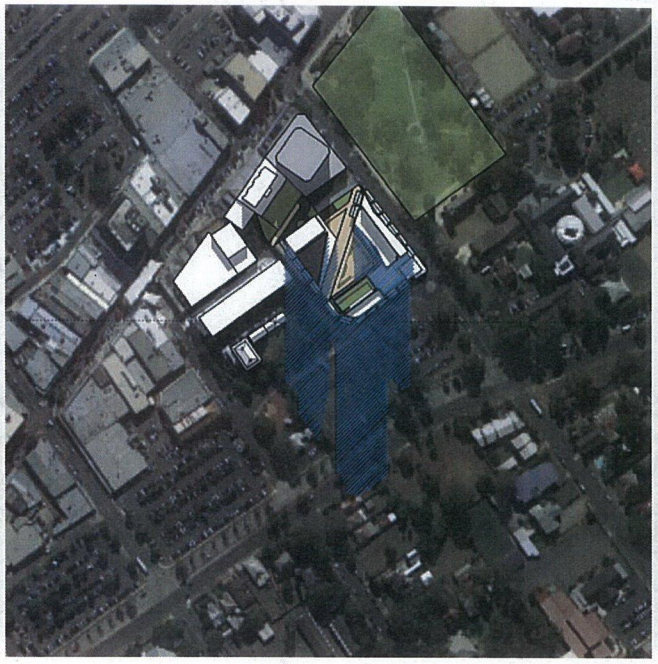
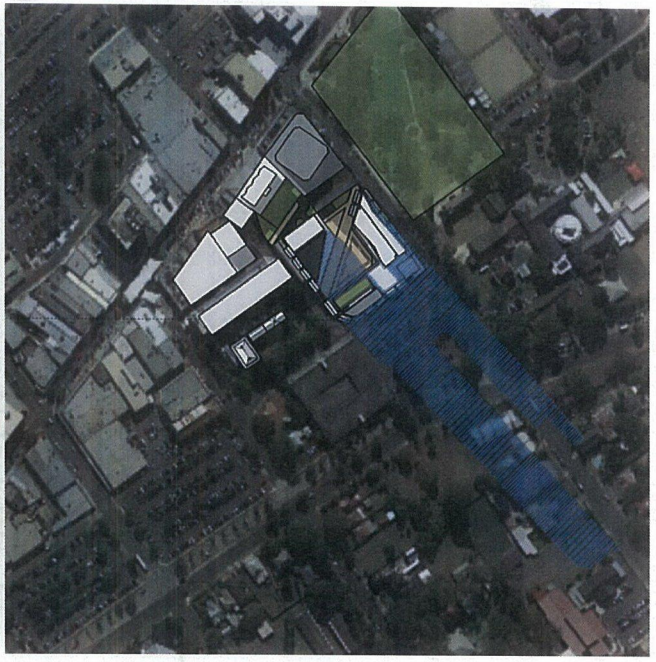
Registration No :7167







PROJECTED SHADOW FROM PROPOSED

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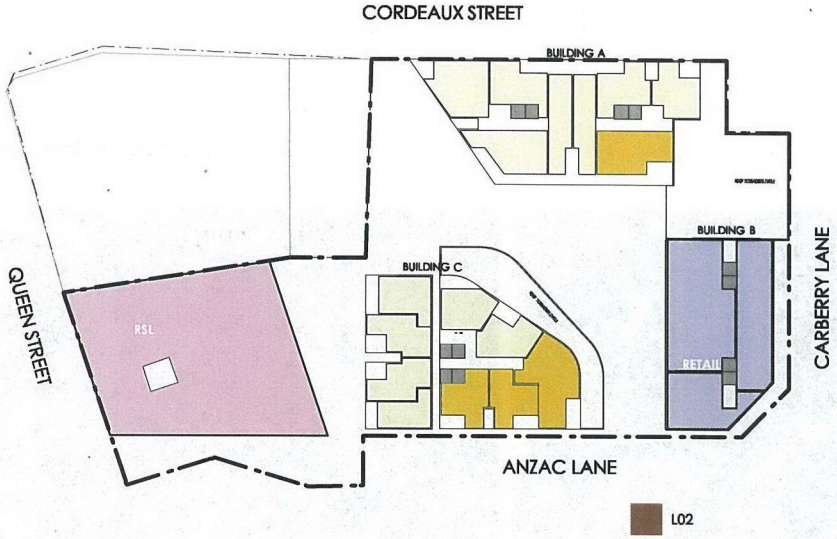
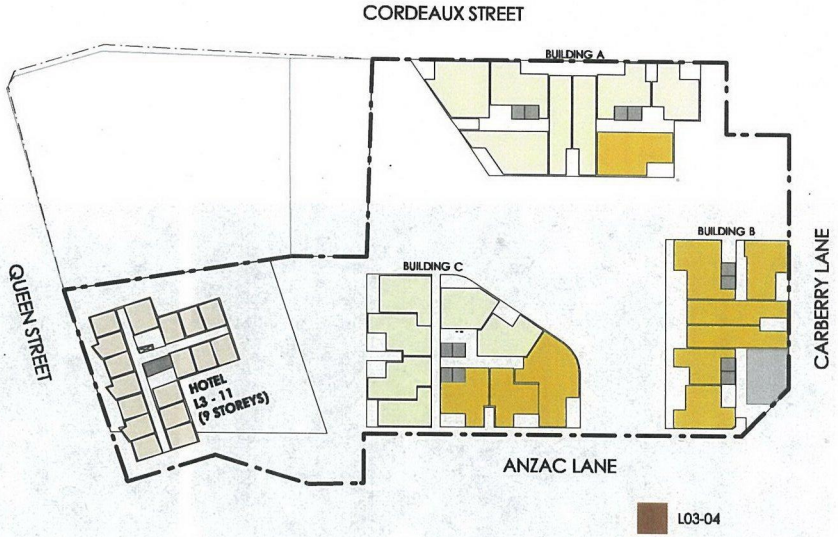
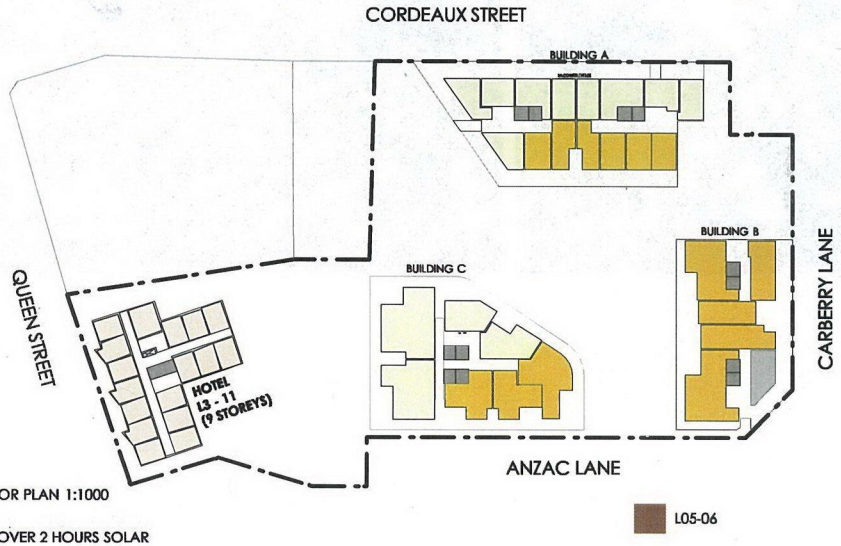
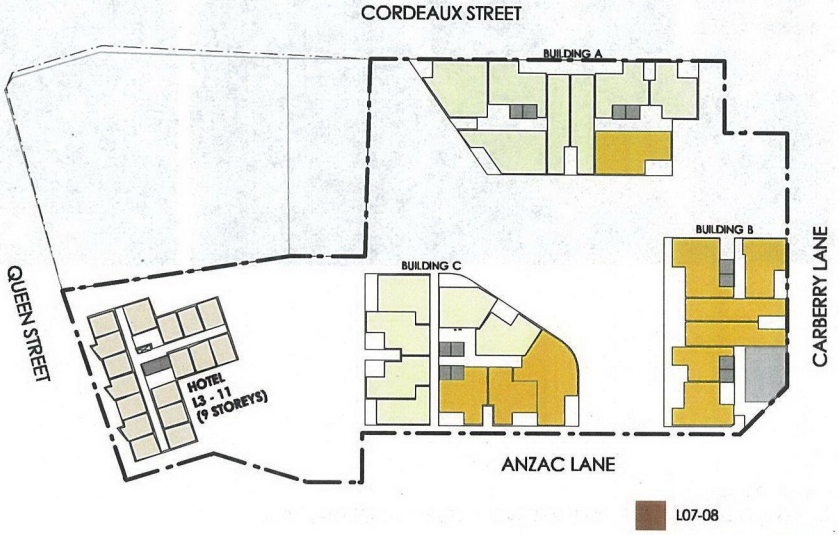
Registration No :7167




TYPICAL TOWER FLOOR PLAN 1:1000

*LEGEND*

- ACHIEVES OVER 2 HOURS SOLAR
- ACHIEVES LESS 2 HOURS SOLAR
- NO SOLAR

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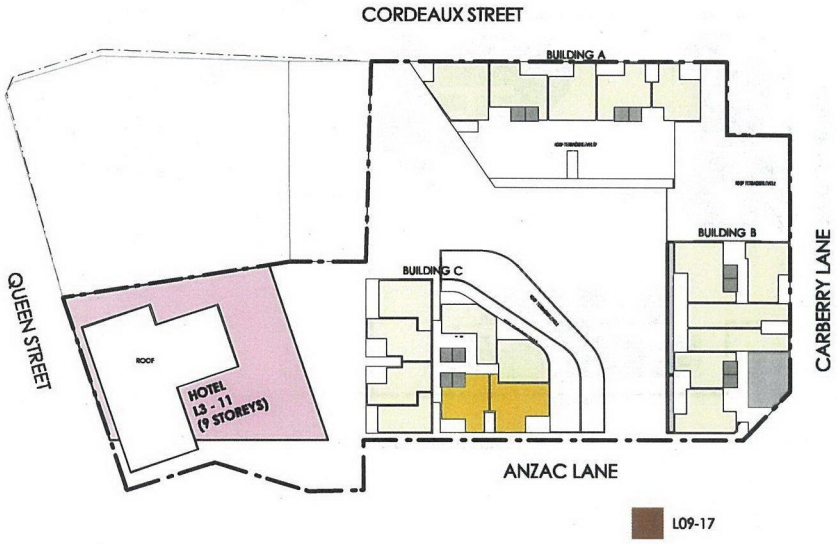
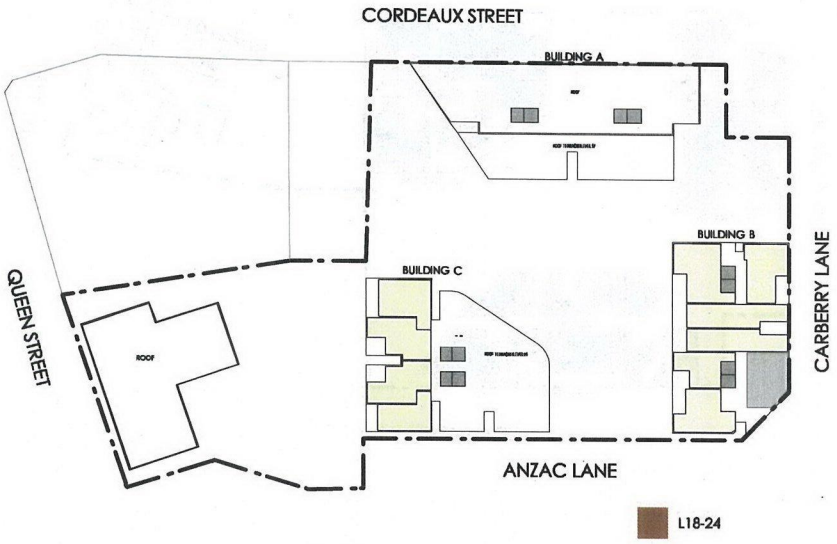
Registration No :7167

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN




TYPICAL TOWER FLOOR PLAN 1:1000

*LEGEND*

- ACHIEVES OVER 2 HOURS SOLAR
- ACHIEVES LESS 2 HOURS SOLAR
- NO SOLAR

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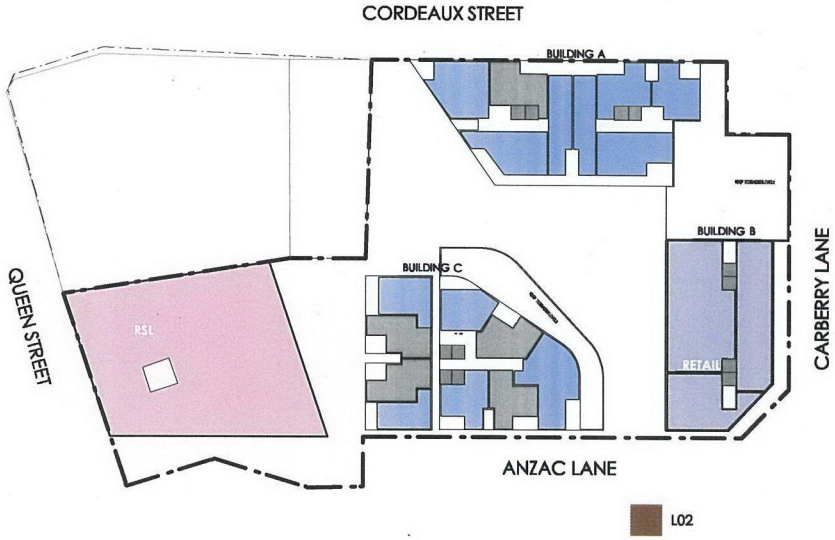
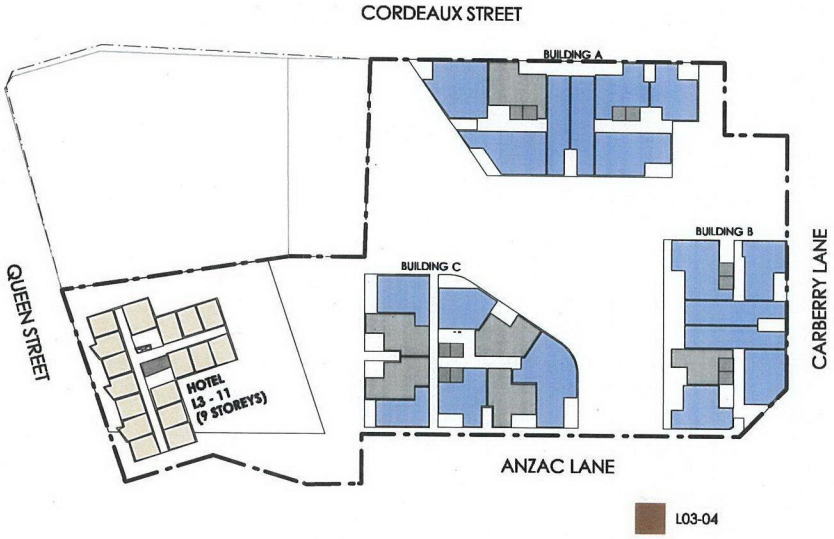
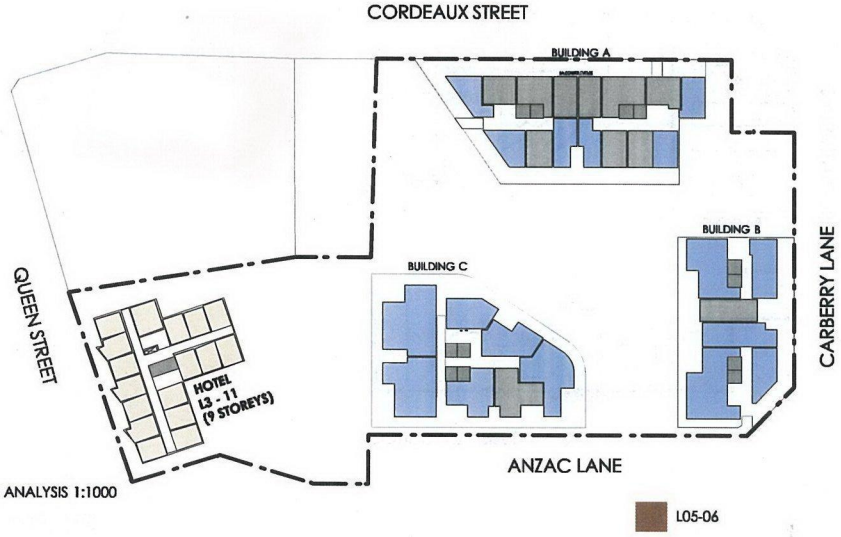
Registration No :7167

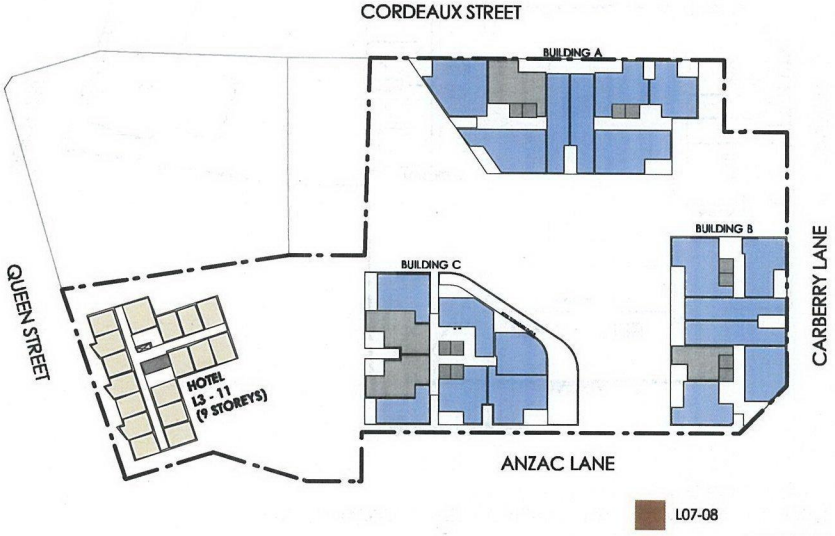
## CROSS VENTILATION ANALYSIS

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN




CROSS VENTILATION ANALYSIS 1:1000

*LEGEND*

ACHIEVES CROSS VENTILATION

NO CROSS VENTILATION

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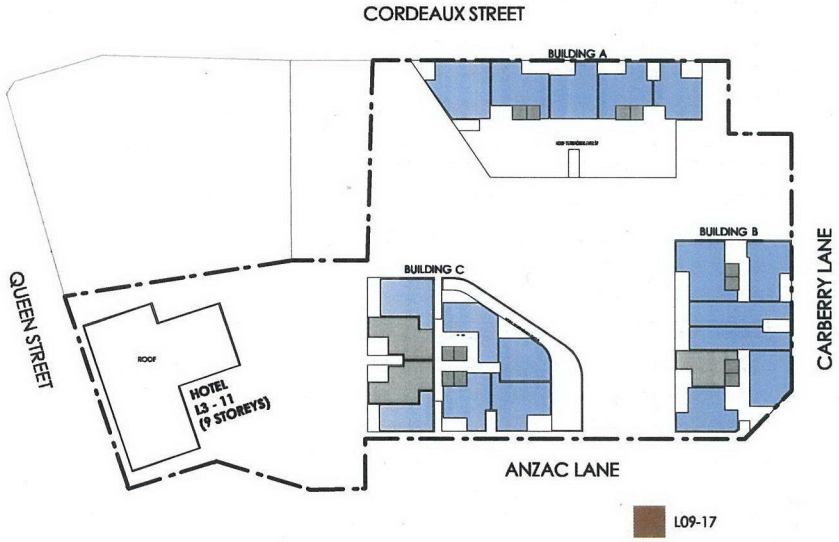
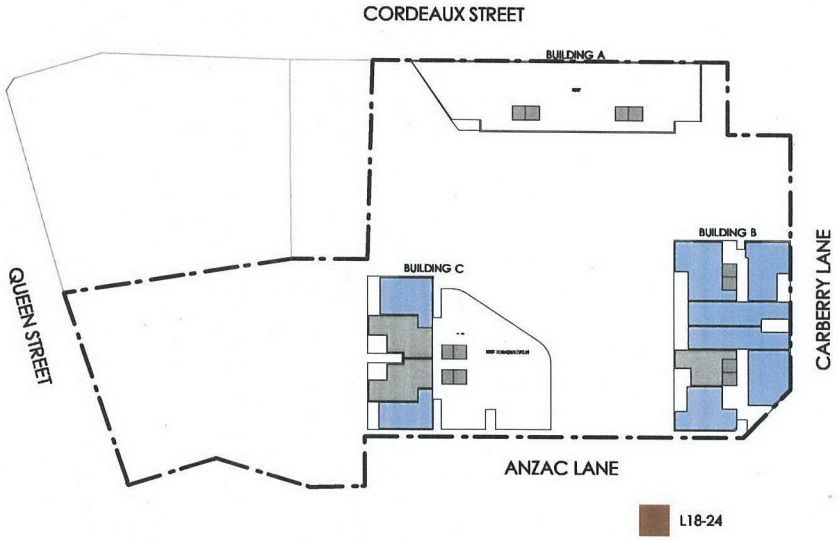
Registration No :7167

## CROSS VENTILATION ANALYSIS

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN




CROSS VENTILATION ANALYSIS 1:1000

*LEGEND*

ACHIEVES CROSS VENTILATION

NO CROSS VENTILATION

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Registration No :7167

# 04 PROPOSAL

## YIELD

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN

| | |
|---|---|
| SITE AREA | 7965 M2 |
| COUNCIL CONTROLS | |
| ZONE | B3 COMMERCIAL CORE |
| HEIGHT LIMIT | 32 m |

PROPOSED YIELD - COMPLYING HIEGHT

| USE | LEVEL | NO. OF STOREYS | | PROPOSED ENVELOPE M2 | PROPOSED GFA M2 85% FOR COMM | PROPOSED GFA M2 75% FOR RESIDENTIAL | NO. OF UNITS /85M2 |
|---|---|---|---|---|---|---|---|
| RSL | L01 | 1 | | 1450 | 1230 | | |
| | L02 | 1 | | 770 | 655 | | |
| HOTEL | L03-08 | 6 | 400 | 2400 | 2250 | | |
| RETAIL / COMMERICAL | L1 | 1 | 3100 | 3100 | 2635 | | |
| APARTMENTS | L2 | 1 | 3450 | 3450 | | 2588 | 30 |
| | L3-4 | 2 | 3780 | 7560 | | 5670 | 67 |
| | L5-10 | 6 | 2550 | 15300 | | 11475 | 135 |
| TOTALS | | 10 | | 34030 | 6770 | 19733 | 232 |
| | | PROPOSED GFA | | | | 26502 M2 | |
| | | PROPOSED FSR | | | | 3.33 :1 | |
| | | TOTAL UNITS | | | | | 232 |

* NOTE: AREAS FOR RSL + HOTEL EXTRAPOLATED FROM CONCEPT DRAWINGS BY GEN ONE GROUP DATED SEPT. 2015

PROPOSED YIELD - 450 RESIDENTIAL APARTMENTS

| USE | LEVEL | NO. OF STOREYS | 1BED | 2BED | 3BED | NO. OF UNITS | PROPOSED ENVELOPE M2 | PROPOSED GFA M2 85% FOR COMM | PROPOSED GFA M2 RESIDENTIAL | /85M2 |
|---|---|---|---|---|---|---|---|---|---|---|
| RSL | L01 | 1 | | | | | 1450 | 1230 | | |
| | L02 | 1 | | | | | 1450 | 1233 | | |
| HOTEL | L03-11 | 9 | | | | 17 | 513 | | 4617 | |
| | | | | | | 153 | | | | |
| BUILDING A | | | | | | | | | | |
| RETAIL / COMMERICAL | L1 | 1 | | | | | 1062 | 903 | | |
| APARTMENTS | L2 | 1 | | 6 | 2 | 8 | 816 | | 816 | |
| | L3-4 | 2 | | 6 | 2 | 16 | 816 | | 1632 | |
| | L5-6 | 2 | | 5 | 2.5 | 15 | 659 | | 1318 | |
| | L7-8 | 2 | | 6 | 2 | 16 | 816 | | 1632 | |
| | L9-15 | 7 | | 6 | 2 | 56 | 808 | | 5656 | |
| | L16 | 1 | | 6 | 2 | 8 | 808 | | 808 | |
| | L17-18 | 2 | | 5 | | 10 | 535 | | 1070 | |
| TOTALS | | 18 | 0 | 84 | 27 | 129 | | 3366 | 17649 | |
| BUILDING B | | | | | | | | | | |
| RETAIL / COMMERICAL | L1 | 1 | | | | | 713 | 606 | | |
| APARTMENTS | L2 | 1 | | | | 0 | 617 | | 617 | |
| | L3-4 | 2 | 1 | 5 | 1 | 14 | 617 | | 1234 | |
| | L5-6 | 2 | 1 | 2 | 2 | 10 | 451 | | 902 | |
| | L7-8 | 2 | 1 | 5 | 1 | 14 | 617 | | 1234 | |
| | L9-12 | 6 | 1 | 5 | 1 | 42 | 617 | | 3702 | |
| | L13-23 | 9 | 1 | 5 | 1 | 63 | 617 | | 5553 | |
| | L24 | 1 | 1 | 5 | 1 | 7 | 617 | | 617 | |
| TOTALS | | 24 | 20 | 100 | 20 | 150 | | 606 | 13859 | |
| BUILDING C | | | | | | | | | | |
| RETAIL / COMMERICAL | L1 | 1 | | | | | 811 | 689 | | |
| APARTMENTS | L2 | 1 | 1 | 7 | 1 | 9 | 806 | | 806 | |
| | L3-4 | 2 | 1 | 7 | 1 | 18 | 806 | | 1612 | |
| | L5-6 | 2 | 3 | 1 | 3 | 14 | 611 | | 1222 | |
| | L7-8 | 2 | 1 | 7 | 1 | 18 | 806 | | 1612 | |
| | L9-12 | 4 | 2 | 5 | 1 | 32 | 667 | | 2668 | |
| | L13-19 | 7 | 2 | 5 | 1 | 56 | 667 | | 4669 | |
| | L20 | 1 | 2 | 5 | 1 | 8 | 667 | | 667 | |
| | L21 | 1 | 1 | 3 | | 4 | 341 | | 341 | |
| TOTALS | | 21 | 30 | 98 | 17 | 159 | | 689 | 13597 | |
| UNIT MIX | | | 11% | 65% | 15% | | | | | |
| | | | | | TOTAL UNITS | 438 | 450 TARGET | | | |
| | | | | PROPOSED GFA | | | | | 49666 M2 | |
| | | | | PROPOSED FSR | | | | | 6.24 :1 | |

* NOTE: AREAS FOR RSL + HOTEL EXTRAPOLATED FROM CONCEPT DRAWINGS BY GEN ONE GROUP DATED SEPT. 2015

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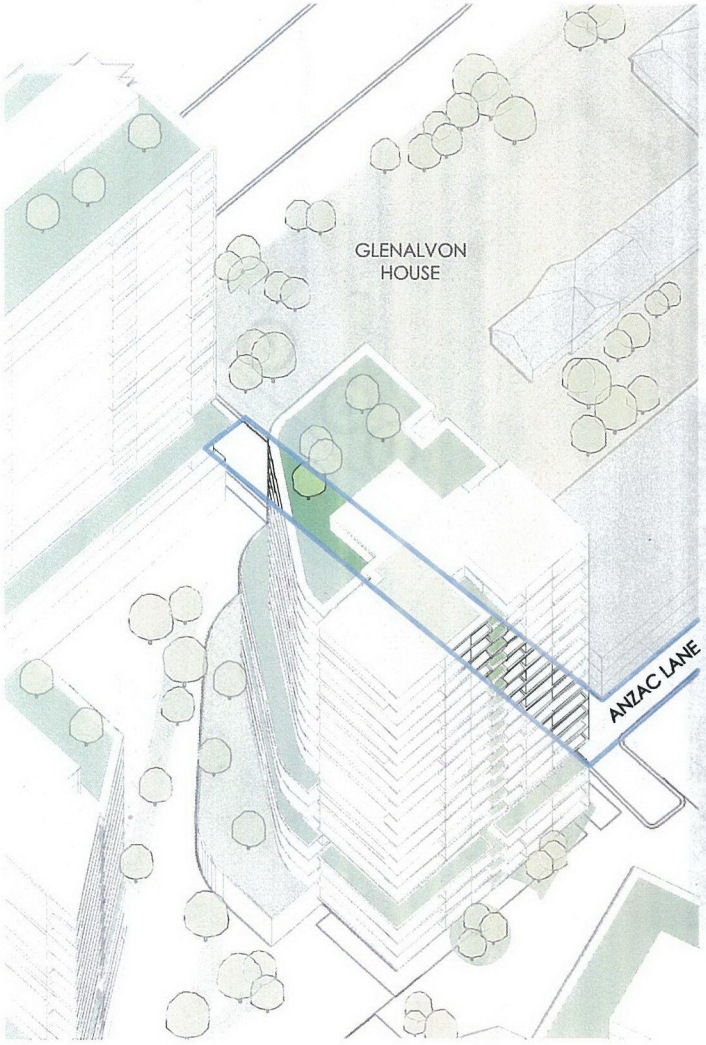
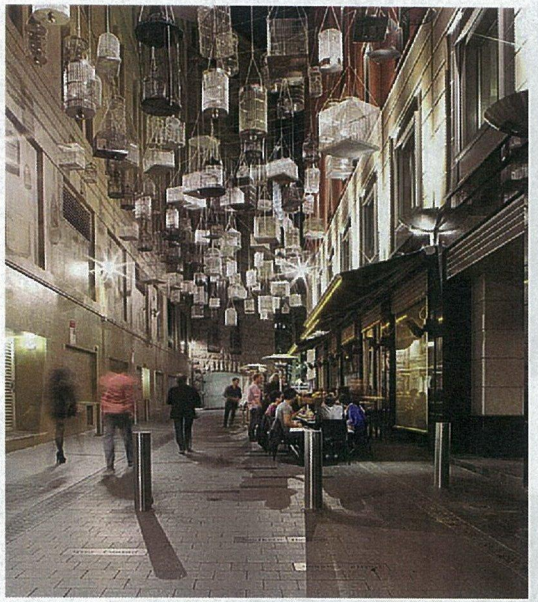
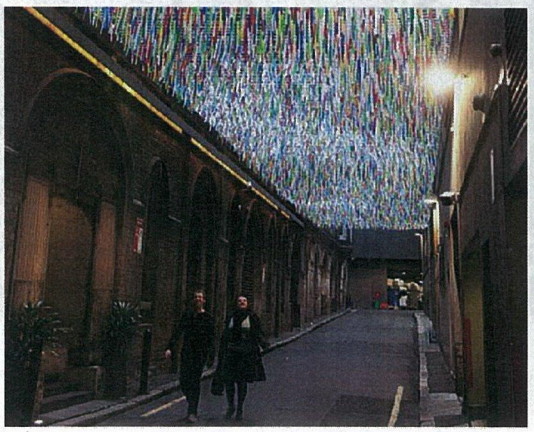
Nominated Architect: Aleksandar Jakula
Registration No :7167

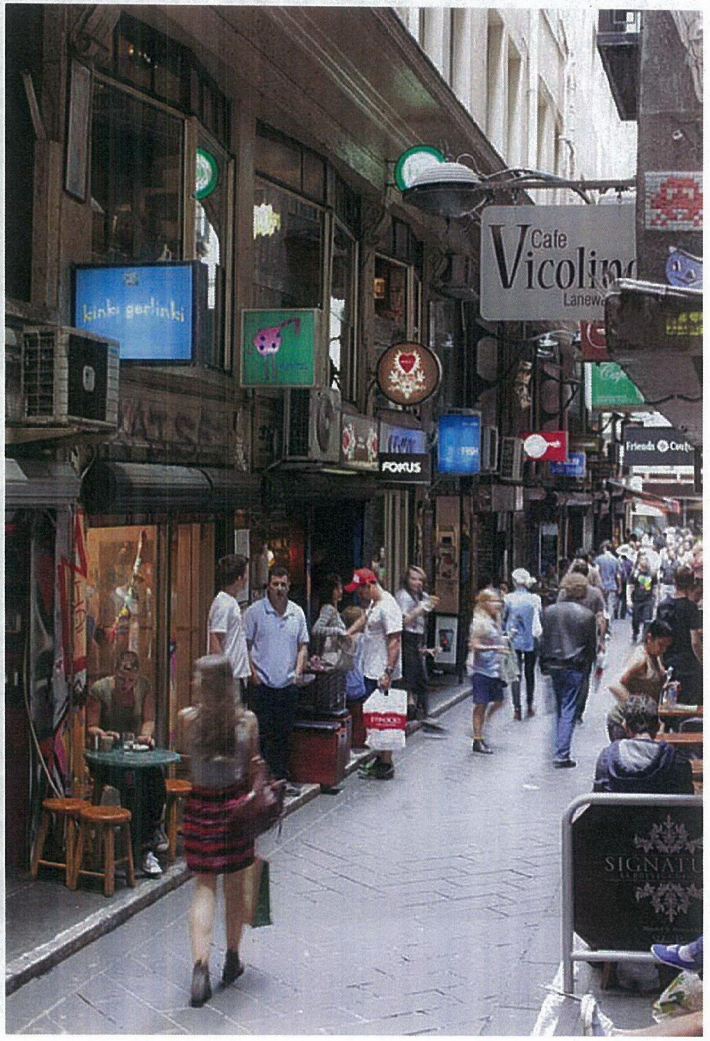
## ANZAC LANEWAY ACTIVATION

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN





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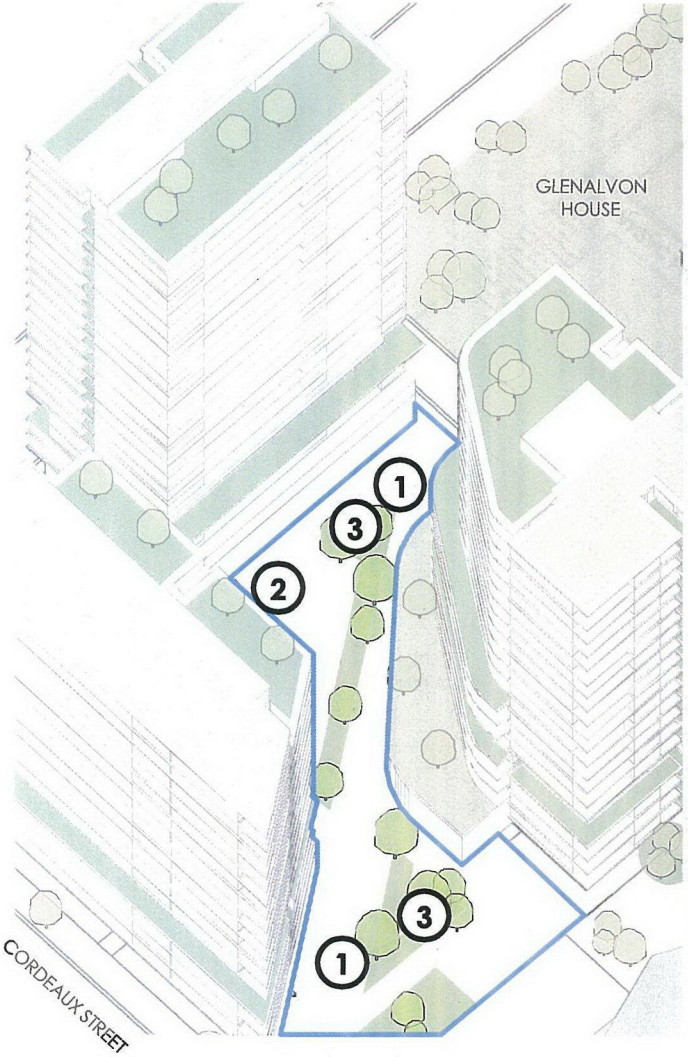
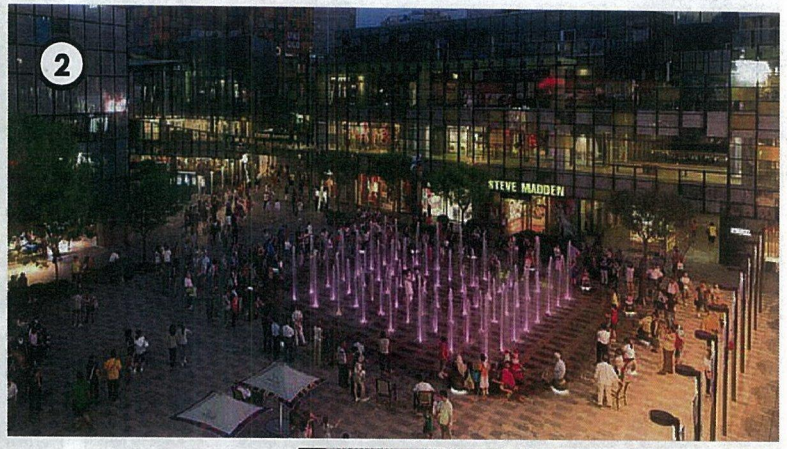
Registration No :7187

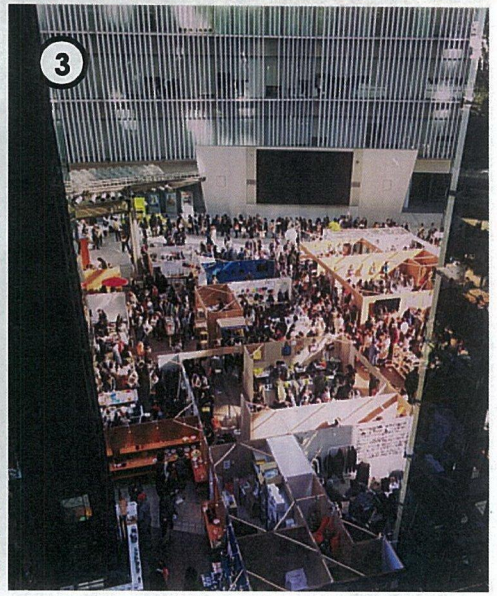
# 04 PRECEDENTS

## CENTRAL COURTYARD + PUBLIC DOMAIN

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN





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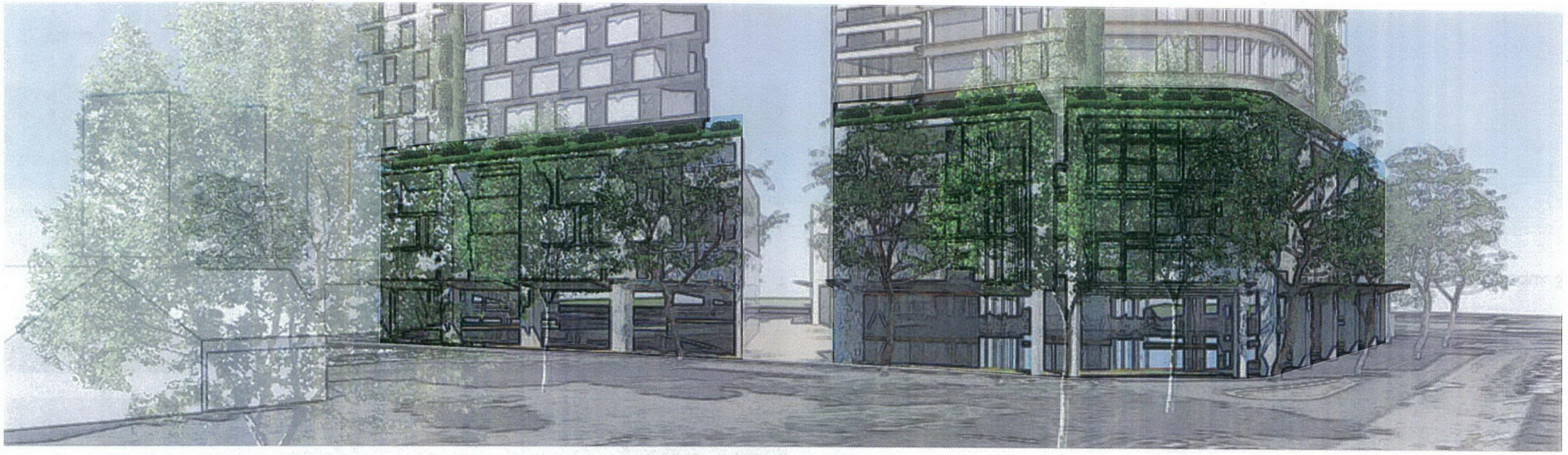
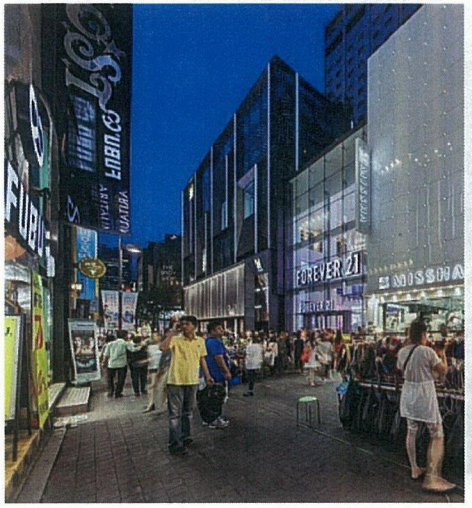
Registration No :7167

## CENTRAL COURTYARD + PUBLIC DOMAIN

155 - 168 QUEEN STREET, 1 CARBERRY LANE & 3 CORDEAUX STREET, CAMPBELLTOWN





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## PROPOSED DEVELOPMENT WITH EXISTING BUILDING AT 11/11A CORDEAUX ST

Facade articulation enveloped on southern facade of building A and eastern facade of building B.

## PROPOSED DEVELOPMENT ASSIMILATING 11/11A CORDEAUX ST

Proposed development podium extended to integrate corner lot at 11/11A Cordeaux St.

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## PRECEDENTS - INDIVIDUAL BUILDING IDENTITY

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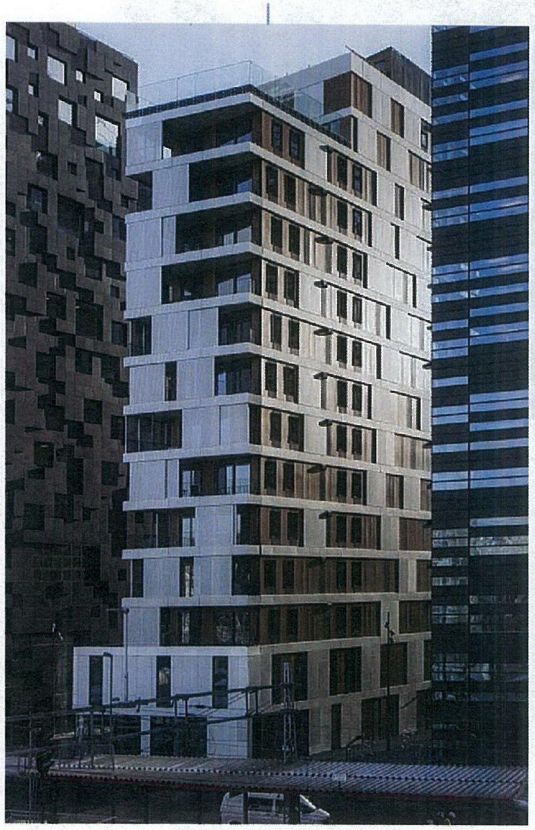

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# 04 PROPOSAL

## TOWER - PODIUM BREAKDOWN

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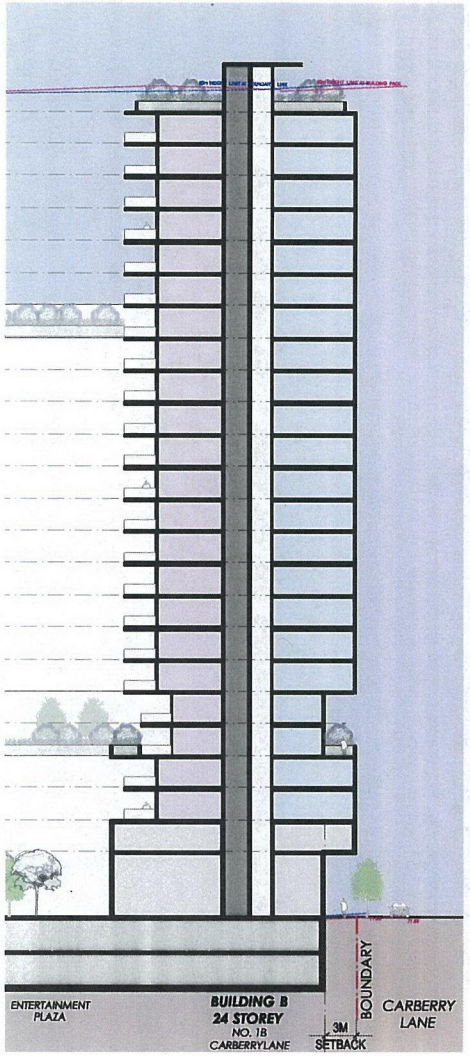
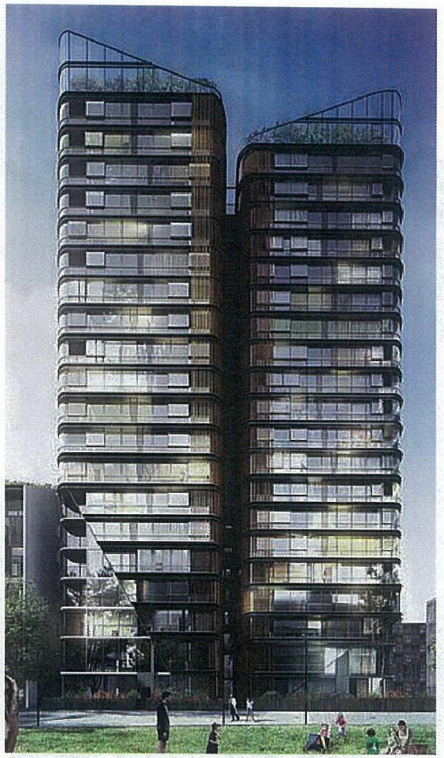



WEST ELEVATION (ANZAC LANE) 1:500

ROOF TERRACE

MAIN TOWER



RECESSED

PODIUM

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JANUARY 19 2018

# 'Missed opportunity' for green roofs as Sydney's apartment boom continues

Lisa Visentin

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If there was ever any doubt about the need for green infrastructure to complement Sydney's building boom, the scorching heatwave that cooked the city earlier this month should have cured it.

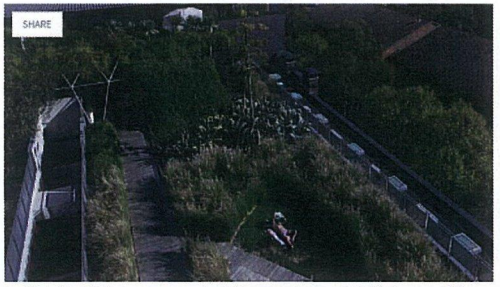
In the first week of 2018, Sydney baked through 40 degree temperatures, while Penrith, in the city's west, clocked in at the hottest place on earth as the mercury hit 47.3 degrees.

Oasis in the city

"You forget that you're living in the city", Pyrmont resident Kyle Jenkins says rooftop gardens bring communities together.

The current apartment boom is likely to exacerbate what is known as the urban-heat island effect, where buildings and the surrounding concrete and asphalt streetscapes absorb and lock in the sun's heat.

At the same time, however, architecture and sustainability experts say there is now an unprecedented opportunity to harness Sydney's ever expanding rooftop coverage by making green roofs and walls a standard feature on new residential and commercial buildings.




A resident of the M Central apartment complex, in Pyrmont, sunbakes on the building's green roof. Photo: Wolter Peeters

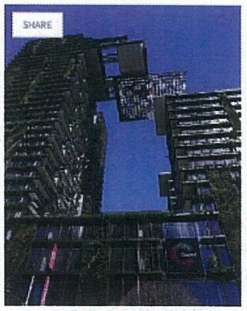
However, they say a lack of proactive policy measures mean this opportunity is slipping through the hands of the NSW government and councils.

"In the absence of a proper evidence-based consideration of green space and green infrastructure, we're likely to see the slums of the future being developed," Dr Paul Osmond, director of UNSW's sustainable built environment program, said.

"In 10 to 20 years' time, will people want to live in these places?"

Scientific research has repeatedly recognised the insulation benefits of living infrastructure, such as green roofs and walls, in reducing energy consumption both in summer and winter, lowering energy and electricity bills as a result.

For example, a 2015 experiment, conducted at the University of Technology, Sydney, found that the process of retrofitting one of the university's roofs with succulent plants lowered the roof temperature by as much as 5 degrees.




The One Central Park building, on Broadway, Chippendale, with its eye-catching green facade, has become an iconic feature of Sydney's inner city skyline. Photo: Jessica Hromas

A separate study by UNSW professor Mat Santamouris found the large-scale application of green roofs could lower the ambient temperature by up to 3 degrees.

Sara Wilkinson, from the UTS school of built environment, said about 32 per cent of horizontal surfaces in Sydney are rooftops, but the potential has remained largely untapped.

In the City of Sydney, the only NSW council that has a specific policy on green roofs and walls, there are 53 green roofs, which equates to less than 1 per cent of the total available roof space.

At a policy-level, Sydney lags well behind other more dense cities such as Singapore, London, Stockholm and Toronto when it comes to promoting the installation of green roofs and walls, Dr Wilkinson said.

"Greening them really does make a change to heat stress and your urban environment," she said. "We are missing an opportunity to create a beautiful garden city."

Singapore, by comparison, is widely recognised as a world leader when it comes to green roofs. As one of the most densely populated countries in the world, it is also an example of the success that can be achieved through a co-ordinated and targeted policy framework.

"They realised back in the '60s they were a concrete jungle and they needed to do something about it," Dr Wilkinson said.

"What we're seeing in Singapore now in 2018 is 40 years of planning and policy setting."

The uptake of green roofs in Singapore has boomed by more than 800 per cent in the past decade, and today the compact island has 80.5 hectares of skyrise greenery across 182 projects.

This has been driven by an array of government-led incentives, such as planning policies that offer developers additional floor space, or grants that cover up to 50 per cent of the cost of green roof and wall installations.

No equivalent measures or financial incentives exist in Sydney. However, the NSW government has made recent significant steps into this space, unveiling a draft green infrastructure policy last November, which increases Sydney's urban tree canopy from 16 to 40 per cent through the planting of 5 million trees.

At the same time, the government is pushing ahead with planning strategies that concentrate new high rise developments around train stations. For example, rezoning around 11 stations along the Sydenham to Bankstown rail corridor is expected to deliver 35,000 new homes over the next 20 years.

In December, the government cleared the way for a further 20,000 homes to be built through rezoning around the rail corridor from Macquarie Fields to Macarthur in Sydney's south-west.

Jock Gammon, co-founder of Junglefy, a company that installs and maintains living infrastructure, said it was more cost effective to install green roofs during the building's construction, and incentivising developers was key.

"It won't happen retrospectively because once they [developers] get their certificate, they aren't really going to want to put one up," he said.

Aside from the environmental benefits, rooftops are also an obvious, if partial, solution to the increasing encroachment by development on green space at ground level.

At the M Central apartment complex in Pyrmont, the 3000 square metres of landscaped rooftop joins the two separate apartment buildings, providing a communal space for residents to mingle and walk their pets.

"When we show potential renters into the building, that is really the point of sale. They see the roof and say 'wow'," building manager Karl Rees said.

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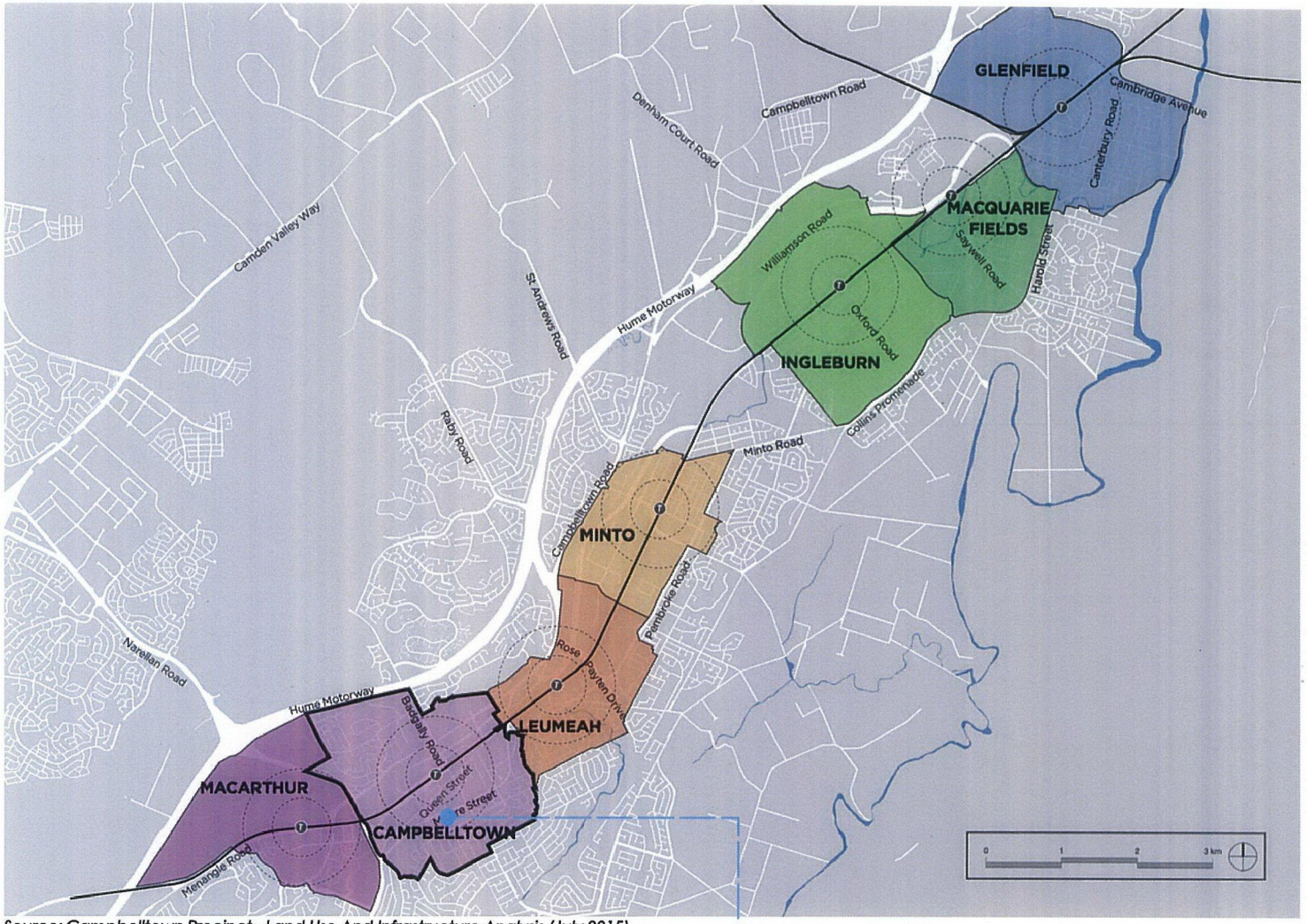


*Source: Campbelltown Precinct - Land Use And Infrastructure Analysis (July 2015)*

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