

## Planning Services

### Gateway Determination Report

<b>LGA</b>	Campbelltown LGA
<b>PPA</b>	Campbelltown City Council
<b>NAME</b>	Campbelltown RSL (438 homes, 60 jobs)
<b>NUMBER</b>	PP_2018_CAMPB_006_00
<b>LEP TO BE AMENDED</b>	Campbelltown LEP 2015
<b>ADDRESS</b>	158-168 Queen Street, 1 Carberry Lane and 3 & 11 Cordeaux Street, Campbelltown
<b>DESCRIPTION</b>	Lot 1 DP 558320, Lot 5 DP 1167855, Lot 4 DP 1167853, Lot C DP 377836, and Lot 2 DP 568986
<b>RECEIVED</b>	18 December 2018
<b>FILE NO.</b>	IRF18/4970
<b>POLITICAL DONATIONS</b>	There are no donations or gifts to disclose and a political donation disclosure is not required.
<b>LOBBYIST CODE OF CONDUCT</b>	There have been no meetings or communications with registered lobbyists with respect to this proposal.

## INTRODUCTION

### Description of planning proposal

The planning proposal (**Attachment A1-A6**) seeks to amend the Campbelltown Local Environmental Plan (LEP) 2015 by increasing the building height for land at 158-168 Queen Street, 1 Carberry Lane and 3 & 11 Cordeaux Street, Campbelltown (the site), from 32m to 45m and 85m. No other controls are proposed to be amended or introduced. Note: currently floor space ratio and a minimum lot size controls do not apply to the site.

The proposal will facilitate the redevelopment of the properties as outlined by the proponent's urban design report (**Attachment A3**) and illustrated in Figure 1 (overleaf), as follows:

- New Campbelltown RSL – 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 – an 18-storey mixed use building with ground floor retail/commercial space and 17 storeys of residential apartments;
- Building B – a 24-storey mixed use building with ground floor retail/commercial space and 23 storeys of residential apartments;
- Building C – a 21-storey mixed use building with ground floor retail/commercial space and 20 storeys of residential apartments;
- two levels of basement parking across two levels; and

- an outdoor plaza with green walls on the exterior facades to mitigate the visual impacts of the development.

The concept plan seeks to provide approximately 438 additional dwellings, a new hotel with 153 rooms and 60 additional jobs, a new club, and additional retail and commercial floor space.

It is noted that the property at 11 Cordeaux Street was not included in the proponent's concept plan. Instead, it was included following the recommendation by the Local Planning Panel (**Attachment A4**) to avoid creating an isolated site and endorsed by Council (**Attachment A5**).

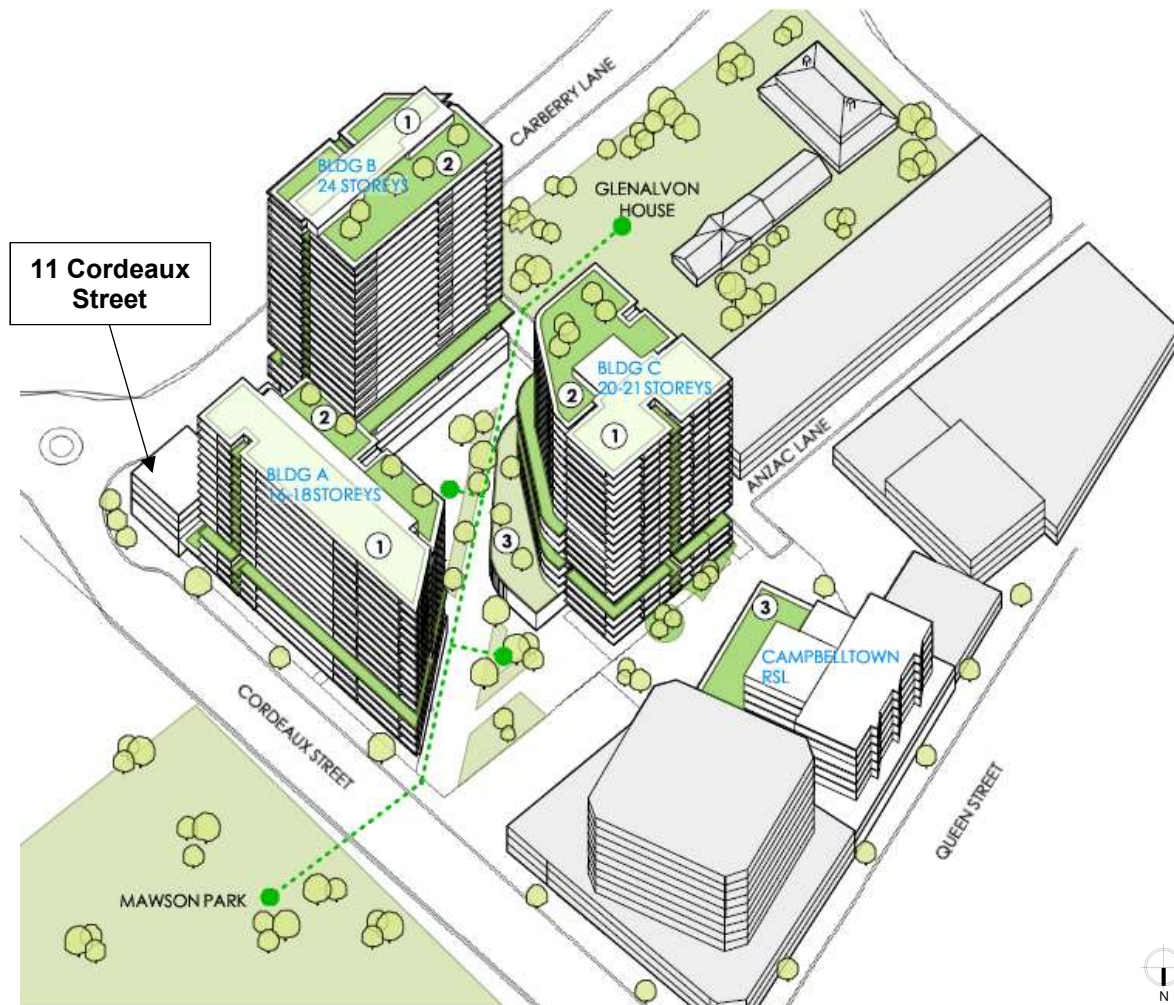


Figure 1 – Concept plan for the redevelopment of the site

### Site description

The planning proposal applies to four (4) sites, comprising a total of five allotments, within the Campbelltown City Centre, as identified in Table 1 (overleaf) and shown in Figure 2 (overleaf).

The site has an area of approximately 7,541sqm and consists of five (5) allotments bounded by Queen Street to the north, Cordeaux Street to the east, Carberry Lane to the south and Anzac Lane to the west.

Council advises that the properties within the site are separately owned and located on the southern side of the Campbelltown Railway Station, within a walking distance of 500m.



Table 1: Property description

Site	Site 1	Site 2	Site 3	Site 4
<b>Existing Uses</b>	Various retail premises	Campbelltown RSL Club	Health service facility	Conveyancing firm
<b>Address</b>	158-168 Queen Street, Campbelltown	1 Carberry Lane, Campbelltown	3 Cordeaux Street, Campbelltown	11 Cordeaux Street, Campbelltown
<b>Lot Description</b>	Lot 1 DP 558320 and Lot 5 DP 1167855	Lot 4 DP 1167853	Lot C DP 377836	Lot 2 DP 568986
<b>Site Area</b>	2,093m <sup>2</sup>	575m <sup>2</sup>	4,706m <sup>2</sup>	167.2m <sup>2</sup>

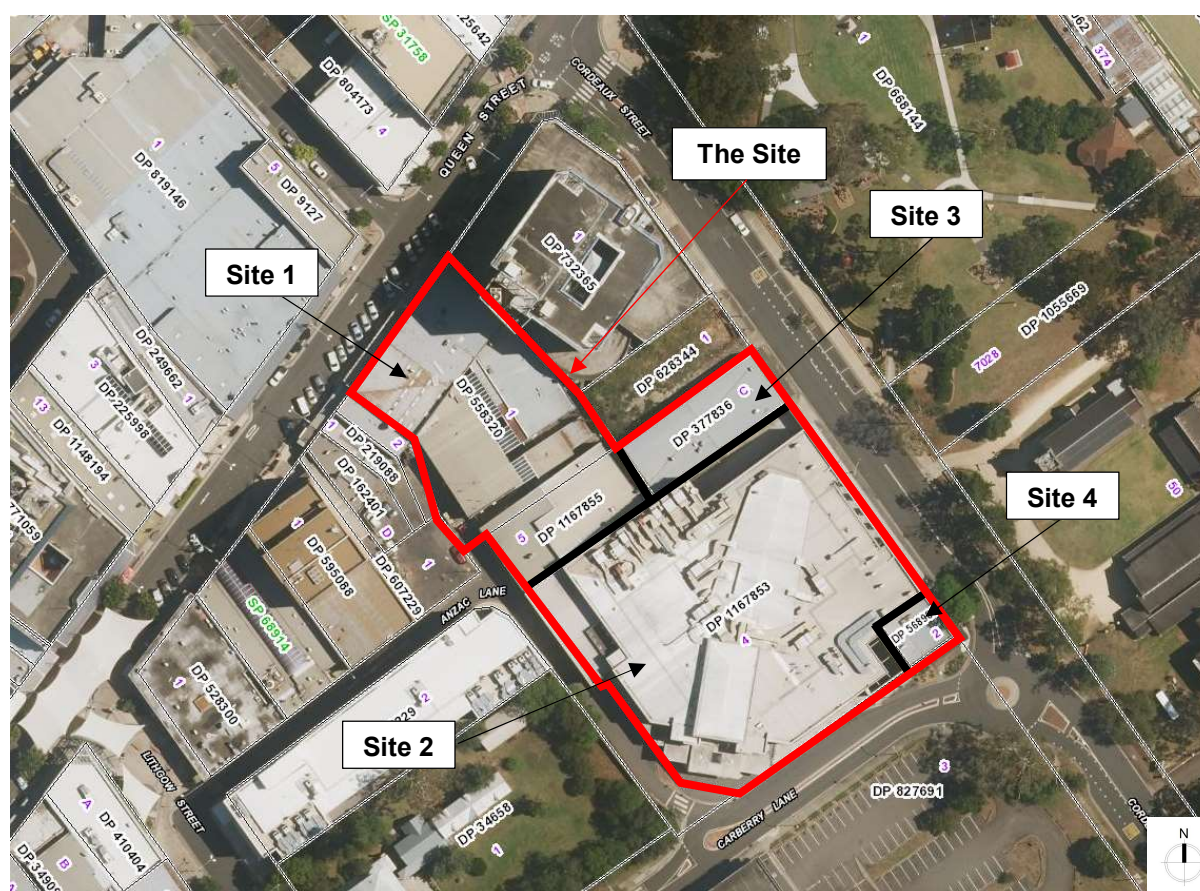


Figure 2 – Aerial photo of the site

### Existing planning controls

Under the Campbelltown LEP 2015, the following zone and development controls apply to the site:

- B3 Commercial Core Zone (see Figure 3, overleaf); and
- a 32m maximum building height standard.

A floor space ratio and a minimum lot size do not apply to the site.

The site is also identified as part of the Campbelltown - Macarthur Centre Regional City Centre.

The B3 Commercial Core zone permits the following land uses: Amusement centres; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Helipads; Home businesses; Home occupations; Hotel or motel accommodation; Information and education facilities; Medical centres; Mortuaries; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Signage; and Veterinary hospitals.

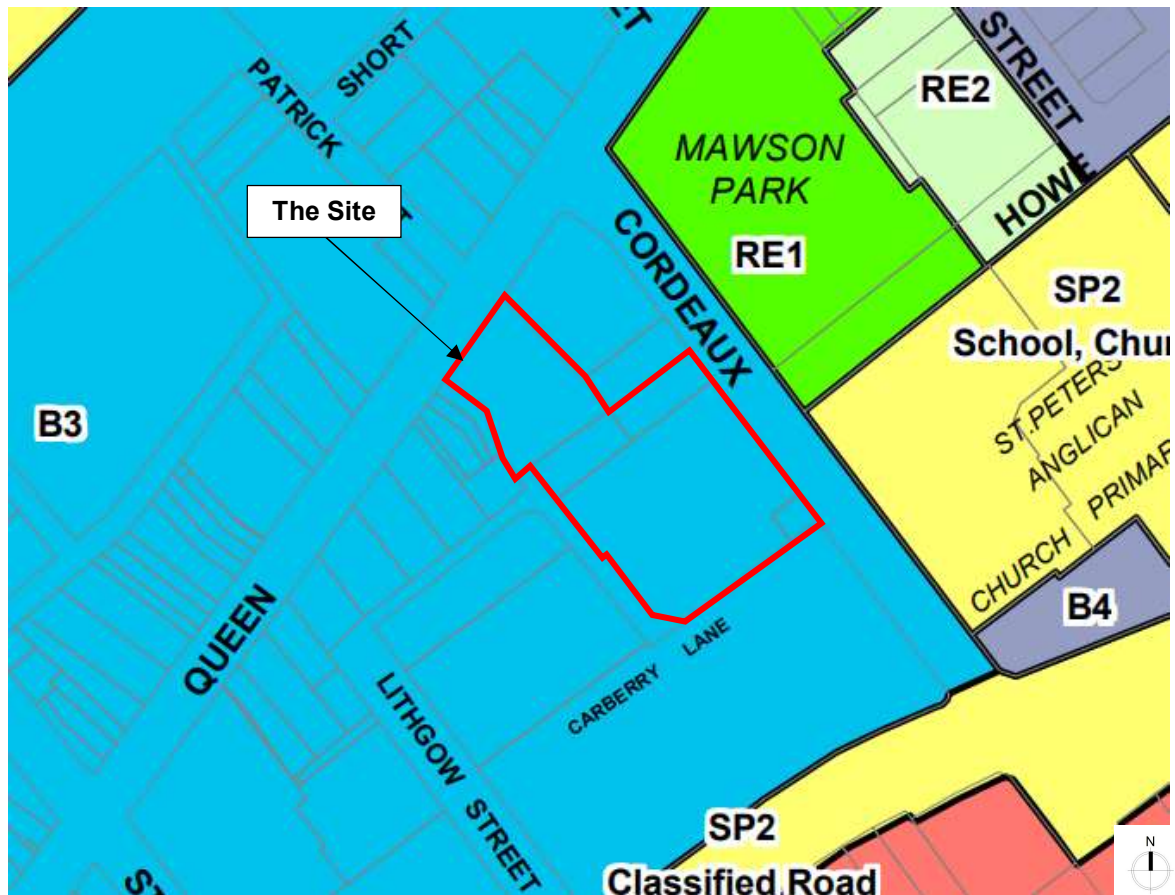


Figure 3 – Land Zoning Map

### Surrounding area

The site (highlighted in red outline in Figure 3 above) is located on the eastern periphery of the B3 Commercial Core zoned land. This B3 area consists mainly of two storey retail and commercial premises, with pockets of 4 to 6 storey buildings. It is also noted that this area has a maximum building height of 32m.

To the west of the site is Mawson Park - zoned RE1 Public Recreation; the St Peter's Anglican Church and Primary School - zoned SP2 Infrastructure, with some commercial premises - zoned B4 Mixed Use. The developed area contains two-storey buildings and the area zoned B4 has a maximum building height of 32m.

There are also a number of heritage items within the vicinity of the site, being: 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 Richmond Villa (Item 18).

It is noted that the land on the southern side of Moore-Oxley Bypass is zoned R3 Medium Density Residential and R2 Low Density Residential consisting of single storey dwelling housing and up to 3-storey apartments.

### **Summary of recommendation**

It is recommended that the planning proposal proceed with conditions as it will enable the redevelopment of the site and provide additional housing and jobs in a suitable location with access to infrastructure and services.

## **PROPOSAL**

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### **Objectives or intended outcomes**

The objective of this planning proposal is to:

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

The objectives of this planning proposal are clear and adequate.

### **Explanation of provisions**

The planning proposal seeks to amend the Campbelltown LEP 2015 by increasing the maximum building height of the site from 32m to:

- 45m (approx. 15 storeys) for the properties at 158-168 Queen Street (i.e. retail premises); and
- 85m (approx. 28 storeys) for the properties at 1 Carberry Lane (i.e. Campbelltown RSL Club), and 3 & 11 Cordeaux Street (i.e. health services facility & conveyancing firm).

It is noted that the proposal will not amend the current B3 Commercial Core zone for the site or the other planning controls.

The concept plan seeks to provide approximately 438 additional dwellings, a new hotel with 153 rooms and 60 additional jobs, a new club, additional retail and commercial floor space, and two levels of basement carparking. Council also note that the proposed development will increase the total commercial space across the site, however, proposes to reduce the total floor space for the RSL Club.

As noted previously, the proponent's concept plan does not include the property at 11 Cordeaux Street. However, this was included following the recommendation of the Local Planning Panel (**Attachment A4**) to avoid creating an isolated site and endorsed by Council at its meeting of 14 August 2018 (**Attachment A5**).

In addition, the proponent had also initially proposed a building height of 85m for the new Campbelltown RSL building, however, Council resolved to reduce the height to 45m to provide a suitable transition from the buildings along Queen Street to the rest of the site (page 49 of **Attachment A5**) and reflect the proposed built form in the Urban Design Report (**Attachment A3**).



A summary of the proposed planning controls and yield is shown at Table 2 (below). The concept plan is illustrated in Figure 1 (page 2 of this report).

Table 2: Proposed development of the site

Building	New Campbelltown RSL	Building A	Building B	Building C	11 Cordeaux Street
<b>Current Zoning</b>	B3 Commercial Core	B3 Commercial Core	B3 Commercial Core	B3 Commercial Core	B3 Commercial Core
<b>Current Height</b>	32m	32m	32m	32m	32m
<b>Proposed Height (Planning Proposal)</b>	45m	85m	85m	85m	85m
<b>Proposed Storeys (Urban Design Report)</b>	11 storeys (approx. 36m)	18 storeys (approx. 57m)	24 storeys (approx. 75m)	21 storeys (approx. 66m)	N/A
<b>Proposed commercial</b>	Club: 2 storeys Hotel: 9 storeys / 4,617m <sup>2</sup>	Ground floor: 903m <sup>2</sup>	Ground floor: 606m <sup>2</sup>	Ground floor: 689m <sup>2</sup>	N/A
<b>Proposed dwellings</b>	N/A	17 storeys / 129 units	23 storeys / 150 units	20 storeys / 159 units	N/A

### Department Comment

As shown in Table 1 (above) the proposed building height in the planning proposal is greater than illustrated in the proposed concept plan in the Urban Design Report (**Attachment A3**). The Department notes that there is a considerable difference between the two proposed heights. To address this issue, it is recommended that the proposed heights be reviewed by Council based on the findings of any additional studies prior to the public exhibition period.

In addition, the Department recommends that Council applies a maximum floor space ratio (FSR) on the site based on the findings of any additional studies. It is also recommended that Council considers identifying a minimum FSR for the employment components of the proposed development (i.e. hotel and registered club) to provide certainty that these proposed uses will be delivered.

Therefore prior to public exhibition, it is recommended that Council:

- amends the introduction of the planning proposal to identify the number of additional dwellings, jobs and commercial floor space, and carparking spaces generated by the proposal;
- amend the proposed building height for the site based on the findings of any additional studies;
- apply a maximum FSR control to the site based on the findings of any additional studies; and

- apply a minimum FSR for the employment components (i.e. hotel and registered club) of the proposed development to the site.

### **Development Control Plan**

Council also proposes to prepare a site-specific development control plan (DCP) for the site to guide the design of the redevelopment of the site. This will ensure that a satisfactory outcome is achieved and provide controls that address the following:

- active street frontages that promote increased commercial and pedestrian activity;
- heritage considerations including linking Glenalvon and St Peters heritage items via a view corridor and pedestrian links;
- solar access across Queen Street to ensure this main street is developed as a people friendly space and one that can easily accommodate on-street dining during all seasons; and
- 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.

### **Department Comment**

It is recommended that the site-specific development control plan for the site is exhibited concurrently with the planning proposal.

### **Local Contributions Plan**

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. Council has advised that the proponent has indicated a preference to enter into a local voluntary planning agreement (VPA) with Council, however, a formal offer has not been submitted. Council is currently preparing a comprehensive, city wide development contributions plan, and this plan would be used as a baseline for any future VPA negotiations.

Therefore, Council has resolved to continue discussions in relation to the VPA with the proponent on the consideration and provision of heritage protection and preservation; traffic and transport infrastructure; social community infrastructure; and, public domain improvements.

### **Mapping**

The current and proposed Height of Building map (HOB\_008) is provided in Part 4 – Mapping, of the planning proposal (refer to Figure 4 and 5, overleaf).

### **Department Comment**

The Department recommends prior to public exhibition Council amends the proposed height of building map to be consistent with the reduced heights in the concept plan. It is also recommended that a legend is included for both the current and proposed maps in Part 4 of the proposal to provide clarity for the community.

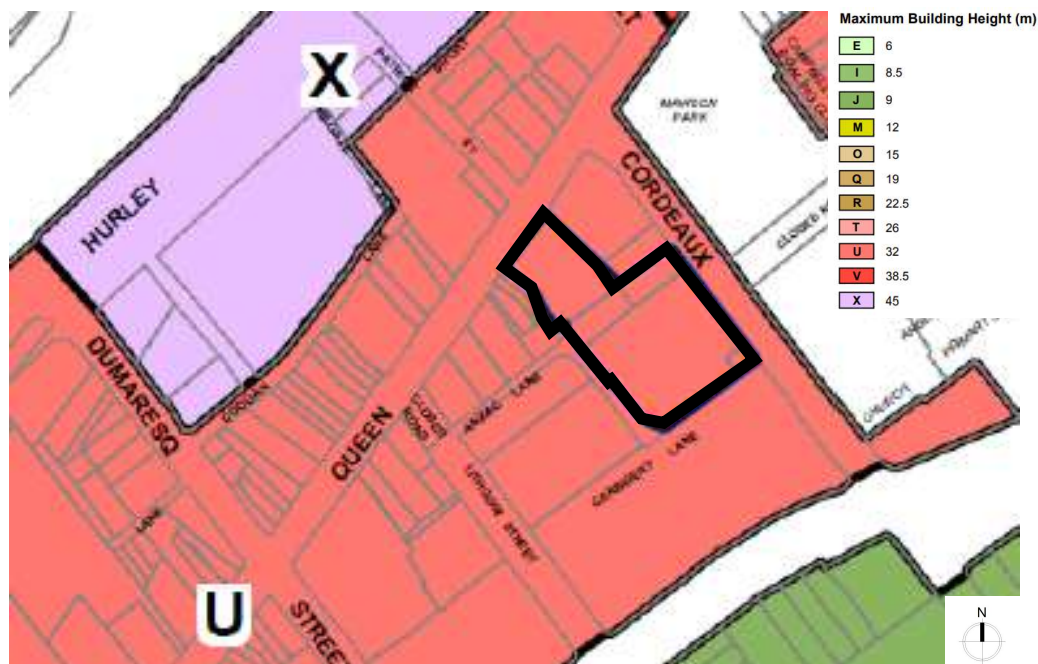


Figure 4 – Current Height of Building Map



Figure 5 – Proposed Height of Building Map

## NEED FOR THE PLANNING PROPOSAL

The planning proposal was prepared in response to Council's and the Department's strategy to provide additional housing and employment within the Campbelltown City Centre. The Department has prepared the Campbelltown Precinct Plan (November 2017) as part of the Glenfield to Macarthur Urban Renewal Precinct. Campbelltown City Centre is envisioned as the metropolitan city centre providing a gateway to the South West and serving the wider growth area.

In addition, the Department notes that the planning proposal is also consistent with the objectives of Council's local strategy, Re-imagining Campbelltown (endorsed by Council on 10 July 2018) to support and attract new employment and investment,



homes and lifestyle, and create a green and sustainable city centre. This Strategy also aims to develop Campbelltown to become a 30-minute city with improved connectivity.

The planning proposal advises that the proposed amendment is the best and most appropriate means of achieving the Council's intended outcome i.e. increase the permissible building height of the site to enable redevelopment opportunities. A planning proposal is the only means available to achieve amendments to relevant provisions under the Campbelltown LEP 2010.

## **STRATEGIC ASSESSMENT**

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### **Regional / District**

#### Greater Sydney Region Plan

The Greater Sydney Region Plan was released by the Greater Sydney Commission on 18 March 2018. It provides a 40-year vision for Greater Sydney and is designed to inform district and local plans and the assessment of planning proposals.

The planning proposal is consistent with the objectives for infrastructure and collaboration, liveability, productivity and sustainability in the plan, as the proposal:

- optimises the use of existing infrastructure within the Campbelltown City Centre such as the Campbelltown Train Station, Campbelltown Hospital, Campbelltown Public School and Western Sydney University. In addition, the site would also be located approximately 30km from the proposed Western Sydney Airport (Objective 4);
- enables the redevelopment of the Campbelltown RSL to better cater for the community and provide public domain enhancements around the site (Objective 6 and 7);
- provides additional housing that is diverse and in an appropriate location (Objective 10 and 11);
- supports the delivery of a 30-minute city by providing additional homes and jobs within close proximity to existing services and infrastructure (Objective 14);
- provides further productivity within the Campbelltown's commercial core and the proposed hotel would support job creation (Objective 22); and
- increases the urban tree canopy within the site by providing the landscaping, green walls and rooftop gardens (Objective 30 and 31).

#### Western City District Plan

The Greater Sydney Commission released the Western City District Plan on 18 March 2018. The plan contains planning priorities and actions to guide the growth of the Western City District while improving the district's social, economic and environmental assets.

The planning proposal is consistent with the priorities of the Plan as it would provide additional housing supply in close proximity to existing transport which would support the State Government's direction for creating a 30-minute city (Planning Priority W1 and W5).

The proposal also seeks to create a stronger local economy and promote the Campbelltown's commercial core through the provision of a hotel that would support local jobs and provide short term accommodation for visitors to the local area (Planning Priority W11).

The Department is satisfied that the proposal gives effect to the District Plan in accordance with section 3.8 of the *Environmental Planning and Assessment Act 1979*.

#### Glenfield to Macarthur Urban Renewal Precincts

The Glenfield to Macarthur Urban Renewal Precincts were 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.

Campbelltown has been identified for revitalisation, with the commercial core to attract further mixed-use development to allow for stronger integration with the centre and encourage the development of lively street frontages.

The Campbelltown Precinct Plan (November 2017) identifies the site as part of the commercial and retail core to accommodate the intensification of employment and offices and more consolidated employment activities will occur, with premium office accommodation over time. This area could also potentially provide mixed use retail and residential development. Additionally, the Plan states that future buildings should be setback from Queen Street to provide improved amenity and public domain outcomes. Refer to Figure 6 (below) for the Campbelltown Precinct Plan.

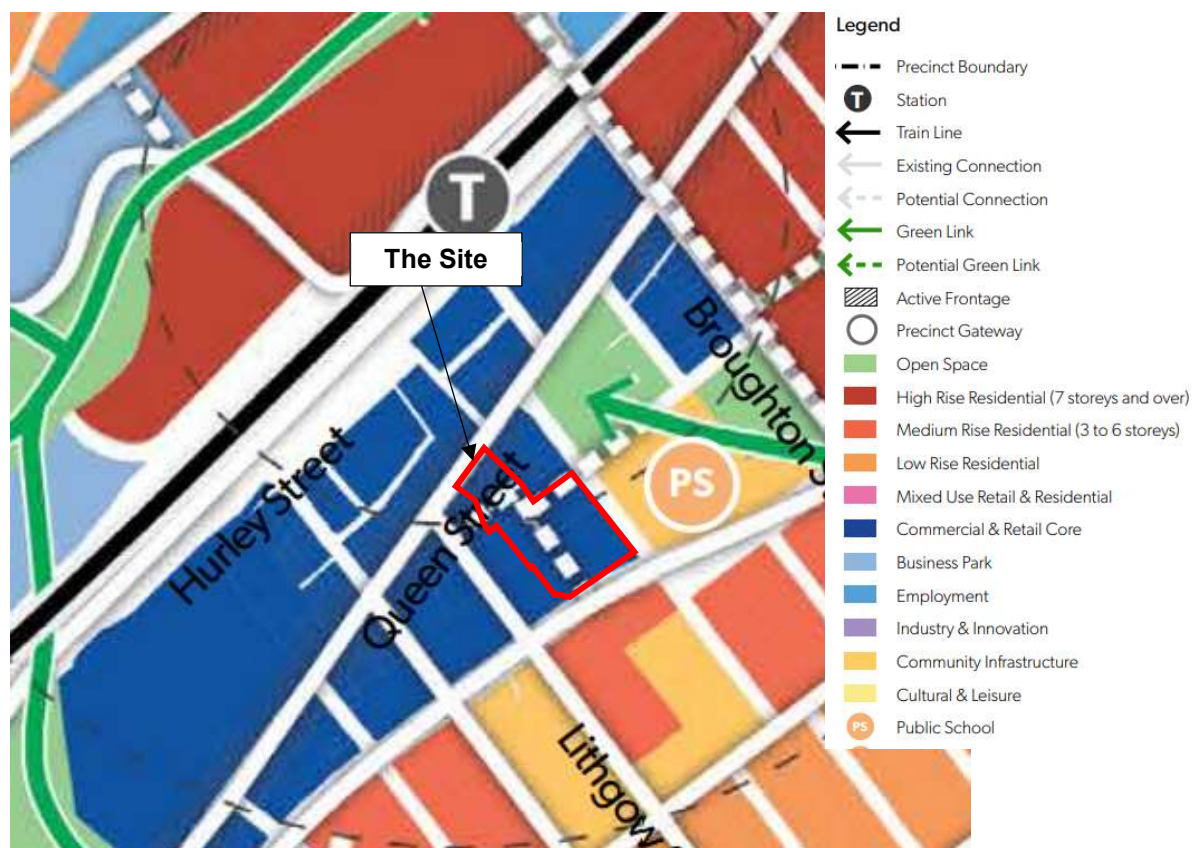


Figure 6 – Campbelltown Precinct Plan

### Department Comment

The Department concludes that the site is generally consistent with the Precinct Plan. As noted previously, the Department recommends that a minimum FSR for commercial uses is identified to ensure that the site provides a certain amount of employment generating uses as proposed in the concept plan (i.e. ground floor commercial, hotel and RSL).

As the site is located within a Glenfield to Macarthur Urban Renewal Precinct, it is anticipated that a Special Infrastructure Contributions (SIC) will apply to the site for the funding of future State infrastructure.

As the SIC has not been finalised, the Department notes that there is the need to indicate that a form of satisfactory arrangements may need to apply to the site. Satisfactory arrangements will provide the relevant State Agencies with assurance that the future development of the site will not be able to proceed until adequate arrangements are in place to ensure adequate contributions for State infrastructure is provided.

Therefore, prior to public exhibition Council is to amend the planning proposal to acknowledge that a satisfactory arrangements provision for contributions to designated State infrastructure may be required in the final amending local environmental plan for the site.

### **Local**

#### Campbelltown Community Strategic Plan – Campbelltown 2027

The Community Strategic Plan represents the principal community outcome focused strategic plan guiding Council's policy initiatives and actions. The planning proposal is considered to be consistent with the Plan as it will contribute to the revitalisation of Campbelltown's commercial core which will support the local economy. The proposal provides an opportunity to integrate open space and walkable thoroughfares through the site to Queen Street.

#### Campbelltown Local Planning Strategy 2013

The Campbelltown Local Planning Strategy identifies the importance of Queen Street as an existing commercial and retail core, and the promotion of active street frontages and the conservation of heritage items within the vicinity of Queen Street. The proposal is consistent with the directions of the Strategy.

#### Campbelltown Residential Development Strategy 2014

The Strategy is a background document which informed the preparation of the Campbelltown LEP 2015. The proposal would assist in the improvement of housing affordability within the area due to the increase in dwellings in close proximity to public transport infrastructure.

#### Re-imagining Campbelltown CBD Strategy

On 10 July 2018, the Re-imagining Campbelltown CBD Strategy was endorsed by Council to promote a green city and a healthy local economy. This Strategy encourages new buildings to incorporate and adopt sustainable solutions, and growth along existing transport corridors. The Strategy identifies several growth principles as follows: confident and self-driven; connected place and community; centre of opportunity; no grey to be seen; city and bush; and the good life.



The next phase of the Strategy is to develop a masterplan that covers the economic viability, infrastructure requirements, and eventually physical spatial planning of the Campbelltown CBD.

Council's Report (**Attachment A5**) states that the proposed development is generally consistent with the principles of the Strategy as the concept plan incorporates green walls to minimise the impact of the four proposed buildings and rooftop gardens for residents to utilise (refer to Figure 7 below). The site is also within close proximity to existing public transport such as Campbelltown Railway Station. Council states that the built form of the proposed development will be further considered in the preparation of the site-specific DCP.



Figure 7 – Artists impression of the proposal

#### Department Comment

It is also recommended prior to public exhibition, that Council amends the planning proposal to address the consistency of the proposal with the Re-imagining Campbelltown CBD Strategy.

It is also noted that should Council develop a masterplan for the Campbelltown CBD then Council should consider aligning this planning proposal with the masterplan to ensure that the site is consistent with the vision for the CBD.

The Department also notes that there is currently a design excellence clause in the Campbelltown LEP (clause 7.13) which seeks a high standard of architectural and urban design as part of the built environment. This clause applies to land zoned B3 which includes the site and it identifies a number of considerations such as heritage, bulk and amassing, street frontage heights, and pedestrian access. Therefore, this existing clause will assist in ensuring a good design is implemented for the proposed development as envisioned by the Strategy.

### **Local Planning Panel**

The proposal was considered by the Campbelltown Local Planning Panel. The Panel acknowledged the strategic justification for potentially increasing the permissible heights of buildings. In doing so, the Panel raised ten matters for consideration (i.e. items 1. (a) to (g); 2; 3; and 4). These matters were reported to Council (**Attachment A4**) and it considered that Council has adequately addressed these matters, as follows:

- associated height matters; staging of development; and, setback – outcome: proposed inclusion of relevant matters within a DCP;
- need for a heritage assessment study – outcome: Gateway conditioned accordingly;
- need for a traffic assessment – outcome: Gateway conditioned accordingly;
- affordable housing – outcome: the applicant will enter into discussions with Council;
- sustainability measures – outcome: Council intends to address as part of its LEP review;
- local voluntary planning agreement – outcome: discussions are proposed between the applicant and Council; and
- inclusion of an isolated site (i.e. Cordeaux Street) within the proposal - outcome: included in the proposal by Council.

The proposal, however, does not address item 1(b) of the Panel's comments (refer **Attachment A4**). This matter refers to consideration of the impact of the proposal on the future development of the city centre. This matter was discussed with the relevant Council officer and it was indicated that consideration would be given to this issue in Council's work for a masterplan for the CBD. To address this issue, the draft covering letter to Council includes relevant advice.

### **Section 9.1 Ministerial Directions**

**Consistent:** The planning proposal is inconsistent with the relevant Section 9.1 directions including the following outlined below.

#### Direction 1.1 Business and Industrial Zones

The objectives of this Direction are to encourage employment growth in suitable locations, protect employment land in business and industrial zones, and support the viability of identified centres. The proposal is consistent with this Direction as the proposed amendment would not rezone the current business zone to another use and would not reduce the amount of potential commercial or retail floor space across the site.

### Direction 3.1 Residential Zones

This Direction aims to encourage a variety and choice of housing types, to make efficient use of existing infrastructure and services, and to minimise the impact of residential development on the environment and resource lands. The proposal is consistent with this Direction as it would provide broaden the housing choice across the site and provide additional housing in close proximity to existing infrastructure and services.

### Direction 3.4 Integrating Land Use and Transport

The objectives of this Direction are to support the efficient and viable operation of public transport services and reduce the dependence on cars. The site is located within 500m walking distance of Campbelltown Railway Station and bus stops which provide access to jobs and services.

### Direction 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor

This Direction aims to ensure development within the precincts between Glenfield and Macarthur is consistent with the plans for these precincts. The proposal is generally consistent with this Direction as it would allow for a revitalised and activated Queen Street which will deliver additional dwellings and commercial activity. The precinct plan identifies higher densities in the commercial core and improve amenity for Queen Street which the proposal seeks to achieve.

### **State environmental planning policies**

The planning proposal is considered to be consistent with all State Policies, however further commentary is provided.

### SEPP 55 – Remediation of Lands

Council has advised that the site is unlikely to be contaminated as it is currently used for urban purposes. In addition, Council noted that any contamination issues will be addressed at the development application stage.

### Greater Metropolitan Regional Environmental Plan No2 – Georges River Catchment

The planning proposal notes that there would not be any impacts on the water quality and river flows of the Georges River and its tributaries. The proposal would also be subject to further assessment relating to stormwater and drainage at the development application stage.

## **SITE-SPECIFIC ASSESSMENT**

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### **Social and Economic**

Council noted that the planning proposal aims to expand the club to incorporate a hotel which would assist in creating additional employment opportunities for the community and benefit other land uses within Campbelltown's commercial core that rely on high quality accommodation and conferencing facilities. Other public benefits identified in the concept plan (**Attachment A3**) includes an outdoor plaza and streetscape enhancements, and through-site pedestrian linkages from Carberry Lane to Queen Street (refer to Figure 9 overleaf).

Council advised that a comprehensive public domain plan should also be prepared to provide appropriate controls to be incorporated into the site-specific DCP.





Figure 9 – Ground Floor Plan

#### Department Comment

It is recommended prior to public exhibition, that Council prepares a public domain plan to inform appropriate DCP controls for outdoor plaza, streetscape enhancements and pedestrian linkages.

#### **Environmental**

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

#### **Traffic and Transport**

The planning proposal does not currently address potential traffic impacts associated with the increased density across the site. It is also noted that the number of potential parking spaces within the proposed development has not been identified however Council anticipates that the proposed development would possibly reduce the function of key intersections and increase congestion along Queen Street and the surrounding streets.

Council recommends that a traffic impact study is prepared to address the resulting traffic volumes from the proposed development and the capacity of the local road network to cater for these additional trips. In addition, the assessment should include current traffic counts and assessment (in a 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 also suggested that Anzac Lane should be widened to allow for two-way vehicle movement to facilitate rubbish collection and other facilities and residential access be provided via Carberry Lane and/or Cordeaux Street.

### Department Comment

It is recommended that prior to public exhibition Council prepares a traffic impact study to ensure the proposed density increase does not have any adverse impacts on the surrounding road network.

In addition, it is also recommended that Council consult with the Roads and Maritime Services and Transport for NSW in relation to the planning proposal.

### **Solar and Visual Impacts**

The Urban Design Report (**Attachment A3**) includes shadow diagrams for the winter solstice on 21 June (refer to Figure 9 below). As shown in Figure 9, the shadow from the proposed development would substantially impact the surrounding properties to the south, south-west and south-east of the site.

It is noted that the proposed development would not impact solar access to Queen Street, however, Council recommends that a standard building setback from the Queen Street interface is developed for solar and visual purposes.



Figure 10 – Shadow Diagram

### Department Comment

Prior to public exhibition, the Department recommends that a visual impact assessment report and detailed shadow analysis be prepared to address the impacts on the surrounding area, in both the current low-scale environment and the transition to a high-density centre.

### **Heritage**

There are a number of heritage items located within the vicinity of the site including a state listed heritage item known as Glenalvon House (State Item No. 100004) and two locally listed Items, St Peter's Anglican Church (Item 13) and a Richmond Villa (Item 18).

Glenalvon House is located immediately to the west of the site and St Peter's Anglican Church is located on the eastern side of Cordeaux Street. The Richmond Villa is located in a south-western direction from the site adjoining the RSL Club and a carpark.

Council states that a heritage assessment would be prepared to assess the heritage significance of all three heritage items, the impacts of the proposed development on the heritage items, and future development constraints and opportunities for the site. In addition, Council note that a better design outcome would be to provide a clear gateway between the Glenalvon and St. Peter's Anglican Church heritage items to better interact with the surrounding area.

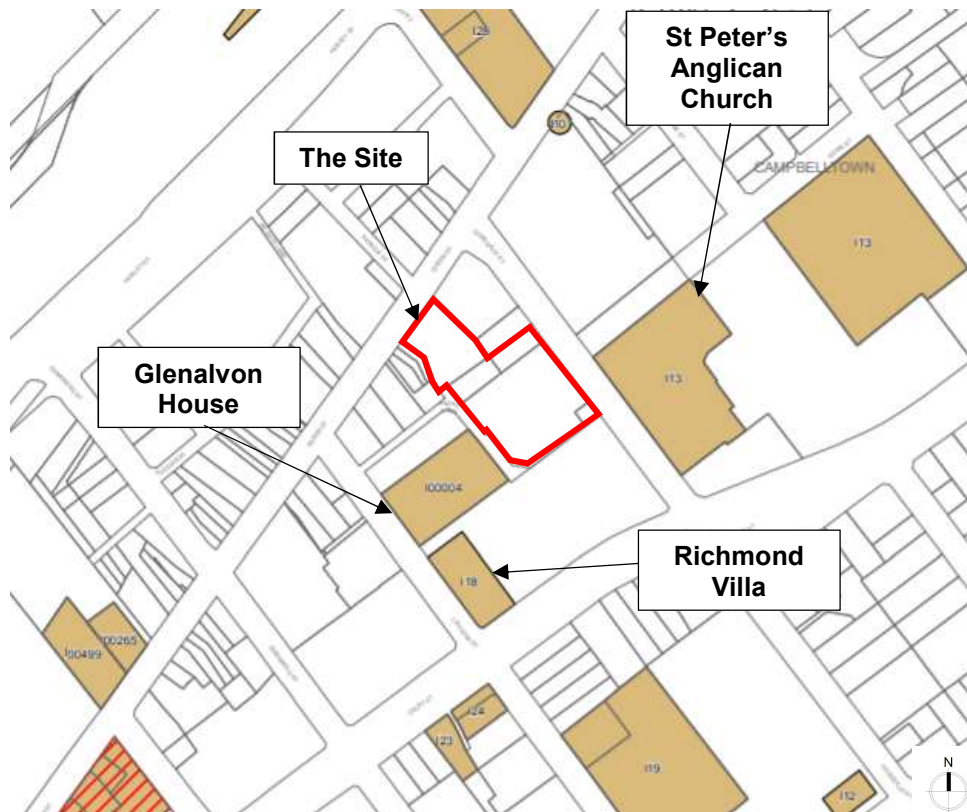


Figure 11 – Heritage Map

#### Department Comment

It is recommended prior to public exhibition, Council prepares a heritage impact study to determine the impacts of the proposed development on the three heritage items and to inform development controls for the site. In addition, the visual impact assessment should consider the implications of the proposed development on these heritage items and provide recommendations to minimise the visual impacts.

#### **Infrastructure**

The Campbelltown City Centre has access to existing infrastructure and utilities. It is noted that the planning proposal would not generate any additional demands on local infrastructure, public or community services.

It is recommended that Council consults the relevant utility providers including Sydney Water, Telstra, Jemena Gas, and Endeavour Energy during the public exhibition stage of the planning proposal.

#### **CONSULTATION**

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##### **Community**

A community consultation period of a minimum of 28 days is considered an appropriate amount of time to engage the community. Council proposes to undertake a community consultation period of 5 weeks.



## **Agencies**

The Department recommends that Council consulted the following State agencies in relation to the planning proposal:

- Roads and Maritime Services;
- Transport for NSW;
- Office of Environment and Heritage;
- Sydney Water;
- Telstra;
- Jemena Gas; and
- Endeavour Energy.

Should these agencies require any additional information, or specify any additional matters to be addressed, the proposal is to be updated to respond to the submission, a copy of which is to be included with the updated planning proposal.

## **TIME FRAME**

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Council proposes a timeframe of 6 months to finalise this planning proposal. Given the impact of the planning proposal; the need to prepare supporting documents prior to exhibition; and, the need to adequately consult the relevant State authorities, a 18-month timeframe is considered more appropriate and is recommended.

## **LOCAL PLAN-MAKING AUTHORITY**

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Council has requested delegation of the plan making function be issued to it in relation to this planning proposal. Given that the planning proposal is located within a potential Special Infrastructure Contributions area, it is recommended that authorisation to exercise delegation should not be issued to Council.

## **CONCLUSION**

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The Department recommends that the planning proposal proceeds with conditions, given that it has strategic merit as it would implement the strategic vision for the Campbelltown City Centre as outlined in the Department's Campbelltown Precinct Plan and Council's Re-imagining Campbelltown CBD.

It would also provide additional housing and employment in an appropriate location and will assist in acting as a catalyst for the revitalisation of the city centre.

## **RECOMMENDATION**

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It is recommended that the delegate of the Minister determine that the planning proposal should proceed subject to the following conditions:

1. The planning proposal should be made available for community consultation for a minimum of 28 days.
2. Consultation is required with the following public authorities:
  - Roads and Maritime Services;
  - Transport for NSW;
  - Office of Environment and Heritage;
  - Sydney Water;
  - Telstra;

- Jemena Gas; and
- Endeavour Energy.

Should these agencies require any additional information, or specify any additional matters to be addressed, the proposal is to be updated to respond to the submission, a copy of which is to be included with the updated planning proposal.

3. The time frame for completing the LEP is to be 18 months from the date of the Gateway determination.
4. Given the nature of the planning proposal, Council should not be authorised to be the local plan-making authority to make this plan.
5. Prior to public exhibition, Council is to amend the planning proposal as follows:
  - a) under the Introduction section of the proposal, identify the number of additional dwellings, jobs and commercial floor space, and carparking spaces generated by the proposal;
  - b) under Part 2 – Explanation of Provisions, include the following:
    - i. amend the proposed building height for the site based on the findings of any additional studies;
    - ii. apply a maximum FSR control to the site based on the findings of any additional studies;
    - iii. apply a minimum FSR for the employment components (i.e. hotel and registered club) of the proposed development to the site; and
    - iv. indicate that satisfactory arrangements for the site may apply to ensure contributions for State infrastructure is provided as the site is located within the Glenfield to Macarthur Urban Renewal Precinct;
  - c) under Part 4 – Mapping, update the proposed maps in accordance with condition 5(b) and include a legend for the current and proposed maps;
  - d) address the consistency of the proposal with Council's local strategy Re-imagining Campbelltown CBD;
  - e) prepare the draft DCP and concurrently exhibit this plan with the planning proposal, including a standard building setback from the Queen Street interface for solar and visual purposes;
  - f) prepare a public domain plan to inform appropriate DCP controls for outdoor plaza, streetscape enhancements and pedestrian linkages;
  - g) prepare a traffic impact study to ensure the proposed density increase does not have any adverse impacts on the surrounding road network, and consult the Roads and Maritime Service and Transport for NSW on the study;
  - h) prepare a visual impact assessment report and detailed shadow analysis to address the following:
    - i. the impacts on the surrounding area, in both the current low-scale environment and the transition to a high-density centre; and
    - ii. the impacts on the adjacent heritage items;
  - i) prepare a heritage impact study to determine the impacts of the proposed development on the three heritage items and to inform development controls for the site. Council should also consult the Office of Environment and Heritage in relation to the State heritage item.

6. The revised planning proposal is to be updated in accordance with condition 5 and forwarded to the Department for review and approval prior to exhibition.



20/12/2018

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29/01/2019

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