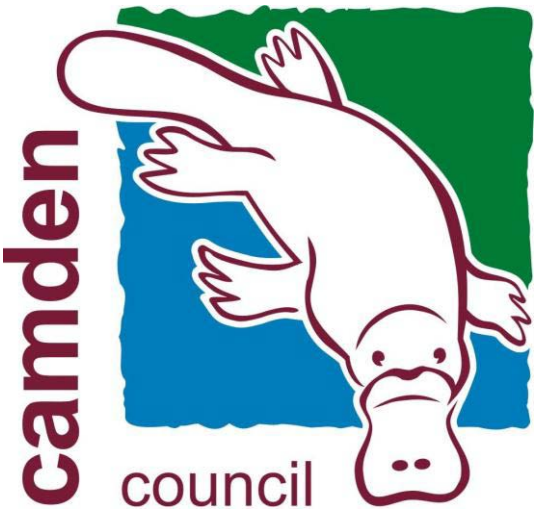

CAMDEN COUNCIL

PLANNING PROPOSAL

Amendment No. 20 – Glenlee

April 2013
(Version 1 – 11 April 2013)

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BACKGROUND

At the 23 April 2013 Ordinary Council Meeting, Council resolved to proceed with seeking a Gateway Determination for the rezoning of the Glenlee area to a predominantly Industrial type setting. This Council Report and resolution is included as **Attachment A** to this Planning Proposal. The site subject to this rezoning shares two local government area jurisdictions being Camden Council and Campbelltown City Council. Campbelltown City Council, at its meeting on 28 February 2013, have also resolved to proceed with seeking a Gateway Determination for the rezoning of the Glenlee area.

The subject lands are currently zoned RU1 – Primary Production and SP2 – Infrastructure in the Camden LGA, however, the land has to a greater extent has been used for industrial related purposes for a number of years. These industrial uses include the SADA Services landholding (truck maintenance and depot, coal washery and reject coal emplacement), Camden Soil Mix (truck maintenance and depot, greenwaste and recycling facility), and TRN (truck maintenance and depot). The land subject to the rezoning is depicted in Figure 1 and the site ownership detailed within Table 1 below.

Figure 1 - Subject Site

Table 1 - Land Ownership

OWNER	PROPERTY DESCRIPTION	SIZE
SADA SERVICES	LOT 38 DP 1098588	71.04 HA
	LOT 1 DP 250033	3071M^2
	PART LOT 1 DP 405624	2800M^2
J & W TRIPODI HOLDINGS PTY LTD (CAMDEN SOIL MIX)	LOT 1102 DP 883495	27.16 HA
GLENLEE PROPERTIES PTY LTD (TRN GROUP)	LOT 54 DP 864754	8.836 HA

In December 2006, Camden Council and Campbelltown City Council resolved to prepare a Local Environmental Study (LES) and Draft Local Environmental Plan (LEP) for the Site. A draft LES was submitted to both Councils in February 2009, which included a number of technical support studies. These studies included:

- Land Capability – Aecom
- Ecology – Hayes Environmental Services
- Noise – Aecom
- Air Quality/Odour - Aecom
- Water Cycle Management – Aecom
- European and Aboriginal Heritage – Historyworks and Cultural Heritage Connections
- Transport/Traffic/Accessibility – Aecom
- Landscape and Visual – Musecape
- Bushfire – Eco Logical
- Civil Infrastructure/Servicing – Aecom
- Masterplanning/Urban Design – Inspire Urban Design & Planning
- Human Service – BBC Consulting

In addition to these studies, a draft Local Environmental Plan, draft Development Control Plan, was prepared for each Council area, including an Infrastructure Strategy/Section 94 Contributions Plan. However, the draft LES was not placed on public exhibition due to a number of issues arising from the technical studies, which required additional information to be provided to Councils. The LES is provided as **Attachment B** to this Planning Proposal.

The subject site benefits from a privately owned rail siding, which is approximately 4.2km in length and connects to the Main Southern Railway Line. It is currently used by Queensland Rail Freight. Maintenance of the siding is undertaken by Sada Services. Whilst at this stage, there is no plans to upgrade the siding, this may change pending further investigation on future landuses of the Site.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to rezone the subject lands from RU1 – Primary Production and SP2 – Infrastructure to the following zones:

- IN1 – General Industrial
- SP2 – Infrastructure
- E3 – Environmental Management

Please refer to Figure 5 located in Part 4 of this Planning Proposal for the Indicative zoning of the subject site.

The total site area accumulates to approximately 107.6 hectares. Currently, it is estimated that 60 hectares is considered suitable for IN1 – General Industrial purposes with the remaining lands suitable for a SP2 – Classified Road corridor and E3 – Environmental Conservation. The final Indicative Layout Plan (ILP) is subject of detailed investigation following a Gateway Determination.

The delivery of the abovementioned objectives are supported by the following visions and intended outcomes for the subject site:

- A sustainable and coordinated extension to the Spring Farm and Menangle Park Urban Release Areas will be achieved in the form of employment areas close to residential areas.
- The natural systems will be conserved and enhanced. These natural systems will provide habitat linkages between the Nepean River, Bush Corridor in Spring Farm and the Australian Botanic Gardens.
- Water quality of the Nepean River will be maintained through the provision of sustainable systems having regard to Water Sensitive Urban Design (WSUD) principles that underpin an integrated Water Cycle Management Strategy.
- Improvements to existing road network will be undertaken, with ultimate linkage prospects to the M5 Freeway via Liz Kernohan Drive.
- A framework will be established for comprehensive subdivision of the land generally in accordance with the ILP.

PART 2 – EXPLANATION OF PROVISIONS

The Camden Local Environmental Plan 2010 will be amended in the following way:

- Land Zoning Map – from RU1 – Primary Production and SP2 – Infrastructure (Waste or Resource Management Facility) to:
    - IN1 – General Industrial;
    - SP2 – Infrastructure; and
    - E3 – Environmental Conservation.
- Lot Size Map – for the land subject to IN1 – General Industrial from 100 hectares to 2000m2. Minimum lot size will be removed from the land subject to SP2 – Infrastructure and E3 – Environmental Conservation.
- Heights of Buildings Map – for the land subject to IN1 – General Industrial from 9.5 metres to 11 metres. Height of building limits will be removed from the land subject to SP2 – Infrastructure and E3 – Environmental Conservation.
- Floor Space Ratio Map – for the land subject to IN1 – General Industrial an FSR of 1:1 will be given. FSR limits will be removed from the land subject to SP2 – Infrastructure and E3 – Environmental Conservation.
- Land Reservation Acquisition Map – for the land subject to SP2 – Infrastructure acquisition maps will amended to identify Liz Kernohan Drive.

It is anticipated that LEP Sheet Sets 13, 14, 17 and 18 will be amended to reflect the above.

The only vehicular access is provided by the Camden local road network (i.e. connecting to Liz Kernohan Drive). An assessment of the proposal and the local road network revealed that the remaining capacity could only provide a maximum potential of 12,500m2 gross floor area of warehousing or 10,000m2 gross floor area of general industrial use (or a proportionate combination of both), until a direct connection from the Camden Bypass to the Hume Highway is established. This is discussed in more detail later in this Planning Proposal.

In this regard, it is proposed to insert an Additional Local Provision into the LEP which gives effect to protection of the local road network and residential amenity by preventing development over and above 12,500m2 gross floor area of warehousing or 10,000m2 gross floor area of general industrial use until such time as a direct connection is provided from the Camden Bypass to the Hume Highway.

PART 3 – JUSTIFICATION

Section A – Need for the Planning Proposal

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

The planning proposal is not prepared as a result of any specific strategic study or report. However, the subject site is identified as a proposed employment lands within the following strategic plans:

- The Metropolitan Strategy 2036;
- Draft South West Regional Strategy.

The Glenlee area is identified by the above plans as provided by Figure 2 below:

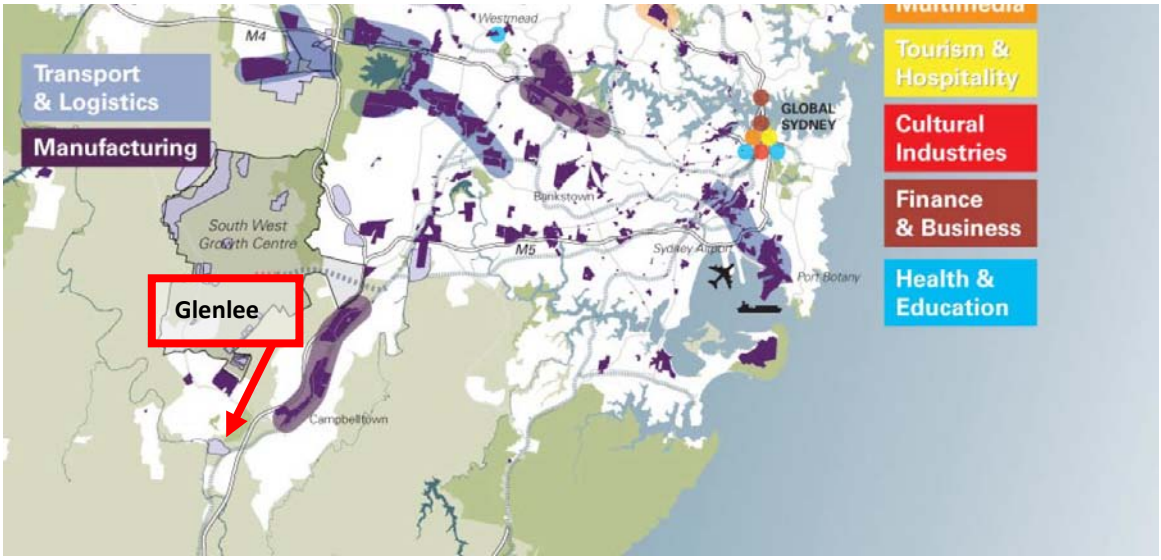

Figure 2 - Glenlee identified in the Metropolitan Strategy

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

It is considered that the planning proposal provides the best way of achieving the intended outcome. The current zoning permits agricultural use in addition to the current range of industrial land uses undertaken on the site. The only means of achieving uses of an industrial nature would be a planning proposal to rezone the lands to a complimentary zone.

3. Is there a net community benefit?

The Draft Centres Policy 2009 and Department of Planning and Infrastructure 'Guidelines for preparing a Planning Proposal' require a Net Community Benefits Test to be undertaken new centres. The evaluation criteria for conducting a "net community benefit test" is provided in Table 2 below.

Table 2 - Net Community Benefits Test

Evaluation Criteria	Determination Y/N	Comment
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800m of a transit node)?	Y	The proposed rezoning is compatible with the Metropolitan Plan 2036, the Draft South West Subregional Strategy (refer to Section B – Question 4 below). The land has been identified as employment lands within a number of strategic documents referred to in this report. The rezoning of the Site will realise the objectives of such documents.
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	Y	The subject Site is identified within a key strategic employment precinct referred to in the PP.
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landowners?	N	The proposed rezoning is unlikely to create a precedent within the locality or change the expectations in respect of the Site as it has constantly been considered to have future potential referred to in these documents. Indeed, the adjoining lands to the east and west are either zoned for urban purposes (Spring Farm) or under investigation for urban purposes (Menangle Park). The subject Site is therefore considered to be an area in between two major release areas, including the existing Mount Annan Estate.

Evaluation Criteria	Determination Y/N	Comment
		Importantly, the land will integrate with the Menangle Park Urban Release Area and Landcom's employment aspirations.
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Y	All other spot rezonings before Council in the Camden Local Government Area generally comply with Council's strategic direction. This proposal also complies with the higher level Government Strategies and Council's strategic direction.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Y	The Site when rezoned will facilitate permanent employment close to residential areas. The proposal will also create employment through the construction jobs to install the infrastructure, construct industrial buildings therefore delivering an economic benefit to the community. The PP will not result in the loss of employment lands.
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	Y	N/A
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future transport?	Y	The existing public infrastructure is adequate to meet the needs of the proposal. The site is fully serviced and is on the fringe of an established urban area. However, the studies undertaken indicate that there will be a need to upgrade access roads, with details provided in Section C – Question 9 below.
Will the proposal result in changes to the car distances travelled by customers, employees and	Y	The proposal will result in less travel distances with employment being located near

Evaluation Criteria	Determination Y/N	Comment
suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?		residential areas, which lack adjacent employment lands. The proposal will integrate with the Macarthur Regional Cycleway/Trail to link Camden and Campbelltown areas. From the traffic and transport study undertaken, for the earlier rezoning application, it was indicated that the proposal would reduce greenhouse gas emissions due to the location of the Site by reducing the journey to work trips.
Are there significant Government investments in infrastructure or services in the area where patronage will be affected by the proposal? If so, what is the expected impact?	N	The proposal does require significant investment in public infrastructure, but it will utilise the existing infrastructure and services. The developer will extend and upgrade Infrastructure to service the development at no cost to government, as detailed in the technical studies underpinning the previous rezoning proposal and identified in Section C – Question 9 below.
Will the proposal impact on land that the Government has identified a need to protect (e.g. and with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	N	The site has not been identified for conservation purposes, although the proposal will provide linkages to existing and proposed flora and fauna corridors. Conservation initiatives will be focused on the remnant land identified in the rezoning proposal. Modelling of the nearby watercourse has been undertaken as discussed above. The land identified for industrial purposes is not mapped as flood affected.

Evaluation Criteria	Determination Y/N	Comment
Will the LEP be compatible or complementary with surrounding adjoining land uses? What Is the impact on the amenity in the location and wider community? Will the public domain improve?	Y	The proposal is compatible with the Mount Annan and Spring Farm estates. The Site is not isolated from these estates and is well serviced by existing infrastructure. The remaining lands will 'acknowledge' the existing industrial activities that have been undertaken on the Site for a number of years. The public domain will be improved through road connections and increased accessibility.
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	N	The development will contribute in a modest way to the improved trade of nearby facilities/centres. However, the PP will not compete against existing centres, but will provide a support role.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	N	There are employment opportunities for the future workforce of industrially zoned land.
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	Y	The development of the Site would not be realised for employment purposes, as incremental urban development occurs to the east and west and the need for employment lands, as identified by a number of planning documents is not realised. The PP would result in the land being remediated, employment generation would occur, ecological land would be rehabilitated and improved water quality would result.

Evaluation Criteria	Determination Y/N	Comment
		Additional, the lands would remain being used for industrial purposes, but without the required zoning in place. If the rezoning is not realised, then the potential employment opportunities that emanate will not occur and the Site will remain in its current state. It is clear that the development of the Site for industrial purposes will create employment opportunities for the LGA and the region.
Will the public domain improve?	Y	Section 94 Contributions or Voluntary Planning Agreement commitments will be required in respect of a number of matters identified in the Studies. A State Infrastructure Contribution will form part of these agreements in terms of: • Infrastructure provision. • Interface with adjoining lands. • Link Road connection. • Cycleway connection.

Overall, the proposal will provide a net community benefit for the following reasons:

- It constitutes a balanced and appropriate use of land and is in keeping with the adjoining residential character and that of development planned for lands immediately adjoining, although somewhat removed given the topography of the Site.
- Significant employment job opportunities will be realised.
- Flora and fauna corridors will be progressively rehabilitated in correlation with the progression of development.
- The proposal will not result in any significant adverse environmental impacts.
- It will create local employment opportunities through the construction jobs associated with the civil and building works to the benefit of the local economy.
- Site remediation and interface with adjoining lands.

Section B – Relationship to strategic planning framework.

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Metropolitan Plan for Sydney 2036

"The Metropolitan Strategy seeks to strategically locate employment, ensure good management of existing land resources, ensure there is sufficient supply of suitable commercial sites and employment lands and efficiently utilising existing infrastructure".

In December 2010, the NSW Government released Metropolitan Plan for Sydney 2036, updating The Metropolitan Strategy City of Cities: A Plan for Sydney's Future, which set the overall strategic vision for the Sydney Metropolitan Area. As a 25 year planning strategy, the aims and objectives focused on the delivery of new or upgraded communities in the Sydney Metropolitan Area, particularly noting:

- More jobs are expected to be located in the regional cities and specialised centres of Western Sydney, including areas that will have direct access to and from the Growth Centres.
- Improved suburban towns, villages and neighbourhoods will provide healthier environments and access to high quality and suitable housing, jobs, transport choices and open space.
- The Sydney Metropolitan region's transport network will be expanded and improved to provide access to jobs and services. Investment in the rail network and strategic bus corridors will provide faster and direct public transport linking towns, villages and neighbourhoods to areas where jobs are concentrated.
- Subregional planning will incorporate the plans for the Growth Centres in the wider North West and South West subregions. Planning for new jobs and population growth in the Growth Centres will be considered alongside Sydney-wide objectives.

Strategic Direction E – Growing Sydney's economy provides the following relevant aims which directly relate to this Planning Proposal:

- Ensure adequate land for economic activity, investment and jobs in the right locations using new subregional employment capacity targets.
- Promote employment in Western Sydney by facilitating growth in Strategic Centres and developing greenfield employment lands with detailed land use and infrastructure plans.
- Prepare and implement measures to assist development of low cost space for creative industries and business start-ups.
- Strengthen existing and emerging freight and industry clusters.
- Build the capacity of Sydney's rail freight network.

The Planning Proposal is consistent with the above aims of Strategic Direction E and in this regard the following is provided:

1) The subject site has been identified in a number of planning documents for

employment lands. The Site is located close to the residential areas of Spring Farm, Mount Annan and Narellan Vale, including the future Menangle Park Release Area. The development of the site will provide a boost to the local economy, making provision for local jobs and investment. The rezoning of the land is consistent with this Strategy and provides such land close to where people live, thereby reducing the number of employment trips outside the region, increasing productivity and reducing environmental impacts.

The subject site is a 'Brownfield' site, currently being used for 'industrial' uses for a number of years, however it is currently zoned for rural purposes. The site will promote further employment opportunities when fully developed. Currently the Site is under-utilised with a majority of the Site used for low-key uses, mainly to due to the fact that emplacement of coal reject operation is currently being undertaken. When complete there will be a level platform to enable the land to be developed for industrial related uses. Infrastructure has been addressed in a number of technical reports.

2) An opportunity exists for start-up businesses to occur on the site during at the same time as the emplacement operations or when the land is ready for development.

3) The Site has an existing rail spur into the Site. In addition, the Site will be connected to major road networks, such as the Hume Highway when Liz Kernohan Drive is constructed from the Camden Bypass to the Hume Highway. On and off ramps are proposed as part of the regional road network and the Menangle Park Release Area. The connection of these roads will strengthen freight services in the region and beyond.

4) As stated above, the Site has an existing rail siding, which connects to the Main Southern Rail Network. This siding provides for opportunities for freight related businesses to establish on the Site, once developed for industrial purposes. The presence of the existing siding presents specific site characteristics that could be enhanced to promote freight and logistics-type industries to locate at Glenlee.

Draft South West Sub-regional Strategy

The draft South West Sub-regional Strategy builds from the principles of the Metropolitan Plan for Sydney 2036, which provides planning aims and directions at a detailed local level. The aims and directions of the Sub-regional Strategy are:

- To provide a forum for councils to allocate the local distribution of housing and employment capacity targets based on the principles of the Metropolitan Strategy, and to work together on complementary future directions especially in centres crossing LGA boundaries.
- To provide for balanced growth among LGAs to build upon regional strengths and bolster opportunities.
- To identify the future role of Strategic Centres and Corridors, as well as Towns, Villages and Neighbourhood Centres in relation to the overall metropolitan structure.
- To focus coordinated State agency involvement and asset management with respect to Strategic Centres and corridors including providing a basis for the prioritisation of investment.
- To assist planning for regional facilities, within and between sub-regions.

The Strategy has several areas of matters for consideration in local planning matters; namely:

- Economy and Employment
- Centres and Corridors
- Housing
- Transport
- Environment, Heritage and Resources
- Parks, Public Places and culture
- Implementation and Governance

The subject land provides opportunities to be consistent with a number of the above in terms of employment, with the land being identified for transport and logistics. Therefore the PP is consistent with this Draft Strategy document.

5. Is the planning proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?

The planning proposal is consistent with Camden Council's Strategic Plan Camden 2040.

6. Is the planning proposal consistent with applicable state environmental planning policies?

The proposal is subject to the provisions of a range of State Environmental Planning Policies. The subject policies are noted below in Table 3 and importantly do not prohibit and/or significantly constrain the Planning Proposal.

Table 3 - Consistency with State Environmental Planning Policies

SEPP	Comment
State Environmental Planning Policy No 1 – Development Standards	Not applicable. (As referenced in Camden LEP 2010. Clause 4.6 of LEP makes provision for variations to development standards)
State Environmental Planning Policy No 4 – Development without Consent and Miscellaneous Exempt and Complying Development	Not inconsistent (As referenced in Camden LEP 2010. Clause 6 and Parts 3 and 4 do not apply)
State Environmental Planning Policy No 6 – Number of Storeys in a Building	Not inconsistent (Maximum building height will be subject to maximum height expressed in metres)
State Environmental Planning Policy No 15 – Rural Landsharing Communities	Not applicable (Camden is not included in the land applicable schedule)
State Environmental Planning Policy No 19 – Bushland in Urban Areas	Not applicable (Camden is not included in the land applicable schedule)
State Environmental Planning Policy No 21 – Caravan Parks	Not applicable (Caravan Parks are prohibited under the proposed zones as currently prevailing in Camden LEP 2010)
State Environmental Planning Policy No 22 – Shops and Commercial Premises	Not inconsistent
State Environmental Planning Policy No 26 – Littoral Rainforests	Not applicable
State Environmental Planning Policy No 29 – Western Sydney Recreational Area	Not inconsistent
State Environmental Planning Policy No 30 – Intensive Agriculture	Not applicable
State Environmental Planning Policy No 32 – Urban Consolidation (Redevelopment of Urban Land)	Not applicable
State Environmental Planning Policy No 33 – Hazardous and Offensive Development	Not inconsistent for land zone IN1.
State Environmental Planning Policy No	Not applicable (Camden is in the Sydney

SEPP	Comment
36 – Manufactured Home Estates	Region which is excluded from the Policy's application)
State Environmental Planning Policy No 44 – Koala Habitat Protection	Not inconsistent
State Environmental Planning Policy No 50 – Canal Estate Development	Not applicable
State Environmental Planning Policy No 52 – Farm Dams and Other Works in Land and Water Management Plan areas	Not applicable
State Environmental Planning Policy No 53 – Metropolitan Residential Development	Not applicable
State Environmental Planning Policy No 55 – Remediation of Land	Applicable (refer to technical studies, which indicates that there are some AECs but would not restrict development)
State Environmental Planning Policy No 59 – Central Western Sydney Regional Open Space	Not applicable (Land not located in Central Western Sydney)
State Environmental Planning Policy No 60 – Exempt and Complying Development	Not inconsistent (Will be relevant to industrial development)
State Environmental Planning Policy No 62 – Sustainable Aquiculture	Not permitted in the proposed zones
State Environmental Planning Policy No 64 – Advertising and Signage	Not inconsistent
State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development	Not applicable
State Environmental Planning Policy No 70 – Affordable Housing (revised schemes)	Not applicable
State Environmental Planning Policy No 71 – Coastal Protection	Not applicable
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Not applicable
State Environmental Planning Policy (Exempt and Complying Codes) 2008	Not inconsistent
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	Not applicable
State Environmental Planning Policy (Infrastructure) 2007	Not inconsistent
State Environmental Planning Policy (Major Development) 2005	Not inconsistent
State Environmental Planning Policy	Not inconsistent – Coal Seam Gas operation

SEPP	Comment
(Mining, Petroleum Production and Extractive Industries) 2007	are located in the area and the ILP will be developed to reflect requirements of all legislative, regulatory and best practice guidelines.
State Environmental Planning Policy (Rural Lands) 2008	Not applicable
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	Not applicable
State Environmental Planning Policy (Temporary Structures) 2007	Not applicable
State Environmental Planning Policy (Western Sydney Employment Area) 2009	Not applicable
State Environmental Planning Policy (Western Sydney Parklands) 2009	Not applicable
Sydney Regional Environmental Plan No 20 (SREP 20)	Not inconsistent
Sydney Regional Environmental Plan No. 9 (No.2) (Extractive Industries)	Not applicable

The subject SEPP's do not prohibit and/or significantly constrain the PP.

7. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Yes. Section 117 Directions are provided as **Attachment C** to this Planning Proposal, which justifies its consistency in addressing the applicable Ministerial Directions.

Section C – Environmental, social and economic impact.

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

It is unlikely that this proposal will have adverse impacts on critical habitat or threatened species, populations or ecological communities, or their habitats. Previously, Flora and fauna aspects of this proposal have been addressed in the technical studies. The Planning Proposal will create linkages to important corridors within the immediate area and region to sustain its ongoing viability.

It will, however, likely be a requirement of Gateway, that an assessment of significance in accordance with Section 5A of the EP&A Act and the "Threatened Species Assessment Guidelines" is undertaken, given the presence of the existing habitat. The following summarises the study undertaken:

- Areas of Cumberland Plain Woodland (CPW) within the Site are of high ecological value, and should be retained as much as practicable.
- The Nepean River riparian corridor is of high ecological value on a regional scale, and should be protected through careful management of site water and runoff.
- There are extensive areas of very poor quality vegetation, and of exotic shrub land vegetation dominated by Olive that should be regenerated/revegetated as part of the proposed rezoning, to compensate for the loss of any areas of CPW.
- Further, there is also opportunity to potentially improve the existing poor quality links through the central part of the Study Area, creating habitat links.

The current ILP responds to the existing critical habitats and threatened species.

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

A draft LES and associated technical studies previously prepared indicate that the subject site can feasibly accommodate general industrial development. However, a number of issues came out of the studies which required further investigation and clarification. The key issues have been progressively resolved to the extent which would satisfy the requirements of the Planning Proposal, however, detailed investigations are required following a gateway determination. The most prevalent key issues are detailed below:

Transport and Access

The only vehicular access is provided by the Camden local road network (i.e. connecting to Liz Kernohan Drive). An assessment of the proposal and the local road network revealed that the remaining capacity could only provide a maximum potential of 12,500m2 gross floor area of warehousing or 10,000m2 gross floor area of general industrial use (or a proportionate combination of both). In order to achieve the planned potential (i.e. 60 hectares of industrial lands), a connection through to the Hume Highway at Menangle Park is required. The provider and funding body is to be negotiated following a Gateway Determination.

To combat this issue, it would seem appropriate to consider the introduction on the cap on the provision of industrial gross floor area until such time as the construction of the extension of Liz Kernohan Drive through to the Hume Highway at Menangle Park.

The property owners recognise this restriction and wish to continue with the proposed rezoning of the subject land.

In this regard it is considered that the rezoning for the Glenlee site could proceed, but only if:

- the connection of the Spring Farm Link Road through to the F5 Freeway is secured;
- the land is zoned for light and/or general industrial purposes only; and

- all of the issues and concerns previously raised by the Councils in response to the draft local environmental study are addressed to the satisfaction of both Councils.

These issues could be overcome following a Gateway Determination and negotiations with the appropriate state government departments.

Geotechnical and Contamination Constraints

Further investigation is required with regard to the stability of the emplacement site and subsequent recommended industrial land uses. Clarification is also required to ensure that all contaminations matters have been satisfactorily addressed. Whilst being an outstanding issue, it is considered that this is an engineering challenge, however would not preclude the site from seeking a rezoning subject to further investigation.

Non-indigenous Heritage, Visual, Acoustic and Air Quality Issues

Whilst situated within the Campbelltown LGA, Glenlee House is located on the South East boundary of the subject site. It is unlikely that the proposal pose significant impact on the item, however, further studies are required to develop a responsive proposal to the curtilage and significance of the item.

Furthermore, the precinct is located adjacent to the Spring Farm and Menangle Park Urban Release Areas, Camden Park Estate, Glenlee House and the Australian Botanic Garden. Following a favourable Gateway Determination, additional studies and investigations are required in recognition of the visual, acoustic and air quality impacts of such uses resulting from an IN1 – General Industrial zone.

Water Cycle Management Strategy

The principles of Water Sensitive Urban Design are intended to form the basis of the Water Cycle Management Strategy. Following a favourable Gateway Determination, detailed investigation is required to inform the Strategy and provide a water treatment solution achieving an environmentally responsive design.

Indigenous Heritage and Environmental Protection Lands

The proposal contains lands to be zoned for environmental protection, which link the critical habitats and significant vegetation from the Botanic Gardens through to the Nepean River. However, it is noted that these areas are plagued with many exotic plants and weeds. In this regard, a Vegetation Management Strategy is likely following a favourable Gateway Determination, which will be formulated to achieve the rehabilitation and revegetation of these lands.

While the subject site has been heavily disturbed, the Indigenous Heritage Study prepared for the LES recorded some archaeological sites particularly within the riparian lands. Careful consideration must be given to the identified areas, which will inform the Vegetation Management Strategy.

10. How has the planning proposal adequately addressed any social and economic affects?

It is likely that the proposal will provide a positive social and economic benefit to the South West Region. The proposal will contribution and provide additional diversity in the supply of an identified need for employment generating uses.

The Net Community Benefits Test demonstrates a positive outcome for the region, however, given the evolving nature in developing the ILP, a social needs analysis will be required following a Gateway Determination.

Section D – State and Commonwealth interests.

11. Is there adequate public infrastructure for the planning proposal?

Currently, additional infrastructure is required to accommodate the proposal.

Utility and service infrastructure are readily available to the site however, may require upgrade to accommodate the higher demand. Consultation with the relevant utility providers is required to appropriately plan the required upgrades to service the proposal.

Preliminary assessments of the existing road networks reveal that the capacity can provide a maximum potential of 12,500m2 gross floor area of warehousing or 10,000m2 gross floor area of general industrial use (or a proportionate combination of both). In order to achieve the planned potential (i.e. 60 hectares of industrial lands), a connection through to the Hume Highway is required. The provider and funding body is to be negotiated following a Gateway Determination.

Following the provision of a connection through to the Hume Highway, the preliminary traffic and transport study identified a number of transport infrastructure upgrades that will be required to mitigate the impacts of the development proposal. These include:

- A roundabout at the intersection of proposed Liz Kernohan Drive and northern Glenlee access;
- A signalised intersection of proposed Liz Kernohan Drive and eastern Glenlee/Landcom access;
- Local upgrades to intersections of Liz Kernohan Drive/Camden Bypass and Liz Kernohan Drive/Richardson Road;
- Pedestrian footpaths on all major local roads;
- Pedestrian facilities (dropped kerbs, refuges) at roundabouts;
- Cycle lanes on all collector roads;
- A perimeter road suitable for a public transport service operating around the Study Area (in the long term when the Study Area is fully developed); and
- Frequent bus service between Glenlee and Macarthur Interchange/Campbelltown Interchange by extension of current bus services in the locality during peak hours.

12. What are the views of state and Commonwealth public authorities consulted in accordance with the gateway determination?

The Gateway determination will identify any consultation required with State or Commonwealth Public Authorities. This will include:

- Consultation required under section 34A of the EP&A Act where the Responsible Planning Authority (RPA) is of the opinion that critical habitat or threatened species populations, ecological communities or their habitats will or may be adversely affected by the planning proposal;

- Consultation required in accordance with a Ministerial Direction under section 117 of the EP&A Act: and
- Consultation that is required because in the opinion of the Minister (or delegate), a State or Commonwealth public authority will or may be adversely affected by the proposed LEP.

It is envisaged that the State and Commonwealth public authorities listed below would be consulted pending the outcome of a Gateway Determination. Council would be responsible for carrying out this consultation in accordance with Section 57 of the EP&A Act. In this regard it is considered that the following authorities will need to be consulted as part of the Planning Proposal:

- Federal Department of Sustainability, Environment, Water, Population and Communities
- NSW Rural Fire Service
- NSW Office of Water
- NSW Department of Environment and Climate Change
- NSW Office of Environment and Heritage (Heritage Branch)
- NSW Office of Environment and Heritage (Environmental Branch)
- Transport for NSW
- Roads and Maritime Services
- Department of Industry and Investment
- Department of Health
- Mines Subsidence Board
- Sydney Water
- Endeavour Energy
- Telstra
- AGL
- Local Aboriginal Land Councils
- Adjoining LGAs
- Australian Botanic Gardens

PART 4 - MAPS

Based on the previous studies of the LES, an ILP has been prepared over the subject lands. Maps for the site are provided below:

Figure 3 - Subject Site

Figure 4 - Indicative Layout Plan

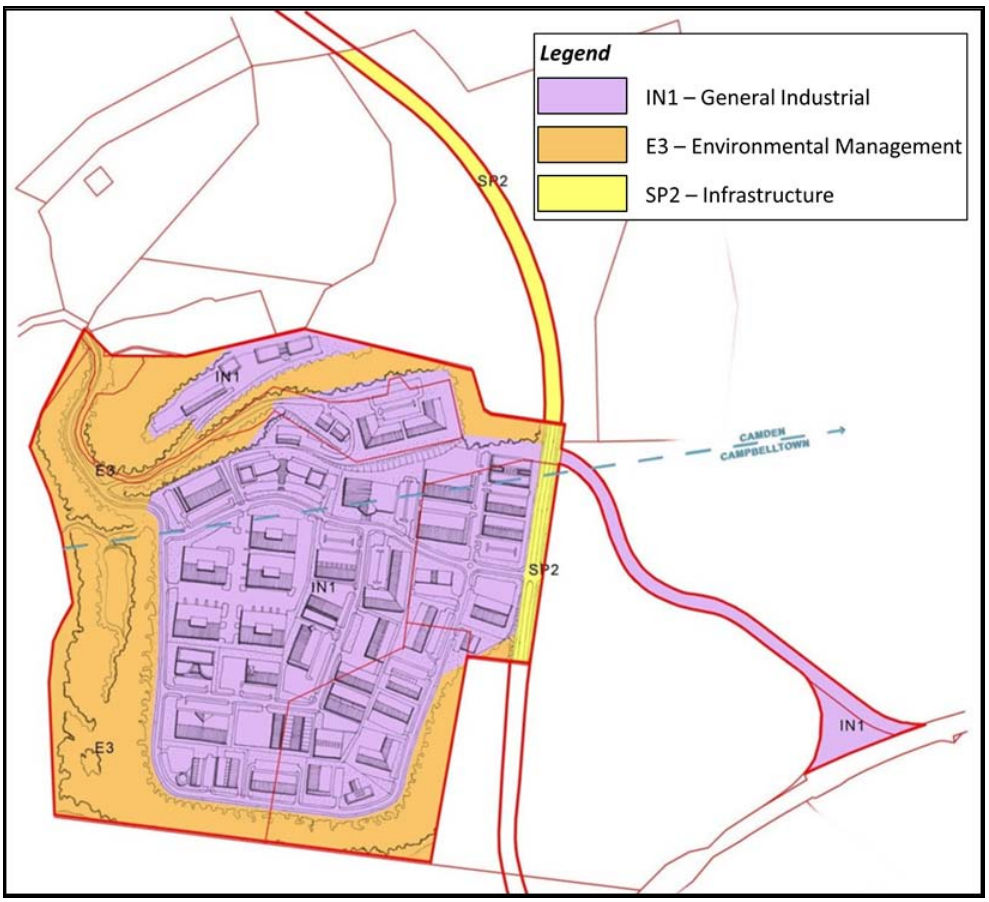

Figure 5 - Proposed Zoning Map

Taking into consideration the above, the following LEP maps require amendment and/or creation:

- Land Zoning Map
    - 1450_COM_LZN_013_010_20120919
    - 1450_COM_LZN_014_010_20121206
    - 1450_COM_LZN_017_020_20121206
    - 1450_COM_LZN_018_010_20120202
- Lot Size Map
    - 1450_COM_LSZ_013_010_20120919
    - 1450_COM_LSZ_014_010_20121211
    - 1450_COM_LSZ_017_020_20121211
    - 1450_COM_LSZ_018_010_20110916
- Heights of Buildings Map
    - 1450_COM_HOB_013_010_20120202
    - 1450_COM_HOB_014_010_20121121
    - 1450_COM_HOB_017_020_20100705
    - 1450_COM_HOB_018_010_20100705
- Floor Space Ratio Map
    - 1450_COM_FSR_013_010_YYYYMMDD
    - 1450_COM_FSR_014_010_YYYYMMDD
    - 1450_COM_FSR_017_020_20100705
    - 1450_COM_FSR_018_010_YYYYMMDD
- Land Reservation Acquisition Map
    - 1450_COM_LRA_013_010_20120202
    - 1450_COM_LRA_014_010_YYYYMMDD
    - 1450_COM_LRA_017_020_20100705
    - 1450_COM_LRA_018_010_YYYYMMDD

PART 5 – COMMUNITY CONSULTATION

It is expected that the Planning Proposal will be advertised in accordance with the requirements of the Gateway Determination. It is anticipated that the Planning Proposal will be placed on public exhibition for a total period of 28 days.

PART 6 – PROJECT TIMELINE

The Planning Proposal is yet to receive a Gateway Determination and as such project timeframes and expected completion dates cannot be determined. The estimated timeframe for the finalisation of the Planning Proposal is 18 months from when the Gateway Determination is issued.

SCHEDULE OF ATTACHMENTS

Attachment A - Council Report and Resolution
Attachment B - Local Environment Study
Attachment C - Section 117 Directions

Attachment A – Council Report and Resolution

Attachment B – Local Environmental Study

Local Environmental Study Provided electronically on the enclosed Compact Disc

Attachment C – Section 117 Directions