

Station Street, Menangle

Planning Proposal

Prepared for
SOUWEST DEVELOPMENTS P/L

Prepared by
Elton Consulting

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Prepared by
Catherine Ryland and Fiona van der Hoeven

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PO Box 1488
Level 6, 332-342 Oxford Street
Bondi Junction NSW 1355

T 02 9387 2600
consulting@elton.com.au
www.elton.com.au
ABN 56 003 853 1010

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Station Street, Menangle

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Introduction

This planning proposal (PP) seeks to amend the principal Wollondilly Local Environmental Plan 2011 to allow for a residential and mixed use heritage precinct north of Menangle village on Station Street, Menangle.

The proposal seeks to create an extension to the existing village which builds upon the heritage character of the village, whilst allowing for residential growth. The proposal responds to identified key view lines, creates a heritage precinct that will be publically accessible and provides positive links back in to the existing village.

This planning proposal has been prepared in accordance with section 55 of the *Environmental, Planning and Assessment Act 1979* (EP&A Act) and the relevant Department of Planning guidelines including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*.

It addresses matters that are intended to be included in the Local Environmental Plan. More detailed planning matters will be guided by proposed additions to Council's Development Control Plan 2011 in accordance with Part 3 Division 6 of the EP&A Act.

In accordance with the Department of Planning guidelines this planning proposal comprises of the following parts:

- » A statement of the objectives or intended outcomes of the proposed LEP (part 1).
- » An explanation of the provisions that are to be included in the proposed LEP (part 2).
- » The justification for those objectives, outcomes and provisions and the process for their implementation (Part 3).
- » Details of the community consultation that is to be undertaken on the planning proposal (Part 4).

It is the first stage of the planning proposal for the site, which seeks the initial Department of Planning gateway determination to:

- » Support justification for the proposal,
- » Confirm the technical investigations and consultation required and
- » Outline the process for continuing the assessment of the proposal.

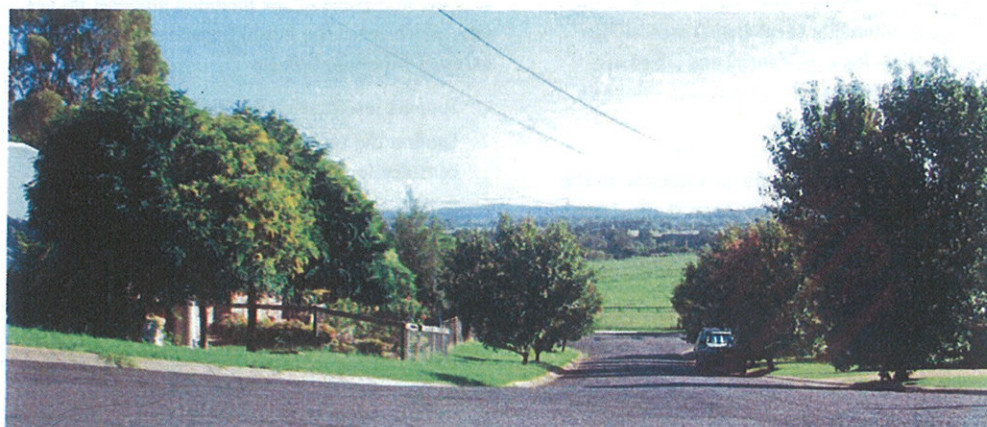
As outlined in *A Guide to Preparing Planning Proposals*, the planning proposal will evolve throughout the course of preparing the amending LEP as relevant sections will be updated and amended in response to the outcomes of technical investigations and consultation.

The proposed technical studies are described in Part3 of this Planning Proposal.

Community and stakeholder consultation is proposed during the public exhibition process.

Accompanying this planning proposal are the studies listed below:

- » *Menangle Traffic and Transport Overview*, prepared by AECOM April 2012
- » *Indicative Water and Wastewater Servicing Strategy*, prepared by GHD April 2012
- » *Heritage View Analysis Report*, prepared by Richard Lamb and Associates April 2012
- » *Statement of Heritage Impact*, prepared by Graham Brooks and Associates, April 2012.



Site Identification

Local Context

The subject site is approximately 10 kilometres south of Campbelltown. The Macarthur Square retail area is situated to the south east of Campbelltown, between Menangle Road and Gilchrist Road. The Macarthur Railway Station, which provides a direct line to the CBD is also situated on Menangle Road. Both of these facilities are easily accessed by residents of Menangle village.

The M5 Motorway / Hume Highway, providing connections to Sydney CBD and the south west of Sydney, is in close proximity. The site does not have direct access to the Hume Highway.

The adjacent land which lies on the north side of Station Street, was subject to an approved residential subdivision. The subdivision created 19 lots, each of approximately 1000sqm, and is currently zoned R2 low density residential. The R2 zoning also applies to the majority of the existing Menangle Village.

The existing Menangle village to the south is predominantly of late 20th and early 21st century origin. It contains a number of heritage items, some dating from the 19th and early 20th century associated with the Macarthur-Onslow period of ownership of the land on which the village exists, such as the Railway Station, St James Church, St Patrick's Catholic Church and the General Store.

In the early 1960s there were only two churches and two streets in Menangle, with the General Store at the crossroads of Woodbridge Road/Station Street and Menangle Road and some houses on both sides of Menangle Road south of the intersection, some west of that road north of the intersection and some on the south side of Station Street immediately east of the General Store.

The town's predominant built form is 20th century residential character, with an extensive seniors living development on the south side of the village. On the north, west and south sides of the village, there is a hard edge between the residential and adjacent rural land, ie. no transition in character.

Refer to Figure 0.1 Locality Context

The Site

The subject site comprises approximately 27 hectares of agricultural land north and north east of Menangle village. The village is situated on a low rise at the northern end of a ridge system that rises to the south toward Douglas Park and along which Menangle Road passes south of the village. The subject land is relatively flat to slightly undulating and generally at a lower contour than the village

The site comprises:

.....
 Lot/DP

 Part 201/590247
 21/581462

 Part 202/590247

It encompasses land on either side of the railway line and is generally bound by Menangle Road and Moreton Park Road to the west, Station Street and an approved residential subdivision to the south, the Nepean River to the north and the Hume Highway to the east. It is accessed directly from Station and Stevens Streets and Moreton Park Road.

The site consists of land which is predominantly cleared of native vegetation and supports open grassland dominated by exotic species and pasture grass. It is currently used for farming or pasture and includes some minor farm structures. Large trees, which have previously been identified as including Shale/Sandstone Transition Forest (SSTF), Alluvial Woodland and Shale Plain Woodland communities, are located in the east of the railway line.

Refer to Figure 0.2 Site Plan



Figure 0.1 Locality Context

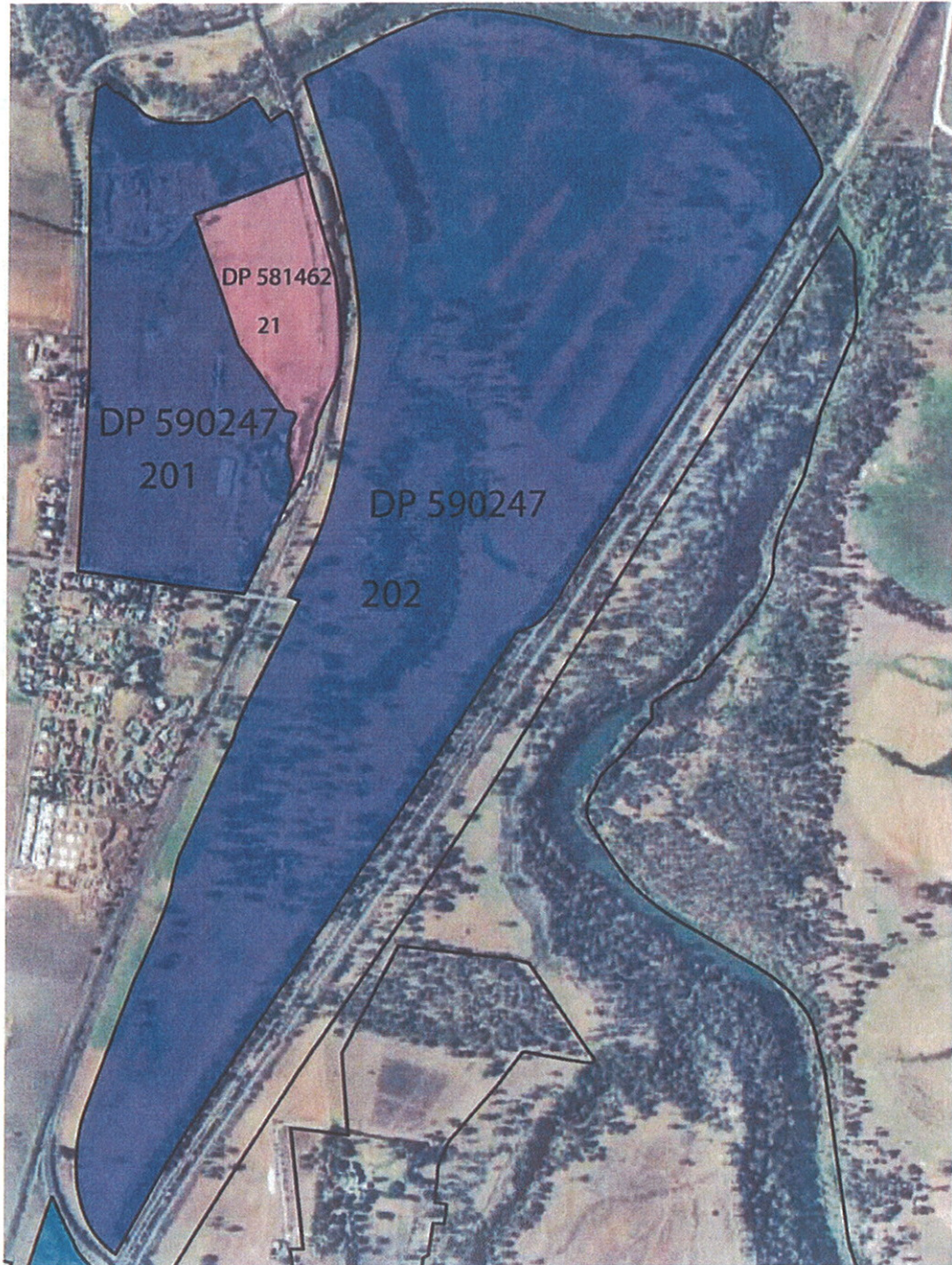


Figure 0.2 Site Plan

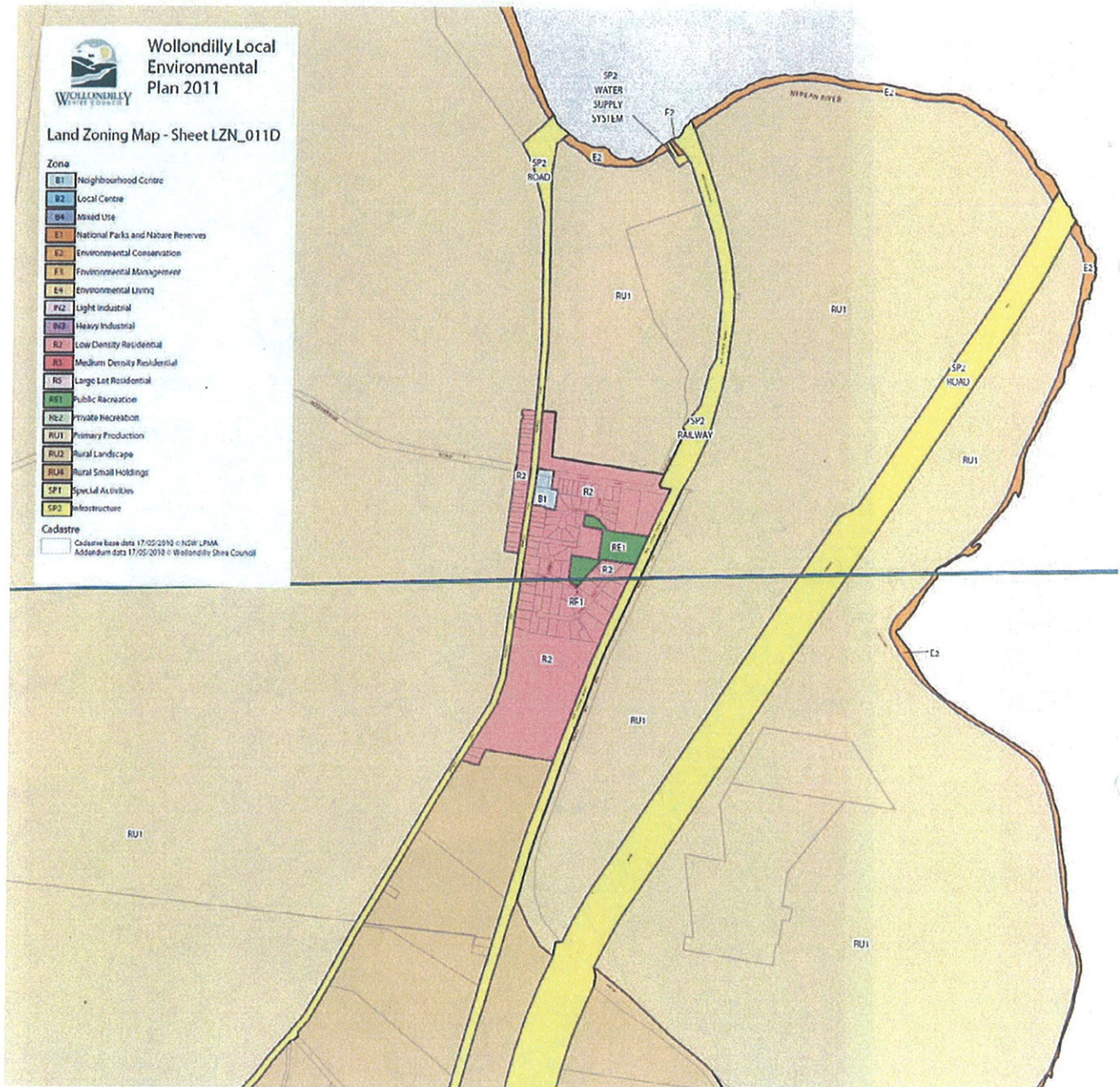


Figure 0.3 Zoning

A number of heritage items are included within the site including:

- Camden Park Estate Central Creamery, 45 Stevens Road, Part Lot 21, DP581462;
- Camden Park Rotolactor, 15 Menangle Road, Part Lot 201, DP590247;
- Dairy Cottage, 1370 Moreton Park Road, Part Lot 202, DP 590247.

The subject land is visible from a relatively small visual catchment. There are three other Macarthur property centres that have historical associations with the land and the village, ie, Camden Park House to the north west, Mount Gilead to the east and Gilbulla to the south. Of the three, only Mount Gilead has a view toward the village and potentially some of the proposed subdivided land area. The homestead does not have a view, but there is a view from adjacent to the ruins of the stone mill to the north east of the homestead.

Views of the site are constrained by existing vegetation, topography and the small number of transport routes through the area. The Freeway and Menangle Road are the only high usage routes. Menangle Road provides significant views of the land only from locations generally north and north east of the village.

Existing Controls in the Wollondilly LEP 2011 affecting the Site and Surrounds

Current LEP Controls Affecting the Site

Zone

Under the Wollondilly LEP 2011 the land is zoned RU1 Primary Production. The objectives of the RU1 Zone are:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.

- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To provide for a range of land uses (including tourism-related uses) that support the agriculture industry.
- To provide areas within which the density of development is limited in order to maintain a separation between urban areas.

Refer to Figure 0.3 Existing Zone

Height

There are no height controls that affect the site.

Heritage

The subject site contains the following heritage items, identified as items of local significance in Schedule 5 of the *Wollondilly LEP 2011*:

- Item I100: Camden Park Estate Central Creamery, 45 Stevens Road, Part Lot 21, DP581462;
- Item I83: Camden Park Rotolactor, 15 Menangle Road, Part Lot 201, DP590247;
- Item I97: Dairy Cottage, 1370 Moreton Park Road, Part Lot 202, DP 590247.

Additionally, part of the site is located within the Menangle Conservation Area.

Minimum lot size

The minimum lot size is 100ha.

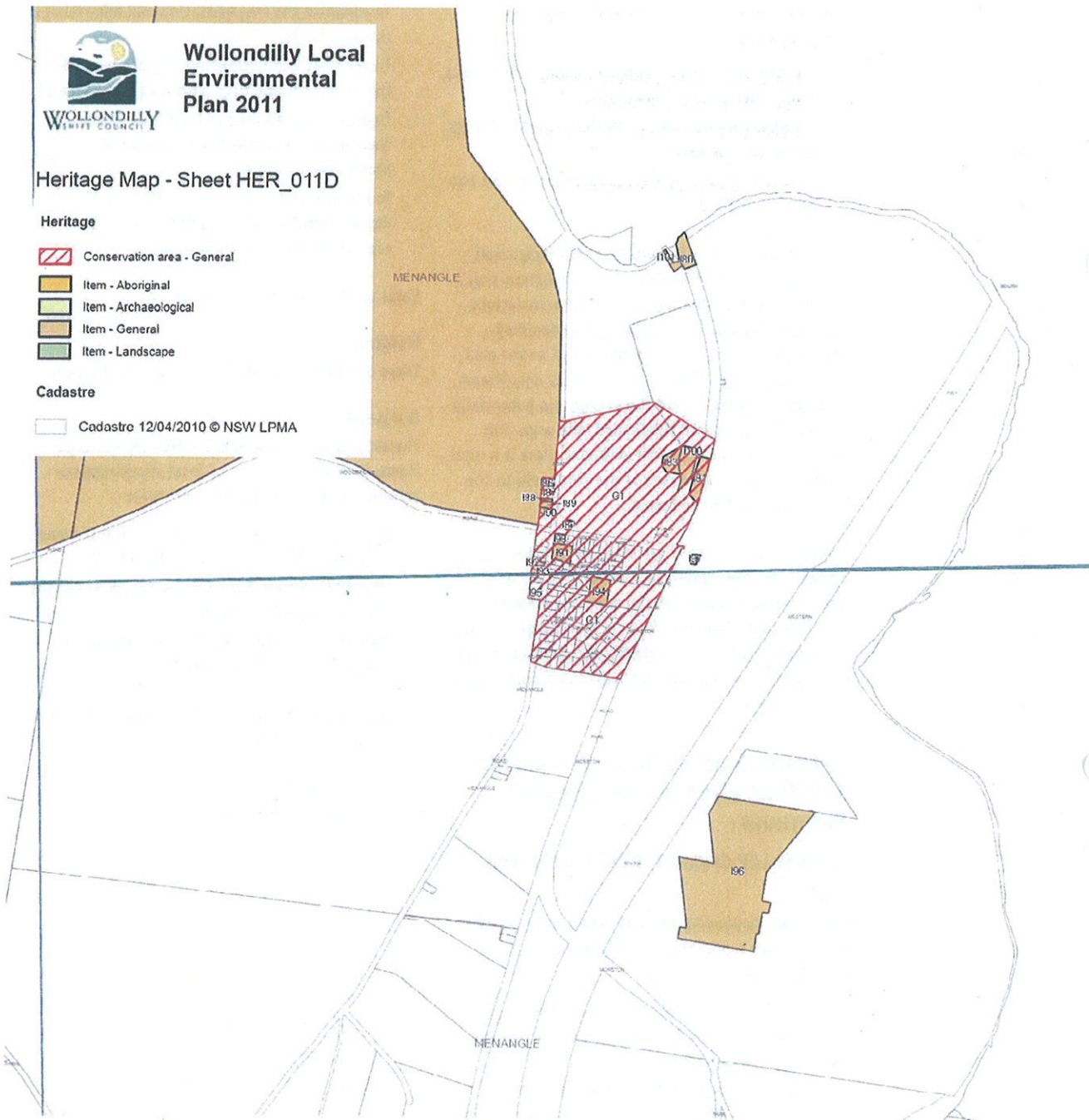


Figure 0.4 Heritage

Current LEP controls affecting surrounding area

The land within Menangle village is affected by the following provisions.

Control	Provision
Zone	R2 – Low Density Residential B1 – Neighbourhood Centre RE1 – Public Recreation
Height (maximum)	6.8m (Land in R2 zone) 9m (Land in B1 zone)
Minimum Lot Size	975m ² (The adjacent residential subdivision and northern part of Menangle Village) 1250m ² (Southern part of Menangle Village)

Adjacent Heritage Items

- Item I82: Camden Park Estate-Central Creamery Manager's Cottage, 15 Menangle Road, Part Lot 201, DP 590247
- Item I81: Menangle Railway Station Group, Station Street (Main Southern Railway)
- Item I86: Bungalow, 92 Menangle Road, Lot A, DP 940830
- Item I87: Bungalow, 96 Menangle Road, Lot 1, DP 305932
- Item I88: House, 100 Menangle Road, Lot 1, DP 587187
- Item I89: Cottage, 102 Menangle Road, Lot A, DP 322713
- Item I90: Bungalow, 106 Menangle Road, Lot B, DP 322713

The Menangle Railway Station Group is also listed as an item of State Significance on the NSW State Heritage Register, and is included in the NSW Railcorp S170 Heritage and Conservation Register.

Other Heritage Items in the surrounding area include:

- Item I98: Menangle Store, 2 Station Street, Lot 8, DP 531899
- Item I91: St Patrick's Catholic Church, 119 Menangle Road, Lot 100, DP 790213
- Item I92: Cottage, 124 Menangle Road, Lot 1, DP 979893
- Item I93: Cottage, 128 Menangle Road, Lot B, DP 398310
- Item I94: St James' Anglican Church, 131 Menangle Road, Lot 1, DP 306367
- Item I80: Menangle Rail Bridge over Nepean River, Menangle Road (Main Southern Railway)
- Item I101: Menangle Weir, Station Street, Lot 2, DP 775452

The Menangle Rail Bridge is also listed as an item of State significance on the NSW State Heritage Register, and is included in the NSW Railcorp S170 Heritage and Conservation Register.

St James Anglican Church is a prominent heritage item of local significance in Menangle Village. It is sited on a hill to the south of the subject site.

Refer to Figure 0.4 Heritage Sites

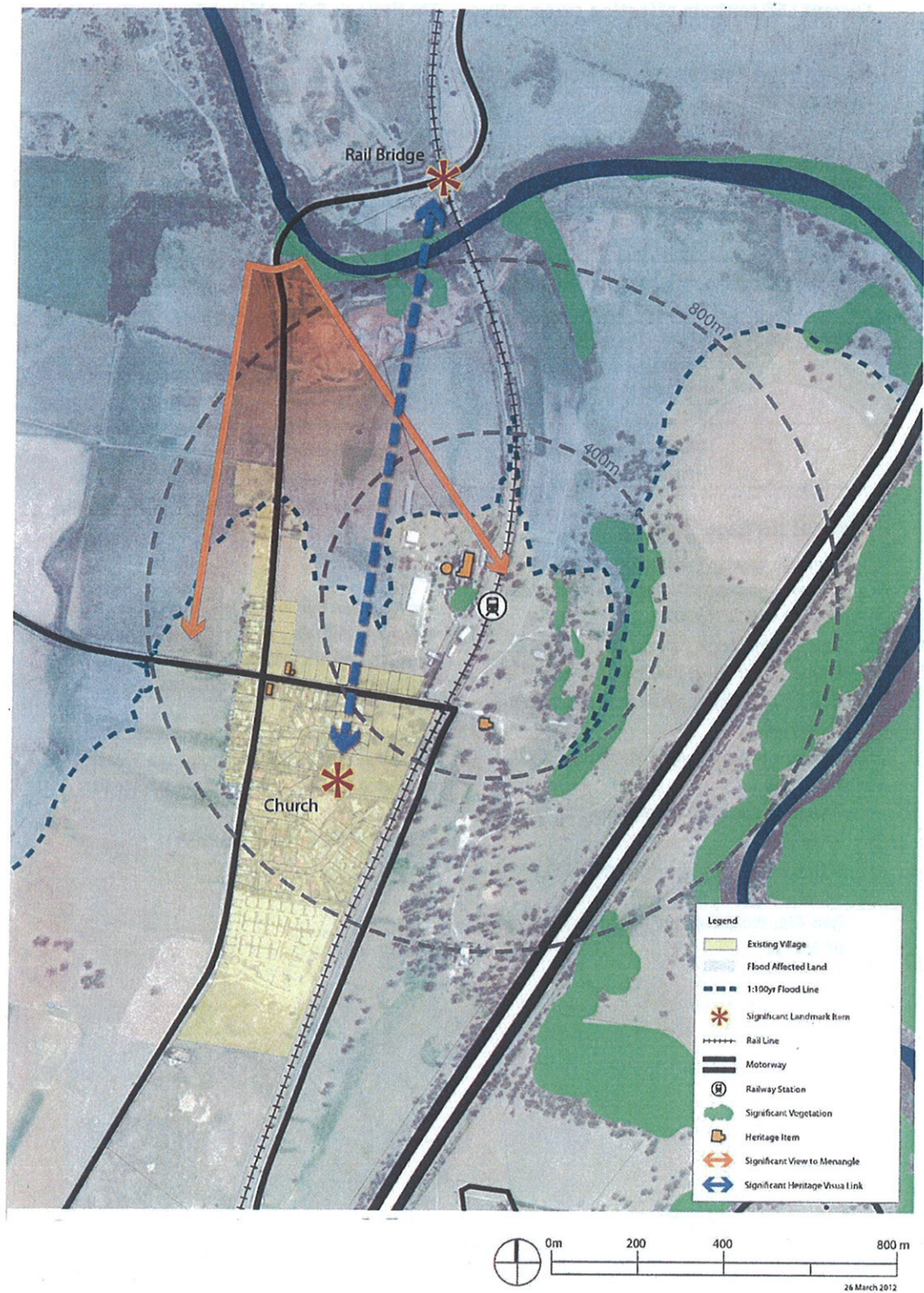


Figure 1.1 Opportunities and Challenges

Part 1

Objectives of the proposed LEP

This section sets out the objectives/intended outcomes of the planning proposal, which are grounded within current policy and initial identification of the opportunities and challenges of the site.

Policy, Opportunities and Challenges

The planning proposal is consistent with Council's Growth Management Strategy which identifies this land for future residential growth. This is outlined further in section 3 of this planning proposal.

The Concept Plan which underpins the planning proposal is also based on an analysis of the opportunities and challenges which have been identified by planning policy and preliminary studies.

The site is suitable for development as it is part of a large land holding which is in single ownership. The planning proposal provides an important opportunity to:

- » Deliver the objectives of Government in a manner that delivers co-ordinated infrastructure
- » Provide housing in a manner that is consistent with Council's Growth Management Strategy
- » Provide opportunities for community facilities and mixed use activities within a heritage precinct to service existing and new residents
- » Enhance, celebrate and make publically accessible the heritage items on the site
- » Provide an additional population to Menangle, creating a wider market base for existing and new local businesses
- » Add value to the existing community by facilitating improvements in local infrastructure.

In preparing the Concept Plan which underpins the planning proposal it was acknowledged that any development of the site must effectively address the challenges presented by its location, character and current uses. Challenges are listed below.

- » Visual impact and whether such an impact, if there is one, is an impact on heritage items, on heritage values, on heritage views, or on the ability to interpret heritage significance
- » Protection of local heritage values listed in the Wollondilly LEP
- » The need to manage traffic resulting from increased use of the site
- » The need to provide local infrastructure to service the development such as electricity, water and waste water
- » Mining leases that are operating in the area
- » Part of the land is flood prone as a result of the Nepean River and its tributaries
- » Appropriate management of significant vegetation and fauna.
- » The need to have regard to environmental issues such as potential contamination onsite and the potential threat of bushfire, which is dependent on vegetation, slope and neighbouring activities.

Refer to Figure 1.1 Opportunities and Challenges

Vision and Principles of the Concept Plan

Preparation of the Concept Plan has been informed by a number of technical investigations including:

- Urban design undertaken by Cox Richardson
- Traffic and transport impacts undertaken by AECOM
- Infrastructure servicing needs assessment undertaken by GHD
- Implications for Heritage items undertaken by Graham Brooks and Associates
- Visual impact assessment undertaken by Richard Lamb and Associates
- Planning undertaken by Elton Consulting
- Preliminary environmental investigations undertaken by ERM Australia.

The landowners and project team have undertaken an integrated approach to the Concept Plan, working together to create a vision. The vision for the site which forms the basis of the Concept Plan is:

“To create an extension to the village of Menangle which has community and sustainability as its core focus and respects and builds upon existing heritage and landscape features.”

In creating the vision, four key principles were identified:

- Celebrating History (Heritage Character)
- Community Building
- Preserving landscape character and open space
- Sustainability.

History (Heritage Character)

The village of Menangle is identified in the Wollondilly Local Environmental Plan 2011 as an urban conservation area. The general objective for the Menangle Village Development Control Plan is “to ensure that any new development is sympathetic to, and does not detract from, the heritage significance of the buildings, streetscape and landscape within Menangle Village”.

The Concept Plan aims to celebrate and enhance the heritage of Menangle. It will create a new place based on Menangle’s discovered history and extending the notion of a village under the church (St James) on the hill.

To enhance the heritage value the Concept Plan endeavours to create a heritage precinct which will preserve and re-adapt identified heritage items, including: the Creamery, the rail station and the rotolactor.

The Concept Plan also endeavours to respond to the significant heritage items outside the site, including the visual axis between St James Church on the knoll to the south of the site and the rail bridge to the north of the site.

Community building

Community building is a complex social process that cannot be achieved through planning and design alone. Nonetheless, sound planning and design can ensure that development results in the kind of environments and uses that assist in enabling ‘community’. To achieve this, the Concept Plan includes a vibrant mixed use hub centred on the heritage buildings and open space, where people want to sit, meet and enjoy themselves. The Concept Plan also creates opportunities for active lifestyles and connectivity to the existing village.

Landscape character and open space

It is recognised that the rural landscape character should remain the backdrop of the village. The Concept Plan seeks to preserve the pastoral / rural character of the Menangle village by:

- ▷ focussing the heritage precinct as the heart of the site and creating connections with surrounding places such as Menangle Road and Station Street
- ▷ creating design controls that limit the height of dwellings to one storey, well below the height of both tree canopies and the Creamery building
- ▷ transitioning density from the heart of the site down to the outer edges of the site
- ▷ integrating existing large trees into any future design
- ▷ creating key vistas and view lines as part of creating beautiful streetscapes
- ▷ allowing Menangle to be small scale in a big landscape.

Sustainability

The Concept Plan will consider future generations by seeking to minimise negative environmental impacts through sustainable planning and design practice and sound urban management. This includes the incorporation of a range of initiatives to create a 'green' extension to the village, such as:

- ▷ water efficient measures, eg using recycled water for non-potable uses, such as toilet flushing and irrigation
- ▷ focussing development around the existing rail and bus network
- ▷ the creation of a permeable street pattern that facilitates walking and cycling
- ▷ providing smaller lots around mixed use precinct and public transport.

Key Elements of the Concept Plan

Overall Concept Plan

The Concept Plan accommodates a mix of housing types centred on a heritage mixed use precinct. It utilises the principles of traditional neighbourhood design, which includes creating walkable catchments, connected streets and quality open space. In the Concept Plan dwellings are generally within 400 metres (5 mins walk) of the railway station and mixed use hub.

Refer to figure 1.2 Concept Plan

Heritage Mixed Use Precinct

The mixed use hub seeks to accommodate a range of uses to meet the daily needs of residents and create a lively and interesting village focal point. Uses include the potential for the adaptive re-use of the creamery into a food and drinks premise, shops, small scale commercial spaces and community facilities.

This Precinct is structured to create the following:

- ▷ a significant central open space / plaza area that links the heritage buildings in one space. This will greatly improve the legibility and visibility of this ensemble of buildings and facilitate their conservation and adaptive reuse. This is viewed as a positive heritage outcome for these buildings. Additionally, their adaptive reuse will enable public access to, and appreciation of, the significance of these items which is not available in the current context. It would also provide an opportunity to interpret the history of dairy farming and production in the area.
- ▷ strong open space vistas to surrounding places from the precinct. There are views to the St James Church, the rail bridge as well as back to Menangle Road and to the east.
- ▷ a pedestrian friendly precinct with only servicing vehicles proposed to be permitted within the central core. To this end, a combined visitor and commuter parking area is proposed to the immediate south of the precinct.

Refer to figure 1.3 Heritage Mixed Use Precinct.

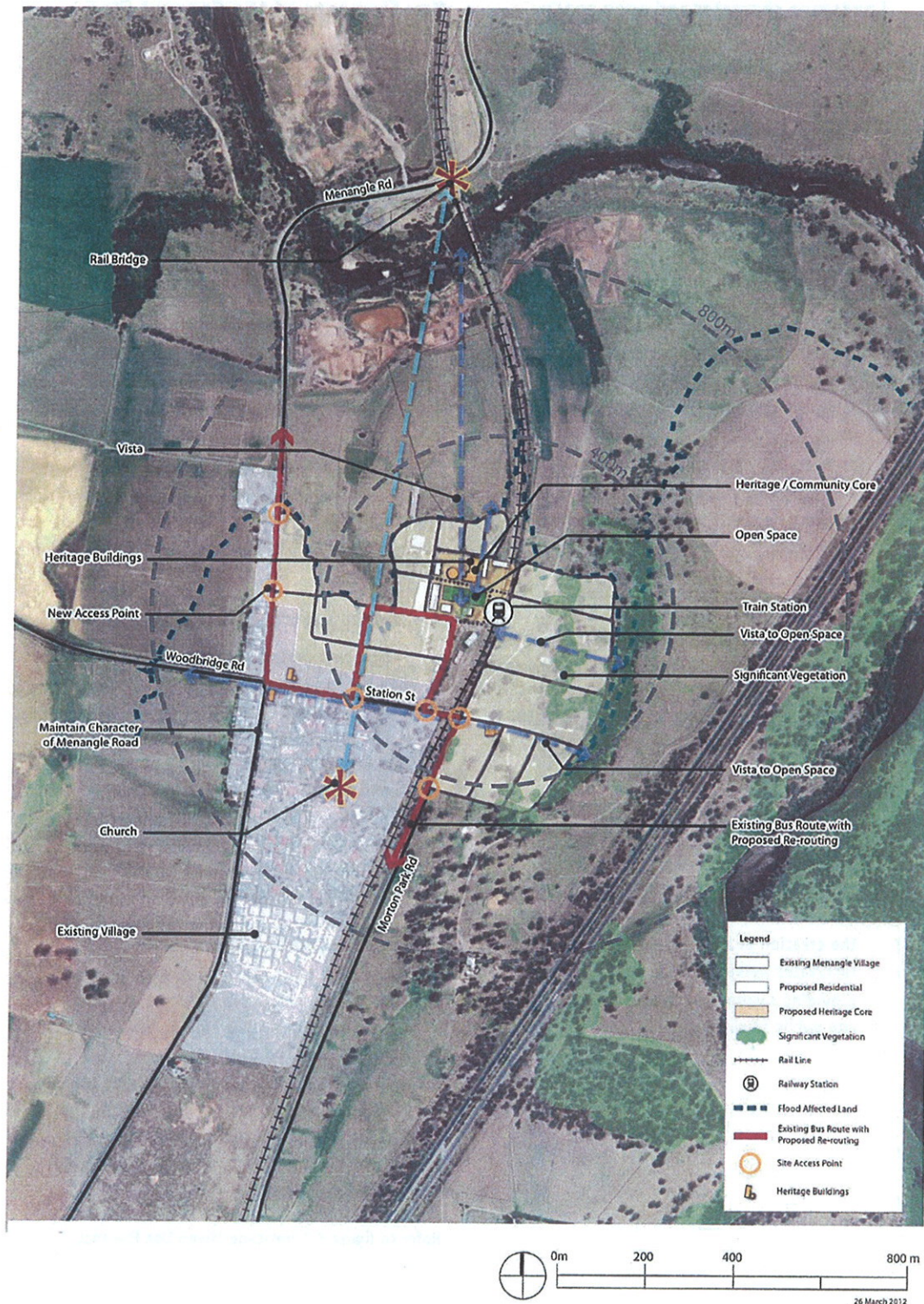


Figure 1.2 Concept Plan

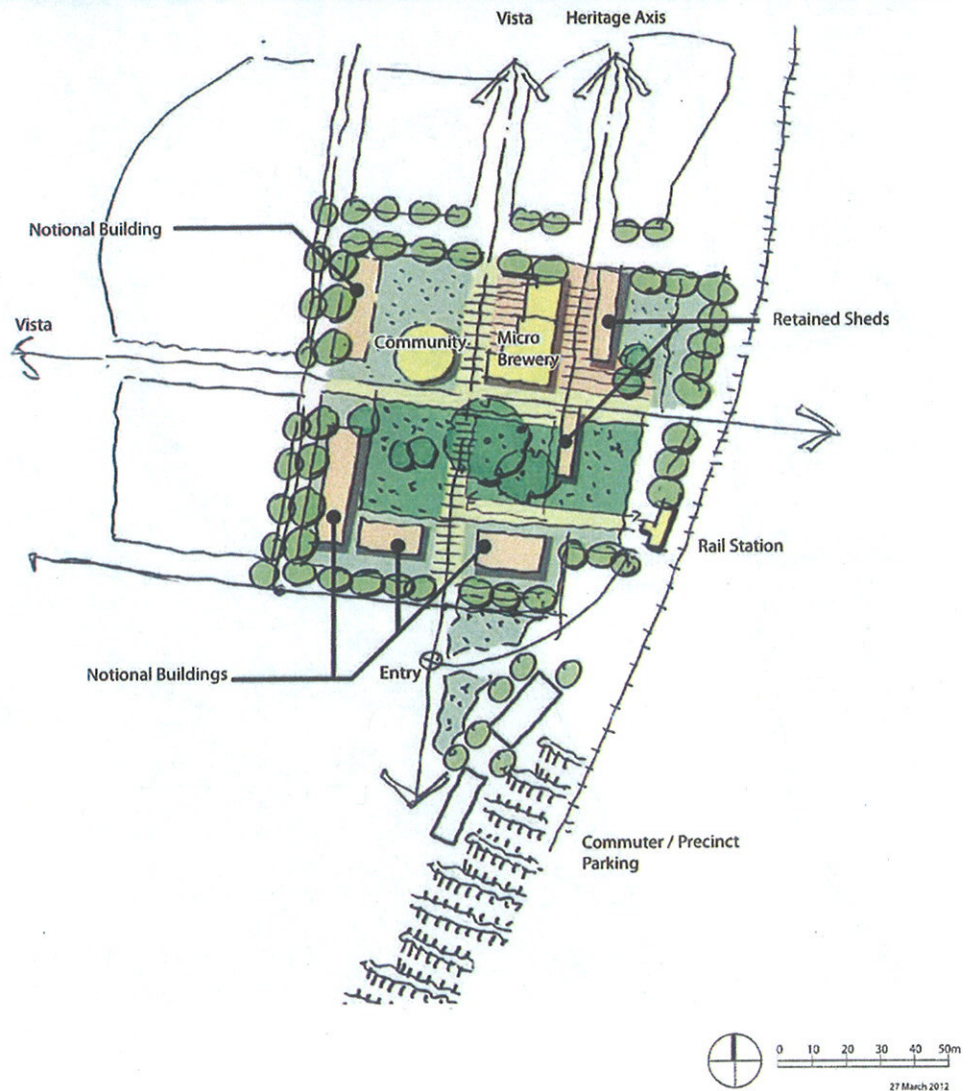


Figure 1.3 Heritage Precinct Plan

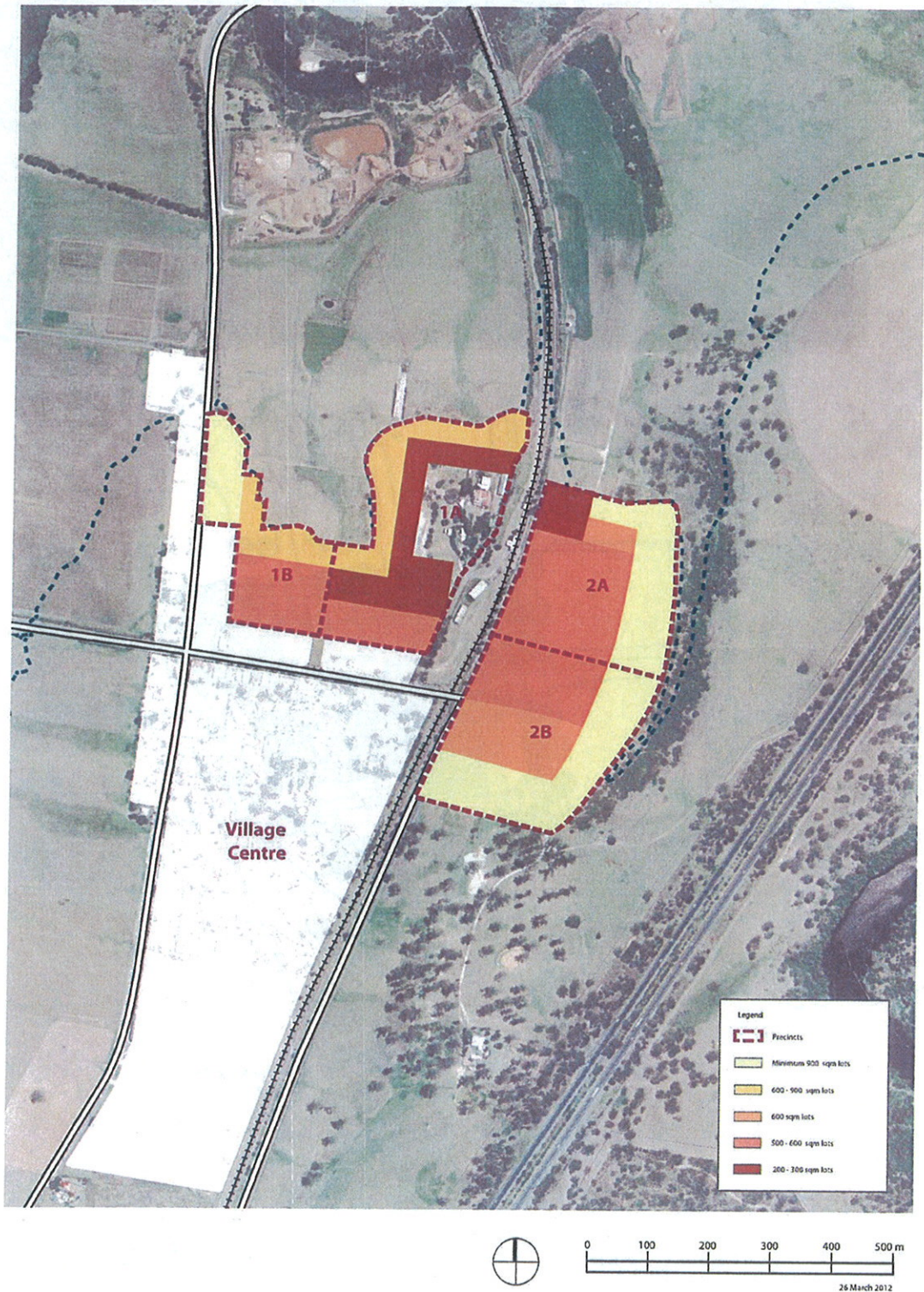


Figure 1.4 Density Plan

Residential Development

The Concept Plan provides for a combination of medium and low density houses accommodating up to 400 dwellings (refer to Figure 1.4 Density Plan).

The combination of densities provides opportunities for a range of housing types to accommodate 'ageing in place' as well as affordable housing.

The Concept Plan is structured around two residential precincts, each divided into sub precincts.

- » West Precinct – which includes the North West and South West sub precincts.
 - North West Sub Precinct is immediately adjacent to the heritage precinct. The northern edge is low density being visible from Menangle Road on the approach to Menangle. Smaller lots are located immediately next to the heritage mixed use precinct.
 - South West Sub Precinct is an extension of the previously approved subdivision on Menangle Road and Station Streets. A new north south street provides access off Station Street and creates a vista between the hilltop church and rail bridge. This precinct also has access off Menangle Road.
- » The eastern precinct is located east of the rail line and accessed from Station Street and Moreton Park Road. There will be a mixture of lot sizes with the lowest density at the perimeter, to the east where existing significant trees will be preserved within lots.

To achieve quality design and built form outcomes that reflect the existing rural character additional controls are proposed to be included in Council's DCP, particularly relevant to the smaller lots. This is discussed further in the Part 2 of this planning proposal.

Key architectural elements will include:

- » Maintaining scale: Single storey with strong roof forms will be maintained.
- » Built form: Maintain the simple rectangular building form with pitched roof. Break up the form with elements such as verandahs and projecting wings or bays.
- » Site Planning: New dwellings will be in proportion to the size of their lot. This will be controlled by site coverage requirements. In a rural setting it is important that there is sufficient space between buildings to allow for landscape.
- » Streetscape and Landscape: In a rural setting, the landscape together with roofs should be the dominant elements. The setback will be sufficient to provide a generous frontage.

The Public Domain

A simple network of streets is proposed. The streets will have generous green verges with street trees, maintaining a rural character.

The streets generally terminate on an open space rather than a building, preserving a rural feel.

A large open space is proposed within the heritage precinct. This space will be activated by restored buildings as described above under heritage mixed use precinct.



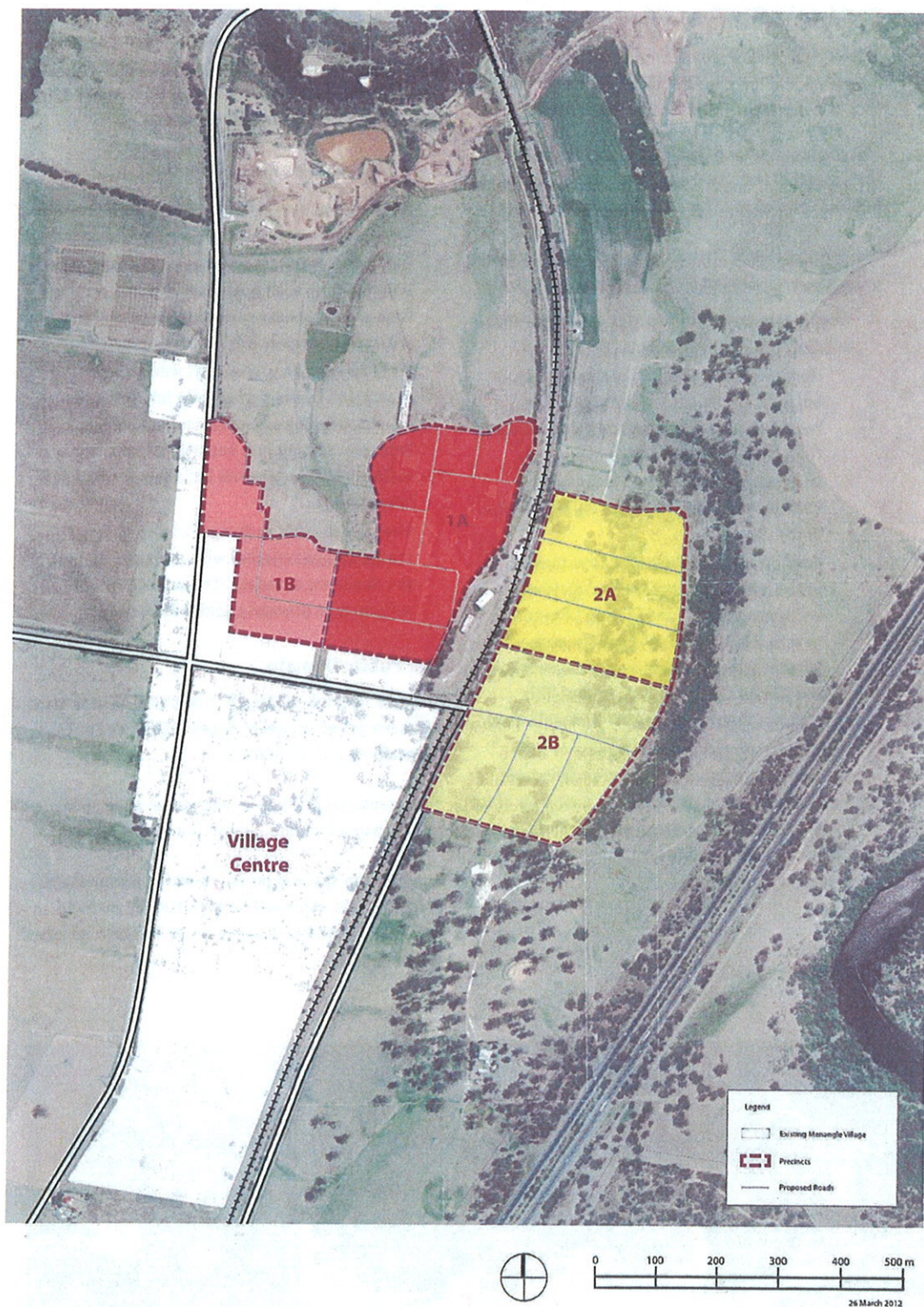


Figure 1.5 Staging Plan

Street Network

The street network is a key component of the public domain as well as a movement system for vehicles, cyclists and pedestrians. The Concept Plan proposes two connections to Station Street (one being the existing Stevens Street and the other utilising access proposed as part of the 19 lot subdivision); two connections; to Moreton Park Road; and two connections to Menangle Road. The northern connection is to be a left in/left out access point.

The internal layout creates a permeable site. Mature street trees in wide verges are envisaged to be a canopy to the street and create pleasant and attractive places.

Infrastructure

The site will be served by appropriate water and wastewater infrastructure and utilities.

Staging

The Concept Plan is proposed to be developed in stages (Refer to figure 1.5 Staging Plan)

The Heritage Mixed Use Precinct and surrounding residential development will be part of the initial stage. This will be followed by development of the west sub precinct. Development on the east side of the railway is not envisaged to commence until the completion of development on the west side of the railway line.

We envisage that the entire development will occur over a six to eight year period depending on economic conditions.

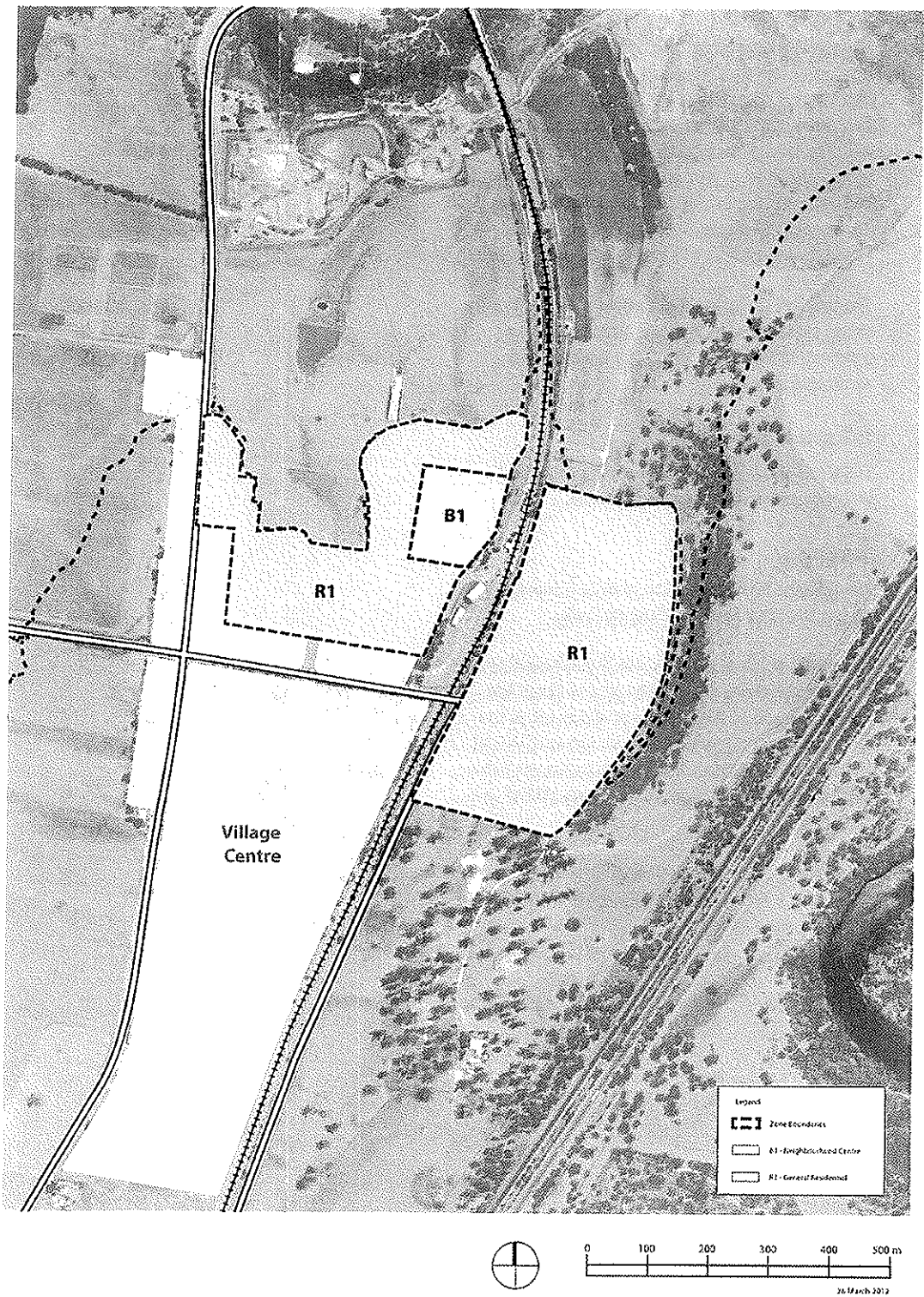


Figure 2.1 Preferred Zoning

Part 2

Explanation of the Provisions

This section provides an explicit statement of how the objectives outlined in 'Part 1: Objectives of the proposed LEP' are to be achieved.

It is intended that the objectives and intended outcomes described in Part1 will be achieved in the form of controls on development in an amending LEP. The amending LEP will conform to the Standard Instrument (Local Environment Plans) Order 2006, and will contain provisions relating to:

- » **Zoning**
 - Land Use Table
 - Land zoning map
- » **Principal development standards**
 - Height map
 - Minimum lot size

It is proposed that the LEP provisions will be supported by amendments to the Wollondilly DCP 2011 which will set out design principles for the residential area in order to ensure that development respects and reflects the landscape and existing residential character of the area.

Zoning

The inclusion of the proposed zones north of the village provides opportunities for an extension of the village to contribute to the economic vibrancy and community wellbeing of Menangle by creating the opportunity for local businesses to establish; by attracting a larger community to support existing local businesses; and by creating the opportunity for improved community facilities.

Preferred Residential Zone

The objective is for a high quality extension to contribute to the growth strategy of Wollondilly and to make best use of the edge of centre site. As such, the proposed zone to apply to the residential area is:

R1 General Residential (the mandatory objectives are highlighted in red and proposed objectives are coloured black):

- » To provide for the housing needs of the community.
- » To provide for a variety of housing types and densities.
- » To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- » To provide a logical extension to the existing urban centre which provides for the housing needs of the community.
- » To deliver social sustainability outcomes by providing a wide range of more affordable housing types to cater for different household types and the needs of different social groups.
- » To promote walkable neighbourhoods and a sense of community.
- » To ensure if possible development responds to existing landscape features..
- » To encourage medium density housing located in close proximity to the mixed-use area and public transport and transition to lower density dwellings to reflect rural landscape settings.

Refer to figure 2.1 Preferred Zone

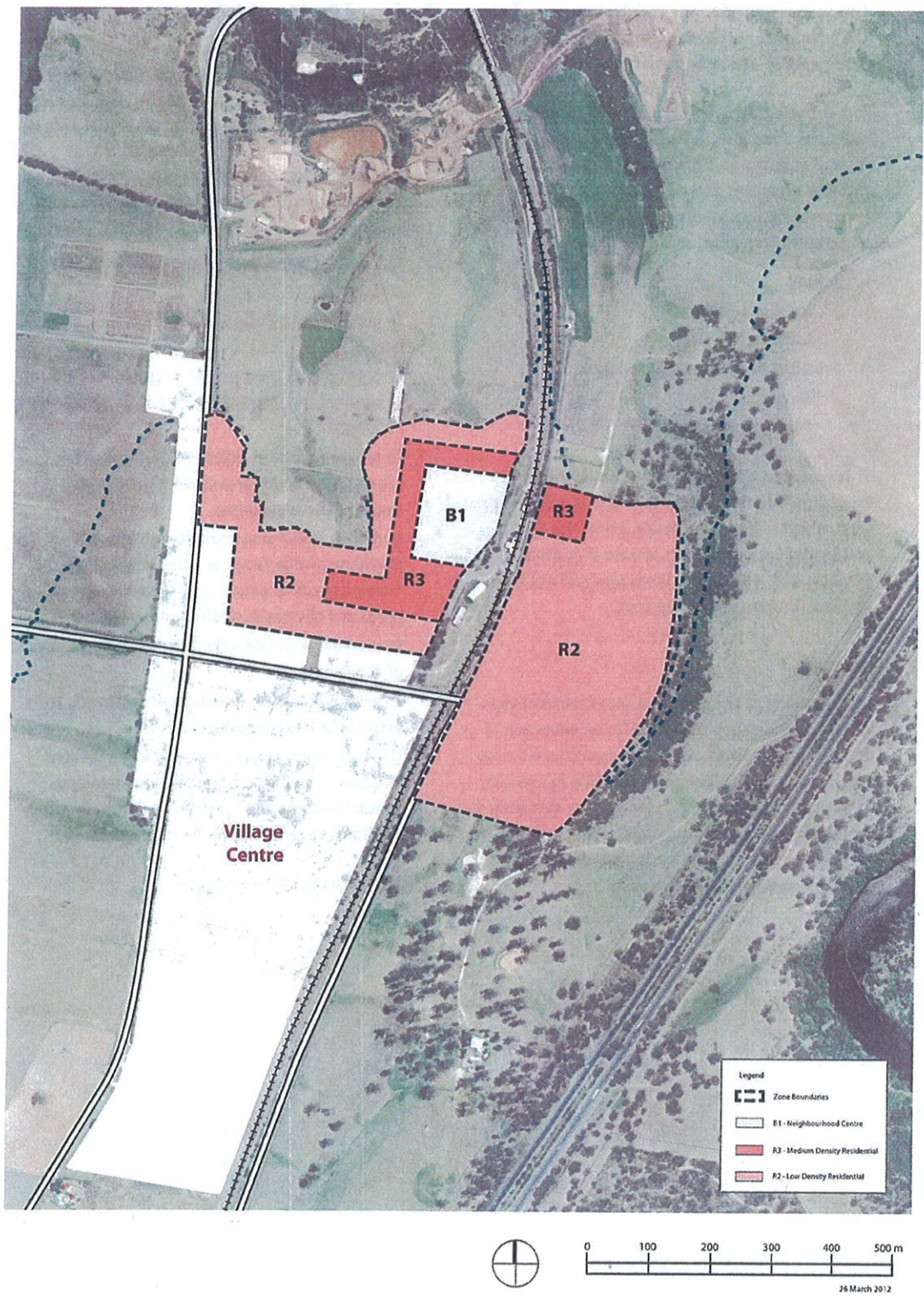


Figure 2.2 Alternate Zoning Plan

The proposed objectives are designed to reflect the vision for the site and the objective of Council's Growth Management Strategy. The intention is to ensure that any development within Menangle village accords with the 'rural living' vision of Council.

The R1 Zone permits without consent (mandatory uses are highlighted in red and proposed uses are coloured black):

Environmental protection works; Home-based childcare; Home occupations; Roads.

The R1 Zone permits with consent (mandatory uses are highlighted in red and proposed uses are coloured black):

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Environmental facilities; Exhibition homes; Exhibition villages; Flood mitigation works; Group homes; Home businesses; Home industries; Hostels; Information and education facilities; Medical centres; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Residential flat buildings; Respite day care centres; Semi-detached dwellings; Seniors housing; Shop top housing; Serviced apartments; Sewerage systems; Waste or resource management facilities; Water supply systems.

The proposed permissible uses are a combination of the mandatory uses for the R1 zone and the uses included within the R2 and R3 zones which are already within the Wollondilly LEP 2011. The mandatory inclusion of residential flat buildings within the R1 zone will be controlled via height limitations which are proposed below.

Alternative Residential Zoning

The R1 General Residential Zone allows for a variety of housing types and densities, as opposed to simply low or medium density housing, creating a simple planning framework.

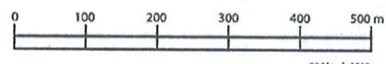
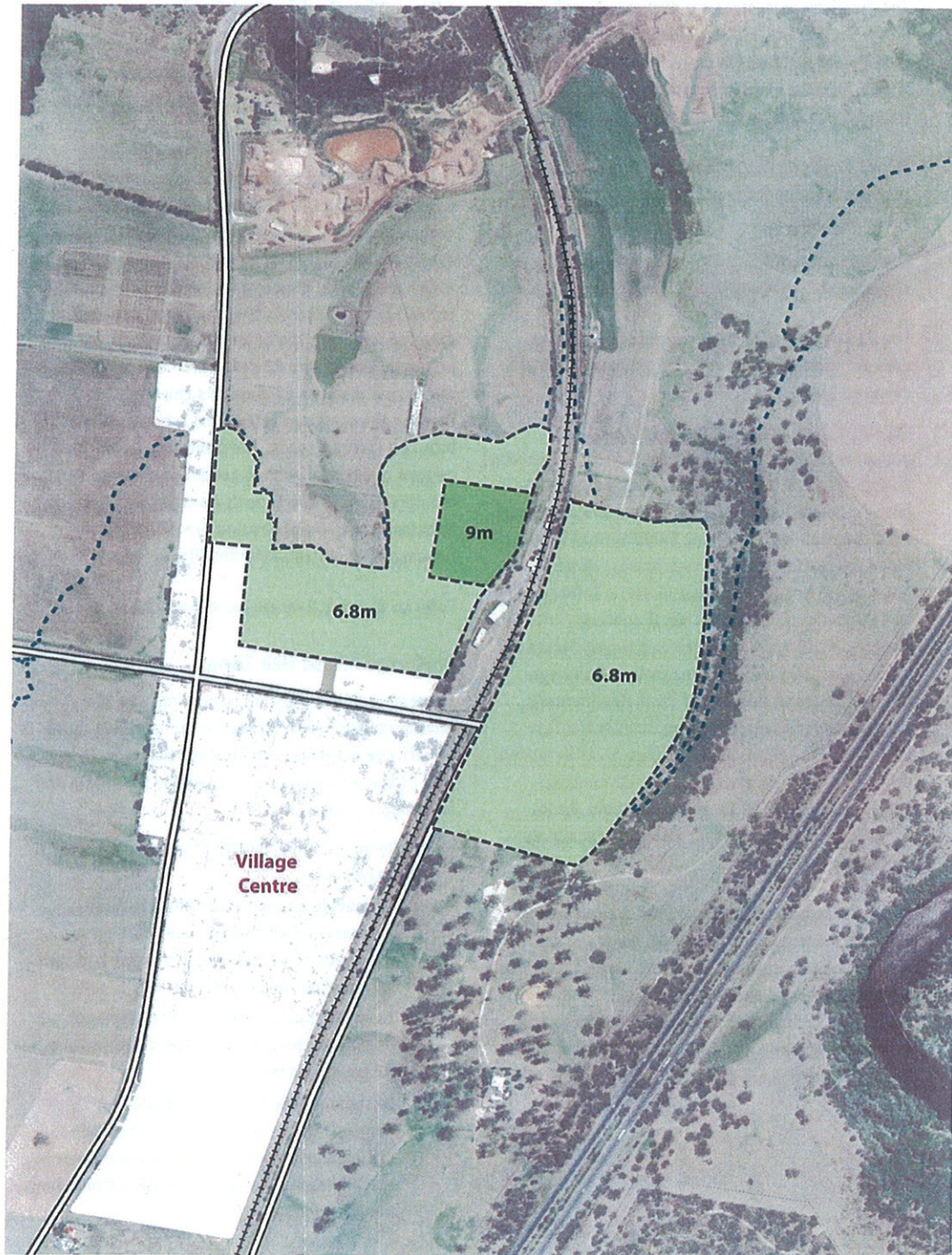
It is acknowledged however that the current LEP does not include the R1 zone. An alternative suggestion would be to utilise the R2 Low Density Residential and R3 Medium Density Residential zones which are already included within the Wollondilly LEP 2011. No amendments are required to these zones to facilitate the objective of this planning proposal. The R2 and R3 zones are however more restrictive than the R1 zone and this would require limiting the proposed residential area by dividing into two distinct zones. The flexibility within the general residential zone is needed in order to meet the objectives of the Growth Management Strategy in delivering a mix of housing types to assist housing diversity and affordability.

Refer to Figure 2.2 Alternate Residential Zone

Preferred Mixed Use Zone

To create a mixed use core in proximity to the railway station which allows for the adaptive reuse of heritage buildings in a heritage precinct, (a key part of the provisions of the planning proposal), the following zone would apply:

- △ B1 Neighbourhood Centre, of which the objectives are:
 - To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.
 - To encourage development that does not impact on the viability of land within Zone B2 Local Centre.
 - To support small-scale residential development in conjunction with retail, business and commercial uses in a manner that increases the vitality of the surrounding neighbourhood.



26 March 2012

Figure 2.3 Height Plan

The intent of this zone is to permit with consent the required community and local business opportunities which will be offered by the proposed heritage precinct. The zone already appears within the Wollondilly LEP 2011.

The B1 zone within the Wollondilly LEP 2011 permits with consent:

Boarding houses; Business premises; Child care centres; Community facilities; Food and drink premises; Home industries; Medical centres; Neighbourhood shops; Respite day care centres; Roads; Shops; Shop top housing. Any other development not specified in item 2 or 4.

The B1 zone within the Wollondilly LEP 2011 prohibits:

Agriculture; Air transport facilities; Amusement centres; Animal boarding or training establishments; Attached dwellings; Bed and breakfast accommodation; Biosolids treatment facilities; Boat building and repair facilities; Boat sheds; Bulky goods premises; Camping grounds; Caravan parks; Cemeteries; Crematoria; Depots; Dual occupancies; Eco-tourist facilities; Exhibition homes; Exhibition villages; Extractive industries; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Highway service centres; Industrial retail outlets; Industrial training facilities; Industries; Mortuaries; Multi dwelling housing; Passenger transport facilities; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential flat buildings; Resource recovery facilities; Restricted premises; Restriction facilities; Roadside stalls; Rural industries; Secondary dwellings; Semi-detached dwellings; Sex services premises; Storage premises; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water treatment facilities; Wharf or boating facilities.

The proposed uses which would be permissible with consent are a combination of mandatory permissible uses and permissible uses which are already included within the B1 zone in the Wollondilly LEP 2011. The exceptions to this are the proposed inclusion of 'food and drink premises' and 'shops' as permissible uses. This inclusion is to provide flexibility in the uses which will be permissible within the heritage core.

Principal development standards

Height

There is currently no height control on the land imposed by the WLEP 2011. The height control within the existing Menangle village limits heights to a maximum of 6.8m in the R2 Low Density Residential zone and 9m in the B1 Neighbourhood Centre zone. It is proposed that this height control be replicated within the subject site. The maximum height of new buildings within the extension to the village will therefore be 6.8m in the proposed R1 General Residential zone and 9m in the proposed B1 Neighbourhood Centre zone.

Refer to figure 2.3 Height Plan

Lot Size

In order to deliver the objectives of the Concept Plan, a range of lot sizes is proposed, with smaller lots situated within the heritage core to take advantage of proximity to services and public transport. The minimum proposed lot size is 200sqm, immediately surrounding the heritage core, whilst the larger lots will have a minimum lot size of 900sqm.

The following density map shows the range of lot sizes proposed. The minimum lot sizes proposed are as follows:

- 900 sqm lots
- 600 sqm lots
- 500 sqm lots
- 200 sqm lots

Refer to Figure 2.4 Minimum Lot Size

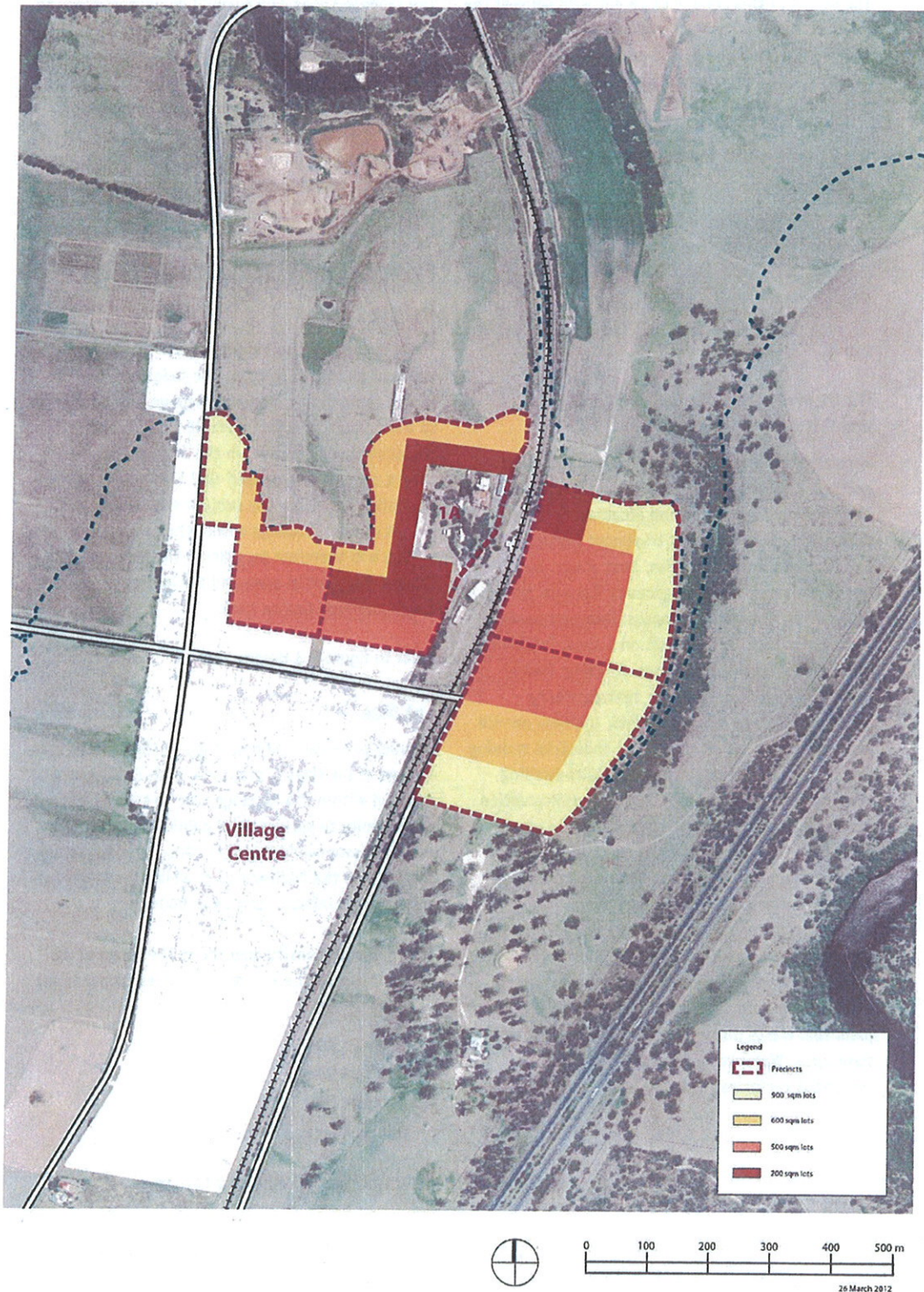


Figure 2.4 Minimum Lot Size

Supporting DCP Guidance

The Concept Plan adopts the controls in Council's DCP that relate to Menangle village to allow for contemporary rural residential architecture that is sympathetic with existing built form. The DCP notes that *"the character of Menangle's residential buildings is diverse in terms of size, period style and materials. Menangle's heritage character can be generally described as being of Federation style. The objective for development in an Urban Conservation Area such as Menangle is to maintain the Heritage streetscape of the village"*.

Additional design elements to be refined and included in the DCP are set out below.

- » Front gardens: Well planted private gardens are one of the defining characteristics of houses in Menangle. New dwellings will include a medium sized tree as well as low planting such as hedges. This further 'greens' the street.
- » Rear lot canopy: It is important that trees to the rear of lots can be seen from the street. This is achieved by requiring sufficient space in the back yard as well as a medium to large tree in each rear yard

To ensure that the lots which provide for greater housing choice reflect a rural landscape, specific additional controls for smaller lots are proposed to be included to the DCP.

Suggested controls should be based on the following.

- » Minimum lot frontage requirements (such as a minimum of 10m) to ensure that there is a separation between buildings.
- » Specific controls to minimise garage dominance. While the DCP already has such controls, Figure 2.5 shows how garages could be to the rear of some dwellings as well as to the side.
- » A maximum site coverage to ensure that dwellings are sited within a garden setting.
- » Controls to allow a more affordable semi-detached house that would appear as a single cottage. This building typology appears in many historic areas.

Figure 2.5 Smaller Lot Housing



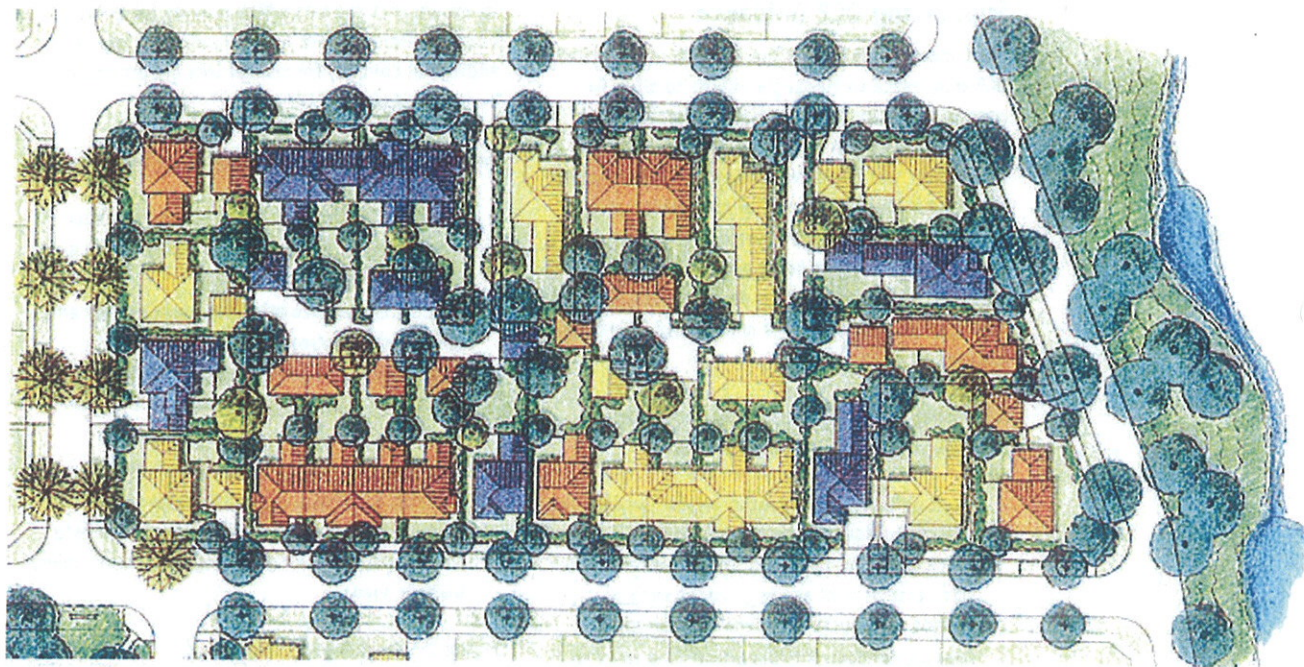


Figure 2.5 Indicative Smaller Lot Housing Layout

Part 3

Justification

This section sets out the case for changing the zones and the development controls on the subject site.

In accordance with Part 3 of the Department of Planning guidelines:

- » A response is provided to each of the specific questions listed.
- » The level of justification provided is proportionate to the impact the planning proposal will have.
- » Where a question is not considered relevant to the planning proposal, this is stated and the reason why the question is not relevant is briefly explained,
- » In those cases where it is considered necessary to undertake technical studies or investigations to justify different aspects of the planning proposal, the issues giving rise to the need for these studies or investigations are identified in the planning proposal.
- » In general, these studies or investigations have not been carried out, but instead await the initial gateway determination to confirm the studies or investigations required and the process for continuing the assessment of the proposal, including whether it will need to be resubmitted following completion of the studies or investigations.
- » Where technical studies or investigations have been carried out, their findings and consequences are described in the planning proposal under the relevant heading in the justification and the complete study or investigation is submitted separately as accompanying documents.

Section A: Need for the Planning Proposal

Q1: Is the Planning Proposal a result of any strategy study or report?

The planning proposal is a result of the direction set out in the NSW Government and Council's Growth Management Strategy.

WOLLONDILLY COUNCIL GROWTH MANAGEMENT STRATEGY 2011

Council's Growth Management Strategy (GMS) provides the long term plan for the Shire, which incorporates the broad expectations of the community.

Council has taken the view that growth is required within Wollondilly Shire and that this can be achieved in a way which does not lead to detrimental outcomes for the Shire. Demographic forecasting expects that the population will grow at rates of between 1.6% and 2.2% per year. The increase in population could be about 19,000 which means that more land will need to be available for residential, commercial, infrastructure and community purposes. In order to address this, Council has adopted the following policies within the GMS:

- » **P6** Council will plan for adequate housing to accommodate the Shire's natural growth forecast.
- » **P8** Council will support the delivery of a mix of housing types to assist housing diversity and affordability so that Wollondilly can better accommodate the housing needs of its different community members and household types.
- » **P9** Dwelling densities, where possible and environmentally acceptable, should be higher in proximity to centres and lower on the edges of towns (on the "rural fringe").

The GMS notes that Wollondilly has difficulty in supporting and attracting some of the opportunities available in more highly and densely populated areas. Residential growth needs to be matched with appropriate infrastructure in order to function effectively, provide good planning outcomes, and be sustainable in the long run. The following key policy directions are given within the GMS:

- » **P17** Council will not support residential and employment lands growth unless increased infrastructure and servicing demands can be clearly demonstrated as being able to be delivered in a timely manner without imposing unsustainable burdens on Council or the Shire's existing and future community.
- » **P18** Council will encourage sustainable growth which supports our existing towns and villages, and makes the provision of services and infrastructure more efficient and viable – this means a greater emphasis on concentrating new housing in and around our existing population centres.
- » **P19** Dispersed population growth will be discouraged in favour of growth in, or adjacent to, existing population centres.

The site has been identified within the Council's Growth Management Strategy (GMS) for residential growth (Figure 3.1 – Menangle Structure Plan), which is consistent with its policy around urban development on town edge (section 3.5.2 of the GMS). The GMS recognises that the traditional form of growth for rural towns and villages is for them to grow outwards into surrounding rural land with new land release and subdivision, but maintain a typically urban lot configuration, structure and overall density.

The benefits of a logical extension to the existing Menangle village, via the Concept Plan, are set out below:

- » It provides a logical extension in relation to land use pattern
- » It has been designed to include new infrastructure; walking and cycling opportunities; open space; and the potential to connect to a sewerage treatment plant.

- » The provision of community facilities and mixed use activities can serve a new and existing community
- » Connections can be created to provide walking; cycling; vehicle access from the existing village to the amenities of the village extension
- » Adds to a concentrated population which assist in supporting new and existing services and facilities
- » The Concept Plan includes a range of housing types to attract different household type and incomes.

This is reflected in the policy position outlined in the GMS.

Council's vision for the GMS is to maintain Wollondilly Shire's rural living character together with the sense of belonging to caring communities that have been at its core for generations. This has been a fundamental driver of the Concept Plan creation. 'Rural Living' is defined as a key part of Wollondilly's local strategic planning context within the GMS and comprises nine characteristics:

1. Rural setting and character
2. Viable agriculture
3. Lifestyle
4. Community spirit
5. Environment and heritage
6. Towns and villages
7. Buildings and development
8. Roads and transport
9. Infrastructure and services

Refer to Question 5 below for discussion on the consistency of the planning proposal (and Concept Plan) with the definition of rural living and assessment criteria of the GMS.

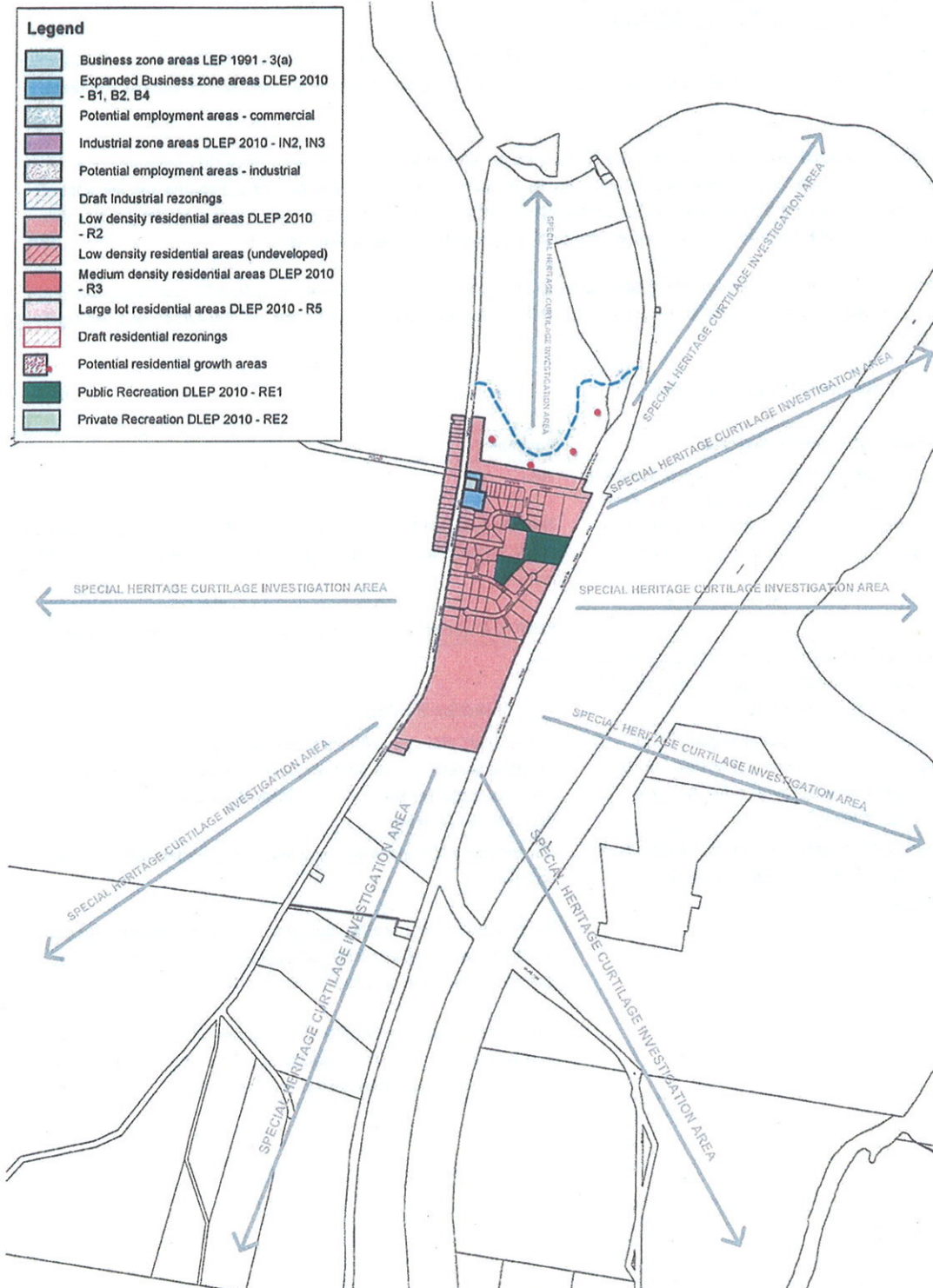


Figure 3.1 Menangle Structure Plan

Q2: IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

The planning proposal is the best means of achieving the objectives for the site. The site is zoned RU1 Primary Production under the Wollondilly LEP 2011 which does not provide for the housing opportunities to meet state, regional and local strategies.

This planning proposal seeks to rezone the site to allow for an extension to the existing village that provides for a residences and a mixed use heritage precinct can only be achieved through a change of land use zoning and associated controls. The extent to which the zoning and development controls will effectively achieve the intended outcomes will transpire through the technical investigations and further consultation to be undertaken.

Department of Planning Circular No. PS06/005, dated 16 February 2006 Local Environmental Plan Review Panel sets out a pro-forma evaluation criteria sheet to be used to determine whether to commence a rezoning process. Table 1 addresses the evaluation criteria.

Table 1: LEP Pro-Forma Evaluation Criteria

Department of Planning Criteria	Response
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)?	Yes. The rezoning and future development of the subject site accords with State, regional and local strategic direction for development in the area.
Will the LEP implement studies and strategic work consistent with State and regional policies and Ministerial (s.117) directions?	Refer to Question 1 above and Section B Question 4 for more detail. Yes. Refer to section B below.
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	No, however, the site is located along a major transport route and has good access to Liverpool regional centre and Campbelltown/McArthur major centre, which are both identified within the Metropolitan Strategy.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Yes, the LEP will facilitate a permanent employment generating activity. The proposed mixed use heritage precinct within the Concept Plan has the opportunity to create job opportunities within potential community facilities and local shops / offices. The site is part of a much larger landholding. Although some low level agricultural activities take place on the site, their loss can be easily offset utilising land elsewhere on the site.

Department of Planning Criteria	Response
Will the LEP be compatible/complementary with surrounding land uses?	Yes. The adjacent land to the south of the site is zoned for residential and neighbourhood centre use. The planning proposal is compatible with the existing village as the Concept Plan to extend the existing village in a manner that responds to the landscape and heritage character in provides connections to integrate with existing streets. The proposed heritage precinct is intended to provide a community core for the existing and proposed residents and to respond well to the railway station and public transport connections. The uses within the proposed Heritage precinct are intended to be a range of community based, retail and commercial activities to create a viable reuse of the heritage buildings whilst complementing the existing small scale general store in the village. The land surrounding the north and east areas of the site is zoned as RU1 Primary Production and is currently used for grazing cattle. The planning proposal will create a situation that is similar to the existing situation, ie residential development adjacent to low level agricultural use. The subject land gently slopes away from the village and this coupled with proposed restrictions on the height of new buildings to one storey ensures that development will not obscure key view lines to items of heritage value within the village. In addition it is intended for design controls to ensure that there is 'space' between future buildings to create a more rural appearance. The design approaches reflect the existing development within the village.
Is the LEP likely to create a precedent; or create or change the expectations of the landowner or other landholders?	No. The location attributes and explicit reference of the site in the GMS makes it unique. The GMS has been through a formal consultation process and the views of those consulted are clearly documented within the report; it can be assumed that other landowners in the vicinity are aware of the intentions of Council for the future development of this site. The inclusion of land on the east side of the railway line creates a development which based on the principle of walkability, ie a development which is within walking distance from key services and facilities as well as public transport. It provides Council with an opportunity to create a sustainable extension to the village. On this basis, it is considered that this planning proposal will neither establish a new precedent nor create or change the expectations of other landholders in the vicinity as development of the site is a stated strategic objective of Council.

Department of Planning Criteria	Response
Will the LEP deal with a deferred matter in an existing LEP?	No – not applicable.
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	We are unaware of any other planning proposals that have been lodged with Wollondilly Shire Council seeking support for the Gateway Process. The site's location and attributes coupled with its identification within numerous planning policies makes development of this site in Wollondilly unique. Residential development adjoining the existing village will permit the consolidation of the urban footprint and is consistent with Council's policies in that regard.

Q3: IS THERE A NET COMMUNITY BENEFIT

The Net Community Benefit Test (Table 2) has been used to assess the merits of the planning proposal using the questions set out in the draft Centres Policy, as recommended in Part 3 Section A of the Guidelines for Preparing Planning Proposals.

It is intended that the proposal will deliver a net community benefit, the extent to which will be determined through relevant technical studies.

Table 2: Net Community Benefit Test Evaluation criteria and response

Net Community Benefit Test Evaluation criteria	Response
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)?	Yes. Refer to Table 1.
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	Yes. Refer to Table 1.
Is the LEP likely to create a precedent; or create or change the expectations of the landowner or other landholders?	No. Refer to Table 1.
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Yes. Refer to Table 1.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Yes, the LEP will facilitate a permanent employment generating activity. Refer to Table 1.

Net Community Benefit Test Evaluation criteria	Response
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	Yes. The planning proposal is for approximately 25 hectares of residential development that can be serviced by the proposed infrastructure, which could ultimately service the existing Menangle village. The proposal is to develop a number of different lot sizes, including some smaller lots, in order to ensure that affordable housing is provided. It will contribute to residential supply and affordability.
Is the existing public infrastructure (roads, rail, and utilities) capable of servicing the proposed site?	Partially. Local infrastructure will be essential to the site's successful development. Preliminary investigations of the site's ability to be serviced by water and sewer infrastructure and traffic and transport have been undertaken by GHD Pty Ltd and AECOM.
Is there good pedestrian and cycling access?	The key findings of these reports are summarised below.
Is public transport currently available or is there infrastructure capacity to support future public transport?	Water Initial investigations undertaken by GHD indicate that the land can be serviced for potable water via connections and where necessary augmentations to existing infrastructure. The design and sizing of the infrastructure would be subject to further engineering, environmental and social assessments. The closest centralised sources of potable water includes the existing water mains supplying Menangle Village and the trunk water mains from Macarthur Water Filtration Plant. The Nepean River may also serve as a source of potable water once treated. In addition, the proposal offers the opportunity for the utilisation of non-potable water in place of potable water for non-potable end uses resulting in smaller potable water infrastructure footprint. The provision of recycled water to the study area will ensure that wastewater is managed onsite with only excess recycled water requiring management (either via irrigation or treated discharge to the Nepean River). GHD considered a range of water and wastewater servicing opportunities for the site, taking into account the apparent inherent opportunities and constraints to determine a short list of servicing strategies for the study area. The resulting short list of servicing strategies were: Servicing Scheme 1: Supplying potable water to the site via a connection to the existing 200mm water main supplying Menangle Village. This potable water will be stored in a local reservoir potentially located at the southern end of the site. Servicing Scheme 2: Option 2 is similar to Option 1, with the exception that the potable water demands for the proposed area are supplied from a connection along the 1200mm main from the Macarthur Water Filtration Plant (WT0046), with a new 3 to 14 km main to supply the development.

Net Community Benefit Test Evaluation criteria**Response**

Is the existing public infrastructure (roads, rail, and 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 public transport?

(continued)

Servicing Scheme 3: Option 3 is similar to Option 1, with the exception that raw water extracted from the Nepean River under the existing 900 ML/y GS extraction license would be treated and provide the primary water supply for the proposed area while the connection to the existing 200mm water supply main for Menangle Village would provide a backup supply only. This provides an alternative option should the capacity of the existing 200mm main not be sufficient to supply the additional demand.

All identified water servicing options will be discussed with Sydney Water to determine the most sustainable servicing option to develop. For further details refer to the accompanying GHD report.

Waste water

A centralised wastewater system does not currently exist within or near the study area. The existing Menangle Village is serviced by a variety of private on-site sewerage systems that have operational problems (and require pump out or disposal by irrigation). As such, servicing the study area with sewer infrastructure provided an opportunity to incorporate the existing Menangle Village.

Initial investigations have identified the following options for dealing with waste water:

- **Option Sewer A:** A new package wastewater treatment plant may be located within the study area.
- **Option Sewer B:** Wastewater could be pumped to West Camden STP. In 2008, Maunsell were advised that the only likely connection to West Camden STP (due to capacity issues) would be near the headworks, which is approximately 13 km north-west of the site.
- **Option Sewer C:** Wastewater could be pumped to Glenfield STP. In 2008, Maunsell were advised that Glenfield STP would require significant capacity upgrade in order to service the proposed Menangle Park development. In addition, Glenfield STP is located approximately 24 km from the site. Assuming that there is sufficient capacity in existing network for half of this distance, the remaining 12 km of transfer pipework to connect to Glenfield STP would require augmentation. In addition, several pump stations would likely be required to transport wastewater.
- **Option Sewer D:** Each dwelling may have an individual wastewater treatment plant (and thus associated recycled water treatment plant as denoted in Non Potable D).
- **Option Sewer E:** Extension of the existing Menangle Park Servicing Strategy which includes a 'new Menangle Park STP' located approximately 3 kms from the site (on the other side of the Nepean River near the Southwestern Freeway). This STP is proposed to service additional surrounding growth (for example, Glenlee, Jacks Gully amongst others).

Net Community Benefit Test Evaluation criteria	Response
Is the existing public infrastructure (roads, rail, and utilities) capable of servicing the proposed site?	Due to the significant distance of the West Camden STP and Glenfield STP from the site and the significant augmentation that would be required to cater for effluent from the Menangle site, an on-site wastewater recycling plant is the preferred option.
Is there good pedestrian and cycling access?	Excess treated recycled water would require onsite management (which may be difficult) and thus result in a network to manage recycled water in a central location. Option Sewer D requires significant lot scale management and is unlikely to be favoured by the community.
Is public transport currently available or is there infrastructure capacity to support future public transport?	The proposed Menangle Park STP has not yet proceeded and would require upgrading to cater for flows from the study area and the development of the study area would be constrained by the timing and availability of the new STP.
(continued)	Option A sewer will therefore be developed for further consideration in discussion with Sydney Water. For further details refer to the accompanying GHD report.
	The proposal does not intend for the Council to be owner / operator of the STP. A suitable owner / operator licenced under the water Industry Competition Act 2006 will be investigated.
	Roads
	The Hume Highway (SH31) provides trunk commuter access between south western Sydney, the Sydney CBD and commercial and industrial areas along the M5 Motorway. Current accesses to the Hume Highway from Menangle are 10 kilometres north at Narellan Road and 16 kilometres south at Picton Road.
	The Hume Highway is a four-lane road with shoulder lanes on both sides of the carriageways. It is considered to be operating well within capacity during the average weekday and weekend peak hours.
	Menangle Road is critical to the site, as it is currently the primary provider of road access to the north. It is classified as a state road and therefore controlled by NSW Roads & Maritime Services (RMS). It is a two-way two-lane rural arterial road with a 100km/hr speed limit south of the Broughton Anglican College. The speed limit reduces to 60km/hr through Menangle Village.
	Station Street links Menangle Road with Moreton Park Road and, via Stevens Road, connects the village with the rail station. Station Street is a two-way two-lane road with a posted speed limit of 60km/hr and a wide cross section. Station Street crosses the rail line via an overbridge at its eastern end.
	Stevens Road connects Station Street with Menangle Railway Station. It is a two-way road with no line markings and it has a fairly narrow cross-section. The road has significant trees in the verge on both sides.

Net Community Benefit Test Evaluation criteria	Response
Is the existing public infrastructure (roads, rail, and utilities) capable of servicing the proposed site?	Moreton Park Road is a two lane, undivided road that runs north to south from Menangle to Douglas Park. It has a speed limit of 80km/hr and provides an alternative route to Menangle Road to the south and runs parallel to the Hume Highway.
Is there good pedestrian and cycling access?	Detailed investigations are yet to be undertaken, however it is considered that these roads will have sufficient capacity to support the additional demands generated by the proposal. The intersections on Menangle Road will need to be considered in further detail as part of future development planning for the site. In addition, the intersection of Station Street and Moreton Park Road, adjacent to the rail overbridge, would need to be considered carefully due to the existing sight lines in this location. A greater standard of intersection control and a change to the posted speed limits may be required in this location.
Is public transport currently available or is there infrastructure capacity to support future public transport?	Pedestrian and cycle access
(continued)	Existing infrastructure for pedestrians is very limited in the Menangle area, reflecting the low number of residents that currently live in Menangle and its rural nature. Other than on Menangle Road itself, footpaths are not provided on local roads, such as Moreton Park Road and Station Street. There are also no formal footpaths between Menangle village and Menangle Railway Station. There are pedestrian refuges on Menangle Road, to the north and south of the intersection with Station Street, to facilitate safe crossing of the main through route.
	Wollondilly Council has adopted a cycleway / shared path route map (dated June 2008) for the whole shire. The adopted plan will complement the existing number of shared cycle ways networked throughout the Shire.
	The route map includes a shared path on Menangle Road, Station Street and Moreton Park Road however there are currently no dedicated cycle facilities along these routes in the vicinity of the study area.
	The Campbelltown cycleway network consists of both on and off-road signposted routes. Currently an on-road cycle route is provided on Menangle Road between the Hume Highway overbridge near Medhurst Road and Macarthur.
	There is also no formal (secure) bicycle parking facilities at Menangle Railway Station.
	Detailed planning for the development has yet to take place however, with the proposed land uses located adjacent to the existing village and surrounding the railway station, walking trips are likely to be common. The majority of residences will be within 400 metres of the railway station and heritage / community precinct and therefore access by walking will be a feasible method of travel.

Net Community Benefit Test Evaluation criteria	Response
Is the existing public infrastructure (roads, rail, and utilities) capable of servicing the proposed site?	Opportunities also exist to link the development to existing and proposed land uses and future cycle facilities. Provision of cycle paths would promote use of this mode.
Is there good pedestrian and cycling access?	Public Transport
Is public transport currently available or is there infrastructure capacity to support future public transport?	The study area is currently serviced by Busways route 889 that operates between Menangle and Campbelltown, a low frequency route. The bus travels from Campbelltown via Macarthur Square along Menangle Road, Station Street and Moreton Park Road. A total of 12 services stop in Menangle throughout the weekday, with a frequency of approximately 55 minutes in the morning peak and between 60-105 minutes in the afternoon peak. Four services stop at Menangle on a Saturday, with one service in each direction during the morning and afternoon.
(continued)	Menangle is also serviced by Busways route 47, which links Menangle with Camden. This route travels along Woodbridge Road, Finns Road and Menangle Road, providing four morning and three afternoon services Monday to Friday (there are no weekend services).
	Therefore, although bus services are in operation to serve Menangle, the frequency is very low.
	Previous consultation with Transport for NSW and the bus operator, Busways, has indicated that currently there are no planned bus network upgrades in and around the Menangle area. However, further discussions should be made with these agencies at a later stage to investigate the possibility of bus route diversion (as shown in the Concept Plan) and / or improved service frequencies to serve the proposed development and encourage bus ridership / mode share.
	CityRail services to the south west generally terminate at Campbelltown, although some services on the East Hills Line terminate at Macarthur Station. Electrification of the rail line ceases to the south of Macarthur Station and so services to Menangle Station are provided by diesel trains operating on the Southern Highlands Line.
	Train services are very infrequent in the peak hours, with a 60 minute frequency in the morning and 30-60 minute frequency in the afternoon. A Compendium of CityRail Travel Statistics (CityRail, 2010) indicates that Menangle Station is used very little by passengers, with only 10 entries and 10 exits during a weekday in 2009. There are no formal interchange facilities at Menangle Station, given the lack of train services and passengers to this station.
	For commuters travelling from Menangle to the city and vice versa, a change of trains is required at either Campbelltown or Macarthur stations.

Net Community Benefit Test Evaluation criteria	Response
Is the existing public infrastructure (roads, rail, and utilities) capable of servicing the proposed site?	Menangle Station is unmanned and therefore, together with low levels of passenger demand, casual observation / surveillance is low. The station has parking provision for approximately 20 vehicles however there are no line-markings and during site visits it's been observed that very few (<5) vehicles are left parked at the station. Anecdotal evidence has indicated that vehicles are subject to theft / vandalism due to the low level of activity at the station. As a consequence of this, and the frequency of trains to / from Menangle, commuters are more likely to drive to Campbelltown or Macarthur stations to park and catch the train rather than travel from Menangle.
Is there good pedestrian and cycling access?	At present, train services to / from Menangle Station are infrequent. The proposal is likely to generate additional rail passenger trips, particularly to local centres such as Campbelltown and Macarthur. The development would also improve road access to the station.
Is public transport currently available or is there infrastructure capacity to support future public transport?	Development to / from and around the rail station will increase activity and raise passive surveillance which is a probable cause for the current low levels of passenger use.
(continued)	For further details relating to roads, pedestrian and cycle movement and public transport refer to the accompanying AECOM report.
	Electricity and gas utility
	There is the possibility to connect to the local electricity mains.
	There is no mains gas near the site.
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	Yes. 2006 Journey to Work data shows that 33% of trips are self contained meaning they remain within Wollondilly SLA. Other important destinations include Campbelltown (14%), Camden (13%) and Liverpool (6.2%). This means that over 66% of JTW trips originating from Wollondilly leave the shire but remain in the South West subregion. Some of the other destinations outside the subregion include Bankstown, Fairfield, Parramatta, Penrith, Sydney, Wingecarribee and Wollongong. All these SLAs account for another 21% of trips from Wollondilly. Two thirds of trips that have Wollondilly SLA as a destination originate in Wollondilly SLA (66%) and other origins include Wollongong (10%), Camden (6%), Campbelltown (6%) and Wingecarribee (4%). These SLAs account for over 92% of all trips having Wollondilly SLA as a destination.

Net Community Benefit Test Evaluation criteria	Response
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety? (continued)	Of the 13,925 daily work trips made by residents in Wollondilly in 2006: • 86% were made by car, truck or motorbike; • 6% were made as a vehicle passenger; • 5% were made by train; • 1% was made by bus; and • 2% were made by other modes (i.e. walk / cycle). Menangle lies within Travel Zone (TZ) 1439 (Menangle Station) and of the 103 trips made by residents in TZ 1439: • 87% were made by car, truck or motorbike; • 6% were made as a vehicle passenger; • 4% were made by train; and • 3% were made by bus. These statistics suggest that over 90% of the work trips made by residents in Menangle and Wollondilly are private vehicular trips. This planning proposal provides a variety of housing opportunities, including affordable housing, which is located close to public transport options This is in accordance with the draft South West Subregional Strategy which aims to concentrate development in centres or transit nodes. In addition, further development of sustainable transport principles will assist to encourage alternate modes of transport other than private car. The sustainable transport principles will consider the following objectives: • Provide an integrated transport network between modes and land uses • Provide a choice of travel mode by developing a comprehensively accessible transport network • Provide a safe and secure transport network • Provide a system that is efficient and equitable • Support the local community / economy • Provide a safe and healthy environment.
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?	Yes. There are a number of key investments in transport infrastructure planned by the NSW Government whose patronage will be positively impacted on by the planning proposal. It is anticipated that the patronage generated by the proposed development will help to secure the operational sustainability of the proposed infrastructure improvements planned by the Government. A summary of key points identified in the AECOM report are set out below.

Net Community Benefit Test Evaluation criteria	Response
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact? (continued)	Rail Clearways Plan (NSW Government, 2003) The <i>Rail Clearways Plan</i>, announced by the NSW Government in 2003, is an initiative to improve the reliability of the CityRail network. The program of works to separate Sydney's 14 metropolitan rail routes into five independent clearways is underway with many of the projects already complete. CityRail services on the Cumberland Line (Blacktown to Campbelltown), South Line (Campbelltown to City Circle) and East Hills Line terminate at Campbelltown, while some services on the East Hills Line (via Sydenham) terminate at Macarthur Station. 'Clearway 3' will enable express services to operate from Campbelltown to the City. Stage 1 of these works are complete and stage 2 is anticipated to be completed in 2011. Stage 1 includes modifications to the station concourse and platform work, the bus/rail interchange, kiss and ride facilities, the construction of lifts and stairs to the pedestrian overpass and construction of the new commuter car park adjacent to the station. Stage 2 includes the construction of additional track on the southern side of the existing tracks and a new platform at Macarthur. The Rail Clearways Plan will enable additional trains to be introduced on the line, reducing crowding on peak commuter services in the peak direction and improving frequency and reliability of train services to Macarthur. ARTC – South Sydney Freight Link The Australian Rail Track Corporation (ARTC) is currently undertaking a program of works to improve the efficiency and cost-effectiveness of rail freight services along the North-South Rail Corridor between Melbourne, Sydney and Brisbane. A major bottleneck in the rail freight network currently exists in southern Sydney, where freight trains share existing rail lines with the Sydney metropolitan passenger services operated by RailCorp. During morning and afternoon peak periods, freight services are not permitted to run due to passenger priority. As a result, freight services cannot arrive or depart Sydney at the optimum times. The Metropolitan Strategy aims to encourage the upgrade of the metropolitan rail freight network and to maximise the efficiency of freight transport and the proportion of freight transported by rail. As part of the strategy to achieve this, the South Sydney Freight Line will be developed. Stage 1 of the Southern Sydney Freight Line (SSFL) will ultimately provide a dedicated freight line for a distance of 30 kilometres between Macarthur and Sefton in southern Sydney. Stage 2 will be completed shortly and Stage 3 by the end of 2013. The SSFL would provide a third track in the rail corridor specifically for freight services, allowing passenger and freight services to operate independently, increasing the competitiveness of rail freight.

Net Community Benefit Test Evaluation criteria	Response
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	Yes. Environmental Resources Management Pty Ltd Australia (ERM) carried out a preliminary environmental constraints and opportunities mapping study for the site in 2008. The assessment considered the entire land holdings which were subject to a separate planning proposal. The following focuses on the identified constraints and opportunities that relate to the land which is the subject of this planning proposal. The report identified areas of low, medium and high constraints with land identified as having medium to high constraints considered generally developable, subject to further investigation. A significant proportion of the site is identified as having medium constraints (refer to Figure 3.2). » High constraint areas include the riparian corridor, i.e. land immediately skirting the creek line to the east of the development. This land was considered high for its slope in excess of 9%, ecological value, Aboriginal heritage potential and flooding below the 1% flood level » Medium constraint areas include buffer areas associated with those ECCs identified as high constraint. » Medium Constraint areas include areas which include significant European Heritage items. Key issues that are addressed in the report are set out below. Ecology A preliminary ecological assessment included a one day site inspection and searches for threatened species under the NSW Threatened Species Conservation Act 1997 and the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 previously recorded within a 10km radius of the study area. In relation to flora habitat the assessment concluded that apart from communities mapped as Ecologically Endangered Communities (EECs) by National Parks and Wildlife Service (NPWS) the majority of the study area has been cleared of native vegetation and supports open grassland dominated by exotic species and pasture grass (refer to Figure 3.3). In relation to fauna habitat, terrestrial fauna habitat was observed across the site, in areas of native woodland and cleared, open grassland with pockets of isolated trees. Hollow bearing trees and stags (standing dead trees), which provide roosting / breeding habitat for birds, bats and arboreal mammals were observed. Aquatic habitat was also observed in the form of farm dams, ephemeral water courses and the Nepean River. The proposal does not affect land adjacent to the Nepean River or any dams.



Figure 3.3 Ecological Constraints Mapping



Figure 3.3 Ecological Constraints Mapping

Net Community Benefit Test Evaluation criteria	Response
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding? (continued)	The assessment concluded that the EECs and aquatic habitat have the potential to provide habitat for threatened and non threatened flora and fauna. The dams will require further investigation to determine whether they support suitable habitat for the threatened frog species and foraging habitat for threatened bats. Development will not occur in the riparian corridor along the Nepean River. In relation to threatened species: - No threatened flora species have previously been recorded at the site; however 15 species have been recorded within a 10km radius of the site. An additional four species have been identified as having the potential to occur - Four threatened fauna species have previously been recorded at the site, namely: the Cumberland Plain Land Snail; the Large-footed Myotis (a microchiropteran bat); the Grey-headed Flying Fox and the Glossy Black Cockatoo. A total of 31 threatened fauna species have been recorded within a 10km radius of the site. An additional 11 species have been identified as having the potential to occur. Given the presence of native woodland and riparian vegetation communities on the site, the ERM assessment concluded that the majority of the threatened species have the potential to occur in the site. Targeted threatened species surveys in the appropriate season are required to determine the likely presence of each species identified in the ERM report. Figure 3.3 maps the ecological constraints within the site, based on the initial ERM assessment, as follows: - High ecological constraint includes remnant vegetation (EECs) mapped by NPWS; riparian corridors; other remnant vegetation such as scattered Eucalyptus trees; aquatic habitats such as creeks and watercourses and dams - Low ecological constraint includes previously disturbed and cleared areas. The planning proposal does not propose to remove any native trees. Existing trees will be incorporated into future lots. Bushfire A desktop analysis of bushfire constraints was undertaken in accordance with the requirements of Planning for Bushfire Protection (PBP) 2006. None of the land within the study area was identified as bushfire prone. The riparian corridor which follows the Nepean River to the north and east of the site was identified as bushfire prone but this should not impact upon the study area. Indigenous Heritage At the time of the ERM report no Aboriginal sites were recorded directly on site, however a number of different sites have been recorded in close proximity to the site (refer to Figure 3.4).



Figure 3.4 AHIMS Search Results

Net Community Benefit Test Evaluation criteria	Response
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding? (continued)	A desktop assessment to identify the potential for any Aboriginal heritage constraints on the site concluded that there is a high potential for Aboriginal heritage sites along the banks of the Nepean River. There appears to be little disturbance of these areas and any Aboriginal sites are likely to have high integrity. Land within 100m of the Nepean River is likely to have a high heritage potential. The planning proposal does not include land within 100m from the Nepean River. Other tributaries which run through the study area could have been the focus for Aboriginal occupation. These tributaries are likely to have been eroded and impacted by clearing and grazing and it is therefore considered that the area around these creeks has a moderate level of archaeological potential. The majority of the land within the study area has been impacted by farming activities which will have impacted on any Aboriginal heritage sites that exist in these areas. As Aboriginal sites tend to be closer to water sources, along ridges or in areas with particular resources, there is a lower likelihood for sites to exist in these areas. However, these areas may contain isolated finds or low density artefact scatters which are protected under the NPWS Act 1974. Further investigation can be undertaken to map areas of potential archaeological sensitivity and include appropriate controls within the DCP. Further archaeological investigations of these areas are required and should tie in with the development application stage, during which a s90 permit may be obtained under the National Parks and Wildlife Act 1974 and detailed consultation with the Aboriginal community.
	European Heritage Menangle Village is listed as a Heritage Conservation Area under the existing Wollondilly Shire Council LEP Local and State Heritage items located on the site are: ✦ Menangle Railway Station (local and State significance) ✦ Camden Park Estate Central (local significance) ✦ Camden Park Rotolactor (local significance). All these sites are in proximity to the railway station. A heritage assessment was completed to determine the significance of the heritage items and their curtilage on the site (refer to accompanying Graham Brooks and Associates (GB&A) report). The GB&A report identified a group of important non-residential buildings, the former Camden Park Rotolactor and Creamery structures. The report notes that it is unlikely that a viable reuse will be found for the former Camden Park Estate Central Creamery and the Camden Park Rotolactor while the site retains its current rural zoning.

Net Community Benefit Test Evaluation criteria	Response
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding? (continued)	The Camden Park Rotolactor is already in a dilapidated condition and any conservation and adaption for reuse will be costly. The assessment concluded that the indicative Concept Plan is considered to be a positive heritage outcome for the identified heritage buildings which are unlikely to be conserved in their current planning context. The picturesque setting of the Menangle village will be retained in any future development by the application of the controls of the Wollondilly DCP 2011 which limit building height and form. Contamination ERM undertook a Phase 1 Contamination Assessment, which involved a desktop survey and site inspection. It concluded that there were several potential contamination issues identified within the site. Many structures containing asbestos were observed in varying states of disrepair. Further potential contamination issues were associated with materials storage and handling including the presence of above ground storage tanks and underground storage tanks on-site and the observation of used drums of oil and explosives. The identification of 'areas of environmental concern' can be confirmed to clarify the areas where further investigations and remediation is required during the D.A. and construction phases. This information can be incorporated into a development control plan for the site. Flooding The proposed residential component is above 78m AHD with the exception of some minor fill to create a better urban form. Advice received from NPC noted that the 100 year flood flows in the area are confined to the main river by the railway embankment which is located immediately upstream of the subject site. This embankment has a crest above the 100 year ARI flood level and as such confines the flood flows to the railway crossing the river. The 100 year ARI flood extends southward about 700m from the main river channel and acts as a flood storage rather than flood conveyance. The minor loss of flood storage proposed by the Concept Plan will have an insignificant impact on the flood levels or flood behaviour. In addition the soil extraction activity at the river edge has already compensated for any flood storage loss. There are no impacts of flood flow as part of the proposal. Mine subsidence The Mine Subsidence Board has a number of guidelines relating to surface development. Any future development will need to be designed in accordance with these guidelines.

Net Community Benefit Test Evaluation criteria	Response
Will the LEP be compatible / complementary with surrounding land uses? What is the impact on amenity in the location and wider community?	Yes. Refer to Table 1 above.
Will the public domain improve?	
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	Yes. The proposal will provide small scale retail and community facilities which will complement the existing neighbourhood shop within Menangle. Choice within the village will be improved but the proposed facilities are likely to be complementary rather than in competition with existing uses.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	Not relevant.
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	A summary of net positive community benefits identified from the preliminary investigations are listed below: ✧ The rezoning and future development of the subject site accords with agreed State regional and local strategic directions for development in the area ✧ Potential environmental constraints have been identified and categorised by ERM so as to inform the development footprint on the site such that potential negative impacts are mitigated ✧ Full regard has been had to the surrounding land uses and in this regard the planning proposal seeks only to rezone part of the site. ✧ Many other significant public benefits may result from development enabled by this planning proposal including: – A community/mixed use hub adjacent to the railway station. – Provision of a variety of housing opportunities, including affordable housing for new home buyers or people wanting to down size. – Provision of new links to integrate with the existing village, increasing opportunities for walking and cycling. – The regeneration and active use and enjoyment of heritage buildings, which are currently inaccessible and in disrepair.

Section B: Relationship to strategic planning framework

Q4: 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 2036

The planning proposal can contribute to achieving several of the aims and objectives of the Metropolitan Plan 2036, particularly those relating to housing and infrastructure, as outlined in the table below.

Strategy Objectives	Consistency
C1: To enhance our transport system through implementation of the metropolitan transport plan Action C1.1 Deliver the rail expansion projects and road upgrades outlined in the Metropolitan transport plan to provide additional capacity across the transport system Action C1.2 Continue to roll out buses focusing on connections between centres and ensuring greater proximity to public transport for more of Sydney	The 2010 Metropolitan Transport Plan set a 25 year vision for land use planning for Sydney, and a 10 year fully funded package of transport infrastructure to support it. The Plan defined the vision, approach and funding guarantees to effectively integrate transport and land use planning for Sydney to ensure it is a city of diversity, with a variety of renewed neighbourhoods and ample transport options. Given that the State Government is currently preparing a Long Term Transport Master Plan (LTTMP) for Sydney, the 2010 Plan has been superseded. However, many of the projects and initiatives contained within it may be carried forward into the LTTMP. The key transport projects and initiatives identified in the 2010 Plan that could be relevant to this project include: • A new express rail service for Western Sydney which will help increase the capacity across the whole rail network; • A thousand new buses to be used on the network of 43 strategic bus corridors, which improves bus services to / from the nearest major centres of Campbelltown - Macarthur; • Promotion of active lifestyles, through construction of missing links of the Strategic Cycle Network; • Enhancing the Nation's Highway Network including the Hume Highway; and • Construction of a dedicated freight route through Sydney including the Southern Sydney Freight Line, with associated benefits for the passenger rail system. Realisation of these objectives will permit the planning proposal to contribute in an effective manner to the future of Menangle village.
C2: To build on Sydney's strengths by further integrating transport and land use planning and decision-making to support increased public transport mode share	The Metro Plan emphasises that providing a strong focus on growth centres and areas such as Western Sydney will ensure an equitable and accessible city. By taking advantage of the existing rail line and providing an increased range of local employment opportunities within Wollondilly, development of the site can reduce the number of local residents in Wollondilly and South West Sydney taking lengthy commutes out of the area to access employment.

Strategy Objectives	Consistency
C2: To build on Sydney's strengths by further integrating transport and land use planning and decision-making to support increased public transport mode share (continued)	As outlined in Question 3 the site is in close proximity to Menangle Station and the newly upgraded Macarthur Station. The opportunity to provide medium density housing in close proximity to the railway station at Menangle will contribute to increasing the public transport mode share. The provision of community facilities in close proximity to public transport will also benefit the existing population of Menangle and the wider area.
D1 ensure adequate supply of land and sites for residential development D1.1 Locate at least 70% of new housing within existing urban areas and up to 30% of new housing in new release areas D1.2 Reflect new subregional housing targets in Subregional Strategies and Local Environmental Plans, and Monitor their achievement D2.1 Ensure local planning controls include more low rise medium density housing in and around smaller local centres	The Metro Plan places a strong emphasis on achieving the most efficient use of existing urban areas where small, medium and large centres enjoy good access to services, jobs and public transport in particular those that have experienced low levels of renewal over the past 10 years. The Plan recognises the importance of continuing to provide detached homes around Sydney's smaller centres. The planning proposal provides a logical extension to Menangle village, one that has been identified by Council in its Growth Management Strategy. This planning proposal will help to meet the revised subregional housing targets through the provision of new residential infill development that will integrate with the existing village of Menangle and secure the delivery of a new housing supply, which includes smaller lot affordable housing, near to a railway station and mixed use precinct. The proposed retail and community facilities within the heritage core will be situated amongst low rise medium density housing in order to make the best use of facilities.
F1: To contain Sydney's urban footprint	It is considered the proposed development of residential lands remains compliant with Government policy as this planning proposal seeks to provide for infill development only. This is consistent with the Government strategy that identified that other smaller areas within the Macarthur South region will continue to be considered for residential development subject to meeting specific requirements including infrastructure provision. As identified by the studies prepared for this rezoning request the site can be serviced by infrastructure. The planning proposal will present a sustainable expansion of the development footprint at Menangle Township in accordance with good established planning practice. In particular it provides for housing: - within 400 metres of a train station - that can be serviced by water and sewer infrastructure which can be sized to accommodate the existing village choice in proximity to a mixed use heritage precinct.

Draft NSW South West Sub-Regional Strategy

The DoP's A guide to preparing planning proposals advises that when preparing a planning proposal for an areas covered by a regional or sub-regional strategy, the relationship between the planning proposal and the applicable strategy must be considered in the context of the relevant outcomes and actions identified for that region/sub-region, including housing and employment targets. This assessment is included below.

Within the South West Subregion, 155,000 additional homes are needed over a 25 year period. The Strategy identifies that the South West is likely to experience an ageing of the population and the number of over 65's is likely to increase. This is said to be particularly true in Wollondilly which will grow from 8% over 65 to 18% over 65 between 2001 and 2031. The region is also likely to experience an increase in the number of children aged 0-14. A variety of housing types to accommodate these demographic changes is therefore an identified need.

As outlined in Question 2, the proposed residential infill can accommodate up to 400 dwellings which provides for the natural growth of the existing village. It plays a minor role in contributing to the target for additional dwellings in Wollondilly outlined in the draft Strategy.

The following specific policies are relevant to the site.

C2.1 Focus residential development around centres, town centres, villages and neighbourhood centres

The strategy states that focusing residential development around centres with access to public transport will support achieving targets set for increasing the share of peak hour journeys on a safe and reliable public transport system. There is also a push towards increasing the proportion of trips made by walking or cycling by locating new, medium density residential development close to existing or proposed centres that have developed at public transport nodes.

The site is situated on the edge of Menangle village and the planning proposal will form a logical extension to the village. The Concept Plan identifies areas of proposed medium density residential dwellings which are situated in close proximity to the proposed mixed use precinct, the existing railway station and re-configured bus routes.

C2.3 Provide a mix of housing

The Concept Plan allows for a diverse mix of housing types in order to meet the needs identified within the Draft SW Sub-Regional Strategy. The proposed medium density dwellings located close to the heritage precinct provides opportunities for seniors housing, choice for those who want to down size but not leave the area and choice for first home buyers. Further out from the heritage precinct the lots become lower density and more attractive to accommodate family houses within a landscaped setting.

C4.1 Improve the affordability of housing

The smaller lots located close to the heritage precinct are intended to provide a more affordable alternative to the large and medium sized lots which are prevalent in the area. It is the intention of this proposal to achieve a target of 10-15% affordable housing.

Q5: IS THE PLANNING PROPOSAL CONSISTENT WITH THE LOCAL COUNCIL'S COMMUNITY STRATEGIC PLAN, OR OTHER LOCAL STRATEGIC PLAN?

The planning proposal supports key elements of the Wollondilly Shire Growth Management Strategy (GMS) and the Wollondilly Shire Council Community Strategic Plan.

Wollondilly Shire Draft Growth Management Strategy (GMS)

The GMS is to guide development in Wollondilly over the next 20-25 years. The draft GMS has recently been considered and adopted by Council. The following sets out how the planning proposal complies with the directions and criteria set out in the document.

Residential

Assessment criteria for residential proposals at the Urban on Town Edge area have been set out within Appendix 1 of the GMS as follows:

GMS Assessment Criteria	Response
The site shall be contiguous to existing urban land.	The planning proposal will form a logical extension to the existing residential area of Menangle Village.
The site should be located within practical walking distance of existing town, village or neighbourhood centre.	The proposed development will be centred around a new neighbourhood centre which will utilise existing heritage buildings in order to provide community and retail facilities, meeting the needs of both the existing and proposed communities.
The proposal needs to demonstrate that residential use of the land is the most suitable use of the land within the context of land uses in the area.	Given the significant landscape surrounding the site and the residential use of the existing village, residential development is considered to be the most appropriate use of the land.
The proposal should achieve physical and visual integration with the existing edge of town.	The site will be visually integrated with the existing village by reflecting the character of residential and landscape styles. The street patterns have been designed to provide logical physical links between existing and proposed communities. This will be enhanced by the active use of the heritage core will draw existing residents in to the heritage core in order to make use of the proposed community facilities and the railway station.
Proposals should include a mix of residential lot sizes and cater for a mix of housing types to assist diversity and affordability.	The proposed residential area has been designed to include a variety of different styles and densities of dwellings.
Proposals should complement existing residential areas in terms of subdivision layout and housing design, density and character.	Residential style will be guided by proposed updates to the Wollondilly Shire DCP 2011 which gives urban design guidelines for the dwellings.
Proposals should achieve an average density of 11 to 16 dwellings per hectare.	The average density of the development is 12-16 dwellings per hectare.

GMS Assessment Criteria	Response
Proposals should provide a visually attractive transition between urban and rural areas.	The dwellings closest to the core will be of medium density and will be smaller lots which are more affordable. The larger lots on the edge of the proposed development will reflect lot sizes within the approved 19 lots subdivision and will make the most of their landscaped setting, thereby providing a transition between urban and rural areas.
Proposals must be capable of being serviced by reticulated water and sewerage schemes such as Sydney Water infrastructure or package treatment plant systems.	A key determinant in supporting residential growth is the ability for the site to be serviced by infrastructure in a timely manner to meet increasing service demands. As set out in Part 3 question 3, investigations in to physical infrastructure have commenced and will continue to ensure the appropriate level of infrastructure is provided.
Proposals should enable or include connection to existing shared pathway networks.	The proposed development area will be connected to the existing village via a series of footpath and cycle connections which will link in.
Proposals should incorporate community land and proposals for development of facilities and services if demand on existing social and community service provisions is likely to be increased.	The proposed development includes a heritage precinct which is intended to provide community facilities and services. Menangle village currently has limited community facilities and demand exists within the existing area for an increased provision. The proposed heritage precinct will both meet the existing demand and any demand arising from the new development for social and community service provision.

Rural Living

Council's vision of 'Rural Living' places an emphasis on the environment and heritage significance of the Shire and states:

"The Shire's natural and man-made settings have environmental and cultural heritage significance for our communities – these elements include its waterways and catchments, natural areas, aboriginal heritage, agricultural landscapes, rural heritage, and its towns and villages."

As outlined in Question above, initial investigations of the site's environmental constraints have been carried out and initial heritage assessments have been undertaken.

Investigations of the visual character of the landscape were undertaken in the preparation of the Concept Plan. The investigations noted that the effect of changing rural economics, settlement and development patterns often leads to the removal of the overlays of culture that occurred during the

historical development of the underlying natural landscape. The vernacular rural cultural landscape is therefore unintentionally changed resulting in individual items of heritage significance being retained in a context that is not authentic to the significance of the items themselves. There may be new views created between them as a result of the loss of intervening cultural vegetation, non-significant buildings, economic vegetation, or the loss of existing views as a result of growth of regenerating remnant vegetation, or the addition of later, non-significant buildings.

The investigation assessed that in this regard, most of the authentic context of the former cultural landscape of the subject land north of Station Street and west of the railway line has been removed, leaving the heritage items inside the land isolated in a relatively neutral setting and partly hidden from view by vegetation, only some of which may be of potential heritage significance.

What appears today to be a rural landscape on the subject land and similar to other broad acre grazing land that is common surrounding the village is not authentic to the heritage significance of the items that it contains, other than perhaps for the very early Railway Station. The land was put to very intensive use as the centre of what became the biggest dairy and product export centre in the state of NSW centred on the Central Creamery.

There are now potential view lines between the land and other items that might not have formerly existed. The fact that there is now a view between items of significance is often of no heritage significance because heritage views are not simply objective facts. Views between heritage items are often incidental. Nonetheless, there is a recognised design value in identifying and establishing key view lines and this is incorporated in the Concept Plan. (refer to Figure 3.5)

In addition to view lines between heritage items the Concept Plan also considers the key views of the land from the public domain. Investigations noted that the area bounded by Menangle Road, Station Street and Stevens Road is of the highest visual exposure and it also contains a concentration of heritage items. It is visible from the grassed area north of St James' Church and beyond its treed landscape. The area east of the railway line is of low external visibility and of low visibility to most of the village itself. The Concept Plan has distributed its densities to respond to the key views, with medium density at the core transitioning to low density at the edges.

Council's vision of 'Rural Living' also seeks to ensure that new development is compatible with the existing heritage of the area and states:

New development aims to be sympathetic to the existing form and traditional character of our built environment which is an integral part of our townscapes, rural landscapes and cultural heritage.

The planning proposal seeks to adopt the provisions of Council's DCP to ensure development continues to reflect that of the existing township. It is noted that some additional controls will be proposed to ensure high quality design is achieved and that the proposed development is sympathetic to the traditional rural town character, heritage qualities and streetscape.

The Concept Plan has been prepared, to ensure that the proposed development is located in a manner that complements the existing townscape, rural landscapes and cultural heritage in the area. These plans have been informed by comprehensive visual and preliminary heritage and traffic assessments to ensure that no amenity impacts result.

Wollondilly Shire Council Community Strategic Plan

In relation to the economic development of Wollondilly, this Plan states that 'For Wollondilly to become a healthier, more successful and more sustainable community, council and the community need to continually expand, diversify and improve the Shire's economic life, while minimising its ecological footprint'.

The planning proposal will introduce a mixed use core to the village, creating a vibrant community centre. The proposed residential accommodation will provide a diverse variety of housing types which will be attractive to a range of households. The layout has been designed to respond to environmental features of the site, in particular large lots will be located to ensure the retention of significant trees.

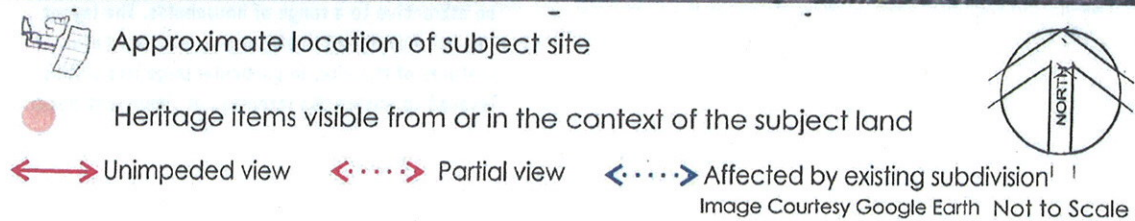


Figure 3.5 Views of and between Heritage Items

Q6: IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

Various State Environmental Planning Policies are relevant to the subject site. The requirements of each of these are summarised below.

Table 5: Consistency with State Environmental Planning Policies (SEPPs)

SEPP	Consistency / Response
1 – DEVELOPMENT STANDARDS	Not relevant
4 – DEVELOPMENT WITHOUT CONSENT	Yes
	The planning proposal will not contain provisions that will conflict or obstruct the application of the SEPP
6 – NUMBER OF STOREYS	Not relevant
10 – RETENTION OF LOW COST RENTAL ACCOMMODATION	Not relevant
14 – COASTAL WETLANDS	Not relevant
15—Rural Landsharing Communities	
19 – BUSHLAND IN URBAN AREAS	Not relevant
21 – CARAVAN PARKS	Not relevant
22 – SHOPS AND COMMERCIAL PURPOSES	Yes
	The planning proposal will not contain provisions that will conflict or obstruct the application of the SEPP
26 – LITTORAL RAINFORESTS	Not relevant
29 – WESTERN SYDNEY RECREATION AREA	Not relevant
30 – INTENSIVE AGRICULTURE	Not relevant
32 – URBAN CONSOLIDATION (Redevelopment of Urban Land)	Not relevant
33 – HAZARDOUS AND OFFENSIVE DEVELOPMENT	Not relevant
36 – MANUFACTURED HOME ESTATES	Not relevant
39 – SPIT ISLAND BIRD HABITAT	Not relevant
41 – CASINO ENTERTAINMENT COMPLEX	Not relevant
44 – KOALA HABITAT PROTECTION	Yes
	The planning proposal will be consistent with this SEPP as a flora and fauna assessment will need to confirm whether the land is potential koala habitat or core Koala habitat or neither
47 – MOORE PARK SHOWGROUND	Not relevant
50 – CANAL ESTATE DEVELOPMENT	Not relevant
52 – FARM DAMS AND OTHER WORKS IN LAND AND WATER MANAGEMENT PLAN AREAS	Not relevant
53 – METROPOLITAN RESIDENTIAL DEVELOPMENT	Not relevant

SEPP	Consistency / Response
55 – REMEDIATION OF LAND	Yes SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Clause 6 requires that a planning authority must not include land in an EPI which allows the change of use of land unless: a) The planning authority has considered whether the land is contaminated; and b) If the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable after remediation) for all the purposes for which land in the zoned area concerned is permitted to be used; and c) If the land requires remediation to be made suitable for any purpose permitted in that zone, the planning authority is satisfied that the land will be remediated before it is used for that purpose. The planning proposal will be consistent with this SEPP as contamination matters will be investigated through a further relevant technical study.
59 – CENTRAL WESTERN SYDNEY ECONOMIC AND EMPLOYMENT AREA	Not relevant
60 – EXEMPT AND COMPLYING DEVELOPMENT	Not relevant
62 – SUSTAINABLE AQUACULTURE	Not relevant
64 – ADVERTISING AND SIGNAGE	Not relevant
65 – DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT	Not relevant
70 – AFFORDABLE HOUSING	Not relevant
71 – COASTAL PROTECTION	Not relevant
BASIX 2004	Not relevant
HOUSING FOR SENIORS OR PEOPLE WITH A DISABILITY 2009	Not relevant
INFRASTRUCTURE 2007	Yes This SEPP provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process. It includes provisions relating to traffic generating development (which includes the subdivision of land) and development adjacent to road corridors or reservations. The planning proposal will not contain provisions that will conflict or obstruct the application of the SEPP.
KOSCIUSZKO NATIONAL PARK - ALPINE RESORTS 2007	Not relevant
KURNELL PENINSULA 1989	
MAJOR DEVELOPMENT 2005	Not relevant

SEPP	Consistency / Response
SYDNEY REGION GROWTH CENTRES 2006	Not relevant
MINING, PETROLEUM PRODUCTION AND EXTRACTIVE INDUSTRIES 2007	Yes This SEPP includes provisions for the compatibility of proposed development with mining, petroleum production or extractive industry. It requires an assessment of compatibility with a development application. The planning proposal achieves consistency with the SEPP as the likely impact on current or future extraction of materials by the development will be assessed through a relevant technical study at DA stage.
PENRITH LAKES SCHEME 1989	
RURAL LANDS 2008	
TEMPORARY STRUCTURES AND PLACES OF PUBLIC ENTERTAINMENT 2007	Not relevant
RURAL LANDS 2008	Not relevant
EXEMPT AND COMPLYING DEVELOPMENT CODES 2008	Yes The planning proposal will not contain provisions that will conflict or obstruct the application of the SEPP.
WESTERN SYDNEY EMPLOYMENT AREA 2009	Not relevant
WESTERN SYDNEY PARKLANDS 2009	Not relevant
AFFORDABLE RENTAL HOUSING	Not relevant
SEPP 53 TRANSITIONAL PROVISIONS 2011	Not relevant
STATE AND REGIONAL DEVELOPMENT 2011	Not relevant
SYDNEY DRINKING WATER CATCHMENT 2011	Not relevant
URBAN RENEWAL 2010	Not relevant

Table 6: Consistency with Deemed SEPPs (Formerly Regional Environment Plans)

REP	Consistency / Response
CHATSWOOD TOWN CENTRE	Not relevant
GOSFORD COASTAL AREAS	Not relevant
MULTI UNIT HOUSING; SURPLUS GOVERNMENT SITES	Not relevant
CENTRAL COAST PLATEAU AREAS	Not relevant
EXTRACTIVE INDUSTRY (NO 2-1995)	Not relevant
BLUE MOUNTAINS REGIONAL OPEN SPACE	Not relevant
PENRITH LAKES SCHEME	Not relevant
MULGOA VALLEY	Not relevant
EASTERN BEACHES	Not relevant
WALSH BAY	Not relevant
KURNELL PENINSULA (1989)	Not relevant
ROUSE HILL DEVELOPMENT AREA	Not relevant

REP	Consistency / Response
HAWKESBURY-NEPEAN RIVER (NO 2-1997)	Yes This REP integrates planning with catchment management to protect the river system. The plan covers water quality and quantity, environmentally sensitive areas, riverine scenic quality, agriculture, and urban and rural residential development. It controls development that has the potential to impact on the river environment. This REP applies to all parts of the catchment in the Sydney Region (15 local government areas), except for land covered by Sydney REP No. 11 - Penrith Lakes Scheme. The planning proposal will be consistent with this REP as relevant technical studies will address the matters covered by the plan.
WARRINGAH URBAN RELEASE AREAS	Not relevant
HOME BUSH BAY AREA	Not relevant
ORCHARD HILLS	Not relevant
CITY WEST	Not relevant
PARRAMATTA	Not relevant
RHODES PENINSULA	Not relevant
ST MARYS	Not relevant
REGIONAL PARKLANDS	Not relevant
COOKS COVE	Not relevant
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT)	Not relevant

Q7: IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S.117 DIRECTIONS)?

The relevant section 117 Directions are considered in Table 7.

Table 7: Consistency with Section 117 Directions

Section 117 Direction	Consistency / Response
EMPLOYMENT AND RESOURCES	
1.1 Business and Industrial Zone	Yes. The planning proposal will be consistent with this Ministerial Direction.
1.2 Rural Zone	This direction seeks 'To protect the agricultural production value of rural land'. The planning proposal is inconsistent with this objective. Inconsistency however, is permitted where it can be demonstrated that the provisions of the planning proposal that are inconsistent are justified by a strategy which: » Gives consideration to the objectives of this direction » Identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites) » Is approved by the Director-General of the Department of Planning and is in force. The Draft South West Subregional Strategy gives consideration to the objectives of this direction (refer page 26) and discusses the current role of rural lands and their decreasing contribution to industry in the South West region. The site has been identified within Wollondilly Shire Council's Growth Management Strategy as a residential growth area.
1.3 Mining, Petroleum Production and Extractive Industries	Yes The planning proposal will be consistent with the Ministerial Direction The objective is to "ensure that the future extraction of State or regionally significant reserves of coal, other material, petroleum and extractive materials are not compromised by inappropriate development". As outlined in Table 4, an assessment of the guidelines set out by the mine subsidence board
1.4 Oyster Aquaculture	Not relevant
ENVIRONMENT AND HERITAGE	
2.1 Environmental Protection Zones	Yes This direction seeks 'To protect and conserve environmentally sensitive areas'. The planning proposal is consistent with this objective. The site is not identified as being environmentally sensitive in the Wollondilly LEP 2011. As outlined in Question 3 above initial investigations have been carried out by ERM. Further technical studies will be undertaken as the planning proposal progresses through the Gateway system (and as directed by Council and the DoP) to confirm the extent of environmentally sensitive land and secure the adequate protection and conservation of those areas.

Section 117 Direction	Consistency / Response
2.2 Coastal Protection	Not relevant
2.3 Heritage Conservation	Yes This direction seeks 'To conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance'. The planning proposal is consistent with this objective as the planning proposal seeks to introduce a Concept Plan that responds the items identified as being of heritage significance. The proposal does not intend to amend the existing heritage controls
2.4 Recreation Vehicle Areas	Not relevant
HOUSING INFRASTRUCTURE AND URBAN DEVELOPMENT	
3.1 Residential Zones	Yes The planning proposal will consider provisions that broaden the choice of buildings types; make efficient use of infrastructure and be of good design.
3.2 Caravan Parks and Manufactured Home Estates	Not relevant
3.3 Home Occupations	Not relevant
3.4 Integrating Land Use and Transport	Yes The planning proposal will be consistent with the Ministerial Direction. It will consider the aims, objectives and principles of Improving Transport Choice – Guidelines for planning and development (2001) and The Right Place for Business and Services – Planning Policy (2001)
3.5 Development Near Licensed Aerodromes	Not relevant
HAZARD AND RISKS	
4.1 Acid Sulfate Soils	Yes The planning proposal will be consistent with the Ministerial Direction. A relevant technical study will be undertaken as the planning proposal progresses through the Gateway system (and as directed by Council and the DoP) to determine the presence of acid sulfate and address the matters set out in this Direction.
4.2 Mine Subsidence and Unstable Land	Yes Future development will be undertaken in accordance with the relevant Mine Subsidence Board Surface Development Guidelines at DA stage.
4.3 Flood Prone Land	Yes. The land is in close proximity to A flood prone land study will be undertaken at the detailed development stage. Future development will be undertaken in accordance with the results of the flood prone land study.
4.4 Planning for Bushfire Protection	Yes The planning proposal will be consistent with the Ministerial Direction. A relevant technical study will be undertaken as the planning proposal progresses through the Gateway system (and as directed by Council and the DoP) to address the extent of bushfire prone land and the matters set out in this Direction.

Section 117 Direction	Consistency / Response
REGIONAL PLANNING	
5.1 Implementation of Regional Strategies	Not relevant
5.2 Sydney Drinking Water Catchments	Yes The planning proposal will be consistent with the Ministerial Direction. A relevant technical study will be undertaken as the planning proposal progresses through the Gateway system (and as directed by Council and the DoP) to address the matters set out in this direction. Consultation with Sydney Catchment Authority will occur.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not relevant
5.4 Commercial and Retail Development along the Pacific Highway	Not relevant
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	Not relevant
5.6 Sydney to Canberra Corridor	Not relevant
5.7 Central Coast	Not relevant
5.8 Second Sydney Airport: Badgery's Creek	Not relevant
LOCAL PLAN MAKING	
6.1 Approval and Referral Requirements	Yes The planning proposal will be consistent with the Ministerial Direction.
6.2 Reserving Land for Public Purpose	Not relevant
6.3 Site Specific Provisions	Not relevant
METROPOLITAN PLANNING	
7.1 Implementation of the Metropolitan Strategy	Yes The planning proposal will be consistent with the Ministerial Direction Refer to Question 4 above.

Section C: Environmental, social and economic impact

Q8: 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?

This planning proposal relates to the development of cleared farmlands. No clearing of native trees is proposed.

Refer to Question 3 above.

Q9: ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

As set out in A Guide to Preparing Planning Proposals the purpose of this question is to ascertain the likely environmental effects that may be relevant. It states that technical investigations to address an identified environmental issue should be undertaken following the initial Gateway determination.

Technical studies, together with community and public authority consultation, will investigate the potential for other likely environmental effects arising from the planning proposal and explore options for the mitigation and management of any environmental effects. Studies that are relevant to this planning proposal should address:

- » Infrastructure – Investigate the appropriate provision of water and wastewater infrastructure
- » Investigate drainage and flooding
- » Traffic and transport
- » Urban design guidelines that relate to landscape and visual character; maintaining key view lines and creating a high quality development.
- » Contamination to identify the location of 'areas of environmental concern', ie areas that require a phase 2 assessment or remediation as part of the D.A. process.
- » Ecology to confirm the extent of threatened species on site
- » Bushfire risk

In addition to the above the site is traversed by a railway line. The impact of the railway line in relation to noise and derailment safeguards will be investigated to ensure appropriate buffers are applied, if any are necessary.

Further detail will be provided in later iterations of the planning proposal as the studies progress.

Q10: HOW HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

Technical studies, together with community and public authority consultation, will investigate the potential for other likely environmental effects arising from the planning proposal and explore options for the mitigation and management of any environmental effects. Studies that are relevant to this planning proposal should address:

- » Aboriginal heritage – identification of any areas of aboriginal archaeological concern
- » Housing affordability

Further detail will be provided in later iterations of the planning proposal as the studies progress.

Section D: State and Commonwealth interests

Q11: IS THERE ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL?

The assessment of public infrastructure is a relevant matter. At this stage the following infrastructure will be impacted.

Infrastructure	Availability	Comment
Public transport	Bus: Available	Refer to Question 3. In consultation with NSW Transport and Infrastructure and the bus operator Busways, it was found that currently there are no planned bus network upgrades in and around the Menangle area. However, further discussions will be made with these agencies to investigate the possibility of bus route diversion or improved service frequencies to serve the proposed development.
	Rail: Available	Refer to Question 3. There are no planned rail upgrades south of Macarthur Station as electrification of the rail line to Menangle is unlikely to be financially viable due to lack of demand and the significant construction costs. The proximity of the site to the upgraded Macarthur rail station provides an opportunity for the site to be linked (shuttle bus) to this railway station.
Utilities	Subject to public authority consultation.	Availability of adequate water, sewerage, and power services will be discussed with the relevant public authority, or as directed through the Gateway Determination.
Roads	Good road access available.	The site is well served in terms of road access: Menangle Road, Station Street Stevens Road and Moreton Park Road. As outlined in Question 3: The Hume Highway is a four-lane road with shoulder lanes on both sides of the carriageways. It is considered to be operating well within capacity during the average weekday and weekend peak hours. Menangle Road is critical to the site, as it is currently the primary provider of road access to the north. It is classified as a state road and therefore controlled by NSW Roads & Maritime Services (RMS). It is a two-way two-lane rural arterial road with a 100km/hr speed limit south of the Broughton Anglican College. The speed limit reduces to 60km/hr through Menangle Village. Station Street links Menangle Road with Moreton Park Road and, via Stevens Road, connects the village with the rail station. Station Street is a two-way two-lane road with a posted speed limit of 60km/hr and a wide cross section. Station Street crosses the rail line via an overbridge at its eastern end. Stevens Road connects Station Street with Menangle Railway Station. It is a two-way road with no line markings and it has a fairly narrow cross-section. The road has significant trees in the verge on both sides.

Roads (continued)		Moreton Park Road is a two lane, undivided road that runs north to south from Menangle to Douglas Park. It has a speed limit of 80km/hr and provides an alternative route to Menangle Road to the south and runs parallel to the Hume Highway.
Waste management and recycling services	To be confirmed	The availability of waste management and recycling services will be investigated through the evolution of the planning proposal.
Essential services	Subject to public authority consultation.	The site is approximately 12km from Campbelltown Hospital, Campbelltown Police station and other emergency services such as ambulance and fire. Consultation with the appropriate public bodies will establish if there are sufficient community, education and health services available.

Q12: WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

Attempts have been made to consult with Sydney Water however they have not been willing to discuss the proposed servicing options for the planning proposal. Discussion with Sydney Water is able to occur only once the planning Gateway process has commenced.

Consultation is proposed with the following Government authorities, agencies and other stakeholders in regard to this planning proposal:

- » NSW Department of Planning and Infrastructure – West Sydney Region Team
- » Office of Environment and Heritage
- » Mine Subsidence Board
- » Transport for NSW
- » Roads and Maritime Services
- » Sydney Water Corporation
- » Utility and telecommunication agencies
- » Rail Corporation of NSW
- » Rural Fire Service

Confirmation of the above list is sought through the Minister's Gateway Determination

Part 4

Community Consultation

Consultation prior to gateway determination

Under Council policy, it is understood that the planning proposal will be placed on public exhibition for 28 days before Council meets to consider the proposal. The proponent is willing to participate in consultation forums during this exhibition period.

The applicant has a history of seeking community input through public meetings and online.

Future consultation following the gateway determination

This planning proposal does not fall within the definition of 'low impact planning proposal' set out in section 4.5 of A Guide to Preparing Local Environmental Plans. As such the minimum exhibition period is 28 days.

Notification of the formal public exhibition will be in accordance with section 4.5 A Guide to Preparing Local Environmental Plans. Notice will be given through:

- Relevant newspaper that circulate in the area
- affected by the planning proposal
- the Council website
- in writing to adjoining land owners.

Ordinary Meeting of Council



WOLLONDILLY
SHIRE COUNCIL

Notice of Meeting & Agenda

Monday 15 October 2012

Notice is hereby given that an Ordinary Meeting of Council will be held in the Council Chamber, 62-64 Menangle Street, Picton on Monday 15 October 2012, commencing at 6.30pm.

The business to be considered is as listed over and your attendance is welcomed.

62-64 Menangle Street Picton NSW 2571
PO Box 21 Picton NSW 2571
Phone: 02 4677 1100 Fax: 02 4677 2339
Email: council@wollondilly.nsw.gov.au
Web: www.wollondilly.nsw.gov.au
