

GLENLEE PLANNING PROPOSAL

**Draft Campbelltown (Urban Area) Local Environmental Plan 2002 – Amendment
No 16 – Glenlee Precinct**

Campbelltown City Council

Introduction	5
Part 1 – Objectives or Intended Outcomes	7
Part 2 – Explanation of the Provisions	7
Part 3 – Justification	8
Part 4 – Mapping	16
Part 5 – Community Consultation	16
Appendix 1 – Glenlee Precinct Technical Studies – Recommendations	
Appendix 2 – Letter from NSW Department of Planning	

Planning Proposal

Subject: Draft Campbelltown (Urban Area) Local Environmental Plan 2002 – Amendment No 16 – Glenlee Precinct

Introduction

The Glenlee Precinct, which straddles the local government boundary between Camden and Campbelltown Councils, comprises a strategic holding of land located in proximity to higher order transport infrastructure, extensive existing and proposed urban development and within a broader sensitive natural environmental system and cultural landscape setting. It is a precinct which for some considerable period of time has been identified to exhibit significant potential for redevelopment as a comprehensive employment area. Indeed it is this potential and the changing focus of current land use activities which led to the commencement of a formal investigation and rezoning process in late 2006/early 2007, and concluded with a recommendation that the land was suitable for rezoning for industrial (employment) purposes, provided a number of issues were addressed, most notably the assurance that appropriate vehicular access to the subject site could be achieved.

The land to a greater extent has been used, for a number of years, for specific industrial related purposes notwithstanding its current rural zoning. These industrial uses include the Sada Services landholding (truck maintenance and depot, coal washery and reject coal emplacement), Camden Soil Mix (truck maintenance and depot, greenwaste and recycling facility), and TRN (truck maintenance and depot).

The subject land is situated to the west of the F5 Freeway and Main Southern Railway, southwest of the Australian Botanic Garden, and to the southeast of the Spring Farm Urban Release Area, with the land occupied by the Spring Farm Resource Recovery Park effectively creating a buffer to lands to the north. Further, it is located south of the Mount Annan residential area, northwest of the proposed Menangle Park Residential Release Area and east of the Nepean River.

Importantly, it interfaces and displays potential functional relationships with these surrounding areas, and also exhibits an important contextual relationship (including visual) with iconic areas such as Camden Park Estate, Glenlee House, Australian Botanic Garden and the Nepean River.

The site has a total area of approximately 110 hectares of which approximately 60 hectares are considered capable of being developed for industrial purposes.

It should be noted that the rail siding, which links to the site, is approximately 4.2km in length and connects to the Main Southern Railway Line, is privately owned by Sada Services and is currently used by Queensland Rail Freight. Maintenance of the siding is undertaken by Sada Services. At this stage there are no plans to upgrade the siding, but this may change depending on the future land uses of the site. Indeed, the presence of the rail siding could be a point of difference with other industrial lands throughout the region to promote freight and logistics related development(s).

Traffic analysis undertaken by Camden Council detailed the theoretical traffic capacity of critical intersection points throughout the Camden local road network that would be affected by this planning proposal. In this regard, the maximum capacity of the intersections are considered to only be able to accommodate a total of 12,500m² GFA of warehousing or

10,000m² GFA of general industrial use (or a combination of both) until such time as a link to the F5 Freeway is established.

This planning proposal is submitted to facilitate continuation of the rezoning process given that the rezoning application lodged previously has effectively lapsed, and that such applications are now required to be referred to the Gateway Panel for determination.

Part 1 – Objectives or Intended Outcomes

The objectives of this planning proposal are as follows:

- (a) to enable the redevelopment of that part of the Glenlee Precinct that falls within the Campbelltown Local Government Area, (being the Glenlee coal washery / reject coal emplacement site, and adjoining greenwaste recycling facility) for industrial and related development (but not including retailing, bulky goods retailing and stand alone commercial development),
- (b) to provide for a corridor of environmental conservation open space around the site and along the Nepean River, which would provide a link with the Australian Botanic Garden at Mount Annan and the bush corridor in the Spring Farm Urban Release Area, and
- (c) to restrict industrial development on the subject land to a total of 12,500m² GFA of warehousing or 10,000m² GFA of general industrial use (or a combination of both) until such time as a road link to the F5 Freeway is established.

Part 2 – Explanation of the Provisions

The property description and current land uses of the subject site are as follows:

- Part Lot 1102 DP 883496 – greenwaste recycling facility.
- Part Lot 1 DP 405624 – rail spur line connecting with the Main Southern Railway.
- Part Lot 38 DP 1098588 – coal washery / reject coal emplacement site.

A map indicating the location of the subject site, its ownership and the boundary between the Camden and Campbelltown Local Government Areas is shown at **Attachment 1**

The subject site is currently zoned Non Urban under the provisions of Environmental Planning Instrument (EPI) *Interim Development Order (IDO) No 15 – City of Campbelltown* (IDO No 15). IDO No 15 also provides for the greenwaste recycling facility currently operating from the Camden Soil Mix site (part Lot 1102 DP 883495). The coal washery / reject coal emplacement site is currently operating under the existing use rights provisions of the *Environmental Planning and Assessment Act 1979*. A copy of the existing zoning map is shown at **Attachment 2**.

The main EPI for the Campbelltown Local Government Area is *Campbelltown (Urban Area) Local Environmental Plan 2002* (CLEP 2002). As the southern and eastern boundary of the subject site adjoins the Menangle Park Urban Release Area, which is proposed to be rezoned under the provisions of CLEP 2002, it is considered appropriate to include the subject site within CLEP 2002.

Proposed amendments to the EPIs are as follows:

Amendment of *Campbelltown (Urban Area) Local Environmental Plan 2002* Land Zoning Map in accordance with the proposed zoning map shown at **Attachment 3**.

Amendment of *Campbelltown (Urban Area) Local Environmental Plan 2002* to include a new land use table, to provide for the environmental conservation of the open space corridors

within the subject site, as there is no current land use table to address the conservation objectives proposed for these corridors.

The Amendment of *Campbelltown (Urban Area) LEP 2002* to include provisions to ensure that Council is satisfied that arrangements have been made for the provision of local infrastructure to service the needs generated by the development of the land, and/or to make the land suitable for industrial development, before the subdivision of land, including the source of funding for such infrastructure, and compliance with an infrastructure delivery plan to be approved by Council. This amendment is required to ensure that the infrastructure requirements that are generated by the development are provided in a timely manner, but only if the land is developed intensively for industrial purposes. This requirement is proposed to ensure that no more than a total of 12,500m² GFA of warehousing or 10,000m² GFA of general industrial use (or a combination of both) is developed until such time as a road link to the F5 Freeway is established.

Amendment of *Interim Development Order No 15 – City of Campbelltown* instrument and map to remove all reference and provisions relating to the subject land.

Part 3 – Justification

Section A – Need for the planning proposal

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

The draft Glenlee Local Environmental Study (LES) forms the basis of this planning proposal. This document was informed by a number of technical studies prepared by specialist consultants. The draft LES noted the main issues for development of the site, provided a preferred development option / indicative layout plan (ILP) (see copy marked **Attachment 4**) and recognised a number of key issues that still need to be addressed in the final planning proposal.

The main outcomes of the draft LES are as follows, however please see Appendix 1 for more details:

Land Capability

Geotechnical

More comprehensive investigations are required to inform detailed planning within areas of identified geotechnical sensitivity.

Groundwater/Salinity

Development should be limited or evaluated in areas of known salinity potential

Mine Subsidence

Structures and infrastructure shall be designed to the Mine Subsidence Board's requirements.

Potential Contamination

- Phase 2 contamination assessments should be conducted on the identified areas of environmental concern, in accordance with the requirements of State Environmental Planning Policy No 55 and Council's Contaminated Lands Policy (Sampling Analysis and Quality Plans should be prepared for each site).

- Remedial Action Plans should be prepared for each site in accordance with Phase 3 requirements.
- A Site Audit Statement and Report should be prepared.

Ecology/Riparian

The following ecological principles/actions should guide natural systems management:

- 'Green' links shall be fostered as depicted on the ILP.
- Vegetation Management Plans (focused on rehabilitation and conservation) shall be implemented for all retained and rehabilitated natural areas.
- A new naturalistic drainage system extending from a rehabilitated Caley's Creek and aligning with the southern and western boundaries of the emplacement areas shall be created.
- A contribution to the broader off-site Caley's Creek rehabilitation shall be considered.

Bushfire

A comprehensive bushfire management strategy shall be prepared, having regard to the APZs, building construction standards, access and service infrastructure and based on the principles contained in the BES Report and underpinned by "Planning for Bushfire Protection" (2006) and relevant Australian Standards.

Transport/Traffic/Accessibility

The following transport principles/actions should guide future transport / traffic / accessibility management:

- Relevant mode shift targets should be established to reduce reliance on cars.
- Transport systems should aim to reduce the reliance on car travel.
- Accessibility and mobility should be promoted in further planning, whilst seeking to moderate the use of private vehicles.
- Targets for bus service provision should be established.
- Level of intersection (Level of Service) performance should not fall below D.
- A comprehensive cycleway/pedestrian footpath network shall connect with nearby local and higher order systems.
- Staged vehicle access should be provided to the subject site.
- Access to the Spring Farm Parkway west shall initially utilise the existing road network for appropriate classes of vehicle movement and thence access to the Spring Farm Parkway east.
- Relevant contributions shall be made to local/district/subregional transport infrastructure.

Noise

The following acoustic principles/actions shall be implemented to manage potential noise emissions:

- A comprehensive Noise Management Plan shall be prepared addressing the land use and design implications of the precinct.
- The Plan shall have regard to:
 - the prevailing legislative requirements;
 - avoiding compromising the scenic objectives of the subject land;
 - attenuation measures to achieve a balance of design and barriers;
 - alternative pavement treatments.

Air Quality

The following air quality principles/actions should guide air quality management:

- Alternative means of transport (non car), shall be incorporated in the detailed planning and relevant policy development.
- Emissive industries should be discouraged through planning provisions.

Water Cycle Management

A Water Cycle Management Strategy was developed as part of the planning process. The Strategy should be further refined ensuring the incorporation of the principles of Water Sensitive Urban Design.

Water Conservation and Reuse

- Vegetated areas should extensively use water sensitive indigenous species.
- Any irrigation systems shall be of a drip nature.
- Industrial uses should be encouraged to adopt BASIX water conservation measures and reuse collected water in ancillary functions.

Heritage

The heritage and landscape study findings informed the ILP development and should underpin further detailed planning and development actions. In this regard the following principles/actions should be highlighted.

Indigenous

- A range of actions from no action, to systematic sub-surface testing and potential salvage should be pursued having regard to the zones of relative sensitivity identified in the Indigenous Heritage Report.

European Heritage/Landscape

- Further analysis of the broad landscape settings of Glenlee Homestead and curtilage, Camden Park Estate, Australian Botanic Garden and identified heritage items in Menangle Park should be undertaken.
- Detailed controls shall be included in relevant planning documents to ensure responsiveness to the sensitive visual setting and satisfactory visual outcomes.

Civil Infrastructure

The civil infrastructure requirements of the proposed development do not raise complexities. Generally, servicing of the development requires extension and augmentation of existing proximate services. In all cases, further detailed investigations and design work will need to be undertaken in determining the final infrastructure strategy and relevant costings.

Human Services and Open Space

The creation of a socially sustainable precinct was a central plank to emerge in the specialist Social Infrastructure investigations. To achieve such end the following principles are advanced for adoption in future planning:

- Development of a healthy and attractive work environment, providing opportunity for fitness and leisure.
- Development of a cohesive on-site workforce community.
- Development of linkages with the surrounding community for mutual benefit of both the employment lands and surrounding residents.

Conclusion

Whilst it is acknowledged that significant work has already been undertaken to support this proposed rezoning which indicates the feasibility of the proposal, there are still a number of outstanding matters that need to be addressed before the final planning proposal is prepared for exhibition purposes. These include:

- Traffic and transport related issues particularly with regard to the type and amount of traffic projected to be generated by future development, and the capacity of the existing and planned road infrastructure to accommodate this traffic.
- Updating of the Land Capability Assessment to include further geotechnical information.
- Further information on the types of industrial uses considered appropriate for the site, in recognition of the visual, acoustic and air quality impacts of such uses on the Spring Farm and Menangle Park Urban Release Areas, Camden Park Estate, Glenlee House and the Australian Botanic Garden.
- Further information on the proposed Water Cycle Management Strategy.

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

It is considered that an amendment to *Campbelltown (Urban Area) Local Environmental Plan 2002* to provide for the rezoning of the subject land is the best means of achieving the objectives of this planning proposal.

Section B – Relationship to strategic planning framework

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

Metropolitan Plan for Sydney 2036

It is considered that this planning proposal is consistent with the following aims, which are included in Strategic Direction E of the Growing Sydney's Economy section of the Metropolitan Plan:

- To ensure adequate land supply for economic activity, investment and jobs in the right locations.
- To provide employment lands to support the economy's freight and industry needs.
- To provide for a broad range of local employment types in dispersed locations.
- To increase and diversify the jobs and skills base of Western Sydney

The proposed 60 hectares of industrial land is considered to have the capacity to be able to provide approximately 1,200 jobs, and thus will contribute towards the Metropolitan Plan's projected target of an additional 141,000 jobs by 2036 within the South West Subregion.

Draft South West Sub Regional Strategy

The *Draft South West Sub Regional Strategy* specifically notes that the precinct around Glenlee coal washery is currently under investigation, and recognises its potential for future employment land development. The Strategy also specifically notes the location of the subject site at the south west gateway to Sydney with access to the Camden bypass, and potential access to rail and the F5 freeway.

It is therefore considered that this planning proposal is consistent with the objectives and actions contained within both the Metropolitan Plan for Sydney 2036 and the Draft South West Sub Regional Strategy.

4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The planning proposal is not inconsistent with the *Campbelltown 2025 Looking Forward* long term town planning strategy, nor with the *Draft Campbelltown Local Planning Strategy* where Glenlee is specifically noted as a future employment area.

It is also noted that the potential of the subject site for employment development was recognised within the *South-West Sydney Employment Lands Strategy* prepared by Hill PDA for Campbelltown, Liverpool and Camden Councils in 2003.

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

It is considered that the planning proposal is not inconsistent with the following State Environmental Planning Policies.

SEPP	Comment
State Environmental Planning Policy No 1 – Development Standards	Not inconsistent
State Environmental Planning Policy No 4 – Development without Consent and Miscellaneous Exempt and Complying Development	Not inconsistent
State Environmental Planning Policy No 6 – Number of Storeys in a Building	Not inconsistent (Maximum building height will be subject to maximum height expressed in metres)
State Environmental Planning Policy No 19 – Bushland in Urban Areas	Not inconsistent
State Environmental Planning Policy No 33 – Hazardous and Offensive Development	Not inconsistent.
State Environmental Planning Policy No 44 – Koala Habitat Protection	Not inconsistent
State Environmental Planning Policy No 55 – Remediation of Land	Not inconsistent It is noted that there are some areas of environmental concern which require further investigation, but are not considered to significantly restrict future industrial development.
State Environmental Planning Policy No 60 – Exempt and Complying Development	Not inconsistent
State Environmental Planning Policy No 64 – Advertising and Signage	Not inconsistent
State Environmental Planning Policy (Exempt and Complying Codes) 2008	Not inconsistent
State Environmental Planning Policy	Not inconsistent.

(Infrastructure) 2007	It is considered that whilst this planning proposal is dependent upon the construction of the Spring Farm Parkway to realise its full industrial development potential, it could also be considered a catalyst in ensuring the development of such infrastructure.
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	Not inconsistent
State Environmental Planning Policy (Temporary Structures) 2007	Not inconsistent
Sydney Regional Environmental Plan No 20 - Hawkesbury Nepean River (No 2 - 1997)	Not inconsistent The planning proposal aims to maximise the protection of waterways, riparian corridors, remnant vegetation etc, and manage stormwater appropriately to ensure consistency with this SREP.
Sydney Regional Environmental Plan No. 9 (No.2) (Extractive Industries)	Not inconsistent

6. Is the planning proposal consistent with applicable Ministerial Directions (s117 directions)?

It is considered that the planning proposal is either consistent or justifiably inconsistent with the following applicable s117 directions.

117 Direction	Comment
1.1 Business and Industrial Zones	Not inconsistent as this planning proposal aims to encourage employment growth and the subject site is specifically noted in the Draft South West Regional Strategy
1.2 Rural Zones	It is considered that this planning proposal is justifiably inconsistent with this direction. Whilst the subject site is currently zoned non urban it is not agricultural land as it is an emplacement site where industrial uses are currently being undertaken. The subject site is also specifically noted in the Draft South West Regional Strategy as suitable for investigation as future employment land.
1.3 Mining, Petroleum Production and Extractive Industries	Not inconsistent as this planning proposal does not intend to prohibit mining, petroleum production and extractive industries.
2.1 Environment Protection Zones	Not inconsistent as this planning proposal aims to include a new environmental protection zone for a significant part of the subject land, particularly adjoining the Nepean River.
2.3 Heritage Conservation	Not inconsistent
3.4 Integrating Land Use and Transport	Not inconsistent as this planning proposal

	aims to provide employment land within close proximity to new urban release areas. Movement of freight will be able to be achieved either by rail or via the proposed Spring Farm Parkway.
4.2 Mine Subsidence and Unstable Land	Not inconsistent as it is recognised that the subject site is within the South Campbelltown Mine Subsidence District and Council will comply with the provisions of clauses (4) and (5) specifically noting the required consultation with the Mine Subsidence Board. However, it is also noted that correspondence was received from the Department of Planning (dated 4 May 2006) which advised that <i>"mining of coal resources beneath Menangle Park should be restricted to enable urban development to occur at the scale and form necessary to make that development viable. This is because of the importance of Menangle Park's contribution to land supply in the Sydney Metropolitan Region"</i> . Please see copy of correspondence shown at appendix 2.
4.3 Flood Prone Land	Not inconsistent as this planning proposal does not propose to rezone any flood affected land for industrial uses.
4.4 Planning for Bushfire Protection	Not inconsistent as Council will comply with the provisions of clauses (4), (5) and (6) in the preparation of the draft LEP particularly with regard to the locations of APZs.
6.1 Approval and Referral Requirements	Not inconsistent.
6.2 Reserving land for Public Purposes	Part of the subject site is proposed to be zoned Special Uses Arterial Roads to accommodate a section of the proposed Spring Farm Parkway. Further consultation is required with Roads and Maritime Services with regard to the future of this proposed road. Thus it is considered that the planning proposal is not inconsistent with this direction.

Section C – Environmental, social and economic impact.

7. 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?

The bulk of the subject site is a coal emplacement area that does not exhibit any critical habitats or threatened species. The western portion of the subject site adjoins the Nepean River and contains poor quality vegetation including exotic shrubs and olive trees. However, it is proposed that this area be regenerated and revegetated to provide an ecological corridor along the Nepean River and provide a link with the Australian Botanic Garden.

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

Due to the nature of this site being an emplacement area it is critical that all issues regarding the geotechnical stability of the site are addressed satisfactorily. As such, and as has been previously noted, further geotechnical information will be required. It is also acknowledged that any future development of the subject site must address issues relating to visual, acoustic and air quality impacts and any bushfire hazard.

9. How has the planning proposal adequately addressed any social and economic effects?

It has previously been noted that this planning proposal must address any detrimental impacts on both indigenous and non indigenous heritage.

The area of land proposed to be rezoned for industrial purposes (being approximately 60 hectares) is not considered to detrimentally impact upon other industrial areas within both the Campbelltown and Camden LGAs. Council has specifically ensured that only industrial uses are proposed, and that no retailing, bulky goods retailing or stand alone commercial development be permitted, as it was considered that these uses were not appropriate in this location, and they could also jeopardise the viability of existing nearby precincts of such uses.

Section D – State and Commonwealth interests.

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

The subject site is currently unsewered but the provision of sewer services and upgraded water facilities were addressed as part of the work undertaken for the Menangle Park Urban Release Area and are thus anticipated to be as follows:

- Sewer – connection is proposed to the existing Glenfield wastewater network.
- Water – extension from the existing Macarthur Water Supply System (Narellan inlet main).

Both electricity and telecommunications are currently available on site and can be upgraded as required.

The most significant infrastructure that will be required affects the road network in both Camden and Campbelltown. As has previously been noted, the local road network within the Camden LGA will not be able to accommodate any significant increase in vehicular traffic, particularly heavy truck movements, thus the development of the proposed Spring Farm Parkway is paramount to the future development of this site.

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

Some initial consultation has already been undertaken with relevant government agencies and servicing authorities, however it is recognised that additional consultation will be required, and it is considered that the following State and Commonwealth public authorities should be consulted with regard to the planning proposal:

- Federal Department of Sustainability, Environment, Water, Population and Communities
- NSW Rural Fire Service
- NSW Office of Water
- NSW Office of Environment and Heritage (Heritage Branch)
- NSW Office of Environment and Heritage (Environmental Branch)
- Transport for NSW – Roads and Maritime Services
- NSW Transport and Infrastructure
- Sydney Catchment Authority
- Department of Industry and Investment
- Department of Health
- Mines Subsidence Board
- Sydney Water
- Australian Rail Track Corporation Ltd
- Tharawal Local Aboriginal Land Council
- Cubbitch Barta Native Title Claimants
- Local Aboriginal Councils
- Integral Energy
- Telstra
- Dams Safety Committee
- Australian Botanic Gardens

Part 4 – Mapping

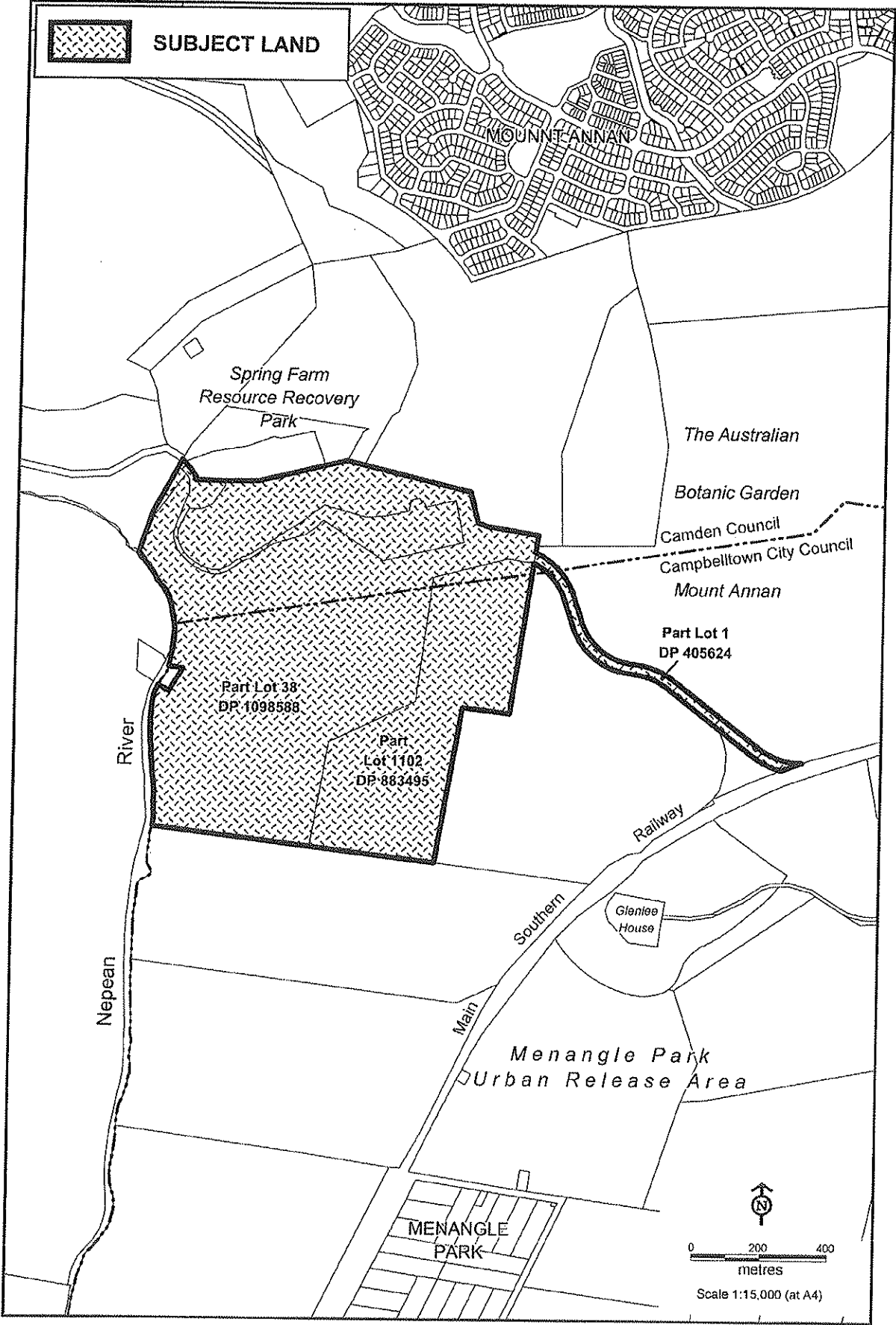
The following maps are attached to this planning proposal:

1. Land subject to the planning proposal
2. Current land use zone applying to the land
3. Proposed alternative land use zones
4. Indicative layout plan
5. Aerial photographic map

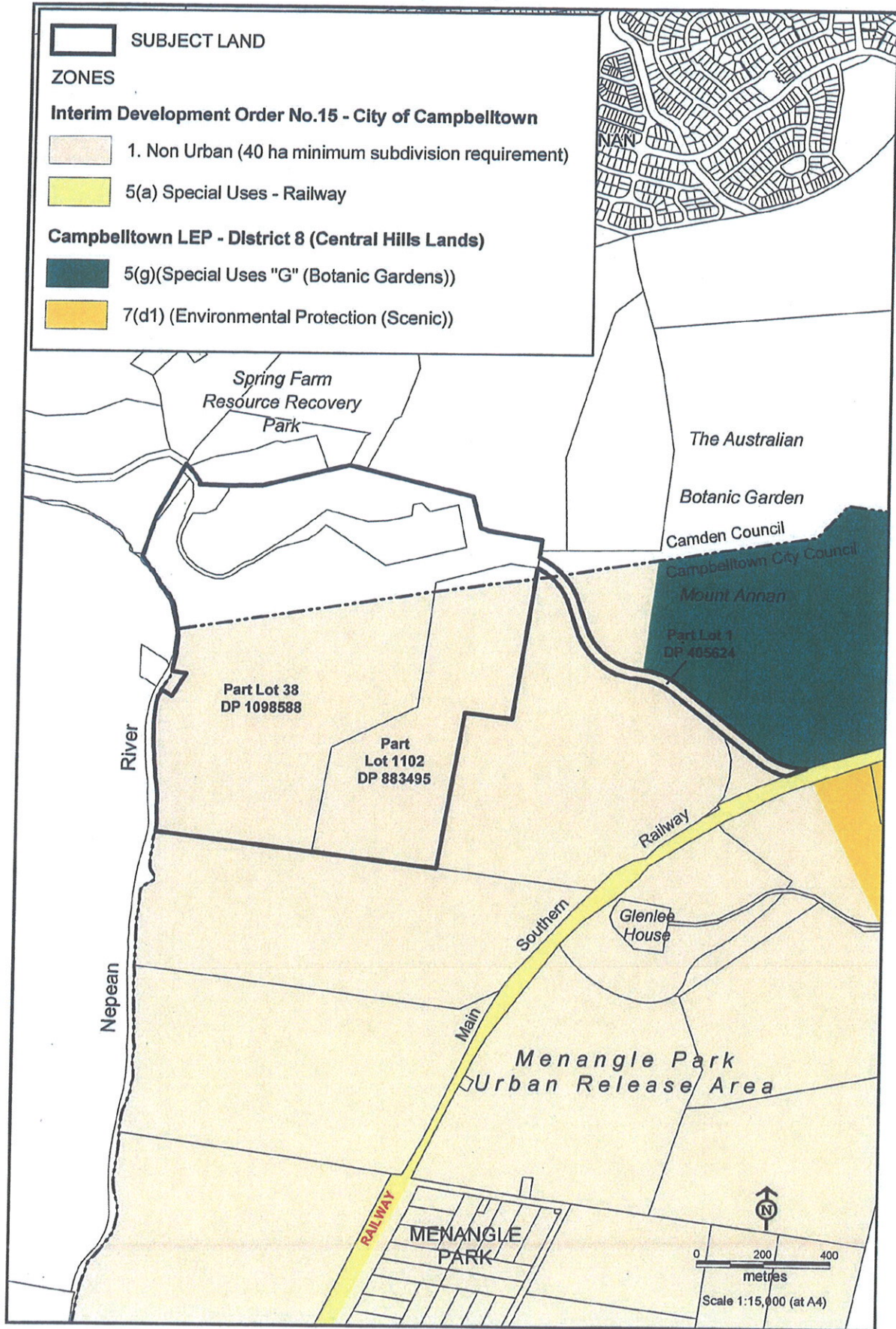
Part 5 – Community Consultation

It is proposed that this planning proposal be publicly exhibited for a period of a minimum of 28 days, and the notice of the exhibition period would be given in accordance with the provisions included in *A Guide to Preparing Local Environmental Plans*.

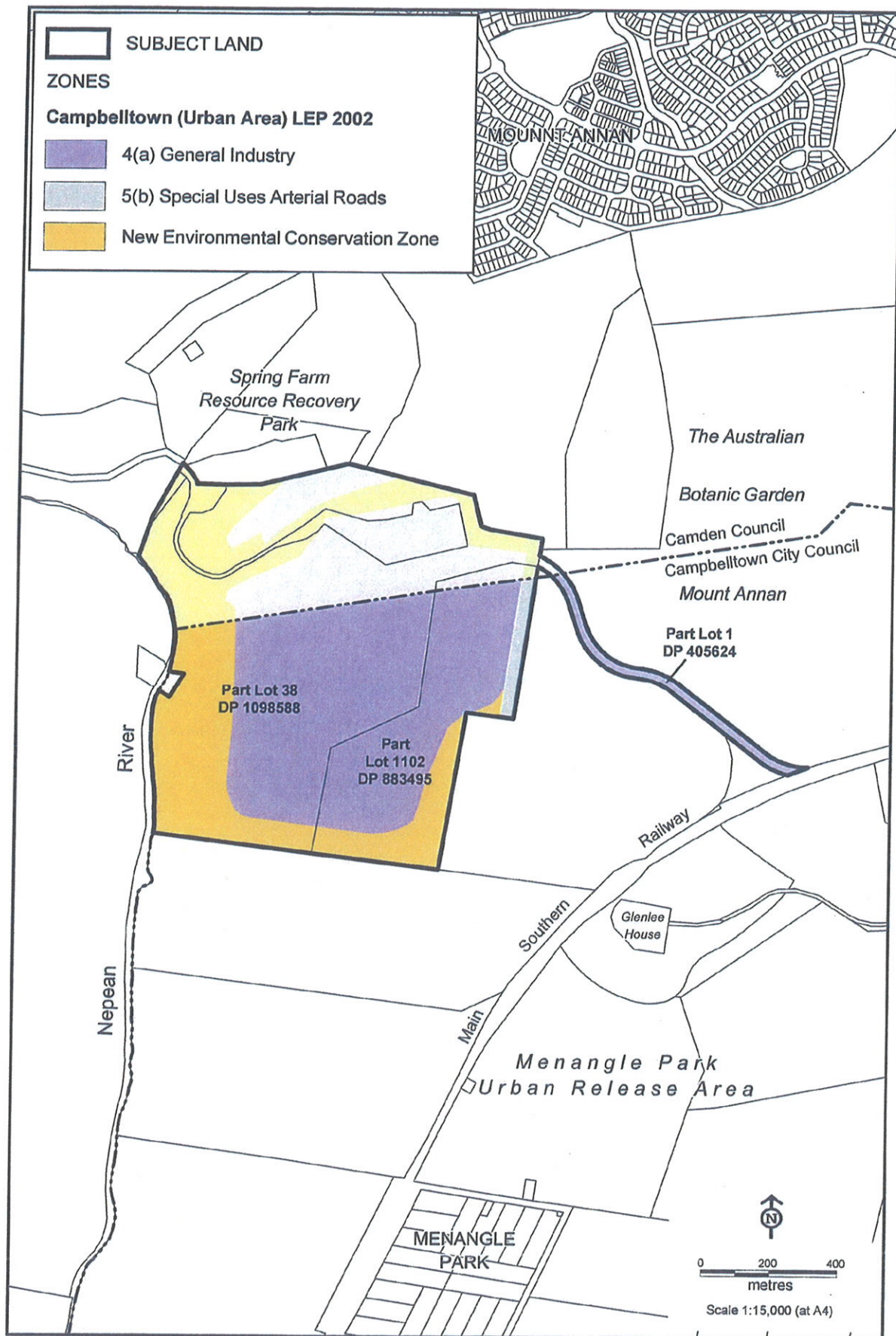
Map 1 - Land subject to the planning proposal



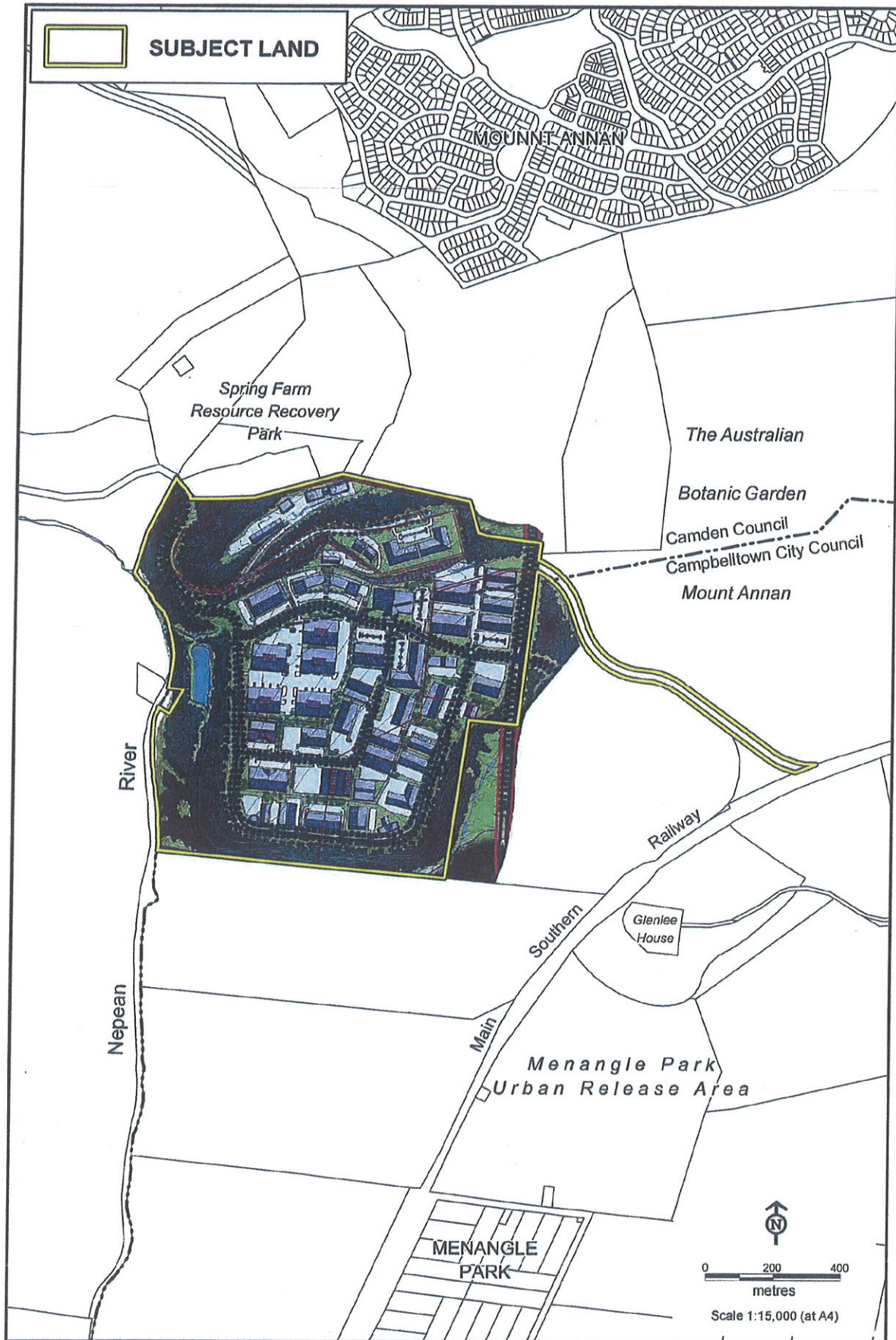
Map 2 - Current land use zone applying to the land



Map 3 - Proposed alternative land use zones



Map 4 - Indicative layout plan



Map 5 - Aerial photographic map

