

8.3 Kellicar Road Planning Proposal

Reporting Officer

Executive Manager Urban Centres
City Development

Community Strategic Plan

Objective	Strategy
4 Outcome Four: A Successful City	4.3 - Responsibly manage growth and development, with respect for the environment, heritage and character of our city

Officer's Recommendation

1. That Council support the planning proposal at attachment 1 to this report and forward the planning proposal to the Department of Planning, Industry and Environment and request a Gateway Determination.
2. That Council request delegation from the Department of Planning, Industry and Environment to allow Council to finalise the planning proposal.
3. That Council request the following be required as conditions of any Gateway Determination:
 - a. A detailed traffic study that identifies short, medium and long term traffic solutions for the precinct
 - b. A flood study considering the impacts of flooding from Birunji Creek
 - c. A comprehensive public domain plan
 - d. An evidence based site sustainability and resilience strategy
 - e. A site specific Development Control Plan
 - f. A study/strategy/plan that details how affordable housing will be provided within the future development of this site
4. That Council advise all land owners within the subject site of its decision.

Executive Summary

- This report considers a Planning Proposal Request (PPR) over lands addressed to both Bugden Place and Tindall Street, Campbelltown. The subject lands are bounded by Menangle Road, Narellan Road, Gilchrist Drive and Kellicar Road.
- The PPR seeks to increase the maximum height of buildings for this site to enable including 3 buildings x 25 levels, 2 x 23 levels, 1 x 22 level and 1 x 17 level building, with all other buildings at 10 storeys or less. The PPR also seeks to apply a maximum floor space ratio of 3.5:1 to the site.
- The site is within the area covered by the Macarthur Precinct Plan in the NSW Government's Glenfield to Macarthur Urban Renewal Corridor Strategy (Corridor Strategy). The proposal is considered generally consistent with the precinct plan.
- The site is also within the area covered by Council's draft Reimagining Campbelltown Master Plan (RCMP) which is currently on public exhibition. The progress of the subject planning proposal has been on hold while Council prepared the RCMP. A review of the final draft of the RCMP found that the proposal was generally in alignment with the principals (pillars) detailed in RCMP. The heights proposed by the planning proposal introduce both challenges and support to the commitments made in the RCMP when having regard specifically to the principles of 'City in a Valley' and 'City & Bush'. This report includes a detailed discussion on the alignment, or otherwise, between the RCMP and the Proposal.
- On balance, the PPR is considered to have strategic merit and therefore a Planning Proposal has been prepared and is Attachment 1 to this report.
- There are matters that need further investigation in regards to this proposal, the most important of which is traffic. Traffic is able to be addressed post gateway, but prior to public exhibition, in a detailed traffic study considering short, medium and long term implications of the proposal. Further details also need to be provided in regard to the development of the site including a detailed public domain plan and site specific development control plan. It is recommended that the planning proposal not be placed on exhibition until these have been prepared and are suitable for exhibition concurrently with the planning proposal.
- After consideration of the PPR, the RCMP and the context of the site within the valley it is proposed to apply a maximum height of 80m to the whole site but further control its future development by a site specific clause to limit the number of towers, limit the floor plate size of these towers to 700sqm, require a minimum tower separation of 24m, require variation in the vertical height plane, set a maximum podium height of 3 storeys, set a 10m setback for towers, set a minimum FSR for employment uses and ensure the provision of open space in the manner detailed in the planning proposal. These controls are considered to assist in achieving a more considered, sensitive and a lighter weight urban design response, and provide for a reduced visual impact than that which might be developed under the current planning controls that apply to the site.
- The proposed FSR would be further examined after Gateway Determination and prior to public exhibition to ensure that it correlates with the proposed heights across the site.

- Subject to the above requirements, it is recommended that Council forward the planning proposal at attachment 1 to this report to the Department of Planning, Industry and Environment and request a Gateway Determination.

Purpose

To inform Council of a Planning Proposal Request for land at Nos. 1, 2, 3 and 6 Bugden Place; and 4 Tindall Street, Campbelltown, which is collectively identified as the Kellicar Precinct, provide an assessment of that proposal and inform Councillors of the advice of the Campbelltown Local Planning Panel in this regard.

Property Description	1 Bugden Place, Campbelltown (Lot 1, DP 882496) 2 Bugden Place, Campbelltown (Lot 1, DP 747811) 3 Bugden Place, Campbelltown (Lot 2614, DP 262484) 6 Bugden Place, Campbelltown (Lot 22, DP 862080) 4 Tindall Street (Lot 2341, DP 830786)
Application No	2267/2018/PP
Applicant	Memphis Strategic
Owners	Dumarchand Holdings & Dankur Pty Ltd; Sen Khun Two Pty; Fort Street Pty Ltd, Morad Group Pty Ltd and NSW Department of Health
Date Received	8 June 2018

History

- On 8 June 2018 Council received a Planning Proposal Request (PPR) from Memphis Strategic which sought an amendment to the Campbelltown Local Environmental Plan 2015 (CLEP 2015) - Height of Buildings Map to increase the permissible building height for the subject sites from 32m to 84m, 90m and 112m (approx. 35 storeys) over various parts of the site. The original PPR suggested building heights up to 35 floors and a floor space ratio (FSR) of 4:1, which included 260,000sqm of GFA distributed across the precinct.
- The applicant briefed the Councillors on the PPR on 17 July 2018. Following feedback from the Councillors, and as a result of ongoing discussions between Council and the proponent, the proponent revised its PPR and resubmitted it in June, 2019. Progress of the consideration of the PPR was adjusted pending the substantial completion of Stage 2 of the Reimagining Campbelltown masterplan (RCMP) which would better inform Council's future strategic decisions for this precinct. The RCMP is currently on public exhibition for a period of 90 days.
- The proponent's revised PPR seeks to increase the permissible building height for the subject sites from the current maximum height of 32m to enable the construction of 3 buildings x 25 levels, 2 x 23 levels, 1 x 22 level and 1 x 17 level building over various parts of the site. The PPR includes a proposed maximum building height of 80m and a floor space ratio (FSR) of 3.5:1, which includes 224,000sqm of GFA distributed across the precinct.

- In February 2020, the applicant met with council staff and was briefed on the anticipated outcome and directions of the RCMP. This was to assist the progression of the PPR in an attempt to ensure alignment of the Proposal with the RCMP.
- The revised PPR was presented to the Councillors on 25 February 2020 and is located at attachment 2 to this report.

Report

The Site – Kellicar Precinct

The Kellicar Precinct consists of Nos. 1, 2, 3 and 6 Bugden Place; and No. 4 Tindall Street, Campbelltown, and has a total area of approximately 64,000sqm, which excludes land along Menangle Road that is currently zoned SP2 (Infrastructure) as a road widening reservation.

The site gradually falls from east to west. The Kellicar Precinct is irregular in shape and currently accommodates several street trees as well as denser vegetation coverage located along its eastern (Narellan Road) boundary.

The combined sites are part of an existing retail precinct which is bounded by:

- Narellan Road (East)
- Gilchrist Drive (West)
- Menangle Road (North)
- Kellicar Road (South)

The State Government owned land presently occupied by a women's health care facility known as the WILMA Centre forms part of this Proposal.

These combined sites also contain a Bunnings Warehouse, Discount Party Warehouse, Fit HQ, Hogs Breath Café, a disused RMS building and the Market-Fair Shopping Centre.

The site has respective 460m and 360m frontages along Kellicar Road and Narellan Roads in addition to being serviced by Tindall Street and Bugden Place which are both existing public roads that run north-south, connecting Menangle Road to Kellicar Road.

The site is approximately 300m from Macarthur Station and 1.3km from Campbelltown Station.

The site has a slight fall from west (Bunnings) to east (Market-Fair) and is generally constraint free with the exception of the part of the site that is located above Birunji Creek, and is flood affected.

Existing Zoning and Building Height

The site is currently zoned B4 Mixed Use under Campbelltown Local Environmental Plan 2015 (CLEP 2015) and has a maximum building height of 32m (approximately 10 storeys) with no current FSR restrictions.

Purpose and details of the Revised Planning Proposal Request

Ongoing discussions with the proponent regarding key elements of the PPR including its scale, proposed building heights and open space provisions resulted in the submission of a revised PPR in June 2019.

The revised PPR reduced the overall height of all proposed buildings, in addition to the scale of the project, in order to incorporate more substantial open space areas on site.

Originally, the Proposal incorporated:

- 260,000sqm of GFA distributed across the precinct, with an FSR of 4:1
- Seven out of the 27 proposed buildings on site exceeded 25 storeys (i.e. two x 35 levels, two x 28 levels and three x 26 levels) while the remaining 20 were less than 10m in height

In June 2019, the PPR was scaled back to provide:

- a total GFA of 224,000sqm, with an FSR of 3.5:1
- a total of 27 buildings on site which range in height up to a maximum of 25 levels – with three buildings x 25 levels, two x 23 levels, one x 22 levels, one x 17 levels, 10 x 10 levels, one x 8 levels, eight x six levels and one x five level building
- a central park of approximately 5,000sqm, an enlarged civic plaza and central pedestrian spine proposes that a minimum 30 percent of the entire site will now be used as open space and/or public domain

The PPR submitted by the proponent is shown as attachment 2 to this report. The framework of a relevant DCP has been included within the PPR. It addresses public and communal open space, street setbacks, sustainability and other measures but requires further refinement before being in a suitable form that could be publicly exhibited. The draft Development Control Plan needs to be reported to Council's Design Excellence Panel before being submitted to Council for endorsement for public exhibition.

A maximum FSR of 3.5:1 has also been requested for this site, noting that CLEP 2015 does not currently specify FSR controls for these sites.

The proposed scheme has been arranged to share building floorspace between four individual sites/allotments, with land owned by the Morad Group and NSW Health being consolidated into a single site (i.e. Site 3). This arrangement allows for specific sites within the precinct to be developed individually or as a single staged project.

Under the suggested scheme, buildings are purported to have been arranged in accordance with the solar access and the building separation provisions specified in State Environmental Planning Policy No. 65 (SEPP 65) – Design Quality of Residential Apartment Development, and the associated Apartment Design Guide (ADG). Further, the highest proposed buildings have been positioned toward the Macarthur Railway Station end of the site.

The PPR advocates that the subject site is suitable to accommodate higher buildings primarily due to its unconstrained nature and strategic location between Campbelltown and Macarthur.

The PPR's proponent suggests that the height of buildings proposed in the Kellicar Precinct should be consistent with other building heights recently approved by Council on the Campbelltown RSL Club site and reflect the intended future appearance of constructed development in close proximity to Macarthur Station.

Assessment of the Planning Proposal Request

Strategic Context – Relationship to State and Local Planning Policies

A Plan for Growing Sydney

On 14 December 2014, the NSW Government released A Plan for Growing Sydney which outlined actions to achieve the Government's vision for Sydney which is a strong global city and a great place to live.

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

The PPR is considered to be consistent with the actions and objectives of 'A Plan for Growing Sydney' as the Proposal will facilitate high density mixed use and residential development within the Campbelltown CBD.

Greater Sydney Region Plan 2018

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

Four key components have been identified within the document:

- Infrastructure and collaboration
- Liveability
- Productivity
- Sustainability

The most relevant aspects of the vision statements to this PPR relate to liveability and productivity. Increasing the residential densities and employment opportunities as proposed would provide a platform for future residents to live closer to jobs and to be located within a walking distance from public transport and services.

Western City District Plan

As part of the NSW State Government's Greater Sydney Region Plan, Campbelltown is identified as being located within the Western City District Plan. The District Plan provides guidance in relation to job creation, housing supply and sustainability. The following objectives and planning priorities are relevant:

- Planning Priority W3 - The Planning Proposal supports integrated land uses to provide services that meets the needs of the communities.

- Planning Priority W6 - The Planning Proposal supports the creation of great local places with a mix of land uses and provision of well-designed open space.
- Planning Priority W11 - The Planning Proposal supports investment and business activity in local centres and the creation of local jobs.

The Proposal is considered to be consistent with the objectives and planning priorities for the Western City District Plan.

Campbelltown Local Strategic Planning Statement

The Campbelltown Local Strategic Planning Statement (LSPS) came into effect on 31 March, 2020. All planning proposals are now required to demonstrate consistency with the LSPS. Of particular relevance to this Proposal are the following actions identified in the LSPS:

1.24 – Work in partnership with Government to enable urban growth supported by infrastructure with a focus on connectivity through sustainable land use integrated with transport planning, and transit-orientated development.

2.5 – Contain urban development to existing urban areas and within identified growth and urban investigation areas, in order to protect the functions and values of scenic lands, environmentally sensitive lands and the Metropolitan Rural Area.

2.8 – Work with the NSW Government to refine and implement Greater Macarthur 2040 to achieve required growth and respect local needs and priorities, and the environmental context.

2.9 – Work with the NSW Government to facilitate the strategic rezoning of land and the provision of associated infrastructure for identified urban growth and renewal areas, including identification of appropriate staging and alignment of infrastructure provision with anticipated growth

2.12 – Promote housing diversity through local planning controls and initiatives.

2.14 – Prepare master plans for the town centres identified within the Glenfield to Macarthur Urban Renewal Corridor that incorporate opportunities for in-centre living.

2.15 – Ensure that sufficient, quality and accessible open space is provided for new urban areas.

2.16 – Ensure that quality embellishment for passive and active recreation is provided to new and existing open space to service new residential development and redevelopment of existing urban areas.

2.17 – Ensure open space is provided where it will experience maximum usage by residents, with maximum frontage to public streets and minimal impediments.

3.7 – Manage development outcomes having appropriate regard to environmental and heritage considerations.

6.17 – Design and upgrade parks and open space for a diverse and growing population.

6.19 – Continue to promote and work with Government and other key stakeholders to achieve the conservation of open space for community and recreational use.

6.25 – Work towards residents being a maximum of 400m from quality open space.

7.11 – Identify appropriate building heights through design requirements to ensure that solar access is not restricted in open space areas adjoining multi-storey developments.

10.15 – Continue to recognise and plan for a range of retail uses within centres, and enable appropriate retail growth in centres that have the capacity and demand to accommodate additional retail growth.

The proposal has been assessed against all the relevant state and local planning policies, and is not considered to work adversely to the stated objectives of any of these strategies.

Glenfield to Macarthur Urban Renewal Corridor Strategy

The Corridor Strategy was released by the State Government for the purposes of revitalisation of existing urban centres through good design, providing jobs, open space and improved movement networks. The subject site is within the Macarthur precinct which is one of the identified precincts for revitalisation and future rezoning as part of the Corridor Strategy.

The Macarthur Precinct Plan identified this site as “mixed use retail and residential” and describes this area in the following way:

“This area could accommodate a mix of retail and residential uses that would complement the character of the local area and would be carefully designed to integrate into the surrounding landscape. Buildings would have ground floor retail that would provide local services for residents and commuters, with apartments ranging from 7+ storeys in height. Detailed planning would be required to identify appropriate height and built form outcomes for development in this area”.

More detailed planning work has been undertaken through the Reimagining Campbelltown project and preparation of RCMP which is currently on public exhibition. The proposed uses described in this PPR are considered not inconsistent with the draft Reimagining Campbelltown Master Plan (RCMP) and provide the opportunity for not only retail uses but also other medical and educational uses permissible in the B4 mixed use zone that already applies to the site. The draft RCMP provides an assessment basis for the evaluation of the proposed heights which under the Corridor Strategy have no specified upper limit. The issues of height and urban design are discussed later in this report.

Section 9.1 (formerly Section 117) of the EP&A Act allows the Minister for Planning to provide direction to Council in relation to the preparation of draft local environmental plans.

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

- Direction 1.1 Business and Industrial Zones
- Direction 3.4 Integrated Land Use and Transport
- Direction 4.3 Flood Prone Land
- Direction 5.10 Implementation of Regional Plans
- Direction 6.2 Reserving Land for Public Purposes
- Direction 7.1 Implementation of a ‘A Plan for Growing Sydney’
- Direction 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor

The planning proposal at attachment 1 to this report provides more detail on the assessment of the proposal against these directions. The planning proposal is considered to be generally consistent with the relevant Section 9.1 Directions (or considered justifiably inconsistent).

Consideration of State Environmental Planning Policies (SEPPs)

The following SEPPs are applicable and their effect on the future development of the site is explained in the planning proposal at attachment 1 to this report.

- SEPP 55 - Remediation of Land
- SEPP (Infrastructure) 2007

Consideration of the Campbelltown Local Environmental Plan 2015

The Proposal seeks to amend the CLEP 2015 by increasing the maximum height of buildings applying to the land and apply a maximum floor space ratio to the site. Other existing clauses in the CLEP 2015 will apply to future development. In particular clause 7.13 which requires design excellence will apply to the assessment of any future development applications.

Campbelltown Community Strategic Plan 2027

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

The proposed increase in residential densities would provide the opportunity for a revitalised commercial and retail area which will support the growth of a strong local economy.

Strategy No 4.6 of the Community Strategic Plan (Plan and invest in the revitalisation of Campbelltown-Macarthur Town Centre, Ingleburn and other town centres) is identified as one of the main actions needed to achieve a successful city. The PPR is considered to be consistent with this strategy as the concept development presented and increased building heights would encourage investment in Campbelltown-Macarthur which would lead to its further revitalisation.

Advice of Campbelltown Local Planning Panel

The PPR was considered by the Campbelltown Local Planning Panel at its meeting on 25 March, 2020. The table below identifies their advice in the column on the left and provides a response in the column on the right.

Panel's advice	Response
Without the benefit of considering the Reimagining Campbelltown CBD master plan and any recommended hierarchy of centres within that plan, the Panel, at this time, does not have sufficient information to form a view on the strategic and site specific merit of the proposal.	Councillors have seen and considered the draft RCMP and are in a position to form a view on whether or not the proposal has strategic and site specific merit.
The panel recommends that the Council considers the Planning Proposal following the adoption of the Reimagining	The RCMP is on public exhibition, but not yet adopted. The assessment of a planning proposal has many steps. The PPR is

Campbelltown CBD master plan, noting that its exhibition is imminent.	considered to be generally consistent with the RCMP on public exhibition. Further consideration of the proposal will occur post exhibition of RCMP as further reports will be required for Council consideration prior to the exhibition of a site specific Development Control Plan and post its concurrent public exhibition of the planning proposal. In other words the planning proposal will again be considered by Council after the completion of public exhibition at which time Council will be able to consider the proposal in the light of the adopted RCMP and having regard to any submissions received from members of the public.
The panel recognises the strategic importance of the site.	Noted.
The panel acknowledges the Council's and State Government's aspirations for the locality as expressed in the Western City District Plan, the Glenfield to Macarthur Urban Renewal Corridor Strategy and Reimagining Campbelltown Phase 1. The panel notes the Council officer's advice of the need for further investigation into a wide range of matters. In the event that the Council resolves to support the Planning Proposal proceeding to a Gateway determination the Panel suggests to the Council that considerably more investigation is required.	Noted. It is agreed that further investigation of a number of matters is required should a positive gateway determination be received.
If the proposal does proceed to a Gateway Determination, the panel recommends that the Council give consideration to appropriate mechanisms to deliver affordable housing across the site.	Noted. This has been incorporated into the recommendation.
The panel does not have sufficient information to form a view on the site and strategic merit of the proposal and notes that this needs to be included in a report to Council before a decision is made on the proposal.	This report considers the merits of the proposal.

Reimagining Campbelltown CBD

Reimagining Campbelltown CBD sets the community's vision for the future of the Campbelltown, Macarthur and Leumeah centres. It aims to create a Metropolitan CBD, a leading centre of health services, medical research and med-tech activity. The city would be designed for ambition, innovation and opportunity.

Reimagining Campbelltown CBD sets out six pillars/principles for growing the Campbelltown/Macarthur CBD, as follows:

1. No Grey to be seen
2. City and Bush
3. Connected Places and Community
4. Confident and Self Driven
5. Centre of Opportunity
6. The Good Life

The Reimagining Campbelltown (Phase 2) master plan (RCMP) is currently on public exhibition. The masterplan establishes a framework to ensure smooth strategic planning and deliver on its Vision. The masterplan does not detail proposed building heights but rather provides an assessment framework against which each Planning Proposal Request is able to be assessed.

The planning proposal is considered generally consistent with the main directions of RCMP and supports the pillars in various ways. A detailed analysis of the PPR against the commitments made in the RCMP is included in the table below.

Commitments	Key Outcomes	Assessment of Planning Proposal
Pillar 1 – Confident and Self Driven		
1.1 Seek and act upon opportunities	<ul style="list-style-type: none"> • Innovative attitude • Seeks and acts on opportunities • Align opportunities with strategic directions 	The proposal is consistent with this commitment.
1.2 Smart City approach	<ul style="list-style-type: none"> • Data as a community asset • Better monitoring and reporting the delivery of Master Plan • Improved insights and better decisions • Evidence driven advocacy 	The future development of the site is able to be accomplished in a manner that is consistent with this commitment and contributes to the gathering of evidence and the achievement of the identified indicators.
1.3 Collaborating for change	<ul style="list-style-type: none"> • Valuing our diversity • Partnering with industry • Collaboration with agencies • Partnering with State and Federal Government 	The site is of a scale that is able to contribute to the diversity of the city but is also able to do that in a manner that complements the role of the Macarthur precinct under RCMP. The progression of this proposal is an opportunity to partner and collaborate with state agencies particularly in regards to road infrastructure. This can be investigated in further detail should a positive gateway determination be received.
1.4 Reduce shocks and stresses	<ul style="list-style-type: none"> • We integrate resilience into planning and design • We plan for disruptions • We invest in resilience • We connect for strength 	The future development of the site is able to be done in a manner consistent with this commitment. These matters can be suitably addressed in the site specific development control plan and future development applications.

Pillar 2 – Connected Place			
2.1 Streets for people	<ul style="list-style-type: none">• Vibrant high street• Healthy local streets• City boulevards• Intuitive wayfinding• East-west rail connections	The future development of the site is capable of being undertaken in a manner consistent with this commitment, however additional details of how this will occur need to be incorporated into a site specific development control plan. In particular the site specific development control plan will need to address how these issues should be managed during a staged development of the site. The future development of this site does need to occur within the confines of the B4 mixed use zone so that it does not attract the types of uses that should be directed to the B3 commercial core zone along Queen Street where they would contribute to the creation of a vibrant high street. This proposal does not seek to rezone the land.	
2.2 connectivity servicing	Optimise and	<ul style="list-style-type: none">• Seamless connections between the three centres• Efficient freight/loading and servicing• Effective city centre parking management• Future-proof for emerging technologies• Flexible event mode• Convenient bus layover	These issues have not yet been fully addressed. It is recommended that a detailed traffic study, and any other studies required to address these issues, be provided post gateway determination but prior to the exhibition of the planning proposal. The site is well placed to facilitate a seamless connection between Campbelltown and Macarthur due to its position between Kellicar Road and Menangle Road and it is recommended that details of how the future development of the site will facilitate and interact with this connection need to be detailed as controls for development within a site specific development control plan (DCP). An effective parking arrangement will also need to be detailed within the site specific DCP.
2.3 connections Macarthur	Enhance to	<ul style="list-style-type: none">• Expanded city-shaping network• Connected personal mobility network• On demand services for equitable and convenient access	These issues have not yet been fully addressed. It is recommended that a detailed traffic study, and any other studies required to address these issues, be provided post gateway determination but prior to the exhibition of the planning proposal. The site is well placed to facilitate and contribute to enhanced connections to Macarthur.
2.4 Connect to greater Sydney		<ul style="list-style-type: none">• Efficient connections to Greater Sydney• Connecting the city centre to the regions• Inviting transport gateways	The site is well placed to benefit from enhanced connections. The proposal is able to contribute to overall connectivity between Campbelltown and Macarthur including access to Macarthur railway station providing the opportunity for efficient connections to Greater Sydney.

Pillar 3 – Centre of Opportunity		
3.1 Cluster business	<ul style="list-style-type: none"> • Core CBD • World class health, knowledge and innovation precinct • Sports and entertainment precinct • Cultural precinct • Tech and city servicing innovation precinct 	The proposal is well placed to assist the delivery of this commitment particularly in regards to creating a world class health, knowledge and innovation precinct. This will be facilitated through the sites B4 mixed use zone.
3.2 Intensify land use	<ul style="list-style-type: none"> • High intensity core CBD • Intensive innovative Macarthur • High intensity health • A transition from low to medium intensity 	This proposal would enable the intensification of an innovative Macarthur and high intensity health precinct by encouraging a greater density of development in a setting attractive to this type of industry due to its location between the WSU and the Campbelltown Hospital and due to its high quality network of open space.
3.3 Increase local jobs	<ul style="list-style-type: none"> • Increased number of jobs • High amenity • Attractive business environment • Entrepreneurial ecosystem 	The proposal is well placed to assist the delivery of this commitment by providing significant additional floor space for employment uses in a location with high amenity through the construction of a network of high quality open spaces on the site. This high quality public domain will help attract jobs to this location which is well located to the health and education precinct. Combined, quality public domain and location will assist in the attraction of employers/businesses which offer high value health and education jobs.
3.4 Upskill local residents	<ul style="list-style-type: none"> • Extensive education offer • Build on existing sector strengths • Pathways for learning 	The proposal will provide additional floor space which, being within the B4 mixed use zone, is available for use for education purposes.
Pillar 4 – No Green be seen		
4.1 Connected green grid	<ul style="list-style-type: none"> • Active and healthy people places for urban liveability • An accessible and connected network of green • Growing our native urban forest • Green and blue not grey infrastructure 	The proposed public domain and open space areas account for 31% of the site area. The connection of the green network and the extent of any opportunities to grow a native urban forest need to be further considered as part of a more detailed public domain plan and the site specific development control plan.
4.2 Enhanced and resilient blue grid	<ul style="list-style-type: none"> • Attractive, healthy and accessible waterways • Bow Bowing • Resilient water management • A water smart city centre community 	The future development of the site is able to reasonably cater for resilient water management and provide a water smart environment. The measures to be incorporated into the development in this regard need to be detailed in the controls to be included in the site specific DCP.

4.3 Low resource, low carbon, low waste	<ul style="list-style-type: none"> • Improve resources recovery • Low energy and carbon technologies are embedded throughout the city • Use water efficiently 	The future development of the site is able to reasonably cater for the achievement of these commitments. The further explanation of the controls to be applied to the future development of this site needs to be detailed in the draft site specific development control plan.
4.4 Reduce urban heat	<ul style="list-style-type: none"> • A city centre that works with water • Materials that cool • Shading and protection 	Measures are able to be incorporated to reduce urban heat. The further explanation of the controls to be applied to the future development of this site needs to be detailed in the draft site specific development control plan. The controls will need to detail matters including landscaping and solar access requirements, how water will be used to cool spaces, how shade will be provided to pedestrian walkways and material choices for external paved surfaces.
Pillar 5 – City and Bush		
5.1 Multi-use open space	<ul style="list-style-type: none"> • Gathering, events and celebration • Cultural education and learning • Passive recreation and community life • Discovery and adventure play • Active and programmed recreation • Different times and seasons 	The proposal provides for an appropriate amount of multi-use open space relative to the scale of the proposed development with the total area of public domain and open space provided being 31% of the site. The site specific development control plan will need to detail how this space and also explain how the space it to be provided if the development is staged.
5.2 Active urban spaces	<ul style="list-style-type: none"> • The cultural precinct as a site for creativity • Great civic spaces • Small scale spaces • Fine grain connections 	The proposal is able to achieve this commitment, through its combination of open spaces and ability to provide fine grain connections through the site. However further detail is required in the public domain plan and controls will need to be included in the site specific DCP.
5.3 A city in a valley	<ul style="list-style-type: none"> • A city skyline framed in green • Memorable green arrivals • A city centre infused in green • Place-responsive buildings and spaces to navigate the city centre 	A detailed discussion of heights and visual impacts is provided below this table. The proposal, on balance, is considered a reasonable approach to achieving this commitment. However it is recommended that a site specific clause be included to limit the height of the podium to 3 storeys, limit the total number of towers, require a separation between towers of at least 24m and to require a minimum street setback above the podium of 10m to be consistent with this commitment. Further, it is recommended that this clause also set a maximum floor plate for towers of 700sqm to ensure that a slim tower design is achieved for future developments. Further, the generous provision of 31% of the site as open space and public domain provides opportunity for the site to be infused in green.

5.4 Campus city	<ul style="list-style-type: none"> • Dense urban core • Hillside campus • Valley campus • Tech and city servicing • Buildings in landscape 	The proposal represents an urban design outcome that will be more consistent with this commitment than development that could occur under the current planning controls applying to the site. The controls proposed in this report to limit the floorplate of towers to 700sqm and limit the podium height to 3 storeys are required to ensure that the buildings sit in the landscape, allow views through the site and ensure that podiums are within the scale of landscaping that can be provided within the open space on the site.
5.5 Design excellence	<ul style="list-style-type: none"> • Design excellence framework • Contextual responses • Cultural values embedded in design • Functional and adaptive • Innovative and inspiring 	The future development of the site, and any proposed controls for a site specific development control plan will be considered by Council's Design Excellence Panel and will also need to comply with Clause 7.13 of the Campbelltown Local Environmental Plan, 2015. Further controls are also recommended as detailed in response to commitment 5.3.
Pillar 6 – The Good Life		
6.1 A city you can call home	<ul style="list-style-type: none"> • Three distinct neighbourhoods • Density done well • A city for everyone 	The future development of this proposal would be consistent with this commitment as it will provide an example of density done well. The future development has the potential to be part of a city for everyone, however further work is required to identify how affordable housing will be provided on site as recommended by the Local Planning Panel.
6.2 Regional facilities which are the pride of the Macarthur	<ul style="list-style-type: none"> • A bustling City Centre community hub • Leumeah Live • An upsized arts centre • Future proofed facilities 	The proposal does not directly provide the facilities listed. The proposal is able to be future proofed and built in a way that is able to be adapted to other land uses over time. Additionally the site itself if of sufficient scale that land uses of a regional scale, including health and education uses, would be able to be established on the site.
6.3 A city of energy and enchantment	<ul style="list-style-type: none"> • City of playfulness • Activity spine • Concentrated creative energy 	The future development of this site is able to be done in a manner that is consistent with this commitment. The combination of open spaces will provide opportunities for playfulness for all ages.
6.4 Telling our stories old and new	<ul style="list-style-type: none"> • Aboriginal cultural connections • Heritage at the heart of the city • Our stories told in new ways • Spaces to gather 	While the site does not include any heritage items, there are opportunities for spaces to gather within the open space provided across the site. These spaces also provide opportunities to include public art and site features that tell a range of stories suitable for each particular element of the development. The way these matters are incorporated into the future development of the site needs to be further detailed in the site specific development control plan and public domain plan.

Important Issues concerning the Planning Proposal Request:**Height and Urban Design**

This planning proposal seeks to increase the maximum height of buildings permissible on the subject land above the current maximum height of 32m. As discussed above the strategic context is that the Corridor Strategy promotes heights of seven plus storeys with no prescribed maximum height identified.

Currently the maximum height permissible within the Campbelltown CBD Central Core is 45m (approx. 14-15 storeys) on a group of sites bounded by Hurley Street, Railway Street, Short Street, Coogan Lane and Dumaresq Street with the remainder of the Campbelltown CBD (majority) limited to 32m (approx. 10 storeys).

The success of the CBD's Central Core area to provide higher order civic, cultural, employment, residential and retail opportunities is dependent on the concentration of development in close proximity to railway stations and other existing retail, government and service industry land uses. Therefore, care needs to be taken to ensure that any development further from the traditional centre of the CBD does not act in an adverse way against these goals.

The heights proposed under the PPR lodged by the proponent for the Kellicar Precinct are similar to those which were supported by Council on 14 August, 2018 in its consideration of the draft Planning Proposal for the Campbelltown RSL site in Queen Street, Campbelltown. The draft Planning Proposal for the RSL site seeks a maximum permissible building height of 85m on the rear of the site and 45m towards Queen Street. The Campbelltown RSL Planning Proposal has since received a positive gateway determination generally as lodged.

Having regard to the above, and when considering the relevant pillars of the RCMP, the heights proposed within the proponent's proposal for the Kellicar Precinct may act to dominate the future building heights within the CBD core which includes the RSL. Even though the subject planning proposal will arguably provide the opportunity for much needed additional housing and employment opportunities between the centres of Macarthur and Campbelltown, it also has the potential to compete with the areas targeted for the highest and densest level of development in the RCMP. This aspect needs to be carefully considered as the city moves forward under RCMP.

Notably, Council has also considered and supported a planning proposal to increase building height at No. 22-32 Queen Street (known as the Former Direct Factory Outlet (DFO)) from 26m to 45m (approx. 14-15 storeys). A separate report to Council considers whether the proposed height limit for the DFO site should be increased to 50m (approx. 15-16 storeys). The former DFO site is located at the northern end of Queen Street, has an area of approx. 2ha and is about 1km north of the Campbelltown Railway Station. The planning proposal for that site has also been issued with a positive Gateway determination.

However, when comparing the north Queen Street sites against the Kellicar Precinct, it is considered that with its higher visibility from a wider area of the LGA and in particular the western gateway to the City; its relatively unique large site proportion; its position between the centres of Macarthur and Campbelltown and its cultural precinct; its strategically important link and close and walkable proximity to the health and education precinct within the bounds of the Campbelltown Hospital and the Western Sydney University; and its location in respect to greater employment opportunities close to home ranging through but not limited to business, retail, tourism, health and education in such a compact area, the

redevelopment of the Kellicar Precinct is expected to play a more pivotal and catalytic role in the revitalisation of the Campbelltown/Macarthur CBD area than the northern end of Queen Street.

The unique opportunity that the Kellicar Precinct provides the city is that it is ideally located to show case design excellence and set a new bench mark for the future redevelopment of Campbelltown/Macarthur CBD. As such, it is arguable that with a considered, innovative and contemporary and collaborative planning and urban design focus, the Kellicar Precinct could deliver an outcome of exemplar proportions and one that is very desirable for both industry, workers and future home owners.

Notwithstanding the above, the submitted PPR includes plans which demonstrate a thoughtful and considered building configuration with a range of building heights providing five and six storey buildings at street edges with strategically positioned slim taller towers interspersed across the entirety of the site. This design mix of building heights, with less bulky building massing at higher levels, has been designed so as to not adversely impede the important distant view corridors of the city, through to and from its valuable and defining green edges, whilst attempting to deliver a skyline that emotes opportunity, progress, and diversity and importantly a proposal that both delivers a new style of built form to the city but protects and actively responds to the theme of City in a Valley being a key theme in the reimagining Campbelltown master plan. However, this element of the proposal is inconsistent with the examples for place sensitive outcomes in reimagining Campbelltown commitment 5.3 which suggests a street edge (podium height) should be a max of three storeys with towers set back 10m from street frontages. Additionally the proposed maximum floor plate in the proponent's PPR for the towers of 1000sqm leaves open the possibility of designs that appear bulky from some elevations and instead a maximum floorplate for towers of 700sqm is preferred to ensure that towers are slimline. It is recommended that these elements be incorporated into a site specific clause in the CLEP 2015. This clause should also detail how the height of towers will vary across the site to provide variation.

Another nearby site that is important to consider alongside this proposal, and in particular it's relative building height and scale, is the Campbelltown Hospital expansion which is currently under construction. This site is within close proximity to the Kellicar Precinct. The Campbelltown Hospital Redevelopment will deliver a building of significant bulk and scale, with a height of 52.4m when measured from the ground level.

The height of the hospital relative to the Australian Height Datum (AHD) is approximately 83.2m AHD at ground level and 135.6m AHD at its highest point (52.4m building height).

AHD: The Australian Height Datum (AHD) is the official national vertical datum for Australia and is taken as a value of 0.000m at the average sea levels at various points around Australia. To establish relative heights at different sites across a town, city, or even the Country, all levels are quoted relative to a single datum (or starting point) being the Australian Height Datum. Relating the heights of a series of buildings to such a datum can be useful when attempting to compare the actual relative heights of those buildings across a visual landscape.

In comparison to the hospital site, the proposed building heights when measured Above Ground Level (AGL) for the Kellicar Precinct, range from 70m AGL (approx. 23 storeys) at the Narellan Road end of the site to 84m AGL (approx. 28 storeys) at the Gilchrist Drive end of the site. Relative to the Australian Height Datum, these heights range from 137m AHD to 160m AHD respectively compared to the hospital building height of the hospital being 135.6m AHD.

As noted previously, the draft Planning Proposal for the RSL site within the Campbelltown CBD has been issued a Gateway approval with a maximum building height of 85m which when related to the Australian Height Datum, has a relative proposed building height of approximately 160m AHD.

In the circumstances where the building heights proposed on the Kellicar Precinct site were set at a level that did not exceed the maximum relative height plane of the buildings currently being constructed on the hospital site (135.6m AHD), the maximum building height of the buildings on the Kellicar Precinct site when measured above the existing ground level would need to be limited in height at the Narellan Road end of the site to approximately 69m AGL (approx. 23 storeys) through to approximately 59m AGL (approx. 20 storeys) at the Gilchrist Drive end of the site (to allow for topographical differences across the site), instead of 23 to 28 storeys AGL as proposed.

Notwithstanding the above, the Proposal, including the proposed demolition of all existing buildings on site, is generally supported. The Proposal will provide a unique opportunity to redesign the interface between the Kellicar Rd, Narellan Rd, Menangle Rd and Gilchrist Dr frontages by significantly improving the urban design and built form on these sites and provide a designed visual interruption to the bulky massing of the future hospital building when viewed at a distance from the west.

Visual Impacts

The applicant has prepared a diagrammatic visual analysis to examine the visual impacts of the proposed building heights on the Campbelltown CBD which also includes a view corridor to the commercial core.

This analysis demonstrates that the proposed development would be obvious and visible from various key view locations across the Campbelltown area, but quite limited from others. The impacts would not be insignificant when viewed from areas within close proximity to the site, such as numerous closer vantage points along Narellan Road and Gilchrist Drive while heading toward Campbelltown.

Given the previous discussion on building heights, and the potential for buildings of taller heights to have an increasingly adverse impact on the current view corridors and the wider Campbelltown CBD skyline, the proposed distribution of the residential towers and a designed variation in building heights across the site at targeted locations is considered a more favourable response, and should be incorporated in site specific controls for the site within the CLEP 2015. Such an approach is considered an appropriate response by further protecting important view lines and setting the desired character for the precinct and the wider Campbelltown CBD. However, whilst the proposed buildings would have an impact on currently uninterrupted view corridors, this design approach is not considered to have an impact that would result in a significant and/or irretrievably adverse influence on the wider view corridors to, and from the scenic hills and the natural landscape of the surrounding areas. This is particularly evident when comparing the proposal to the view corridors outlined in the RCMP.

Breaking the building mass in the horizontal plane and introducing deliberate variances in the vertical plane, would not only deliver and promote a visually interesting landscape when viewed from a distance, but would also provide practical and amenity advantages by way of maximising solar penetration to the lower areas of the site and beyond. This response is considered to be a highly superior response to that of providing a simple linear and bulky building mass that would tend to dominate the landscape, adversely impact on valuable view corridors, and only delivers a minimum in terms of amenity to the occupiers and community of Campbelltown.

Notwithstanding the above, it is important to note that the view corridor that is considered to be impacted most by this proposal is the important entry view corridor enjoyed when travelling east along Narellan Road towards Campbelltown from the freeway. It is the case that without any development on the subject site, the new hospital building currently being constructed at the hospital site will dominate the same view corridor as it will be the largest building of greatest massing for the short to medium future.

By way of its operational nature and requirements, the form of the new hospital building is extremely large in scale and bulky in mass with minimal opportunities for significant articulation to reduce its massing or relative scale from a visual context both at day-time and night-time. Despite the facility and the hospital expansion being greatly welcomed, and all efforts made through the design phase to lessen the buildings impact on the day-time and night-time visual landscape, the building will still weigh heavy on a landscape that is very important to the Council and its community.

With this in mind, the subject planning proposal is considered to provide an excellent opportunity to significantly reduce the dominating impact and bulkiness of the hospital development when viewed from the Narellan Road view corridor through considered design and architecture. In this regard, it is considered that on balance and despite the discussed challenges that the proponents building height proposal might pose to the wider Campbelltown CBD, in the circumstances allowing strategically placed and well-designed slim-line buildings of a height well above the existing permissible height plane, are design responses that can all work in unison to reduce the bulkiness and perceptible scale of the hospital building across all hours of the day/night. Having said this, it is considered that a maximum floor plate for towers of 700sqm will deliver a superior design outcome compared to the 1000sqm requested by the proponent. Slim towers resulting from an increase in building height will enable views through the site which compares favourably to a development complying with the current planning controls which have no restriction on building floor plate and no street setback to towers resulting in development that hides distant views.

One of the most significant strategic contexts of the draft RCMP is the theme of “City in a Valley”. Campbelltown’s celebrated natural surrounding landscapes and the setting of the city within the valley are one of the city’s greatest assets and the foundation upon which the city’s structure will continue to evolve. Campbelltown is where the city meets the bush, and it is expected that decisions being made moving forward are made with a mind and the objective to strengthen, validate and proudly communicate the strategic context and importance of being A City in a Valley. Accommodating good growth and thoughtfully planned intensification within the city centre that respects, enhances and champions the city’s natural beauty and green assets is key to shaping its identity, enriching its lifestyle offer and defining its competitive edge.

In support of this strategic context, Pillar 5 of the draft RCMP (City & Bush) is there to protect the Campbelltown CBD's natural and bush-like character and setting, but also embrace growth and innovation as it relates to city life. The visual character of A City in a Valley includes the powerful and distinctive themes of green, natural and wide open, but at the same time the visual character holds and deliver a long term visual response that is more in line with the desires and objectives of the RCMP.

Buildings of innovation and excellence will create an optimistic and inspiring urban setting. Similar to that of all future development sites, future controls for this site should articulate controls that encourage an optimistic and inspiring urban form. All proposed site specific controls for the future development of the site that will be contained in the site specific DCP will be reported to Council's Design Excellence Panel for advice before they are reported to Council for consideration.

Traffic, Parking and Access

The proposed increase in permissible building height from 32m to 80m would accommodate approximately 15 additional storeys of residential apartments. This change would result in a significant increase in vehicle movements accessing and egressing the site. This would be in addition to vehicles (including heavy vehicles) servicing the commercial component of the completed development.

The applicant has submitted a Traffic and Parking Impact Assessment, prepared by Arup Engineering, which considered the following: -

- The potential impacts of the future traffic generation, the appropriate access and circulation arrangements within the site and recommendations for future upgrades to the road network to accommodate growth.
- The potential traffic generation against both the Campbelltown (Sustainable City) DCP 2015 parking rates and the RMS rates, and recommends that the RMS rates be adopted given the proximity of the site to an extensive network of public transport and the reduced impacts of future development
- The impacts that future development will have on the surrounding road network, and make recommendations on the site access and circulation which will be incorporated and addressed at the DA stage. The Report evaluates the geometries of three intersections that will be particularly affected and suggests appropriate upgrades to ensure acceptable intersection performance as the staged development is realised in the future. These intersections include Kellicar/Narellan Roads, Kellicar/Gilchrist Roads and Kellicar/Centennial Roads.

The report also recommended that more detailed design and testing of intersection upgrades be undertaken as the development concept is refined and progresses to the next stage of development.

Councils' engineers reviewed the applicant's traffic assessment report and identified the need for further in-depth studies to be undertaken to test and understand more clearly current and future road network capacities and the relationship with that of the traffic generated by the development; consideration of changes to regional road networks and their influence on traffic capacity over the 15-20 year life of the delivery of the project including the Spring Farm Parkway connection to the M31, the Spring Farm Parkway Link Road and the Outer Sydney Orbital; and potential staging of the development to evolve in step with the delivery of required road infrastructure and/or increases in capacity.

It is clear from the above that the road network surrounding the wider Kellicar Precinct is in need of further investigation to address the traffic impacts generated by not just the redevelopment of this site but also the redevelopment of Menangle Park, Gilead to the south and any future development within Macarthur and Campbelltown CBDs.

The redevelopment of the site is able to contribute to the provision of pedestrian and cycle linkages to Campbelltown and Macarthur Railway Station. This is a key feature of the Proposal and one which would be considered in more detail following a positive Gateway determination.

Private and Public Open Space

The revised Proposal proposes a number of parks/open space areas that would have various functions including a central park with an area of 46,800sqm, a linear park of 1,800sqm (currently zoned for road widening), a fountain Park of 1,690sqm and a civic plaza of 2,293sqm. The proposed public domain and open space areas account for 31 percent of the site area. The applicant states that this is far exceeding comparable renewal precincts in other parts of Sydney, which generally deliver between 10-15 percent of site area as public space (e.g. Green Square, Victoria Park, Central Park, Rhodes West). Additionally all of the proposed dwellings will be within 200m of publicly accessible open space.

Further detailed analysis is required in respect to the resultant overshadowing impacts on the surrounding public domain, adjoining properties and open space. The proposal to use road widening reserves for a linear park is also yet to be investigated and relies heavily on the outcome of further studies and the surrounding road networks where the planning proposal was to be issued with a positive gateway determination. The traffic management investigations and solutions for this proposal will be considerably complex and given the extent of work that will be required, this matter is not reasonably expected to be resolved until after a positive gateway determination but potentially could also impact on the overall quantity of private and public open space.

Should the proposal proceed to the Gateway for a determination, it is recommended that a detailed Public Domain Plan be prepared for the site which provides further consideration to the open space and place making requirements on site and addresses the matters raised throughout this report. It is also proposed that the site specific DCP detail how the open space is to be provided across the site and how public access to this open space will be guaranteed.

Drainage and Flooding

Councils' engineers reviewed the applicant's proposal and identified the need for further in-depth studies to be undertaken to test and understand more clearly the flooding impacts that the proposal would have on the operation of Birunji Creek and the local area, up to and including flood controls for the Probable Maximum Flood (PMF).

This would need to give full regard to the changes to the amount of impervious areas across the whole of the site and consideration of water quality works as part of the development.

It is considered that these matters can be adequately addressed through the requirement of further detailed technical studies being undertaken post gateway.

Site Specific Development Control Plan

The proponent submitted an urban design study which also included concept plans. These are provided at attachment 2 of this report.

Site specific development control plans (DCP) can be used to guide the design of a development as a means of achieving a satisfactory outcome which corresponds to the surrounding locality of a subject site. The implementation of a site specific DCP would promote excellent design outcomes which address potential design issues such as overshadowing, view lines, pedestrian spaces, etc. and would provide a mechanism for providing greater certainty that commitments made by the proponent can and would be delivered at the Development Application and delivery phases of the proposal.

A site specific DCP would also complement the site specific controls proposed to be incorporated into the CLEP 2015. A site specific DCP may also be required to address issues raised in any Gateway Determination.

It is intended for a site specific DCP to be prepared and publicly exhibited at the same time that the planning proposal is exhibited. The site specific DCP will detail planning controls for the site as discussed throughout this report.

Special Infrastructure Contributions (SIC)

According to the Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Growth Area, two separate draft Special Infrastructure Contributions (SIC) schemes have been developed; one for the land release precinct in the south of the Growth Area and the Glenfield to Macarthur corridor in the north. The Department of Planning Industry and Environment has exhibited both schemes and is currently considering submissions. It is expected that a SIC will be adopted and will apply to future development on this site. The result of the SIC is that as part of the future development of this site contributions would need to be paid to the NSW government for state infrastructure, including improvements to state roads.

Local Development Contributions/ Voluntary Planning Agreement

The Campbelltown Local Infrastructure Contributions Plan 2018 was adopted on 19 December 2018 and sets contribution rates for both residential and non-residential development.

The proponent has indicated a willingness to look into the potential benefits of a voluntary planning agreement (VPA) to both parties. Were the proponent to offer to enter into a VPA with the Council, the draft VPA would be separately reported to Council for consideration.

If a VPA is the chosen path for developer contributions, matters that can be potentially addressed include:

- Land dedication for open space
- Road widening and road infrastructure upgrades
- Active transport infrastructure and increased connectivity to public transport
- E-vehicle charging and car sharing
- Allocation of facilities for the community, such as child-care, a women's health centre (i.e. WILMA) and recreational space (indoor/outdoor)
- Pedestrian connections to other parts of the CBD

- A public domain strategy
- Contributions to CBD-wide traffic modelling and other studies

Conclusion

The revised PPR seeks to achieve an increase in height for the lands identified as the Kellicar Precinct. The Kellicar Precinct is considered to have significant strategic importance to the future of the Campbelltown CBD given its location and size. The proponents proposed planning height introduces both challenges and opportunities for the area, however when considered against the important matters of enhancement of view corridors and the like, and that many facets of the proposal align well with and support the draft Reimagining Campbelltown masterplan (RCMP), the proposal is considered to have sufficient merit for it to continue through the Gateway process and for subsequent in depth investigation.

While an increase in height is supported, the application of a variable height plane is considered more appropriate when addressing the community's priorities of visual enhancement and scenic values across the Campbelltown LGA. This variable height plane needs to be included in a site specific clause within the CLEP 2015 that also provides controls for tower separation, maximum tower floor plates of 700sqm, maximum podium height of 11m, street setbacks for towers of 10m and minimum floor space ratios for employment uses. Therefore while the height of buildings maps will show a maximum height of buildings of 80m, the site specific clause will detail how the physical height of the buildings will vary across the site.

The Kellicar Precinct is an opportunity to provide a very large population access to a diversity of affordable and premium living options and a diverse range of close-to-home employment and business opportunities. This precinct is in a location that is extremely well serviced and within easy walking distance of major public transport modes; major shopping centres, restaurants/entertainment districts; a major hospital and supporting services; major education institutions; a major club; active and passive open spaces; two regional parks; and culture and tourism facilities. The benefits of this location need to be given equal importance in balancing the merit of height and scale across the Kellicar Precinct. Equally, important consideration and balance must be given to the priority of the Campbelltown CBD core against the powerful synergies of the wider health and education precinct. The use of different land use zones (B3 commercial core for the Campbelltown CBD core and B4 Mixed Use for the Kellicar Precinct) ensures that each site performs its own role and function within the broader context of the city.

Aside from the matter of height, the urban design principles of the proposal are considered sound, and complementary to the strategic context and pillars of RCMP. In this regard, the Proposal is considered to hold sufficient merit at this point in time, to allow progression to the Gateway. Further investigation and work is required on this proposal and accordingly it is recommended that Council request that these be incorporated as conditions of any Gateway determination.

Attachments

1. Planning Proposal Kellicar Road (contained within this report)
2. Revised Market Fair (Kellicar Precinct) Planning Proposal (due to size) (distributed under separate cover)