



**Planning Proposal Kellicar Road
Precinct**

April 2021

1. Introduction

This Planning Proposal explains the intent of, and justification for, proposed amendment to *Campbelltown Local Environmental Plan 2015* for the following sites:

- 1 Bugden Place, Campbelltown (Lot 1, DP 882496)
- 1 Tindall Street, 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)

The site occupies three city blocks located between Kellicar Road (to the south), Gilchrist Drive (to the west), Menangle Road (to the north) and Narellan Road (east). The combined parcel has a total area of approximately 6.4 ha, not including the public roads that it spans.

The whole of the site, except for a sliver of land adjacent to Menangle Road, is zoned B4 Mixed Use under Campbelltown Local Environmental Plan 2015 (CLEP 2015). Part of the land with frontage to Menangle Road is zoned for road widening. The planning proposal suggests that this land is best used for open space purposes, as part of a 'green link' connecting Macarthur to Campbelltown.

The planning proposal seeks to amend the CLEP 2015 maximum Height of Building Map to increase the maximum permissible building height from 32 m to 80 m. No change to the land's current B4 zoning is proposed.

The proposed building height adjustment allows for a master-planned arrangement of buildings across the site, intermixed with a pedestrian 'walk' and various pockets of open space, including a civic plaza, a central park and a park at the eastern end of the site which serves to accommodate stormwater from Birunji Creek in extreme and/or intense flood events. It is proposed to ensure the provision of the open space through a local provision in CLEP 2015.

The masterplan seeks to enable a total gross floor area of 224,000 m², at a floor space ratio (FSR) of 3.5:1. CLEP 2015 does not currently incorporate FSR controls for this site. This proposal seeks to include a FSR control on the Floor Space Ratio map. It is also proposed that the future development of the site be guided by a site-specific DCP.

Table 1: Summary of Existing and Proposed LEP Controls

Control	Existing	Proposed
Height	32 m	80 m
FSR	NA	3.5:1

The inclusion of a specific clause in 'Part 7 Additional local provisions' of the CLEP 2015 is also proposed to ensure that the site's development incorporates a reasonable provision of open space and is capable of accommodating extreme and/or intense flood events.

2. Local Planning Panel's Recommendation and Council's Previous Consideration in accordance with 'Reimagining Campbelltown'

The Planning Proposal was considered by the Campbelltown Local Planning Panel on 25 March 2020. The Panel noted the strategic importance of the site and recommended that Council

consider the Planning Proposal following the adoption of the Reimagining Campbelltown City Centre Master Plan.

The Panel also noted that the Planning Proposal raises a wide range of matters relating to development in the Campbelltown-Macarthur centre (mainly relating to traffic and transport issues) and suggested that these matters be investigated further should a Gateway determination be achieved.

Council resolved to exhibit the Reimagining Campbelltown City Centre Master Plan (RCCC Master Plan) at its meeting on 14 April 2020. Council considered the Planning Proposal, including its consistency with the exhibited RCCC Master Plan on 9 June 2020.

The RCCC Master Plan provides a strategic vision for the City Centre as the *“capital of opportunity and culture for the Macarthur region ... [accommodating] compact, walkable and well-connected clusters of activity ... united along the Bow Bowing Creek spine.”*

Further, the area around the subject site, which sits between the university and health campuses, is identified by the RCCC Master Plan as an “intensive living and knowledge precinct”.

The Planning Proposal aligns with the vision of the RCCC Master Plan. It presents a high quality, master-planned approach that encompasses three city blocks and envisages a mix of residential, retail, hospitality and commercial floorspace that is suited to health, education, innovation and start-up workspace, consistent with the future role of Macarthur under the ‘Reimagining’ framework. The proposed master-planned approach will provide further opportunities, particularly at its ground level, which features an enhanced public domain and generous communal open space areas.

3. Matters for Further Consideration

The studies provided in response to the Gateway determination have identified the following issues:

- Drainage – Birunji Creek runs through the car park of the existing Market Fair site and is contained in a closed culvert system which effectively accommodates 1 per cent AEP flows. Additional consideration of residual flood risk (for extreme/intense flood events) will be necessary for the area between Tindall Street and Narellan Road; and has been the subject of detailed consideration by the proponent’s hydraulic consultant using Council’s flood model. Current modelling indicates that the proposed inclusion of a 26 m wide overland flow path has the potential to accommodate extreme floods on site, resulting in minor impacts on adjacent roads, which are presently affected by such events under pre-development conditions. Additional controls are recommended as part of the site-specific DCP which has been prepared to guide development across the precinct.
- Traffic and transport – the proponent’s traffic and transport impact study seeks to ensure that the project will not sterilise other future development within the Campbelltown and Macarthur centres. A key objective of the Planning Proposal is to transition the area from a car dominated environment to a more people and pedestrian friendly destination.

This aligns with the future vision in the RCCC Master Plan and relies heavily on measures introduced for the subject site to increase pedestrian activity and encourage public transport usage across the whole of the city centre. A number of road and intersection upgrades, adjacent to the site, have been identified in the applicant's traffic and transport assessment to respond to the impacts of the potential future development of the site.

The Kellicar Road Planning Proposal highlights the need to consider the function of roads both within the precinct and, more broadly, within the city centre. As delivery of the project will occur over a 15-20 year period, this is able to be managed over time as the site develops.

This issue will also require ongoing dialogue with Transport for NSW (TfNSW) and other stakeholders and the public exhibition of the planning proposal, site specific DCP and studies will facilitate further discussion in regards to these matters.

- City connectivity – this Planning Proposal currently suggests a connection between Macarthur and Campbelltown stations via an extension of Menangle Road – under the Narellan Road overpass. The concept could deliver a sophisticated 'city link' that enhances the sense of arrival for city visitors/commuters and has the potential to activate key land parcels either side of the overbridge. Whilst consistent with the 'city centre stitch' theme of the RCCC Master Plan, the concept still requires concurrence from TfNSW.

The Planning Proposal also recommends that the Bugden Place cul-de-sac be extended through to Menangle Road, providing a public thoroughfare and improved pedestrian accessibility at this end of the precinct. Various approvals are required for this component to be endorsed and further consideration of its merits is required by Council.

A distinct advantage of the Planning Proposal's progress to public exhibition is that these issues can be further considered from a city-wide perspective.

While the Planning Proposal raises broader questions relating to the city centre it is not solely responsible for their solution. A key outcome of further investigations will be to ensure that the function of the city centre is not compromised by the project as a result of any future redevelopment of the subject sites.

4. Gateway Determination and Requirements

The relevant benchmark for Council to progress the subject Planning Proposal is to consider whether the following requirements of the issued Gateway Determination have been met.

The Gateway determination required that: –

Prior to public exhibition, the Planning Proposal must be amended to:

- a) *include the findings of a detailed flood impact assessment for the site and update the consistency of section 9.1 Direction 4.3 Flood Prone Land;*

- b) *reflect the transport and traffic assessment;*
- c) *update proposed Clause 7.23 by removing any provisions that are more appropriate for inclusion in the Development Control Plan and update the consistency with section 9.1 Direction 6.3 Site Specific Conditions; and*
- d) *exhibit the revised Development Control Plan for the site concurrently with the Planning Proposal.*

In this regard, this planning proposal has been amended in response to requirements (a), (b) and (c) above. In response to requirement (d) a site specific DCP has been prepared to be advertised concurrently with this planning proposal.

Feedback from the public exhibition is expected to inform a range of matters which are relevant to the subject Planning Proposal and future development of the city centre including, but not limited to, the intended role of Menangle Road and Tindall Street in addition to the potential for a direct connection to be provided between Macarthur and Campbelltown stations (under Narellan Road).

It is anticipated that several engineering and traffic issues raised in the Planning Proposal will require further consideration and discussion with Council's engineering division and TfNSW.

This is typical of city-making projects, which often need to overcome many challenges to deliver positive change. This point was made clear in Council's Planning Proposal attachment to the report that was considered at its Ordinary Meeting on 9 June last year, which included the following comment: -

"Importantly, whilst the Planning Proposal raises broader questions relating to the city centre, it is not, of itself, solely responsible for their solution.

A key outcome of further investigations therefore is to ensure that the function of the city centre is not compromised by the project and that future development is not sterilised as a result of the proposal."

On that basis, exhibition of the documentation was unanimously supported.

5. Site and Project Context

The site context and location of individual properties that comprise the Planning Proposal is depicted below.



Figure 1: Location Map - Subject site and its immediate locality

The site is one of few large, unconstrained 'mixed-use' sites in the city centre – a pivotal site that links the Campbelltown and Macarthur centres and the existing health and education campuses.



Figure 2: Site Ownership

The site is identified as having 'Mixed Use & Residential' potential under the Macarthur Precinct Plan issued by NSW Planning & Environment in November 2017. Under the RCCC Master Plan, Macarthur is identified as evolving into a regionally significant 'Health, Knowledge and Innovation Precinct'. The site's development, as suggested by the Planning Proposal, is consistent with both hypotheses. It proposes:

- 62,300 m² of non-residential floorspace, suited to a range of retail, commercial and innovation employment and co-work space, with a partial allocation to community uses, including the re-housing of WILMA – generating approximately 1,600 jobs for the precinct.
- 161,700 m² of residential floorspace, providing approximately 1,800 new homes close to transport and city centre services.

The Kellicar Road Precinct will be developed over a 15-20 year horizon, subject to market interest, with development occurring in stages as current site leases expire.

A site-specific DCP is proposed to ensure that development proceeds in accordance with predetermined outcomes. The development scheme for the site is shown below.



Figure 3: Planning Proposal – Illustrative Masterplan

6. Legislative Requirements for the Preparation of a Planning Proposal

The Planning Proposal has been prepared in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning and Environment's 'A Guide to Preparing Planning Proposals' August 2016.

Part 1 – Objectives or intended outcomes

The objective or intended outcomes of the Planning Proposal are:

- To nominate a building height and floor space ratio that provides for an appropriate built form and land use intensity across the site,
- To ensure that the scale of development is suitable to the locality,
- To facilitate the provision of additional housing and employment opportunity close to transport services,
- To consolidate the role of Macarthur as a mixed-use centre that supports its progression to a regionally significant health and innovation precinct,
- To promote Campbelltown-Macarthur as the key south-west metropolitan centre,
- To ensure that future residents and workers have access to a sufficient quantum and quality open space within their reach, and
- To ensure that public domain improvements are delivered in context with the site's future development

Part 2 – Explanation of provisions

2.1 Proposed amendments to CLEP 2015

It is proposed to amend the CLEP 2015 'Height of Building Map' to achieve an increase in maximum building height from 32 m to 80 m for the site and to introduce a floor space ratio limit for the site of 3.5:1. These provisions will be supported by a site-specific DCP.

Further, a new inclusion under 'Part 7 Additional Local Provisions' to ensure that the site's development incorporates a reasonable provision of communal open space and is capable of accommodating extreme flood events.

The new clause is proposed to incorporate the following:

Part 7 Additional Local Provisions

7.23 Development within the Kellicar Road precinct

- (1) *This clause applies to land at Lot 1, DP882496, Lot 1, DP747811, Lot 2614, DP262484 and Lot 2341, DP830786, bound by Kellicar Road, Gilchrist Drive, Menangle Road and Narellan Road, Macarthur.*
- (2) *The objectives of this clause are to –
(a) to facilitate the provision of additional housing and employment opportunity in a manner that promotes Campbelltown-Macarthur as the key south-west metropolitan centre*

- (b) to ensure that the density of land uses across the precinct is integrated with nearby transport infrastructure and encourages travel by public transport, walking and cycling*
 - (c) to achieve a high-quality urban form by ensuring that new development exhibits design excellence and responds to the character of the local area*
 - (d) to ensure that quality open space is incorporated with development within the precinct and includes a civic park, a central pedestrian walkway and other open provisions*
 - (e) to promote ecologically sustainable development*
- (3) The consent authority must not consent to development on land within the Kellicar Road precinct unless it is satisfied that the development delivers the following outcomes:*
- (a) open space has been provided at the ground level comprising a minimum 30% of the site area.*
 - (b) a development format that provides an overland flow path to satisfactorily accommodate extreme flood events.*

Part 3 – Justification

Section A – Need for the Planning Proposal

1. Is the Planning Proposal a result of any strategic study or report?

No, the Planning Proposal was initiated by the owners of the site.

The site is identified for urban renewal in several key planning strategies including the Glenfield to Macarthur Urban Transformation Corridor (Macarthur Precinct), the Greater Sydney Region Plan, the Western District Plan.

The Planning Proposal relates to land that is a key site in the transformation of Campbelltown-Macarthur as a metropolitan centre. It is identified in the Greater Sydney Commission's 'Campbelltown-Macarthur Place Strategy' (March 2020) and in Council's RCCC Master Plan as having high-density mixed-use potential that supports the future role of Macarthur in a twin-city context.

The proposal to increase the permissible building height complements state and local government strategies and will facilitate the provision of new housing and jobs close to transport services.

2. Is the Planning Proposal the best means of achieving the objective or intended outcomes, or is there a better way?

Yes.

Proceeding with a stand-alone Planning Proposal is considered appropriate in this instance to enable the timely consideration of urban design, traffic and other city-centre capacity issues.

The Planning Proposal presents a master-planned approach that encompasses three contiguous city blocks. The scale of the site allows for an enhanced public domain outcome, together with a mix of residential, retail, hospitality and commercial floorspace that is suited to health, education, innovation and start-up workspace.

The Planning Proposal paves the way for new private investment in Macarthur and presents unique opportunities for greater connectivity and accessibility to a higher level of amenity, services and experiences for more people.

Section B – Relationship to strategic planning framework

3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes.

The Planning Proposal is consistent with the relevant objectives and actions outlined in Greater Sydney Region Plan and the Western City District Plan.

Greater Sydney Region Plan

Key forecasts of the Region Plan include 725,000 additional dwellings for Sydney from 2016-2036 and 817,000 additional jobs for this same period.

The Plan identifies the site as falling within the Western 'Parkland' City District which will contribute 29.2% of the total dwelling growth across Sydney by 2036. The proposal contributes to the achievement of several of the objectives of the plan, specifically the achievement of a metropolis of three 30-minute cities through four key themes – infrastructure and collaboration, liveability, productivity and sustainability.

- Infrastructure and collaboration – the proposal is proximate to Macarthur and Campbelltown stations, Campbelltown Hospital, the Western Sydney University and the city centre's cultural facilities. The site is also less than 30 km to the Western Sydney Airport.
- Liveability – the concept masterplan supplied with the Planning Proposal demonstrates a significantly enhanced public domain with a variety of public open spaces. Additional private open space in the form of activated rooftops will supplement the site's public provisions, ensuring an attractive, activated and liveable environment in the heart of Macarthur.
- Productivity – the proposal incorporates approximately 62,300 m² of employment floorspace with an FSR of 1.25:1. This floorspace is eminently suited to educational, health and knowledge intensive pursuits which require and are attracted to districts of high amenity. The employment floorspace could generate approximately 1,600 jobs for the precinct and consolidate Macarthur's role as a regionally significant health and innovation precinct.

- Sustainability – the Planning Proposal outlines a range of possibilities to achieve a Green Star Communities rating for the project. The proponent will work closely with Council to incorporate energy renewal, waste and grey water recycling, and integrated waste removal.

The Planning Proposal is an appropriate means of achieving additional housing and employment opportunities close to and supporting each other. It presents a 'kick-start' opportunity for the implementation of the vision outlined for Campbelltown-Macarthur in the GSC's Collaboration Area Place Strategy and in Council's RCCC Master Plan.

Western City District Plan

The Western City District Plan sets out priorities and actions for the Western Parkland City which are structured on the key themes presented in the Greater Sydney Region Plan.

The District Plan sets a 5-year housing target for the Campbelltown LGA of 6,800 and a 20-year District target of 184,500. The Plan recognises the critical role that urban renewal in strategic centres will play in achieving these targets.

The District Plan also sets a jobs target for the combined Campbelltown-Macarthur centre of 27,000-31,000 by 2036, representing an increase of around 6,600-10,600 jobs.

The District Plan identifies Campbelltown-Macarthur as a health and education precinct, designated as a 'Collaboration Area' – which also includes Macarthur Square, Campbelltown Mall and surrounding areas. The Kellicar Road precinct is central to this area.

The Plan suggests that the Collaborative Area has the potential to grow up to 31,000 new jobs (a 32% increase) by 2036 and identifies the need to review current planning controls to create capacity accordingly.

The proposal contributes fittingly to create this capacity.

Glenfield to Macarthur Urban Renewal Corridor Strategy

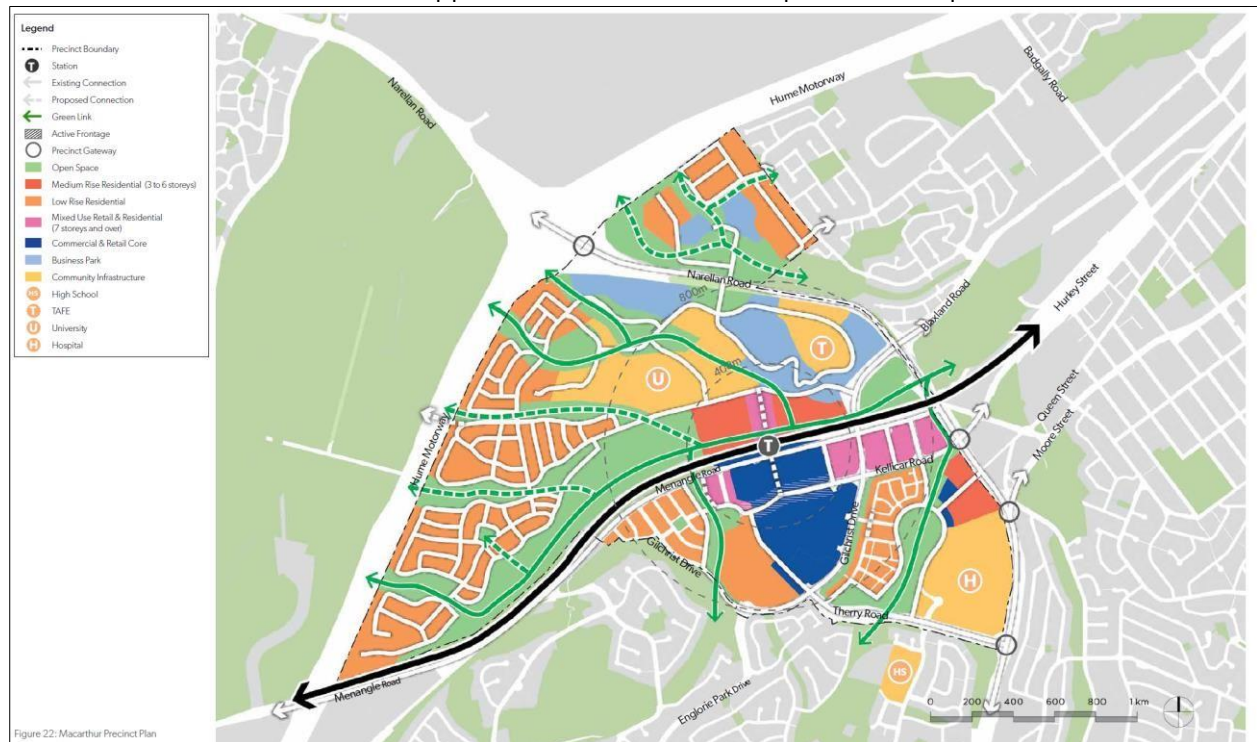
The Strategy identifies that urban renewal will be key to meeting housing and employment targets over the next 20 years (664,000 homes and 689,000 jobs) in the South West.

Accordingly, the strategy aims to accelerate urban renewal within the Glenfield to Macarthur rail corridor by identifying those areas where additional density can be achieved, particularly near to train stations (400 m-800 m).

The final Macarthur Precinct Plan, released in November 2017, is shown below. Notably, the whole of the Kellicar land parcel is identified as being located within a 'Mixed Use Retail & Residential (7 storeys and over)' zone.

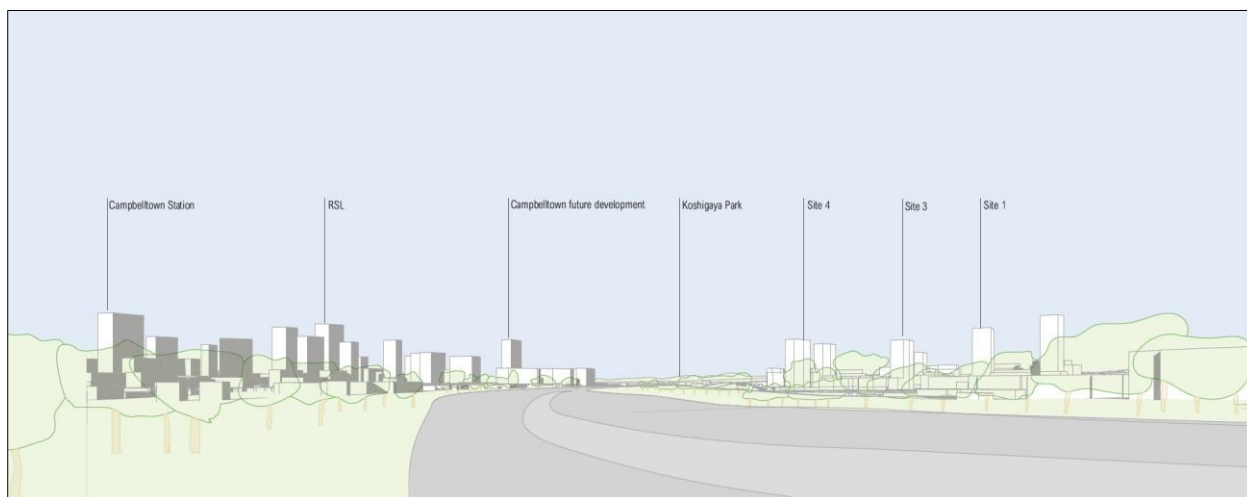
The Precinct Strategy applies the assumption that mixed use development (80 per cent residential / 20 per cent retail) will require a FSR of between 2:1 – 4:1 and that high-rise development (7+ storeys) will require an FSR of between 3:1 – 4:1. This is consistent with the density proposed in the

Planning Proposal, noting that building height has since been revisited by Council's RCCC Master Plan and as demonstrated in the approval of the RSL redevelopment concept at 85 m.



Building height at the Kellicar site is addressed in detail within the *Urban Design Study* prepared by CHROFI and Architectus (dated 07 June 2019). This report documents the public domain contributions of the Planning Proposal and provides a detailed solar access, overshadowing and visual impact analysis of the proposal having regard for views from neighbouring sites and district vantages, and the complementary roles of the Campbelltown and Macarthur centres.

The Urban Design Study remains relevant but has been partially superseded by the site specific DCP which has been prepared to guide development outcomes across this precinct. The DCP incorporates updated commentary regarding the vision for this precinct and incorporates new controls which reflect the drainage and traffic studies submitted by the proponent.



The Planning Proposal appropriately responds to the Glenfield-Macarthur Corridor Strategy.

Draft Greater Macarthur 2040 Interim Plan

In November 2018, the Department of Planning and Environment released a 20-year vision, entitled *Greater Macarthur 2040: An interim Plan* for the Greater Macarthur Growth Area (the draft Plan 2040) that sets out the strategic planning framework for the Growth Area. This is the most recent state-government strategy that relates specifically to the site of the Planning Proposal.

The draft Plan aims to provide new homes and local centres in addition to improving transport connections, providing open space and parks and protecting koala habitat.

Its key actions include the rezoning of precincts as agreed with Council, specifically identifying an opportunity for land owners to bring forward the release and rezoning of land where there is no financial impost on Government.

Under the 2040 Strategy Campbelltown-Macarthur is recognised as:

- a metropolitan city cluster that will provide substantial housing and employment growth for the Western City District.
- an important health and education precinct that is critical to the region's growth in knowledge intensive jobs, building education and skills and servicing the employment needs of its growing population
- one of several rail-oriented precincts identified in the Greater Macarthur 2040 as ready for development, subject to its consistency with the long-term vision for the precinct and growth area

Greater Macarthur 2040 recognises the strategic importance of Campbelltown-Macarthur as the region's primary centre:

"The Greater Macarthur Growth Area pivots on Campbelltown-Macarthur" (page 2)

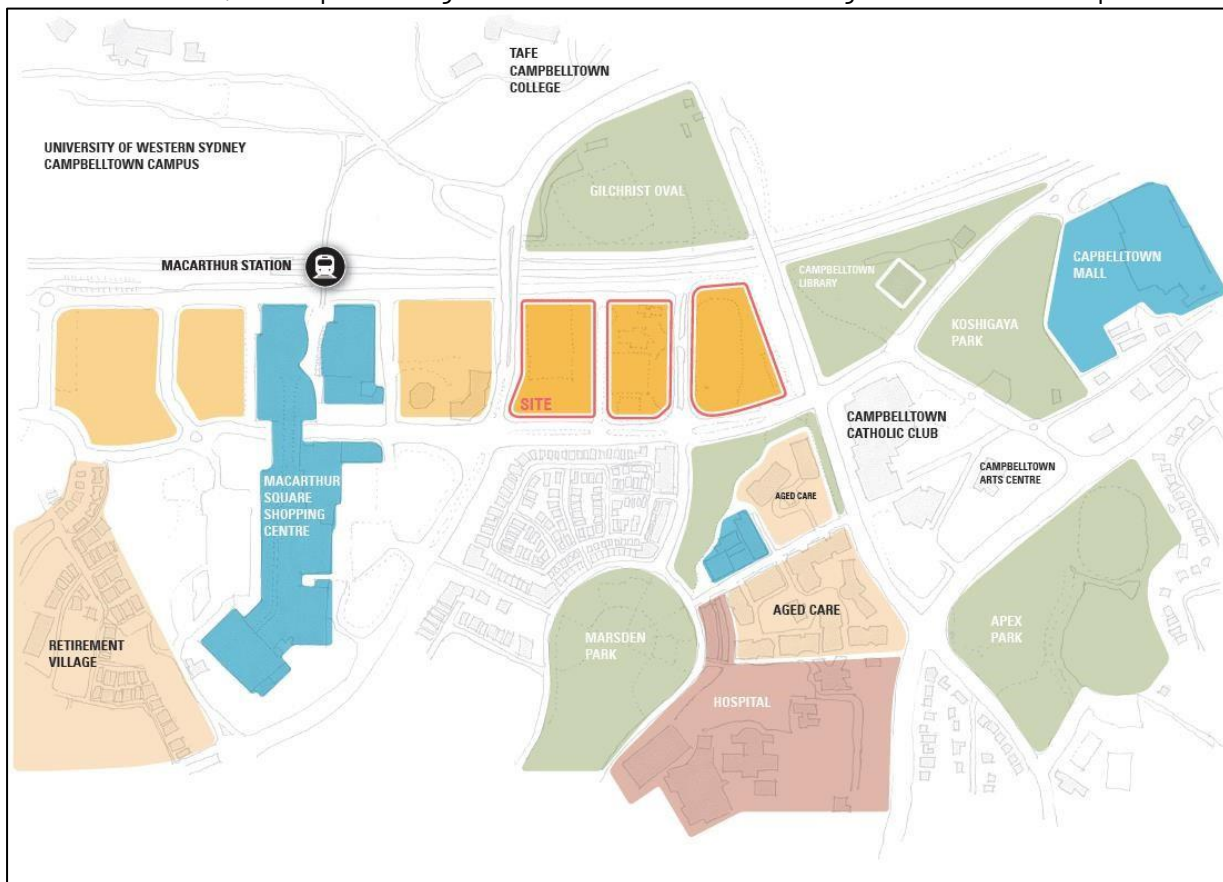
"Campbelltown-Macarthur will thrive as part of the burgeoning metropolitan cluster. With

further investment in tertiary education and health and connection to the Western Sydney Airport via a new rail line, the centre will grow to provide an economic and social hub for the Growth Area and region.” (page 7)

Importantly, under the Strategy, Campbelltown-Macarthur is the only major centre identified. No other metropolitan centre is required, although other centres will evolve to fulfil different functions.

Pursuant to the strategy’s intentions, the Kellicar Road precinct presents a unique opportunity to:

- Consolidate Campbelltown-Macarthur as twin centres with complementary roles; and to
- Realise higher density mixed-use development on unconstrained and available land that is rail-focused, whilst protecting the historical fabric and heritage character of Campbelltown.



The site adjoins an important retail, health and education precinct and is proximate to key open spaces and rail transport.

The future development of Macarthur, of which the Kellicar Road precinct is a major component, is further identified under Greater Macarthur 2040 as:

- Provide a range of building heights, with taller buildings close to the station to maximise pedestrian activity and increase trade for local businesses.
- Retain the existing character of areas east of Gilchrist Avenue, with a mix of detached dwellings, townhouses and terraces.

- Plan for a large floor plate, campus-style office park west of the station.

The submitted Planning Proposal for the Kellicar Road precinct is considered to be consistent with these objectives and is expected to assist in enabling the achievement of other key elements of the 2040 strategy that seek to encourage:

- transport-oriented development in urban renewal precincts
- homes in a variety of forms to meet the needs of people of different ages and incomes
- a highly accessible transport corridor
- public open space and amenities for new communities
- walkable neighbourhoods for all age groups
- cycle paths connecting neighbourhoods with public transport, jobs, education and open space
- economic opportunities through an economically strong Campbelltown-Macarthur

Greater Macarthur 2040 identifies that the Macarthur precinct could accommodate a housing yield of 4,650 new dwellings based on an initial assessment of suitable locations for higher, medium and low-density development, although noting that precinct planning will allow this estimated yield and capacity to be further refined.

Greater Macarthur does not explicitly nominate job targets for each of its rail-based centres or for the new release precincts south of the primary Campbelltown-Macarthur city centre. Instead it references a *City Deal* focus on “supercharging the Aerotropolis and delivering industry precincts to create 200,000 new jobs across Western Sydney” and suggests that the Strategy itself provides opportunity for employment and social services, “creating 40,000 local jobs, with opportunities for small business ownership in and around local centres and more intensive employment activities in designated areas” (page 24).

The Kellicar Planning Proposal incorporates provision for approximately 1,800 dwellings and 1,600 jobs across key retail, commercial, hospitality, health and education sectors and contributes considerably to the Greater Macarthur 2040 housing and job targets.

The built form vision for Greater Macarthur 2040 incorporates the following key principles, each of which is consistent with the public domain and innovative built form focus of the Kellicar Planning Proposal:

- High quality urban design of the public and private realm (to) complement areas of conservation to provide high amenity
- A connected urban community (where) people can come together in public places in streets, plazas, parks and recreation spaces providing opportunities for community events, markets and festivals
- Engaging, well designed places – better design, guided by green and sustainable planning controls and complemented by innovative approaches by the private sector (to) create places where people want to live and work
- Great streets with taller buildings set-back behind human scale street edges

- Built-form shaped to ensure sunny public spaces in winter combined with 'cooling' public domain treatments for pedestrian amenity during the summer months
- City-scale homes and offices near transit nodes – a variety of building forms will include multistorey development near train stations and centres and along transport corridors
- Compact walkable neighbourhoods – towns within the Growth Area will be attractive places where it is easy to walk and cycle to schools, open space, services and employment.

The Strategy suggests that further precinct planning will seek to create innovative and creative places, improve public space, and deliver a high-quality public domain.

The Kellicar Road Planning Proposal proposes a built form outcome that is consistent with these objectives. It proposes a series of buildings that range in height (some tall, others more of a campus-style) that have been carefully sited to minimise the effect of shadow and to maximise solar access at the ground level. The proposal is supported by a retail curation strategy that identifies appropriate ground and upper floor land uses to interface with the generous north-south pedestrian spine that binds and connects the site to adjacent developments.

Overall, the Planning Proposal is considered to be consistent with the desired outcomes expressed in the Kellicar Road precinct Plan (2017) and the broader Greater Macarthur 2040 Interim Plan (2018).

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

Campbelltown Community Strategic Plan – Campbelltown 2027

The overarching Community Strategic Plan represents the principal community-focused strategic plan guiding Council's policy initiatives and actions.

The Planning Proposal is consistent with this Plan's overarching objectives, which include:

- A vibrant, liveable city
- A respected and protected natural environment
- A thriving attractive city
- A successful city

The proposed increase in building height anchors the site's enhanced public domain and provides the opportunity for the site's revitalisation. The master-planned approach delivers a permeable and high-amenity outcome that would otherwise not be achievable across the of the three-block precinct. The Planning Proposal is unique in this aspect.

The Planning Proposal presents an early opportunity for Campbelltown-Macarthur to achieve its 'confident and self-driven' aspirations. The proposal delivers future housing and employment opportunity and embeds community floorspace within its provisions.

Campbelltown Local Planning Strategy 2013

The Strategy is a background document used to inform the preparation of the CLEP 2015. It seeks to guide future planning decisions to realise a community-shared vision. Its intentions remain relevant, albeit now updated via the recent Reimagining Campbelltown process and outcomes.

The Planning Proposal is consistent with the directions of the Local Planning Strategy.

Campbelltown Residential Development Strategy 2014

The 2014 Strategy is a background document which informed the preparation of the CLEP 2015. The proposal assists in the provision of affordable, well-placed housing by increasing the availability of housing options in proximity to transport services.

The Residential Strategy notes that the LGA's changing demographic will continue to require new housing that is both sustainable and accessible, particularly for its ageing component. The Planning Proposal offers a range of housing possibilities within the city centre and is consistent with the objectives of the Residential Strategy.

Reimagining Campbelltown City Centre Master Plan (RCCC Master Plan)

The RCCC Master Plan applies to Campbelltown-Macarthur and extends to include Leumeah due to its regional role as the hub of sports and events.

The RCCC Master Plan provides a framework for the future planning of the city centre.

Specifically, of relevance to the Planning Proposal, the master plan identifies Macarthur as a mixed-use wellbeing precinct with private health, education, research and high density mixed residential living. It is further identified under commitment 3.2 of the 'City of Opportunity' pillar as "Intensive, Innovative Macarthur", noting that its health, knowledge and innovation potential crosspollinates business, research and ideas through higher intensity mixed use development.

Notably, Commitment 5.3 under the 'City and Bush' pillar includes a schematic building height map which identifies the subject site as having a 'tall' (but not the tallest) height potential. The building height of the Planning Proposal is consistent with this guidance map.

The Planning Proposal seeks to achieve additional height on the site to allow for an FSR of 3.5:1, consistent with the role of Macarthur as envisaged in state-government precinct and growth area strategies and with those being achieved at comparable strategic centres.

The proposed varied height approach (5-25 levels) enables a built form that maintains district sight lines and is in keeping with the 'city in a valley' aspiration of the RCCC Master Plan Tower buildings at the Kellicar Road precinct have been designed with a slender form to allow solar access and views between buildings.

The building height proposed by the Planning Proposal is addressed in detail by the *Urban Design Study* (by CHROFI and Architectus) and submitted to Council with the amended proposal in June 2019.

The Design Study and site specific DCP justify the provision of tall towers on the 7 ha site by considering the views of the property from key vantage points at city approaches.

Equally the importance and the value of views from these buildings to the green and bush fringes can not be understated and will strengthen the cities genuine association with the City and Bush identity.

With respect to other matters and to further inform ongoing decision-making for the city centre, the Reimagining Campbelltown Master Plan identifies a series of further foundational studies to consider, inter alia, active transport options, parking strategies and city connections. The exhibition of the Planning Proposal will provide a broader consideration of these issues.

Campbelltown Strategic review of Employment Lands Strategy 2020

The Campbelltown Strategic Review of Employment Lands of 2020 seeks to ensure an adequate supply of appropriately zoned land is available to accommodate the future employment needs of the Campbelltown LGA.

Of relevance to the Kellicar Road precinct, this Review highlights that introducing residential uses in business centres can facilitate supporting their viability, boost business vibrancy and increase associated revenue. The study notes that centres to the east of the rail line provide considerable opportunity for urban renewal and higher density development. These centres have the capacity to deliver more jobs and homes closer to public transport, enhancing accessibility, liveability and viability for businesses. The Review also recommends that further consideration be given to increasing building height in the city centre to further incentivise redevelopment.

The subject Planning Proposal does not seek to amend the B4 Mixed Use zoning of the site and is consistent with the study's observations.

The Kellicar Road Precinct occupies 7 hectares of strategically located urban land that is suited to a range of employment and new housing opportunities. The Planning Proposal demonstrates how the precinct can be developed to achieve these outcomes and facilitate improving connections to the nearby city centre.

Campbelltown Local Housing Strategy 2020

The Campbelltown Local Housing Strategy was endorsed by Council in September 2020 but requires formal endorsement by the DPIE before being formally implemented as a Policy.

Similar to the Employment Lands Strategy, this document seeks to ensure an adequate supply of appropriately zoned is available and located on land which meets the future housing needs of the Campbelltown, noting that up to 36,000 additional dwellings will be required across the LGA by 2036.

This Strategy also highlights that the LGA's current housing supply includes significant amounts of detached housing with a significantly below average proportion of residential units and apartments. The study notes that the growing number of smaller households and declining affordability suggests that more households will be seeking smaller dwellings in the future or cheaper housing options to ensure that applicable families and elderly households are able to seek affordable housing with good amenity and less home maintenance. Providing a choice of housing types, sizes and price points is identified by the Strategy as key to supporting the diversity of housing needs in the Campbelltown LGA.

Further, as knowledge-based jobs increase through the implementation of the RCCC Master Plan, the Strategy also acknowledges that demand for more 'executive' housing may increase, including further demand for higher quality apartments.

Of relevance to the Kellicar Road Planning Proposal, the Strategy adopts the following key points:

- To support urban containment by providing housing within the existing urban area and the Greater Macarthur Priority Growth Area.
- To provide for housing that meets the needs of all households.
- To encourage the provision of new housing in locations that support the 30-minute city principle established by the Greater Sydney Commission and the vitality of local centres and Campbelltown regional centre.
- To encourage the planning of housing within neighbourhoods that offer sufficient, high quality and accessible civic, open and community spaces to achieve high liveability and amenity for the LGA's residents.
- To facilitate the urban renewal of walkable catchments in the Glenfield to Macarthur Corridor to increase housing diversity and maximise the efficient use of existing infrastructure.
- To support housing growth in the Campbelltown CBD consistent with the vision of Reimagining – Campbelltown City Centre Master Plan.
- To promote high quality and environmentally sustainable residential environments that contribute to a vibrant and liveable Campbelltown and do not have adverse urban heat island impacts.

The Kellicar Road Planning Proposal appears to align and is consistent with the directions identified in this Housing Strategy as the subject precinct offers opportunities for both 'executive' and affordable housing to be provided in a high-amenity location which is in close proximity to public transport and central to city centre services.

The Strategy identifies the following high priority actions in relation to the provision of affordable housing:

- Prepare an Affordable Housing Policy to make clear to industry that Council supports the delivery of affordable housing as part of certain development proposals.
- Adopt an affordable housing target which is consistent with the Greater Sydney Commission's position in the District plan that requires between 5 and 10 per cent of all residential GFA should be nominated as affordable housing.

It is noted that the subject Planning Proposal does not propose increase the existing development yield, which is achievable across the Kellicar Road Precinct, and only seeks to amend the existing building height limitation that applies to the site from 32 m to 80 m in order that an urban form that is more suited to its location can be delivered.

The provision of affordable housing at this precinct will be considered in context with the current policy at the time of the project's delivery (over a 15-20 year period) as part of each development application and is not required to be addressed as part of the current Planning Proposal.

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

The following table provides a brief assessment of consistency against each State Environmental Planning Policy (SEPP) relevant to the Planning Proposal.

State Environmental Planning Policies	Comment
SEPP 14 – Coastal Wetlands	Not applicable.
SEPP 19 – Bushland in Urban Areas	The site does not contain any significant vegetation.
SEPP 21 – Caravan Parks	Not relevant to the proposal.
SEPP 33 – Hazardous or Offensive Development	Not relevant to the proposal.
SEPP 36 – Manufactured Home Estates	Not relevant to the proposal.
SEPP 47 – Moore Park Showground	Does not apply to land within Campbelltown.
SEPP 50 – Canal Estate Development	Not relevant to the proposal.
SEPP 55 – Remediation of Lands	Future development of the site will need to address the requirements of SEPP 55.
SEPP 64 – Advertising and Signage	The Planning Proposal is consistent with the SEPP. Future development of the site would need to take the SEPP into consideration.
SEPP 65 – Design Quality of Residential Apartment Development	The Planning Proposal seeks to facilitate high rise residential development. The proposal's masterplan has considered the various design specifications of the SEPP – relating to solar access, overshadowing and building separation and is consistent with its requirements.
SEPP 70 – Affordable Housing Schemes	Future development on the site may incorporate affordable housing provisions. The proponent will work with Campbelltown Council in this regard.
SEPP 71 – Coastal Protection	Not relevant to this proposal.
SEPP (Concurrences and Consents) 2018	This SEPP has no provision that affect this proposal

SEPP (Building Sustainability Index: BASIX) 2004	Future development of the site will have regard for the requirements of the SEPP.
SEPP (Activation Precincts) 2020	This SEPP does not apply to the land
SEPP (Aboriginal Land) 2019	This SEPP does not apply to the land
SEPP (Educational Establishments and Child Care Facilities) 2017	The Planning Proposal is consistent with the SEPP. The proposed commercial floorspace is conducive to educational and child care use.
SEPP (Affordable Rental Housing) 2009	The proposal is consistent with the SEPP. Future development on the site may incorporate affordable housing provisions.
SEPP (Exempt and Complying Development Codes) 2008	Not relevant to the Proposal.
SEPP (Gosford City Centre) 2018	This SEPP does not apply to the land
SEPP (Infrastructure) 2007	Future development of the site may constitute traffic generating development and trigger an assessment under this SEPP. Agency input into the post-gateway assessment of the proposal is necessary.
SEPP (Housing for Seniors or People with a Disability)	The Planning Proposal does not nominate specific residential uses. Any future proposal for seniors housing would be assessed according to the SEPP.
SEPP (Koala Habitat Protection) 2020	This site does not include any koala habitat
SEPP (Koala Habitat Protection) 2021	This site does not include any koala habitat
SEPP (Kosciusko National Park) 2007	The SEPP does not apply to the land.
SEPP (Kurnell Peninsular) 1989	The SEPP does not apply to the land.
SEPP (Major Infrastructure Corridors) 2020	The subject land is more than 25 metres from the SP2 zone identified on map sheet 21 under this SEPP and therefore outside the area to which clause 11(1)(b)-(d) apply.
SEPP (Mining, Petroleum and Extractive Industries) 2007	Not relevant to the proposal.
SEPP (Miscellaneous Consent Provisions)	Not relevant to the proposal.
SEPP (Penrith Lakes Scheme) 1989	Not relevant to the proposal.
SEPP (Primary Production and Rural Development) 2019	Not relevant to the proposal.
SEPP (State and Regional Development) 2011	Future development of the site may constitute 'regional development', requiring assessment and determination by the regional panel.
SEPP (State Significant Precincts) 2005	The SEPP does not apply to the land.

SEPP (Sydney Drinking Water Catchment) 2011	The SEPP does not apply to the land.
SEPP (Sydney Region Growth Centres) 2006	The SEPP does not apply to the land.
SEPP (Three Ports) 2013	The SEPP does not apply to the land.
SEPP (Urban Renewal) 2010	The SEPP does not apply to the land.
SEPP (Western Sydney Aerotropolis) 2020	The SEPP does not apply to the land.
SEPP (Western Sydney Employment Area) 2009	The SEPP does not apply to the land.
SEPP (Western Sydney Parklands) 2009	The SEPP does not apply to the land.
SEPP (Vegetation in Non-Rural Areas) 2017	The subject site is located within a built-up urban area and is currently developed. The proposal does not impact any significant vegetation.

The following table provides a brief assessment of consistency against each Deemed SEPP that is relevant to the Planning Proposal.

Consideration of Deemed SEPPs	Comment
Greater Metropolitan Regional Environmental Plan No.2 – Georges River Catchment	Consistent. The proposal does not impact on the water quality and river flows of the Georges River and its tributaries. The Proposal would be subject to further assessment relating to stormwater and drainage should a future development application be lodged.

6. Section 9.1 – Applicable Ministerial Directions

The following table provides a brief assessment of consistency against each section 9.1 direction relevant to the Planning Proposal.

Consideration of s9.1 Directions	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	<p>The proposal is consistent with this Direction as the amendment to the Height of Building Map and the inclusion of a Floor Space Ratio Map would not seek to reduce the amount of commercial/retail floor space available within the Campbelltown CBD.</p> <p>The proposed amendment seeks to allow an increased provision of retail/commercial floorspace consistent with the site's B4 zoning.</p>
1.2 Rural Zones	Not applicable.

1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
2. Environment and Heritage	
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	Not applicable.
2.4 Recreation Vehicle Areas	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEP's	Not applicable
2.6 Remediation of Contaminated Land	The proposal does not include a change to the current zone (B4) nor does it include a change to the permissible land uses within the B4 zone. Therefore it is considered that no further action is required in regards to this direction. Future development application on the site will need to satisfy the requirements of SEPP 55.
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Consistent. The subject site is not located within a residential zone, although shop-top housing is encouraged within the B4 Mixed Business zone. The proposal is consistent with this Direction as additional dwellings will be provided close to existing infrastructure and services.
3.2 Caravan Parks and Manufactured Homes Estates	Not applicable.
3.3 Home Occupations	Not applicable.
3.4 Integrating Land Use and Transport	Consistent. The subject site is within 400 m of the Macarthur rail station and other transport services.
3.5 Development Near Licensed Aerodromes	Not applicable.
3.6 Shooting Ranges	Not applicable.
4. Hazard and Risk	
4.1 Acid Sulphate Soils	Not applicable.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	See separate comment on this issue following this table.

4.4 Planning for Bushfire Protection	Not applicable.
5. Regional Planning	
5.1 Implementation of Regional Strategies	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.5 – 5.7	Repealed
5.8 Second Sydney Airport	Not applicable.
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	Not applicable.
5.11 Development of Aboriginal Land Council Land	Not applicable
6. Local Plan Making	
6.1 Approval and Referral Requirements	The Planning Proposal does not trigger the need for any additional concurrence, consultation or referral to a Minister or Public Authority.
6.2 Reserving Land for Public Purposes	The Planning Proposal suggests that part of the Bunnings and Wilma sites, with frontage to Menangle Road, and zoned SP2 for road widening would be best utilised for open space purposes, incorporated with the site's provisions. The proposal suggests that Menangle Road could be converted to a pedestrian-cycle-bus only connection between Macarthur and Campbelltown stations. This part of the Planning Proposal will require agency consideration post-Gateway although it is noted that the proposal is not dependent upon the change in status of Menangle Road. Its primary objective to alter building height and floor space ratio provisions can be considered regardless of the future role of Menangle Road.
6.3 Site Specific Provisions	The proposal is relating primarily to building height, and therefore is consistent with this Direction.
7. Metropolitan Planning	
7.1 Implementation of a Plan for Growing Sydney	This direction has been revoked.
7.2 Implementation of Greater Macarthur	This direction has been revoked.

Land Release Investigation	
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	<p>The proposal is consistent with this Direction as it allows for the revitalisation and intensification of land within the Macarthur Precinct.</p> <p>The 7+-storeys building height assigned to high-density precincts by the Corridor Strategy is tested by the Planning Proposal's <i>Urban Design Study</i> (by CHROFI and Architectus). The Design Study provides justification for the proposed building heights (from 5-25 storeys) having regard for the proposal's substantial public domain and the lack of impact associated with its tower buildings. The project's thin building towers are limited in number, well-spaced, do not shed unreasonable shadow and complement the 7 ha site's central location and proximity to transport services.</p> <p>The concept masterplan suggests a range of building heights that is appropriate to the site's central location and to the future metropolitan role of Campbelltown-Macarthur. The proposal incorporates a substantially improved public domain and will incorporate community uses within the precinct.</p>
7.8 Implementation of the Western City Aerotropolis Plan	The proposal is consistent with this direction.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable
7.11 Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable

7.12 Implementation of Greater Macarthur 2040	The proposal is consistent with Greater Macarthur 2040 and assists in the achievement of all of the visions related to place, landscape, built form, land use and movement. This proposal is adjacent to the existing rail line and is designed with a city form. The proposal includes a range of building heights and maximises pedestrian opportunities and includes public plazas and activated main streets. The flood risks have been assessed as required by Greater Macarthur 2040 and the development footprint adjusted and identified in the draft site specific Development Control Plan to respond to the overland flow path for large flood events. The lodgement of individual planning proposals by proponents is consistent with the planning pathways identified in Greater Macarthur 2040. The planning proposal is consistent with the Macarthur Precinct Plan in the Glenfield to Macarthur Renewal Strategy (consistency is a requirement of Greater Macarthur 2040)
7.13 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable

Direction 4.3 Flood Prone Land

The objectives of this direction are:

- a) *to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.*
- b) *to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.*

The direction applies when a relevant planning authority prepares a Planning Proposal that creates, removes or alters a zone or a provision which ultimately affects flood prone land.

The subject Planning Proposal does not technically "create, remove or alter a zone or a provision that affects flood prone land". The Proposal seeks to amend the height of building limit that applies to the land in order to allow for the development of a mixed-use precinct with buildings of a varying height and up to 80m (25-levels).

Notwithstanding, Birunji Creek runs through the site, between Tindall Street and Narellan Road, as a closed culvert system within a 10m wide drainage easement. Additional consideration of flood risk has been given in relation to the impact of extreme flood events. This is consistent with the

objectives of the Floodplain Development Manual 2005 which requires consideration of floods up to the PMF.

These events have been modelled, based on the precinct's illustrative masterplan and assumed building locations.

The modelling demonstrated that:

- The site is not affected by mainstream flooding for events up to the 1 per cent AEP event.
- The development does not cause significant flood impacts to other properties for events up to and including the PMF.
- The site is capable of being developed in accordance with the illustrative masterplan through implementation of appropriate flood risk management measures.

To ensure that proper consideration is given to the site's flood potential, further need to provide an overland flow path for extreme flood waters is recommended under a 'local provisions' clause and specific controls are proposed to be incorporated in the site-specific DCP for this precinct.

The following response to the requirements of Planning Direction 4.3 – Flood Prone Land is provided:

- *A Planning Proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas).*

Comment: The Planning Proposal incorporates specific local provisions to guide the future development of the site. Consideration of a range of flood events up to the PMF has been undertaken which is consistent with the objectives of the Floodplain Development Manual 2005.

- *A Planning Proposal must not rezone land within the flood planning areas from Special Use, Special Purpose, Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone.*

Comment: The Planning Proposal does not rezone land. It will amend the maximum height of building and set a FSR for the precinct.

- *A Planning Proposal must not contain provisions that apply to the flood planning areas which:*
 - i. *permit development in floodway areas;*
 - ii. *permit development that will result in significant flood impacts to other properties,*
 - iii. *permit a significant increase in the development of that land;*
 - iv. *are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services; or*

- v. *permit development to be carried out without development consent except for the purposes of agriculture (not including dams, drainage canals, levees, buildings or structures in floodways or high hazard areas), roads or exempt development.*

Comment: The illustrative masterplan demonstrates that development of the precinct is able to be accommodated in a manner that is cognisant of and responsive to the site's residual flood risk and without adverse impact on adjoining lands. Part of the site is proposed to be allocated specifically to the passage of flood waters during extreme events and related uses that are consistent with this aim.

- *A Planning Proposal must not impose flood related development controls above the residential flood planning level for residential development on land, unless a relevant planning authority provides adequate justification for those controls to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General).*

Comment: No additional controls are proposed other than those incorporated in the local provisions. These aim to ensure that the future development of the site is aware of and responds to the need to accommodate an overland flow path for extreme flood events.

- *For the purposes of a Planning Proposal, a relevant planning authority must not determine a flood planning level that is inconsistent with the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas) unless a relevant planning authority provides adequate justification for the proposed departure from that Manual to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General).*

Comment: The flood planning level is not proposed to be altered, although special consideration of the site's residual flood risk is necessary given Birunji Creek flows through the site. This approach appears to be consistent with the recently published 'Draft Flood Prone Land Package' that was issued in June 2020.

Section C – Environmental, Social and Economic Impact

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

No.

The subject site does not contain any known critical habitat or threatened species, populations' or ecological communities, or any other habitat. The proposal will not impact upon any ecological communities.

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

Yes.

The Planning Proposal seeks to increase the maximum building height across three blocks of land that are centrally located within the Macarthur centre. The site of the proposal is not environmentally or heritage-constrained, but the proposal will have various impacts relating to urban design, traffic management, drainage, solar access and sustainable building outcomes that require careful and ongoing consideration.

The traffic and drainage implications of the Planning Proposal are the subject of specific studies undertaken by the proponent and will be exhibited as part of the Planning Proposal. The intention of these investigations is to help ensure that the function of the city centre is not compromised by the project and that future development is not sterilised as a result of it.

A site specific DCP is also proposed to reinforce the design principles and associated measures to ensure a consistent project quality over the project's duration. The site specific DCP includes a number of public domain objectives and nominated development outcomes which will facilitate with achieving appropriate built form, land use, streetscape, building setbacks, overshadowing, deep soil and sustainability outcomes.

9. Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal is supported by social or economic assessments undertaken by expert consultants.

The *Community Needs and Social Impact Assessment* by Architectus (May 2018) considers the demographic characteristics of the locality and benchmarks the provision of community facilities and open space.

A substantial provision of open space is planned for the precinct, commensurate with its future population, involving 30 per cent of the site and including a central park (3,000 m²), an under-bridge park (1,600 m²), a fountain park (1,690 m²), a civic piazza (1,300 m²), Macarthur Walk (6,500 m²), an optional linear park (2,800 m²) along the Menangle Road corridor and a new urban park and overland flow area adjacent to Narellan Road (3,900 m²). These spaces will be complemented by a series of roof-top green spaces and ground-level communal areas for the enjoyment of residents and workers.

The proposed public domain and open space provisions exceed comparable renewal precincts in other parts of Sydney, which generally deliver between 10-15 per cent of site area as public space (e.g. Green Square, Victoria Park, Central Park, Rhodes West).

Other communal facilities/uses can be incorporated within project's commercial floorspace allocation – whether this involves specific provisions (e.g. a library, multi-functional meeting rooms or the re-housing of WILMA) or dedicated recreational facilities. Details of a VPA offer for

the project will be informed by ongoing discussions with Council. It is also expected that a public domain strategy will form part of a site-specific DCP for the site.

Based on the early projections of Reimagining Campbelltown, the Planning Proposal's residential offering will contribute less than 15% of the city centre's required housing yield.

Housing Strategy	Dwelling Targets (dwellings)
Kellicar PP	1,800 new apartments
Greater Sydney Regional Plan 2056	+ 725,000 additional dwellings
Western City District 2036 – District target	+ 184,500 additional dwellings +
Western District Plan – Campbelltown LGA	+6,800 additional dwellings
0-5-year housing supply target 2016-2021	
Reimagining Campbelltown – Macarthur Region	+ 186,000 additional dwellings
Reimagining Campbelltown – CBD Study Area	16,000 (+11,000) dwellings, accommodating 35,500 CBD residents

It is noted that the Western City District Plan's 5-year housing target of 6,800 new dwellings by 2021 (for the Campbelltown LGA) is a minimum target. This target reflects existing development pipelines and existing planning circumstances.

Council's recently endorsed Local Housing Strategy nominates a preference to provide new housing at Campbelltown within the LGA's current urban footprint (and within the Greater Macarthur Growth Area) and identifies the need for housing diversity. The Strategy suggests that urban renewal of walkable catchments in the Glenfield to Macarthur Corridor is well suited to achieving Council's future housing demands.

The scale and mix of the Planning Proposal's retail/commercial floorspace provisions are confirmed by a separate assessment undertaken by MacroPlan (2018) which identifies market demand for its various components. Key findings from this work demonstrate that:

- The projected growth in the local population within the Campbelltown-Macarthur city centre (using TPA projections) will drive demand for an additional 20,000 m² of traditional retail floorspace by 2036, whilst projected growth in the broader main trade area served by Campbelltown-Macarthur is estimated to require an additional circa 250,000 m² of traditional retail floorspace by 2036.
- The projected growth in the local workforce within the Campbelltown-Macarthur centre alone is estimated to drive demand for a further 2,000-3,000sqm of retail floorspace by 2036.
- A recommended quantum of around 20,000-25,000sqm of (replacement) retail GFA is proposed for the precinct, representing a small portion of the additional floorspace required by 2036.
- The workforce within the Campbelltown-Macarthur city centre is projected to grow by around 5,000+ workers to reach around 22,000 by 2036 (using TPA figures), an increase of 30-35per

cent. This additional workforce will require an additional provision of 125,000-150,000 m² of employment floorspace.

- For the Kellicar Road precinct a minimum provision of around 45,000 m² of general commercial and health/educational floorspace is recommended, with additional potential for a city-based hotel offering.

The mix and scale of non-residential floorspace has been carefully selected for the site. It represents a small portion of the total additional GFA expected of the centre over the next 15-20 years. These forecasts are modest and will be driven significantly higher with the advent of a North-South Rail connection at Campbelltown-Macarthur.

The Planning Proposal has the potential to contribute up to 5 per cent of the Reimagining Campbelltown's jobs projection.

Employment Strategy	Job Targets
Kellicar PP	1,600+ jobs (ret/com + other) – 62,300 m²
Greater Sydney Regional Plan 2036	+ 817,000 additional jobs
Western City District 2036 – Campbelltown-Macarthur Strategic Centre (pg.84)	27,000-31,000 jobs
Reimagining Campbelltown – Campbelltown CBD Study Area (jobs)	+6,000-10,000 jobs (from 21,000 current)
Reimagining Campbelltown – CBD employment floorspace	55,500 (+ 38,000) jobs (servicing a regional population of 800,000 people)
	1,600,000 m ² GFA (current 525,000 m ² incl. approx. 250,000 m ² retail/commercial GFA)

Section D – State and Commonwealth Interests

10. Is there adequate public infrastructure for the Planning Proposal?

Yes, however further improvements are necessary.

The site is within walking distance of the Macarthur rail station and is accessible by existing bus services. Road network improvements will be required, however, to accommodate the project. Additional public open space will also be required to meet the needs of residents and workers attracted to the site.

Other community services are available in the vicinity of the site although there is opportunity for some new and some existing services to be housed within the project, including accommodation for the Macarthur Women's Health Centre (WILMA).

A specific desired outcome of the Planning Proposal is to encourage greater use of the public transport services that are available to the site. Further transport investigations, as identified by Reimagining Campbelltown, will seek to develop an integrated transport and parking strategy that reduces reliance on private vehicles. Ultimately, through its improved permeability, enhanced

ground level environment and co-location of housing and employment floorspace, the proposal seeks to encourage a modal shift to public transport.

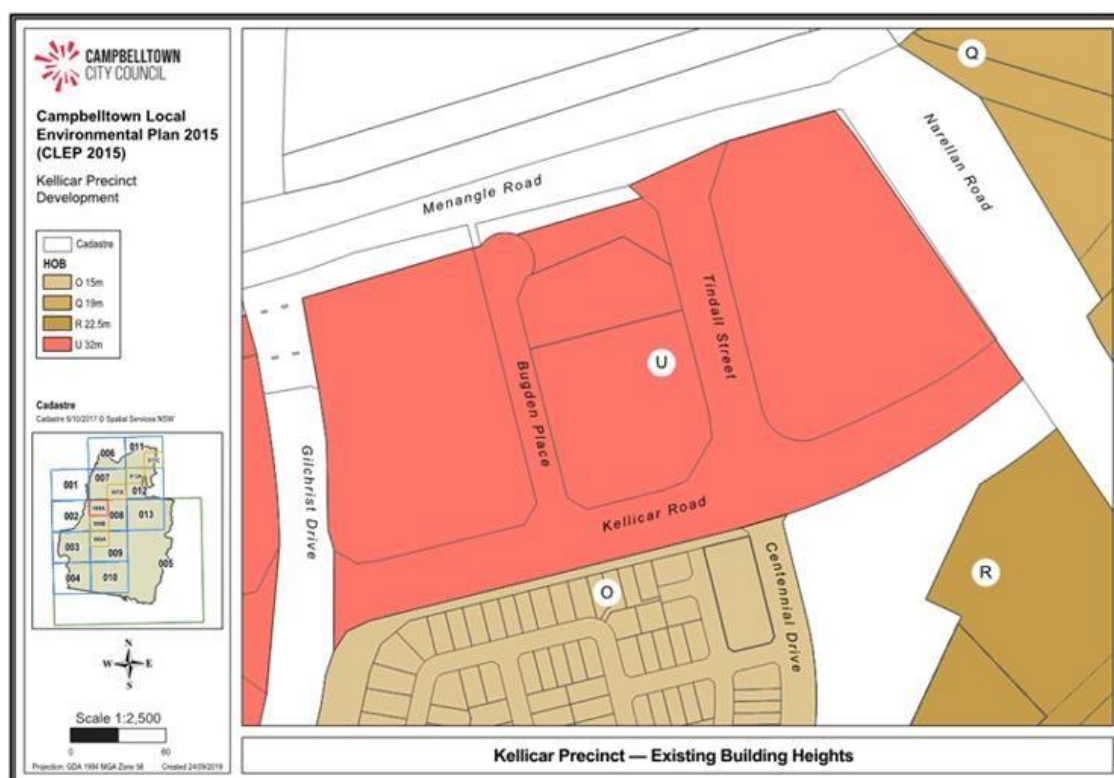
11. What are the views of the State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

Consultation will occur with the public authorities identified in the Gateway Determination, including Transport for NSW, NSW Police and the Office of Environment and Heritage.

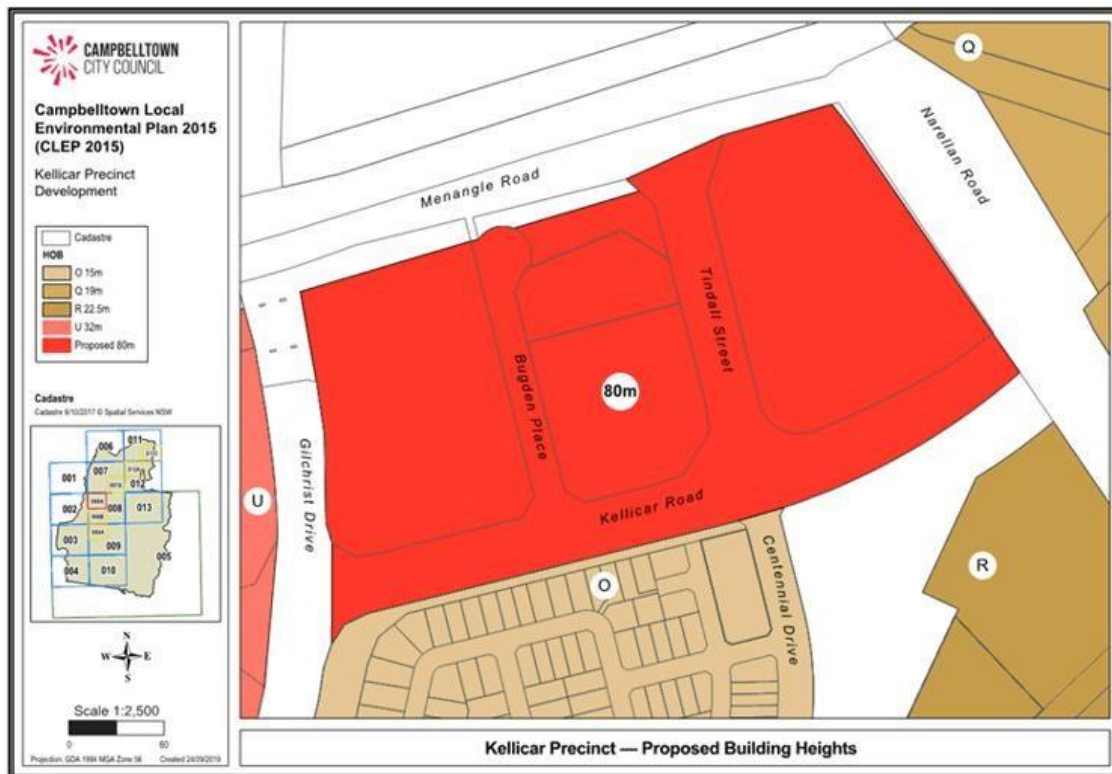
Part 4 – Mapping

The Planning Proposal seeks to amend the Campbelltown LEP Height of Building Maps as proposed below: –

Map	No	Requested Amendment
Height of Buildings Map	Sheet HOB_008 Date 11 March 2016	Amend the height of building map for properties located between Gilchrist Drive, Menangle Road, Narellan Road and Kellicar Road, Macarthur from 32 m to a maximum of 80 m.



Current CLEP 2015 Height of Building Map



Proposed CLEP 2015 Height of Building Map

The Planning Proposal also seeks to incorporate a floor space ratio limitation by introducing a city centre limitation for the subject site as described below:

Map	No	Requested Amendment
Floor Space Ratio Map	Sheet FSR_008 Date 11 March 2016	Amend the Floor Space ratio Map by introducing a limit of 3.5:1 for the subject site, bounded by Gilchrist Drive, Menangle Road, Narellan Road and Kellicar Road, Macarthur.



Proposed CLEP 2015 Floor Space Ratio Map

Part 5 – Community consultation

In accordance with “A guide to preparing local environmental plans” prepared by the Department of Planning and Environment (2016), the consultation strategy would include:

Advertisement on the Council website

The Planning Proposal would be exhibited on Council’s website (www.campbelltown.nsw.gov.au). Council’s libraries also have access to the website.

Documentation relating to the Planning Proposal will be available online (Council’s web site and the NSW Planning Portal) for the duration of exhibition period.

Letters to affected owners

A letter will be sent to all owners of land within Park Central and within 200m of the Site, advising of the exhibition. The letter will invite submissions to be made on the site specific DCP, Planning Proposal and associated studies.

Part 6 – Project Timeline

Date	Item
Complete	Gateway Determination
May, 2021	Exhibition Start
June, 2021	Exhibition End
July, 2021	Report to Council on outcome of public exhibition
July, 2021	Request draft instrument be prepared
August, 2021	LEP amendment made