



Planning Proposal No. 22 – 32 Queen
Street, Campbelltown

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Planning Proposal	Revised date
Public exhibition version	22 September 2020

**Proposed Amendment to Campbelltown
Local Environmental Plan 2015****PLANNING PROPOSAL – 22-32 QUEEN****History**

- On 22 June 2018 Council received a Planning Proposal Request (PPR) from Pacific Planning Pty LTD which sought an amendment to the CLEP 2015 'Height of Buildings Map' to increase the permissible building height for the subject site from 26 metres to 34 metres, 49.5 metres, 65 metres, 77 metres and 87 metres over various parts of the site.
- On 4 September 2018, the applicant briefed the Council on the proposed PPR.
- As a result of the briefing to Council, on 11 September 2018 the applicant submitted a revised PPR which included a reduction in building height from the previous PPR. The revised building heights were 37 metres, 53 metres, 56 metres, 59 metres, and 62 metres.
- The revised proposal was presented to the Local Planning Panel on 28 November 2018 who supported the PPR in principle and made a number of recommendations as detailed in Attachment 1.
- Subsequent to the Local Planning Panel recommendation, the applicant further revised the building height and submitted revised building heights of 70 metres, 42 metres, 29 metres and zero metres. The zero height limit is proposed for the open space/plaza component of the site.

The Planning Proposal was considered by Council on 11 June 2019. At that meeting Council resolved as follows:

That Council endorse option two within the report and the draft planning proposal at attachment 3 to increase the height limit at 22 - 32 Queen St, Campbelltown and introduce other planning controls as detailed in this report and submit it to the Department of Planning and Environment seeking a Gateway Determination.

That subject to the Gateway Determination and prior to public exhibition, a further report be presented to Council with a draft development control plan for the site.

Option 2 resolved by Council included the following:

- maintain the building height of 26 metres (eight storeys) for the part of the site that is immediately adjacent to the heritage building;
- increase the building height from 26 metres (eight storeys) to 32 metres (ten storeys), 38.5 metres (12 storeys) and 45 metres (15 storeys), as shown in attachment 3;
- decrease the building height from 26 metres to 1.5 metres for the area proposed for ground floor plaza/open space;
- include an appropriate FSR requirement (e.g. 2.5:1 for residential apartment buildings and 1.7:1 for non-residential development). The appropriate FSR control for the site would be confirmed post gateway determination and prior to public exhibition;
- include a local clause to:
 - ensure that future development on this site is of high design standards
 - require a ground floor setback from Queen Street to allow for landscaping and active facades fronting Queen Street
 - require a setback from the school grounds to allow for landscaping and solar access
 - provide a minimum qualifying site area
 - include a requirement for a site specific DCP that requires the site to be master planned.

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- The Planning Proposal was subsequently forwarded to the Department of Planning, Industry and Environment (DPIE) for a Gateway Determination.
- A conditional Gateway determination was issued on 17 January 2020 in support of the progression of the Planning Proposal. Condition 1 of the Gateway required that prior to public exhibition the planning proposal be updated.

In response to the Gateway determination and issues raised by Council and following the completion of studies the planning proposal was amended by the deletion of the building closest to the heritage item and the increase of open space on this part of the site. It is also proposed to increase the height of the 5 residential towers. These changes to the Planning Proposal were reported to Council on 14 July 2020, where Council resolved:

1. *That Council support the proposed amendments to the planning proposal outlined in this report and the planning proposal be amended to reflect the expanded area of open space and changes to the height of buildings map as detailed in this report.*
2. *That the amended planning proposal be forwarded to the Department of Planning, Industry and Environment with a request that the Gateway Determination be altered to reflect the revised proposal.*
3. *That Council endorse the future public exhibition of the draft amendment No 10 to the Campbelltown (Sustainable City) Development Control Plan 2015 which seeks to add Part 14, 22-32 Queen Street Campbelltown, as shown at attachment 1 to this report, subject to the tower setback to Queen Street being increased from 8m to 10m.*

Accordingly, the planning proposal was amended to reflect the increased area of open space and incorporate revised maximum building heights of 1.5m, 7m, 42m, 45m, 49m and 52m.

The revised planning proposal was forwarded to the Department of Planning, Industry and Environment (the Department) in accordance with condition (2) of the issued Gateway Determination. The Department issued an altered Gateway determination on 31 August 2020, endorsing the progression of the Planning Proposal to public exhibition as follows:

"I, the Executive Director, Central River City and Western Parkland City, at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the Environmental Planning and Assessment Act 1979 (the Act) that an amendment to the Campbelltown Local Environmental Plan (LEP) 2015 to amend the development controls for land at 22-32 Queen Street, Campbelltown including applying a maximum building height for the land to 1.5m, 7m, 42m, 45m, 49m and 52m; apply a floor space ratio (FSR) of 2.5:1 for residential apartment buildings and 1.7:1 for mixed use developments; insert a new local clause; and insert a requirement for a site-specific development control plan (DCP) that requires the site to be master planned should proceed subject to the following conditions"

- 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.

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The Site

The subject site consists of street nos. 22, 24 and 32 Queen Street, Campbelltown, and has an area of 20,465.7m² (see Figure 1.1 – 'Location Map'). The site consists of the following Lots and DPs:

- a. 32 Queen Street, Campbelltown, Lot 1 DP 1154928, NSW 2560 (owned by Supa 88 Pty Limited)
- b. 24 Queen Street, Campbelltown, Lot 15 DP 14782 (owned by Campbelltown 88 Pty Ltd)
- c. 22 Queen Street, Campbelltown, 2560 Lot X DP 409704 (owned Campbelltown 88 Pty Ltd)

The site is highly visible from the bridge on Campbelltown Road and as such is considered to be a significant site.

This site would continue to act as a Gateway to the CBD until such time the site on the corner of Moore-Oxley Bypass and Queen Street (Tim's Garden) is developed.



Figure 1.1 Aerial Photo of the Site

No 32 Queen Street is currently occupied by a DFO Outlet Store which is a large bulky retail building that, with the exception of an existing medical centre, remains predominately vacant unsightly and underutilised. No 22 Queen Street is currently vacant and No 24 Queen Street is occupied by the old bowling club.

The site adjoins Campbelltown Performing Arts High School to the south east. The school comprises of two storey buildings and playing fields. A number of single storey commercial retail is located south west of the site and currently occupied by a medical centre, Office Works and CCA Motorcycle Accessories shop.

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Existing Zoning and Building Height

The site is currently zoned B4 Mixed Use under Campbelltown Local Environmental Plan 2015, and has a maximum building height of 26 metres. There is no proposal to amend the zoning of the site.

Figure 1.2 Existing Zoning Map



Figure 1.3 Existing Building Height Map

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The planning proposal intends to amend the CLEP 2015 to increase the height of development and apply an FSR control within the subject site to facilitate higher densities of mixed use residential development compared to what is currently permissible under the CLEP 2015.

In summary, the planning proposal will facilitate the redevelopment of the site and support the following outcomes (based on the latest economic report prepared by PPM Consulting dated 21 /09/2020):

- 779 additional dwellings;
- 20,000sq.m of commercial/retail/social infrastructure space;
- 809 new construction jobs, and 558 full-time equivalent jobs when operational; and
- 4000sqm of publicly accessible open space.

The planning proposal aims to:

- support urban growth and the provision of housing in the Campbelltown LGA;
- provide appropriate development controls for the subject site to facilitate a high density mixed use residential development within a walking distance to Campbelltown train station;
- facilitate the provision of additional housing close to public transport, the road network and employment opportunities in close proximity to the heart of Campbelltown CBD;
- Ensure that building heights respect the setting of the heritage item adjacent to the site;
- Incorporate public domain improvements;
- Ensure that the subject site provides open space for the enjoyment of the future residents and provides opportunity to establish a connected open space corridor within the Campbelltown CBD;
- Include development standards to ensure that future development would be setback from Queen Street to facilitate landscaping and enhance the streetscape.
- Ensure that a site specific development control plan is prepared for the site and includes a masterplan to ensure that future buildings on the site are located in a manner that maximises solar access, protects adjoining heritage and provides for an open space area at ground level for the use of the residents.

Part 2 – Explanation of provisions

Proposed amendments to CLEP 2015

The objectives and intended outcomes are proposed to be achieved by:

- a) Amending the CLEP 2015 Height of Building Map in accordance with the proposed building height Map shown at Appendix 1 – Proposed Height of Building as follows:
 - Decrease the height from 26 metres to 1.5 metres and 7 metres for the part of the site that is adjacent to the heritage building

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- Increase the building height from 26 metres to:
 - 42 metres for the part of the site on the northern boundary forward of the open plaza
 - 45 metres for the southern part of the site adjacent to the high school;
 - 49 metres for the central part of the site adjacent to the southern boundary; and
 - 52 metres for the western part of the site where it fronts Queen Street.
- Include an FSR of 4.2:1 with a local clause that applies an FSR of 2.5:1 for residential apartment buildings and 1.7:1 for mixed use developments.
- Include a local clause that will permit structures greater than 1.5 metres to be erected within the open space area of the subject site, provided such structures:
 - are open; and,
 - do not constitute a building; and,
 - are erected for shading and/or recreation purposes; and,
 - do not exceed three metres in height, measured from the existing ground level of the adjacent heritage item.
- Include a requirement for a site specific DCP that requires the site to be master planned

Part 3 – Justification

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of any strategic study or report?

The planning proposal is not a result of any strategic study or report. However, the planning proposal relates to land currently identified for mixed use development by a number of key strategies and reports including the Glenfield to Macarthur Urban Renewal corridor strategy and the Draft Greater Macarthur 2040.

Q2. 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 heritage related issues. Adjoining sites include a heritage item and a school and therefore there is limited likelihood of similar proposals on these sites.

Section B – Relationship to strategic planning framework

Q3. 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)?

The planning proposal is consistent with the objectives and aims of the following Strategic Plans:

- A Plan for Growing Sydney;
- Towards Our Greater Sydney 2056 and The Greater Sydney Region Plan, A Metropolis of Three Cities;
- the Western City District Plan;
- Draft Greater Macarthur 2040;
- Glenfield to Macarthur Urban Renewal Precinct

A Plan for Growing Sydney

'A Plan for Growing Sydney' sets a strategy for accommodating Sydney's future population growth and

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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 proposal is consistent with the strategy as it would facilitate high density mixed use and residential development near the Campbelltown CBD and Train Station.

Greater Sydney Region Plan

The Plan provides a framework for the predicted growth in Greater Sydney. The Plan identifies key goals of delivering a metropolis of three 30 minute cities through four key themes, infrastructure and collaboration, liveability, productivity and sustainability.

- Infrastructure and collaboration – The proposal is located in very close proximity to existing infrastructure such as Campbelltown Train Station, Campbelltown Hospital, Campbelltown Public School and Western Sydney University. Additionally, the site would also be located 30km to the proposed Western Sydney Airport.
- Liveability – The concept design supplied with the Planning Proposal outline a variety of enhancements to the surrounding character such as landscaped frontage, shared open space and opportunities for pedestrian links which would create a more liveable space.
- Productivity – The proposal has the potential to provide further productivity within the commercial core of Campbelltown. The proposed hotel would support job creation and housing options in conjunction with pedestrian links and the opportunity for thoroughfares and bike tracks.
- Sustainability – The opportunity for green walls, rooftop gardens and the design of apartments would promote a sustainable development. Sustainability of the developments would be considered at the development application stage.

The Planning Proposal would be the best means of achieving additional housing within the local area to meet the anticipated population increase in the next few years.

Western City District Plan

The Western City District Plan sets out priorities and actions for the Western Parkland City which are structured on themes that are based on the Greater Sydney Region Plan. The proposal will provide additional housing supply in close proximity to existing transport which would support the State Government's direction for creating a 30 minute city.

The Western City District Plan also requires the need for creating a stronger local economy and promoting the commercial core of Campbelltown.

The planning proposal is consistent with the objectives and planning priorities for Western City District Plan as demonstrated below:

- 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; and
- Planning Priority W11 - The planning proposal supports investment and business activity in local centres and the creation of local jobs.

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Glenfield to Macarthur Urban Renewal Corridor Strategy

The Glenfield to Macarthur Urban Renewal Corridor Strategy was identified as a growth corridor by the State Government for the purposes of providing further jobs, open space, improved movement networks and revitalisation of existing urban centres through good design. Under the Strategy, Campbelltown has been identified as a priority precinct that provides retail and commercial activity.

The strategy outlines that the vision would be initiated through the lodgement of planning proposals and council initiated LEP amendments. The subject site is identified as being located within a mixed-use retail and residential area under the Strategy.

Under the Strategy, buildings would have ground floor retail that would provide local services for residents and commuters, with the apartments above ranging from 7+ storeys in height. These would be set back from the street to ensure the scale and feel of Queen Street is maintained. Detailed planning would be required to identify appropriate height and built form outcomes in this area. The Proposal is considered to be consistent with this direction.

The Strategy does not include any indication of a maximum height limit for the site. As such the proposed height limits are not considered inconsistent with the Strategy.

Draft Greater Macarthur 2040 – An Interim for the Greater Macarthur Growth

The Department of Planning and Environment has prepared Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Growth Area which incorporates the Glenfield to Macarthur Urban Renewal Corridor and the land release precincts to the south of Campbelltown. The draft Plan sets out the strategic planning framework for this area. When finalised, Greater Macarthur 2040 will guide precinct planning within the Growth Area.

The public exhibition for the Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Growth Area closed Friday 8 February, however the draft Plan has not yet been formally adopted by the State Government.

In terms of Campbelltown, the draft Plan in relation to 'Place' provides the following goals:

- Provide a range of building heights, with high rise buildings close to the station to maximise pedestrian activity and increase trade for local businesses.
- Retain the character of areas east of Lindesay Street, with a mixture of detached dwellings, townhouses and terraces.
- Plan for a large floor plate, campus-style office park west of the station.

This site is nominated for mixed use under the Greater Macarthur Structure Plan (urban renewal areas) Map, however the draft Plan does not propose building heights for the Campbelltown CBD.

The planning proposal is not considered to be inconsistent with the above goals of the draft Plan although there is a clear premise that taller buildings should be located closer to the railway station. Therefore the maximum heights for this site should be less than or equal to those adjacent to the station.

Q4. 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 outcome focused strategic plan guiding Council's policy initiatives and actions.

The Proposal is considered to be consistent with the relevant outcomes headed accordingly within the Plan:

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

The proposed increase in height has the potential to provide an opportunity for a revitalised commercial and retail core which will support the growth of a strong local economy. The proposal also supports the possibility of integrating open space and walkable thoroughfares to Queen Street.

Campbelltown Local Planning Strategy 2013

The strategy identifies the importance of Queen Street as an existing commercial and retail core of Campbelltown.

The strategy also considers the promotion of active street frontages and the conservation of the listed heritage items identified as "Warby Barn and Stables" which are located on the western adjoining property and within close vicinity to Queen Street.

The proposal is consistent with the directions of the Campbelltown Local Planning Strategy 2013.

Campbelltown Residential Development Strategy 2014

The 2014 Strategy is a background document which informed the preparation of the CLEP 2015. The proposal would assist in the improvement of housing affordability within the area due to the increase in dwellings in close proximity to local transport hubs.

A theme identified in the Residential Strategy noted that changing population demographics would also continue to challenge the local community. The proposal would assist with providing sustainable and accessible housing, particularly for Campbelltown's aging population as the requirements such as lift access would be considered at the development application stage.

The proposal is consistent with the Campbelltown Residential Development Strategy 2014.

- Re-imagining Campbelltown CBD – Phase 1

Re-imagining 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."

Re-imagining Campbelltown CBD sets out six pillars/principles for growing Campbelltown-Macarthur CBD as follows:

1. No Grey to be Seen – Environment
 - Deliver high quality and diverse open space experiences.
 - Lead the delivery of affordable low resource, low carbon solutions for Campbelltown.
 - Be visionary and tactical in the greening of the urban fabric.

2. City and Bush – Heritage

- Regenerate, restore and maintain natural ecosystems.
- Respect and give life to existing natural, historic and cultural features.
- Contribute to measurable improvements to local air and water quality.
- Acknowledge, include and value the Aboriginal history of an area.
- Heritage items and their settings are conserved, retained and celebrated.
- Appropriate curtilages for heritage items are maintained.
- Sensitive and adaptive reuse of heritage items is encouraged.

3. Connected Places and Community – Mobility

- Pioneer the development of human scale urban environments that are de- coupled from car dependence and support health and wellbeing.
- Develop the infrastructure and connectivity for Campbelltown to be an accessible southern gateway to the Western City and Sydney as a whole.
- Increase accessibility to local amenities and services.

4. Confident and Self Driven – Culture

- Ensure adaptability and diversity of built form for innovators, disrupters and entrepreneurs.
- Drive solutions for climate resilient communities, public space and urban infrastructure.
- Deliver design-led excellence for both public and private spaces, including assurance for design outcomes.

5. Centre of Opportunity- Economy

- Create and connect clusters of agglomeration and activity that increase and diversify Campbelltown's productivity.
- Leverage industry opportunities from, and expedite connectivity with, Western Sydney Airport and Badgery's Creek Aerotropolis.
- Plan and manage industrial and urban services land's retention and evolution.

6. The Good Life – Living

- Create inspirational places for all, showcasing culture and the arts especially reflecting our high and diverse population including our Aboriginal and Torres Strait Islander community within Campbelltown.
- Engage with our communities and other stakeholders to deliver lively, healthy, safe and welcoming places that support diverse and inclusive communities.
- Delivery of connected places and healthy communities through a range of active recreational spaces for playing sport.
- Create inclusive communities through housing The Planning Proposal is consistent with the above principles.

Council has now prepared and exhibited the Reimagining Campbelltown City Centre Master Plan. The exhibited master plan does not assign building heights. The revised planning proposal is considered generally consistent with the Reimagining Campbelltown City Centre Master Plan.

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Q5. 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 No. 1 Development Standards	Not applicable as Clause 4.6 of the CLEP 2015 negates the need for SEPP 1.
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 26 – Littoral Rainforests	Not relevant to the proposal.
SEPP 30 – Intensive Agriculture	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 44 – Koala Habitat Protection	This site does not contain any koala habitat.
SEPP 47 – Moore Park Showground	Does not apply to land within Campbelltown.
SEPP 50 – Canal Estate Development	Not relevant to the proposal.
SEPP 52 – Farm Dams	Not relevant to the proposal.
SEPP 55 – Remediation of Lands	The existing urban use of the land is unlikely to result in land contamination. Future development of the site will need to address the requirements of this SEPP (55).
SEPP 62 – Sustainable Aquaculture	Not relevant to the proposal.
SEPP 64 – Advertising and Signage	The planning proposal is consistent with the SEPP. Future development of the site would need to take this SEPP (64) into consideration.
SEPP 65 – Design Quality of Residential Apartment Development	The PPR seeks to facilitate high rise development in the form of shop top housing (i.e. residential above commercial). The concept designs submitted with the PPR consider potential design options which address the provisions of this SEPP (65).
SEPP 70 – Affordable Housing Schemes	Not relevant to this proposal.
SEPP 71 – Coastal Protection	Not relevant to this proposal.
SEPP (Building Sustainability Index: BASIX) 2004	Future development of the site would take into consideration the requirements of the SEPP.
SEPP (Educational Establishments and Child Care Facilities) 2017	The PPR appears to be consistent with the SEPP. Any future child care centre, or the like, would take into consideration the requirements and provisions of this SEPP.
SEPP (Affordable Rental Housing) 2009	The PPR is consistent with the SEPP. Any future development on the site may incorporate affordable housing which would be considered in conjunction with the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Not relevant to the Proposal.

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SEPP (Infrastructure) 2007	Future development of the site may constitute traffic generating development and trigger an assessment under this SEPP.
SEPP (Housing for Seniors or People with a Disability)	It is not proposed to carry out the development under the provisions of this SEPP.
SEPP (Integration and Repeals) 2016	Not relevant to the proposal.
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 (Mining 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 (Rural Lands) 2008	Not relevant to the proposal.
SEPP (State and Regional Development) 2011	It is likely that future development of the site will constitute Regional Development thus being determined by the Sydney Western City Planning 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 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 within a well-established urban area, having historically been used for residential and commercial purposes. The proposal will not impact any significant vegetation.

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

Consideration of Deemed SEPPs	Comment
REP (Sydney Harbour Catchment) 2005	Not relevant to this Planning Proposal.
Greater Metropolitan Regional Environmental Plan No2 – Georges River Catchment	Consistent. The proposal will 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.

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Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1 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	The proposal is consistent with this Direction as the amendment to the 'Height of Buildings Map' would not reduce the amount of commercial/retail floor space within the Campbelltown CBD. The proposed amendment would increase the potential for additional retail/commercial floor space due to the B4 zoning of the site.
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	The planning proposal incorporates controls that facilitate the preservation of the significance of the adjoining heritage item, "Warby's Barn" and therefore is consistent with this direction.
2.4 Recreation Vehicle Areas	Not applicable.
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Consistent. The proposal would be consistent with this Direction as additional dwellings would be in close proximity to existing infrastructure and services and would provide for existing and future housing needs of the local area.
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 800m of Campbelltown Train Station and other forms of services such as buses which can provide access to jobs and amenities.
3.5 Development Near Licensed Aerodromes	Not applicable.
3.6 Shooting Ranges	Not applicable.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	Not applicable.
4.2 Mine Subsidence and Unstable Land	Not applicable.

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<p>4.3 Flood Prone Land</p>	<p>While the site is not identified as being flood prone a Flood Impact Assessment has been prepared by S&G Consulting in support of the planning proposal, as per Condition 1(e) of the Gateway determination issued 17 January 2020, which required: "prepare a flood assessment to ensure that flooding impacts can be adequately mitigated and appropriate measures are proposed".</p> <p>The Flood Impact assessment identifies the overland flow path capacity for the future development of the site facilitated by the revised controls in the planning proposal. A Hec-Res model was developed in order to determine the capacity of the overland flow path and whether the overland flow path system can cater overland flow from 90 Beverley Road to the south.</p> <p>A Stormwater Design Plan has also been prepared by S&G Consulting. The 1D Hec-Ras model indicates that within the overland flow path there is no overflow that occurs under the 1% AEP flooding condition. The Reports finds that "the overland flow path shown on the stormwater drainage plan provided by S&G Consultants will be able to cater the overland flow due to 1% AEP flooding".</p> <p>In summary, the Report concludes:</p> <p><i>"Based on the results collected from Hec-Ras model, there is no overflow from the overland flow channel under 1% AEP flooding condition. The system shown on the stormwater drainage plan Ref:20180268 RevA by S&G Consultants Pty Ltd is able to cater the overland flow.</i></p> <p><i>It is our opinion that the proposed development 22-32 Queen Street, Campbelltown will minimise the impact of upstream runoff by constructing the overland flow path around the development as proposed.</i></p>
	<p><i>The development meets the requirements of Section 9.1 Direction which states that 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)."</i></p>

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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	The proposal is consistent with a Plan for Growing Sydney and the Greater Sydney Region Plan and therefore consistent with this direction.
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 Proposal does not impact on land reserved for public purposes.
6.3 Site Specific Provisions	<p>The objective of the Section 9.1 Direction is to “discourage unnecessarily restrictive site specific planning controls” and applies where a planning proposal has been prepared that will allow a particular development proposal to be carried out, in this case a development facilitated by the amendment to the principle development controls.</p> <p>The planning proposal is consistent with the terms of the direction as follows:</p> <p>The site specific planning controls the subject of the planning proposal will facilitate the orderly and economic redevelopment of a large underutilised key site in the Campbelltown City Centre.</p>

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	<p>The planning proposal does not seek to amend the existing B4 Mixed Use land use zone. The proposed development is permissible with consent in the zone the land is situated on.</p> <p>It is proposed to provide additional flexibility through a site-specific clause that seeks to support the provision of structures and open space infrastructure up to approximately 3 metres and support the open space vision for the site, to create an attractive, safe and vibrant hub for the existing and future community.</p> <p>The local site-specific clause seeks to permit structures greater than 1.5 metres erected within the open space area of the subject site, provided such structures:</p> <ul style="list-style-type: none"> ○ are open; and, ○ do not constitute a building; and, ○ are erected for shading and/or recreation purposes; and, ○ do not exceed three metres in height, measured from the existing ground level of the adjacent heritage item. <p>Further, satisfactory arrangements for the site may apply to ensure contributions for State infrastructure is provided as the site is located within the Glenfield to Macarthur Urban Renewal Precinct; and in terms of Greater Macarthur 2040. In particular, as Campbelltown grows, the state contribution will support necessary upgrades to the local and district transport infrastructure. The traffic report has analysed the impact the development will have on the road network in the context of Campbelltown's future growth and the percentage impact is provided in this analysis as a consideration for future development applications and the basis for state infrastructure.</p> <p>Further, in accordance with the amended Gateway Determination, dated 31 August 2020, a local clause is also proposed to apply a maximum FSR 2.5:1 for residential apartment buildings and 1.7:1 for mixed use developments.</p>
7. Metropolitan Planning	
7.1 Implementation of a Plan for Growing Sydney	<p>The proposal is consistent with the requirements of the strategy as discussed in Part 3 of this Planning Proposal.</p>

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7.2 Implementation of Greater Macarthur Land Release Investigation	Consistent.
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	The PP is consistent with this Direction as the Proposal will allow for a revitalised and activated Queen Street which will deliver a significant number of retail and commercial jobs.

Section C – Environmental, Social and Economic Impact

Q 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. Therefore, the proposal will not have an impact on any ecological communities.

Q8. 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 proposes to increase the maximum building height and therefore the potential development yield. The proposal would have impacts related to urban design, visual, traffic management, flooding and heritage that require careful consideration.

Urban Design

The Planning Proposal submitted by the applicant includes a 3-D graphic design of an indicative development of the site (Figure 1.5 Below) which indicates that the existing factory outlet building is to be demolished.

Demolishing the existing building on site, would present an opportunity to masterplan the site and enhance the streetscape of this part of Queen Street.



Figure 1.4 Existing Factory Outlet Centre

Council has received a Concept development application for the site that proposes five tower buildings and a large (4,000 sqm) civic plaza in line with Figure 1.5 below. Although the development concept submitted with the proposal is indicative only, the proposed development would have to meet the current requirements of Council's DCP and LEP as well as the requirements of the Apartment Design Guide. This development application is currently being assessed.



Figure 1.5 Indicative development on site prepared by the applicant

Visual Analysis

The applicant was required to prepare a visual analysis to examine the visual impacts of the proposed building heights on the Campbelltown CBD and view corridors from and to the CBD.

The applicant's visual analysis has demonstrated that the development on this site would be visible from various locations within Campbelltown, however the impacts would be detrimental when viewed from areas within close proximity to the site, such as the bridge on Campbelltown Road and Moore-Oxley ByPass (Figures 1.7 and 1.8 below). The building heights proposed (compared to the applicant's original planning proposal request) result in a development that is less intrusive into the CBD skyline and more compatible with the streetscape.



Figure 1.7 - Proposed building heights as viewed from Campbelltown Road at Morgans Gate Bridge



Figure 1.8 Proposed building heights as viewed from Campbelltown North Public School

Traffic and Parking

The applicant originally submitted a Traffic and Parking Impact Assessment, prepared by McLaren Traffic Engineering and Road Safety Consultants.

The Report 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 concept DA stage. The Report evaluates the geometries of three intersections that will be particularly effected and suggests appropriate upgrades to ensure acceptable intersection performance as the staged development is realised in the future. These intersections include Queen Street/Chamberlain Street, Campbelltown Road/Blaxland Road and Queen Street

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

Councils' engineers reviewed the applicant's traffic assessment report and raised the following concerns:

- due to sight distance it would be unlikely to be possible to have a right turn entry to the site from Queen St, and as such the entry would have to be 'left in' only. To facilitate this design, a use of a central median would be required. However, this may not be possible given the width of queen corridor. As such, the proposed design would need to be revised and consideration should be given for better utilisation of the existing traffic signals for all vehicle movements.
- Traffic generation for the residential component appears low.
- Combined loading facilities for retail/commercial/residential use would need to be incorporated in the

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parking design.

- In the future, there is a possibility that Queen Street may be converted to a one way traffic flow. Flexibility in the design should consider this future condition.
- As the site is impacted by flooding, basement car parking would require careful consideration of access points to ensure that openings are clear of 1% AEP flood impact for both flooding in Queen Street and overland flow from the adjacent school.

A revised Traffic Report has now been prepared to address the impacts on the surrounding network. The report considers potential traffic generation against both the Council DCP 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. In this regard the proposed development requires 554 residential and 769 commercial parking spaces for a total of 1,323 car parking spaces as required by the RMS Guide to Traffic Generating Developments.

With respect to the existing DFO and associated retail tenancies, there is approximately 12,800m² of GLFA. Based upon the RMS Guide's trip generation rates, 635 peak hour trips during the PM could have reasonably been expected. During the morning period, this would be some 317 peak hour vehicle trips. As a result of the proposed development, during the AM period there would be a net increase of some 283 vehicle trips whilst the PM peak will most likely result in an increase of 253 peak hour vehicle trips.

The intersection performances are analysed in the report when the traffic generation is distributed to the network. Most of the surrounding intersections remain unaltered under the future scenario when compared to the likely performances under the full operation of the existing DFO site. However, the Queen Street / Campbelltown Road intersection are shown to operate at Level of Service "F" respectively during all future scenarios, including a "do nothing" scenario, where there is no influence from any development.

The full scale of the proposed development cannot be accommodated within the current geometry of the surrounding road network. As such, improvements to the intersections surrounding the site will be required in order to accommodate the traffic generated by the proposed development, as well as background growth.

The Queen Street / Campbelltown Road intersection currently operates at an overall LoS "D" in the AM peak and "E" in the PM Peak. The intersection is theoretically approved to operate at an overall LoS "F", as this is the operation of the intersection with a fully operational DFO, and/or with 10 years of background growth. It is important to note that the onus is not on the developer to improve intersections which are already operating at LoS "F". The onus is on Transport for NSW to provide solutions to alleviate congestion on RMS classified roads. As such, the intersection will need to be upgraded in the event that the operation of the intersection worsens. In order to improve this intersection, MTE have developed a concept to upgrade this intersection which requires geometric changes to the layout of the intersection. SIDRA Intersection 8 has been utilised to compare the intersection's future performance in three (3) scenarios;

- Existing Conditions;
- Existing Conditions + 10-year growth;
- Future Conditions (Post-development, including intersection upgrade).

As shown, the recommended design change improves the operation of the Queen Street/Campbelltown Road intersection. The Level of Service improves from Level of Service "D" to Level of Service "C" in the AM peak and "E" to "D" in the PM peak hour when compared to the existing conditions. The recommended improvements to the Queen Street / Campbelltown Road intersection can fully accommodate 10-year traffic growth as well as the development's traffic generation. The traffic impacts of the proposed development are therefore supported, subject to the improvements to the Queen Street/Campbelltown Road intersection as described in Section 5.1.1 of the attached Traffic Report.

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The Traffic Report also provides recommendations for additional traffic impact mitigation, including a Green Travel Plan, end of trip facilities, and target uses that are generally outside the commuter peak such as restaurants and cafes.

Flooding

The following comments were provided by Council's engineers:

- The site is affected by overland flow from the upstream lands in Campbelltown Performing Arts High School. Sufficient provision must be to convey these flows through the site. This can be achieved in a number of ways (pipes, swales, etc) and Infrastructure is happy to assist with any discussions in this regard.
- The site is also affected by flooding in Queen Street and control levels will be required. These can be provided prior to DA.

Control levels

- The existing development on the Brands on Sale site contains provision for both overland flow (via two swales through the ground floor level of the carpark) and flooding Queen Street (the development floor levels have been raised to the required levels).
- The proposal appears to provide opportunity to accommodate the above requirements. There appear to be open areas which could be used to convey overland flow. Floor level controls can be set to address flooding in Queen Street. Care would be required to ensure the underground carpark openings were located such that flood waters could not enter.

A Flood Impact Assessment has been prepared by S&G Consulting in support of the planning proposal, as per Condition 1(e) of the Gateway determination issued 17 January 2020, which required: "prepare a flood assessment to ensure that flooding impacts can be adequately mitigated and appropriate measures are proposed".

The Flood Impact assessment identifies the overland flow path capacity for the future development of the site facilitated by the revised controls in the planning proposal. A Hec-Res model was developed in order to determine the capacity of the overland flow path and whether the overland flow path system can cater overland flow from 90 Beverley Road to the south.

A Stormwater Design Plan has also been prepared by S&G Consulting. The 1D Hec-Ras model indicates that within the overland flow path there is no overflow that occurs under the 1% AEP flooding condition. The Reports finds that "the overland flow path shown on the stormwater drainage plan provided by S&G Consultants will be able to cater the overland flow due to 1% AEP flooding".

In summary, the Report concludes:

"Based on the results collected from Hec-Ras model, there is no overflow from the overland flow channel under 1% AEP flooding condition. The system shown on the stormwater drainage plan Ref:20180268 RevA by S&G Consultants Pty Ltd is able to cater the overland flow.

It is our opinion that the proposed development 22-32 Queen Street, Campbelltown will minimise the impact of upstream runoff by constructing the overland flow path around the development as proposed.

The development meets the requirements of Section 9.1 Direction which states that 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 RiskAreas)."

Heritage

A state heritage listed item Warby's Barn and Stables adjoins the site.



Figure 1.10 - LEP 2015 Heritage Map

Any development on the site would need to ensure that the heritage significance of the heritage building is protected and not adversely impacted upon.

The applicant has submitted to Council a Heritage Study prepared by Lucas, Stapleton and Johnson which provides the following guiding principles:

- Provide an appropriate backdrop to the Warby site as seen from the north-east (Campbelltown Road overpass) with the "old Campbelltown" presented against the "new Campbelltown" without overwhelming the historic site.
- Ensure the project does not prejudice the future development of the Warby site, rather provide opportunities for the future development of the Warby site in a way that will enhance its significance and interlink with the Project site.

It also recommended that any future development which adjoins the heritage building be limited to 26 metres (the current height limit) and to limit any development on the remaining part of the north eastern boundary to a maximum height of 42 metres.

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Former Building C, which was included in the original Planning Proposal, has now been removed to improve the heritage interface with the Warby site and increase the quantum of useable open space to approximately 4,000 sqm.

The heritage study will be referred to Office of Environment and Heritage for comments.

Q9.Has the planning proposal adequately addressed any social and economic effects?**Social Impacts**

The Planning Proposal will facilitate a development that will provide approximately 779 additional dwellings which will contribute to housing supply in the area, and include a variety of dwelling types and sizes. This will respond to the needs of the local community through housing choice for a variety of age groups, demographics and families. In doing so, it also provides access for workers to the Campbelltown town centre supporting growth, vibrancy and vitality of Campbelltown as a destination.

In accordance with Condition 1(d) of the Gateway determination, a social impact assessment has been prepared by Judith Stubbs & Associates

The main findings of the assessment include as follows:

Approval of the Planning Proposal is likely to lead to the following positive social impacts:

- An increase in the supply of affordable and diverse housing in the locality;
- Provision of additional open space within Campbelltown Suburb; and
- Provision of a child care centre on the site.

The most likely negative impact of the Planning Proposal is an increase in demand for open space due to an increased population facilitated by the Planning Proposal, noting that this deficit is partially mitigated by the provision of open space as part of the proposal.

Further, this open space appears to be well-located with regard to adjoining open space, has an interface with the retail/commercial uses, and is located away from Queen St and the rail line. Surveillance from overlooking apartments and possible retail will also enhance safety with regard to CPTED principles. Connectivity to Queen St is also provided by a roadway.

The enhancement of this open space will be important in providing for improved amenity on the site, give the density, and it would also be preferable to provide for family-friendly spaces, including all weather seating and a children's playground, noting that existing are not within easy walking distance of a parent with small children.

In addition, the amenity of the immediate locality of the site is relatively poor due to both streetscape, condition of existing uses, lack of services and poor connectivity to Campbelltown North Public School. This would be expected to occur as the locality undergoes progressive urban renewal. The site is also not within easy walking distance of shops for a person with limited mobility or small children. However, there will be benefits associated with proposal with regard to improvements in the amenity of the subject site, landscape enhancements, provision of enhanced open space and potential to provide better services to meet the daily or weekly needs in the proposed retail/commercial uses.

Economic Impacts

Currently the site is occupied by a bulky goods and factory outlet that is vastly vacant. It would be considered a positive outcome if the existing building on site were demolished and replaced by a mixed use development. However, there needs to be further analysis and studies to validate the amount of retail and commercial floor space. A site specific clause to reinforce the results of this study should be in the CLEP2015.

A revised Economic Impact Assessment has been prepared by PPM Consulting (Appendix F), dated 21 September 2020, which now reflects the Gateway Determination issued in January 2020. The study proposes the following 'preferred option' to provide the optimum economic benefit:

- The development is viable with 779 dwellings and approximately 20,000sq.m of commercial/retail space
- \$7.11 contributions are payable
- The development is estimated to create 809 jobs during construction
- The development is estimated to facilitate 558 full-time equivalent ongoing jobs
- The development would create a Civic Plaza with an estimated economic benefit of \$55 million over its assumed 50 year lifespan.

Competition

The Economic Analysis Report considers the impacts of the project on the trade area and ascertain whether or not there is likely to be a net community benefit or disbenefit from any proposed development. In particular, if there is a real possibility of some existing facilities potentially being impacted to such a degree that they may be lost to the community and if the service or services provided by those facilities are not at the very least replaced by the proposed new facilities, then a community disbenefit could result.

In order to understand whether any particular centre may be impacted to the extent that its' continued viability may be in question, a scenario for the expected retail impacts on the surrounding competitive network if the proposed development were to proceed as planned was modelled.

The report notes that there is a significant market gap for supermarket facilities in the Main Trade Area. The impact of the proposed development will only partially offset this gap, with scope for more supermarkets in the Main Trade Area to 2031. The report concluded that:

"There are likely to be impacts on Macarthur Square, Campbelltown Mall, Market Fair, Minto Plaza and Eaglevale Marketplace in the short term. This includes a 24.9 per cent reduction in trade at Market Fair and 18.1 per cent at Minto Marketplace in 2026 versus the "no development" scenario. However, if compared with 2019 sales, the impact of the development is far smaller. It should also be noted that compared with 2019, retail sales at all of the major centres in the area are projected to grow over the period from 2019 to 2031, including Market Fair with growth of 8.0 per cent and Minto Marketplace at 16.8 per cent."

In summary, the impact analysis shows that there is no prospect that any existing centre will suffer any impact which will threaten its ability to provide a level of service at least equivalent to that which each is providing at present.

Indeed, by 2031, it is estimated that all centres within the Main Trade Area will be trading well above 2019 levels.

Sales in the five centres only represent 63.8per cent of sales of the total \$1.8 billion of retail expenditure made by residents of the Main Trade Area in 2026. Therefore, there is a large amount of sales that are still to be captured by the centres operating within the Main Trade Area.

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It should also be noted that the population of Campbelltown is likely an underestimate because of the new residents of the proposed development and surrounding new developments. To the extent that the population increases are underestimated, the amount of retail expenditure in total, and therefore the amount of retail space demanded, will increase.

Section D – State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the planning proposal?

Public open space

While the schools playing fields provides for open space within proximity to the site, they are not currently available for public use. The Campbelltown Showground is over 400m from the site, however it is fenced off and also not always available for recreational use. The closest available park to the site is Mawson Park, which is over 800 metres away.

The site is over two (2) hectares in area and as such there is an opportunity to provide open space on site, for the use of future residents.

Council's Open Space Section has provided the following main comments in relation to open space requirements for the site:

- Further information required on the impacts of overshadowing on the surrounding public domain and open space.
- Due to the scale of the development provide a Public Domain Plan of the site, particularly with the creation of new streets.
- Acknowledge the Warby Estate and adjacent heritage buildings through artwork interpretation in the pavement design in the public domain and open space areas.

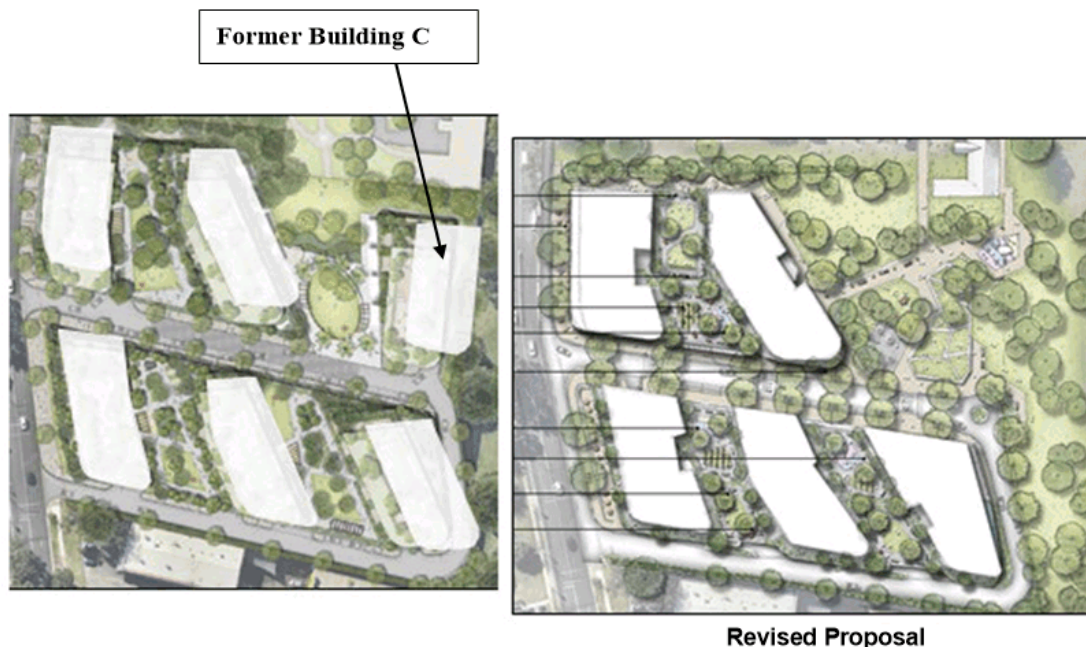
Condition 1 of the Gateway required that prior to public exhibition the planning proposal be updated. Condition 1(f) required that options be explored to increase the size of the proposed local open space and that amendments be introduced to the planning proposal if necessary.

Following Gateway determination, Building C has been removed and the area of public open space expanded to nearly 4,000sq.m, with the inclusion of a small signature building that integrates and complements the open space.

A comparison is included below of the scheme prior to Gateway and the scheme following the study to achieve additional open space. As can be seen, building C has been removed to expand the area of open space to nearly 4,000sq.m with a small signature community/social infrastructure building.

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Additional Studies

The Gateway determination required that a comprehensive investigation be undertaken and that the following studies would need to be completed prior to public exhibition:

- Traffic and Parking Assessment;
- Public Domain;
- Site Specific DCP that includes a revised master plan for the site;
- Economic study to validate the proposed commercial/retail open space
- Urban design analysis to formulate appropriate development standards in relation to FSR and block depths.
- Visual Impact Assessment
- Flood Impact Assessment
- Social Impact Assessment

The above mentioned studies have been updated and are included as part the public exhibition of this Planning Proposal.

A site specific DCP has also been prepared and adopted by Council for public exhibition purposes.

Q11. What are the views of the State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

It is proposed to consult with the following:

- Transport for NSW
- Roads and Maritime Services
- NSW Police
- Environment, Energy and Science Group
- Department of Education and Communities

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- Department of Health
- NSW Emergency Services
- Telstra
- Sydney Water
- Endeavour Energy

Part 4 – Mapping

The Planning Proposal seeks to amend the Campbelltown LEP Height of Building Map and the Floor Space Ratio Map. It is not proposed to amend any other maps. (Refer to appendix 1)

Part 5 – Community consultation

Public consultation is to take place in accordance with the Gateway Determination made by the Minister for Planning and Infrastructure in accordance with Sections 3.34 & 3.35 of the Environmental Planning & Assessment Act 1979.

A letter has been sent to landowners who adjoin or are in close proximity to the site, advising them of the exhibition of the Proposal and inviting submissions.

The planning proposal has been also made available at Council's website and all residents and interested parties are able to make a submission during the public exhibition period.

Part 6 – Project Timeline

Milestone		Date
-	Preparation of the planning proposal and report to Local Planning Panel	28 November 2018
-	Report to Council	11 June 2019
-	Request Gateway Determination	June 2019
-	Gateway Determination issued	January 2020
-	anticipated timeframe for the completion of required technical information /background studies	June 2020
-	Preparation of Site specific DCP and report to Council seeking approval for exhibition	June 2020
-	Request for alteration to Gateway submitted and determined	August 2020
-	commencement date for public exhibition period	September 2020
-	government agency consultation	September/October 2020
-	consideration of submissions (report to Council)	December 2020
-	submission to the department to finalise the LEP	December 2020

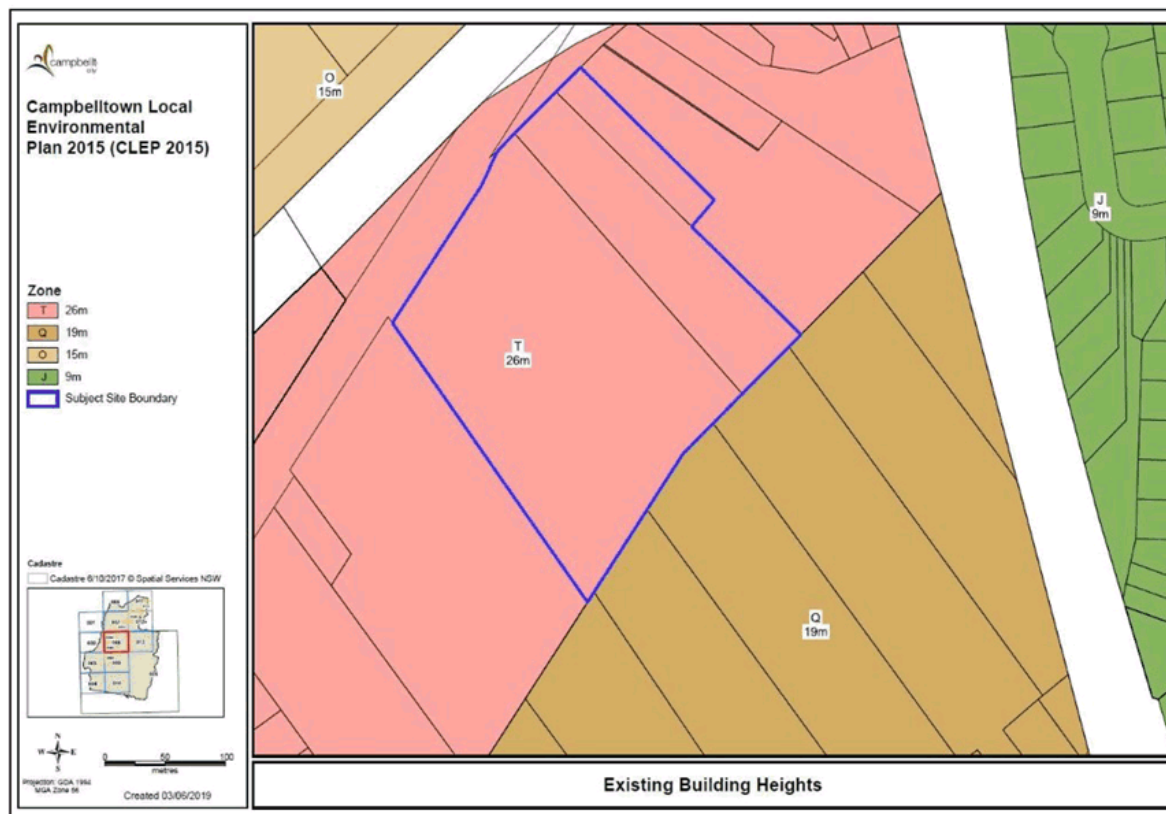
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Appendix 1

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Appendix 2



Appendix 3



Proposed Floor Space Ratio