

# PLANNING PROPOSAL

**2 Farrow Road, Campbelltown**  
**Volume 1 | April 2020**





# **PLANNING PROPOSAL**

## **No. 2 Farrow Road, Campbelltown**

### **VOLUME 1**

#### **Prepared for**

Hyside Projects Subone Pty Ltd

#### **By**

**BBC Consulting Planners**

Job No. 15-221  
Planning Proposal - Farrow Road, Campbelltown-Final  
April 2020



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**Appendix 2:** Survey Plans (see Volume 2)

**Appendix 3:** Campbelltown Northern Precinct Plan Urban Design Study prepared by SJB Urban (see Volume 2)

**Appendix 4:** Infrastructure Report prepared by ACOR

**Appendix 5:** Preliminary Site Investigation prepared by eiaustralia

**Appendix 6:** Traffic Reports prepared by Varga Traffic Planning and TSA



## I. INTRODUCTION

This planning proposal contains an explanation of the intended effect and justification for a proposed amendment to Campbelltown Local Environmental Plan 2015 (“the CLEP”) relating to a 2.8 hectare landholding to the immediate north of the Campbelltown railway station known as No. 2 Farrow Road (and comprising Lot 1 in DP 406940) referred to herein as “the site”. A certificate of the title and deposited plan for the site are provided in **Appendix 1**.

The site has an area of 2.8 hectares with frontages to Badgally Road and Farrow Road. There is a large warehouse with associated external hardstands, parking areas and roadways on the site (see survey plan in **Appendix 2**).

The site is part of an area identified as a “Deferred Matter” under the CLEP and therefore remains zoned as 4(b) Industry B under the provisions of Campbelltown (Urban Area) LEP 2002. No FSR or height controls currently apply to the site.

Since 2014, significant changes have been made to the strategic planning framework for the Greater Sydney Region which have resulted in the identification of Campbelltown- Macarthur as a “Metropolitan Growth Cluster” which is earmarked for significant population increase.

In November 2017, the Campbelltown Precinct Plan was released by the NSW Department of Planning and Environment as part of a wider strategic study for the Glenfield to MacArthur Urban Renewal Corridor Strategy and Glenfield to Macarthur Land Use and Infrastructure Implementation Plan. The Campbelltown Precinct has Campbelltown railway station at its centre: the site is opposite the railway station.

As part of the ‘vision’ identified in the Campbelltown Precinct Plan: -

- connectivity with the Campbelltown Precinct is to be improved, including improved east-west connectivity in the form of a future pedestrian, cycle and public transport link between Badgally Road and Broughton Road;
- a variety of housing types are to be provided within walking distance of the station to cater for all members of the community; and
- a range of building heights is to be provided with high rise buildings close to the station to maximise pedestrian activity and access to rail and bus services and increase trade for local businesses.

The Campbelltown Precinct Plan thus identifies the site for high rise residential development.

In November 2018, “Greater Macarthur 2040 – An Interim Plan” for the Greater Macarthur Growth Area was released. This Interim Plan provides a framework for the future of the Macarthur Growth Area, including urban renewal along the rail corridor from Glenfield to Macarthur. It identifies the site for high rise residential development, stating that one of its goals is to provide a range of building heights, with high rise buildings close to the station.

The above strategic plans have identified the site for high rise residential buildings and set out a process for landowner-initiated planning proposals, where these are consistent with the Precinct Plan applying to the area in which the site is located. This planning proposal is consistent with the Precinct Plan.

The Campbelltown Local Strategic Planning Statement (LSPS) was endorsed by Council in February 2020 and in March 2020 endorsement of the LSPS was obtained from the Greater

Sydney Commission. The LSPS identifies the area extending from Leumeah to Macarthur as a Major Growth Node within the Greater Macarthur Priority Growth Area which is intended to accommodate most of the new housing in the Campbelltown LGA to accommodate the growing population. The Planning Proposal is aligned with the strategic direction in the LSPS.

Campbelltown Central 2 Pty Ltd, the owner of the site has now authorised Hyside Projects Subone Pty Ltd to prepare this planning proposal which seeks to amend the CLEP in the following manner:

- remove the “Deferred Matter” status and rezone the land from 4(b) Industry B under Campbelltown LEP 2002 to B4 Mixed-use under the CLEP;
- add a Clause 41 into Schedule 1 “Additional Permitted Uses” of the CLEP to provide for exemption from Clause 7.9 so as to permit residential flat buildings fronting Bow Bowing Creek without having to have any active street frontage and only non-residential land uses at ground level; and
- introduce maximum building height controls consistent with the identification of the site for high rise residential in the Campbelltown Precinct Plan.

In addition to the Campbelltown Precinct Plan and Greater Macarthur 2040 – An Interim Plan, this planning proposal is informed by the Urban Design Study prepared by SJB Urban (see **Appendix 3**) which examines the development potential of, and provides a development strategy for, the site and for nearby sites in the Campbelltown North sub-precinct to the north west of the railway line and otherwise located to the south of Blaxland Road, to the west of Badgally Road and to the north of Farrow Road. It seeks to provide a balanced development outcome taking into account the attributes of the site, its context, the provision of new open space and a revitalized Bow Bowing Creek, new community infrastructure, additional employment generating space and ground level activation along the street frontages.

The Urban Design Study looks at the Campbelltown North sub-precinct within the Campbelltown Precinct, either side of Bow Bowing Creek, west of Badgally Road and between Blaxland Road and Farrow Road. The extent of this sub-precinct aligns with the extent of the area identified for high rise residential development in the Campbelltown Precinct Plan.

For the site, the SJB Urban Design Study in **Appendix 3** provides for: -

- employment floor space in the lower levels of buildings fronting Farrow Road and Badgally Road: these buildings will have active street edges;
- dwellings at ground level along the Bow Bowing Creek spine or to maximise passive surveillance;
- residential towers (predominantly above podiums) of varying heights between 20 and 36 storeys (the tallest building being located opposite the railway station);
- a civic arrival plaza located opposite the entrance to the railway station;
- community parks with green bridge links over a revitalised Bow Bowing Creek;
- indicatively around 130,000m<sup>2</sup> of residential GFA (around 1,528 dwellings) and 25,350m<sup>2</sup> of non-residential GFA (comprising commercial, retail and community infrastructure GFA); and
- an indicative location for new community facilities.





Other studies which have been undertaken in support of this planning proposal comprise: -

- an Infrastructure Report prepared by ACOR (see **Appendix 4**);
- a Preliminary Site Investigation prepared by eiaustralia (see **Appendix 5**); and
- traffic Reports prepared by Varga Traffic Planning and TSA (see **Appendix 6**).

The planning proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (“the EP&A Act”) and the relevant Department of Planning guidelines and practice notes including ‘A Guide to Preparing Local Environmental Plans’ and ‘A Guide to Preparing Planning Proposals’ (“the Guide”).

## II. Land to which this planning proposal relates

### (a) General description and context

The site is located to the north of Campbelltown train station and bus interchange. It fronts Badgally Road to the north east, Farrow Road to the south east and Bow Bowing Creek to the north-west (see **Figures 1 and 2**).

The aerial photos in **Figures 3A and 3B** illustrate the relationship of the site to the Campbelltown CBD and to the surrounding locality.

The site comprises Lot 1 in DP 406940 and is owned by Campbelltown Central 2 Pty Ltd (see **Appendix 1**).

The site is 2.8 hectares in area and is generally rectangular in shape with a frontage to Farrow Road of approximately 200 metres and to Badgally Road of approximately 110 metres. The frontage to Bow Bowing Creek (which comprises a wide concrete lined channel) is approximately 223 metres.

A metal and brick warehouse building is located on site (see below and **Figure 3A**). It has a floor area of approximately 10,543m<sup>2</sup>. Areas around the northern and western sides of the warehouse are used for parking, loading and storage (see survey plans in **Appendix 2**).

#### Site photos courtesy of SJB Urban

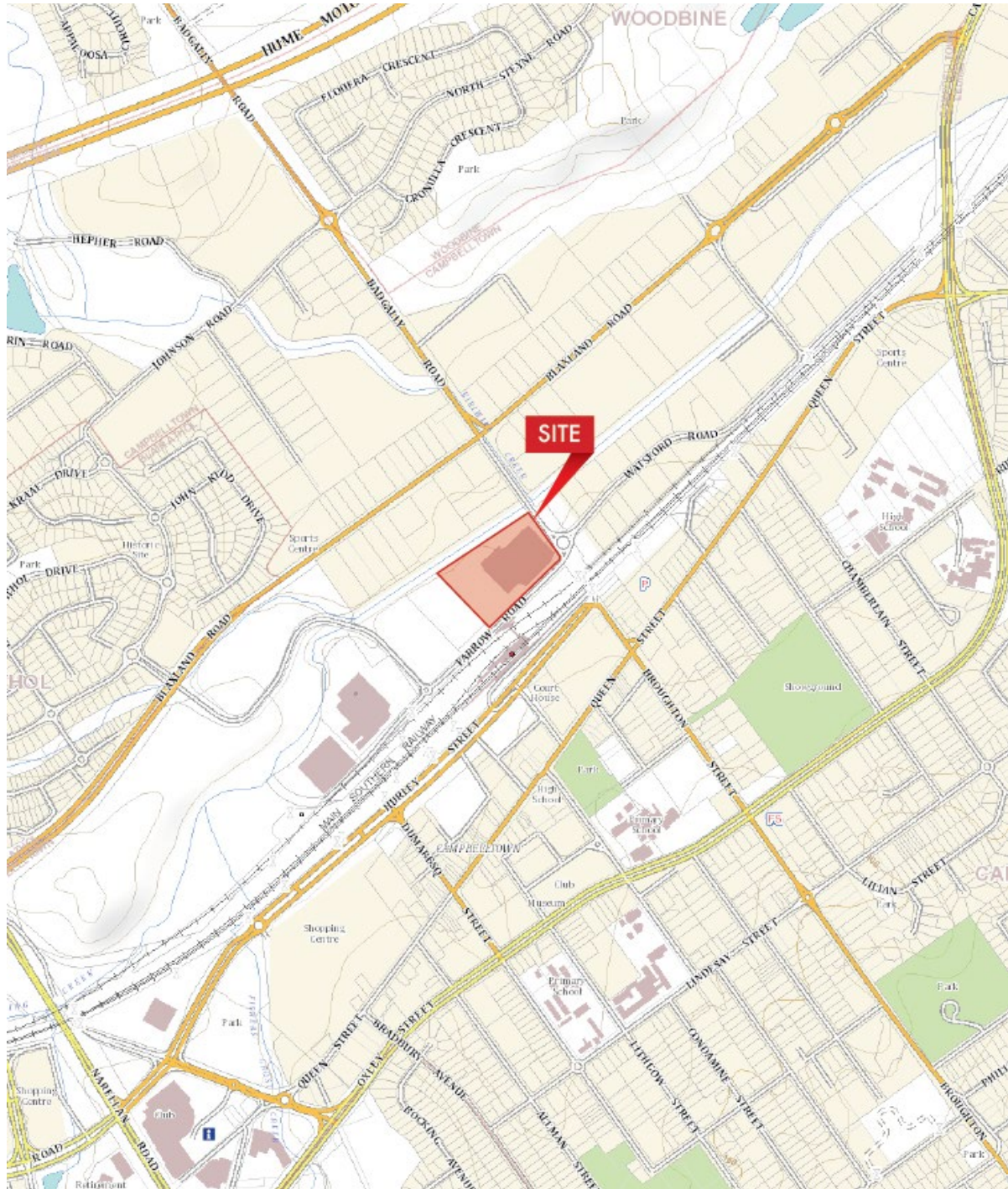




The area surrounding the site can be described as follows:

- **To the north**, beyond the channelised Bow Bowing Creek are industrial, retail and commercial uses along Blaxland Road, and Badgally Road: these include - automotive spare parts retailers; service stations; car showrooms; plant hire facilities; and a concrete batching plant.
- **To the east** beyond Badgally Road, is an informal commuter car park. Further east along Watsford Road is a mix of large floorplate commercial, retail and industrial uses including: engineering and manufacturing services; automotive repairs and sales; and transport/freight services. Council and the RMS are investigating a new bridge connection over the railway line on the alignment of Badgally Road and Broughton Street.
- **To the south**, beyond Farrow Road and the railway line is a commuter carpark, to the south west of which is Campbelltown Station, pedestrian access to which is via stairs and a lift.
- **To the west**, is a large vacant parcel of land, beyond which is the main commuter car park on the northern side of the railway line at Campbelltown.

**Figure 1: Location**





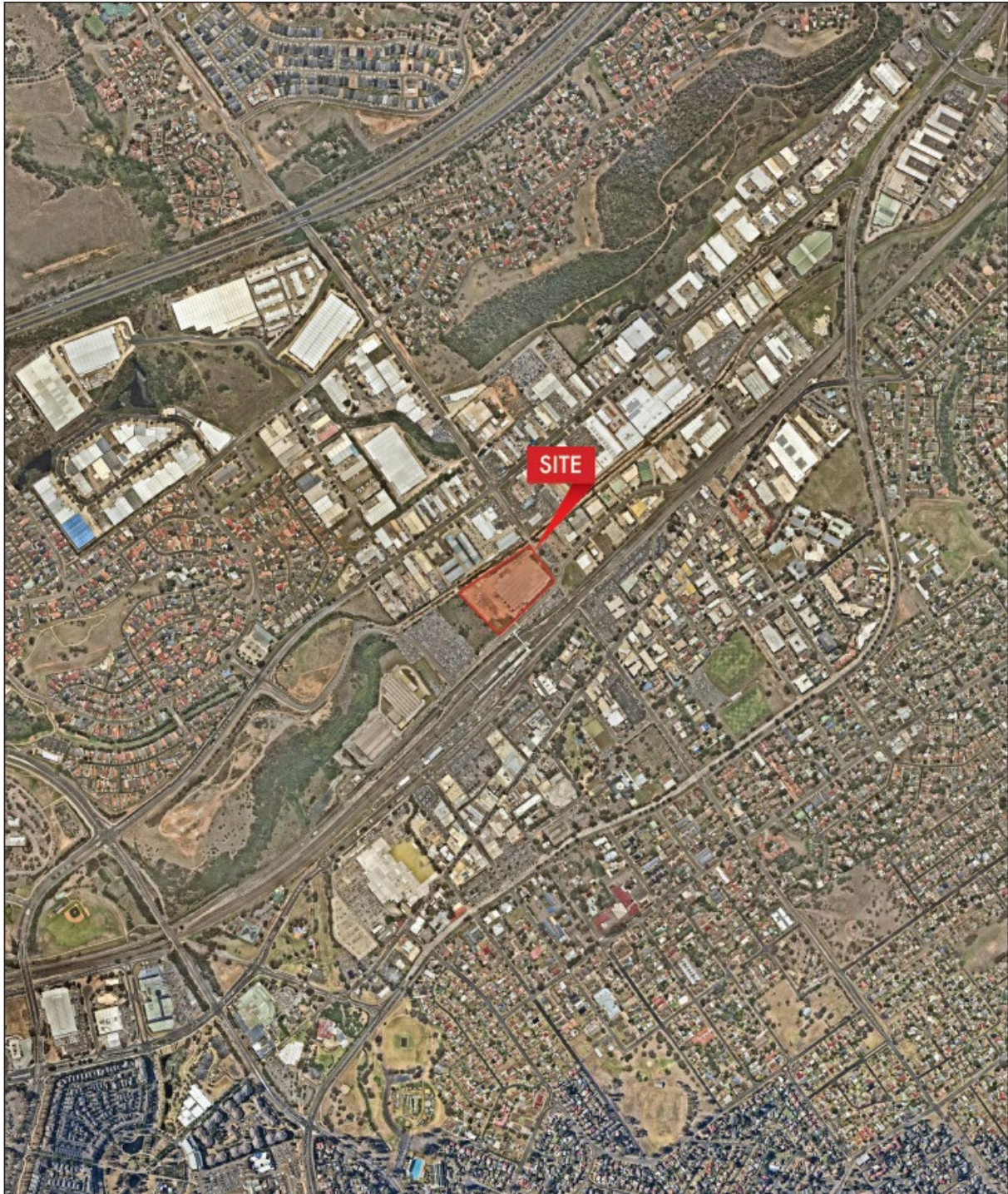


**Figure 3A: Aerial Photo – Detail**





**Figure 3B: Context**



### **(b) Vegetation**

All trees on the site are identified on the survey plans in **Appendix 2**. Most are situated adjacent to the site's northern boundary, and on the Badgally Road frontage just south of the vehicular driveway.

### **(c) Infrastructure**

An infrastructure report detailing existing urban services to the site, and their respective capacities, is provided in **Appendix 4**.

### **(d) Contamination**

A preliminary site investigation, identifying the potential for contamination and describing how that potential should be addressed, is provided in **Appendix 5**.

### **(e) Flooding**

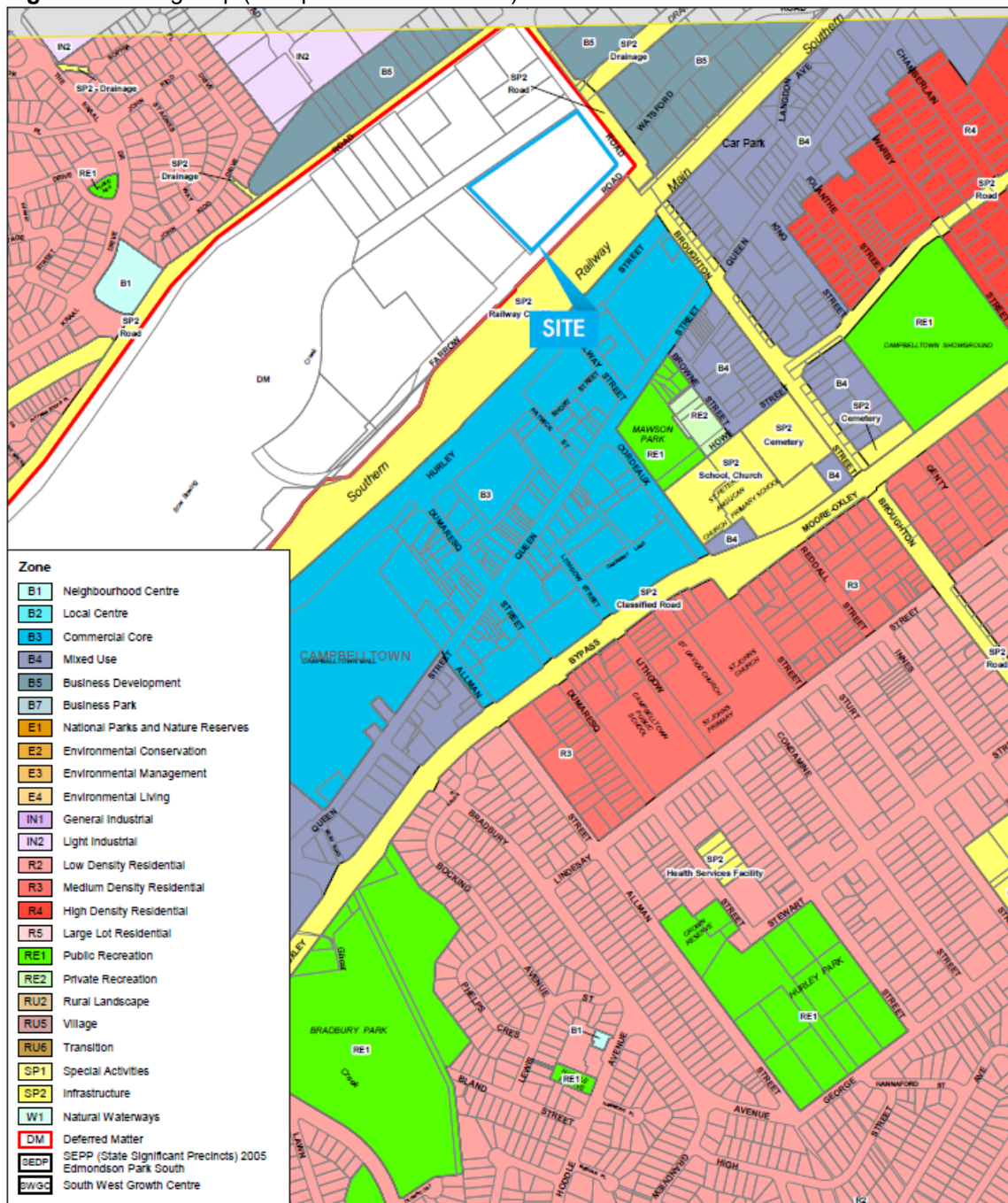
The site is located within the Bow Bowing Bunbury Curran Creek catchment which is the subject of a strategic flood plain risk management study and plan prepared for Campbelltown City Council by Molino Stewart, Environment and Natural Hazards Consultants in 2018. It identifies flooding 'hotspots', none of which include the site. That is not to say that flooding issues do not require detailed investigation, however, flooding issues need to be addressed on a precinct wide basis. This is a matter that will require co-operation and consultation with Council, preferably post-Gateway. Redevelopment of the site provides an opportunity to ensure that new development remains flood free in the 1 in 100 ARI.



### III. Existing Planning Controls

The site is part of an area shown as a “Deferred Matter” on the zoning map in the CLEP (see **Figure 4**). Consequently, none of the controls in the CLEP are currently relevant to the site. (The lands within the ‘Deferred Matter’ area, as shown on **Figure 4** were deferred from the CLEP because they were the subject of an Urban Activation Precinct nomination which was to be dealt with as part of the 2015 Glenfield to Macarthur Urban Renewal Corridor Strategy).

**Figure 4: Zoning Map (Campbelltown LEP 2015)**



The site thus remains zoned 4(b) Industry B under the provisions of Campbelltown (Urban Area) LEP 2002 (see **Figure 5**). The objectives for this zone are as follows: -

- (a) *“to encourage activity that will contribute to economic and employment growth in the City of Campbelltown, and*
- (b) *to encourage a high quality standard of development which is aesthetically pleasing, functional and relates sympathetically to nearby and adjoining development, and*
- (c) *to protect the viability of the commercial centres in the City of Campbelltown by limiting commercial activities to those associated with permitted industrial, storage and allied development or primarily intended to provide a professional facility to serve people employed or occupied in land uses permitted in the industrial zones, and*
- (d) *to permit the display and sale by retail of bulky goods only if such activities cannot appropriately be located in, or would not adversely affect the viability of development in, the business or comprehensive centre zones, and*
- (e) *to ensure development will not be carried out if the processes to be carried on, the transportation to be involved or the plant, machinery or materials to be used interfere unreasonably with the amenity of the area.”*

The only development standards imposed by Campbelltown (Urban Area) LEP 2002 which are of relevance to the site are found in Clause 37 of that instrument which states as follows:-

- (a) *“30 metres of the main southern railway line, the South Western Freeway, Ben Lomond Road between Pembroke Road and the Main Southern Railway Line, Campbelltown Road, Henderson Road, Pembroke Road, Rose Payten Drive or Williamson Road, or*
- (b) *15 metres of Airds Road (but in respect of Lot 2 DP 605327, the 15 metres is to be measured from the alignment of Airds Road as existing prior to the dedication of the road widening shown on DP 605327), Badgally Road, Ben Lomond Road between Campbelltown Road and the Main Southern Railway Line, Blaxland Road between Campbelltown Road and Rose Street, the south eastern side of Blaxland Road between Rose Street and Lot 5 DP 538258, Blaxland Road between Lot 5 DP 538258 and Narellan Road, Devon Road, Grange Road, Plough Inn Road between Campbelltown Road and Hollylea Road, Sussex Street or Swaffham Road, or*
- (c) *8 metres of the north western side of Blaxland Road between Rose Street and Lot 5 DP 538258, or*
- (d) *10 metres from any other road.”*

Pursuant to Clause 37(b) and 37(a) building setbacks of 15m and 10m are required from Badgally Road and Farrow Road respectively.

Campbelltown City Council is presently exhibiting a planning proposal in the form of a review of the CLEP, as part of which the “Deferred Matters” in the CLEP are to be integrated into the new LEP. The exercise is effectively a like-for-like translation of the existing zoning of the





## PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The planning proposal intends to amend the CLEP to re-zone the site to B4 Mixed-use, introduce controls for maximum building heights to facilitate a high rise, high density transit oriented development opposite Campbelltown railway station, and to add a new Clause (or Item) 41 to Schedule 1 of the CLEP so as to permit residential flat buildings adjacent to Bow Bowling Creek without them having to have an active street frontage and only non-residential land uses at ground floor level.

Specifically, the planning proposal aims to:

- rezone the site to B4 Mixed-use to facilitate a high density mixed-use, transit oriented development next to Campbelltown railway station and bus interchange;
- ensure that building heights are cognisant of the existing and emerging character of the Campbelltown Precinct and consistent with the relevant strategic intent in the Campbelltown Precinct Plan (November 2017) and in the Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Growth Area (November 2018);
- derive the new height controls from the high quality, master-planned urban design concept developed for the site by SJB Urban (see **Appendix 3**), and to better reflect the site's location within easy walking distance of public transport and, the site's proximity to the Campbelltown CBD, community facilities and regional and local open space;
- facilitate additional housing and enhanced employment opportunities in close proximity to Campbelltown railway station, bus inter-change and to the Campbelltown CBD;
- support urban renewal and the provision of additional housing stock close to public transport and to Campbelltown CBD; and
- ensure that the site incorporates public domain improvements.



## PART 2 – EXPLANATION OF PROVISIONS

This section establishes the means through which the objectives of the planning proposal as described in Part 1 will be achieved via an amendment to the CLEP.

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

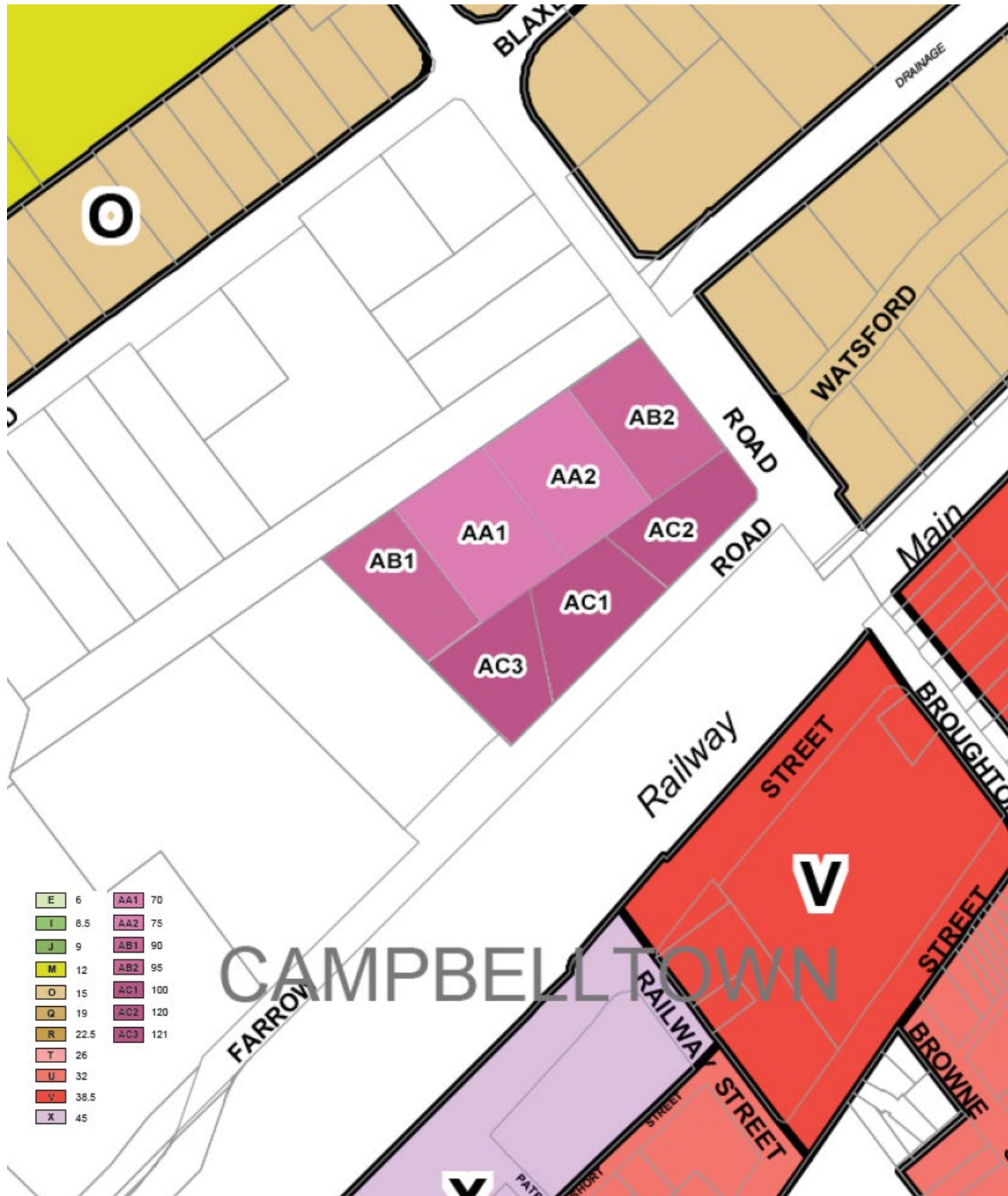
- (a) amending the CLEP zoning map to show the site rezoned B4 Mixed-use;
- (b) amending the CLEP Building Height Map (which sets no height limit for the site) to show the proposed height limits;
- (c) adding a Clause 41 to “Schedule 1: Additional Permitted Uses” in the CLEP to permit residential flat buildings at ground level adjacent to Bow Bowing Creek without having to have an active street frontage and only non-residential land uses at ground floor level.

The proposed mapping changes to the CLEP are shown below.

### Proposed Zoning Map



## Proposed Height Map



## PART 3 – JUSTIFICATION

This section establishes the reasons for the proposed outcomes of the planning proposal and proposed amendments to the CLEP.

The following questions are set out in the NSW Department of Planning and Environment guidelines “*A Guide to Preparing Planning Proposals*”. The questions address the need for the planning proposal, its strategic planning context, the environmental, social and economic impacts and the implications for State and Commonwealth government agencies.

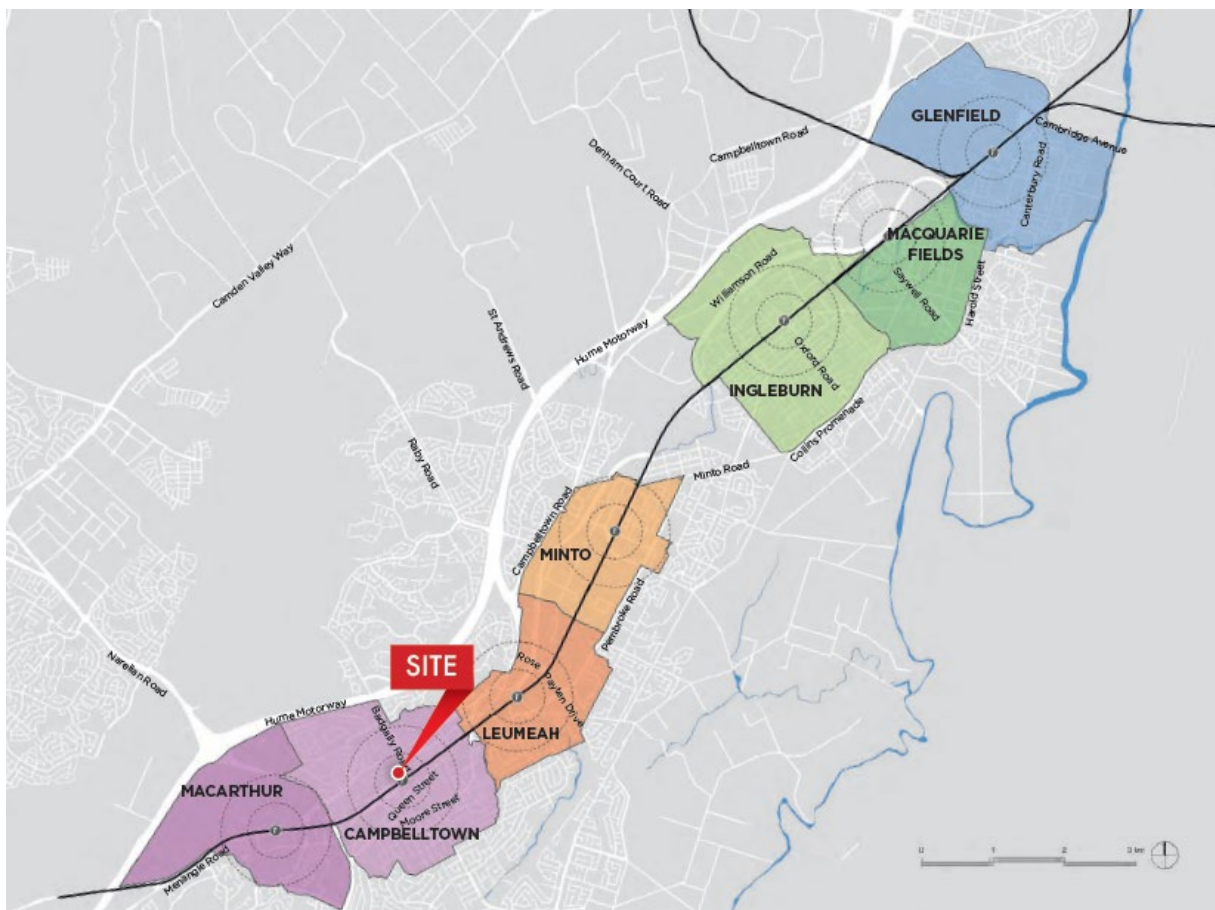
### Section A – Need for the Planning Proposal

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

Yes, the planning proposal is a direct response to the Campbelltown Precinct Plan (November 2017) and to the Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Growth Area (November 2018) both of which identify the site for high rise residential development.

The site is located within the Campbelltown Precinct as identified in the Glenfield to Macarthur Urban Renewal Corridor Strategy released in July 2015 (see **Figure 6A** below).

**Figure 6A:** Glenfield to Macarthur Urban Renewal Corridor Strategy: Precinct Map





The site is identified for high rise residential development (see **Figure 6B** below).

**Figure 6B:** Glenfield to Macarthur Urban Renewal Corridor Strategy- Land Use Map



<b>Legend</b>			
Precinct Boundary	Existing Connection	Active Frontage	Medium Rise Residential
Station	Potential Connection	Precinct Gateway	Low Rise Residential
Train Line	Green Link	Open Space	Mixed Use Retail/Residential
	Potential Green Link	High Rise Residential	Commercial/Retail Core
			Business Park
			Industry & Innovation
			Employment
			Community Infrastructure



The Campbelltown Land Use Structure Analysis – Campbelltown Precinct Plan released in November 2017 makes the same high rise residential identification for the site (see **Figure 7**) as does the Greater Macarthur Structure Plan (Urban Renewal Area) map in Greater Macarthur 2040 (see **Figure 11**).

**Q2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?***

Yes. A planning proposal is the only means of which the CLEP can be amended. The best means of achieving the objectives or intended outcomes is through a planning proposal. Proceeding with a stand-alone, owner-initiated planning proposal is appropriate for the site, noting that it is bounded by Bow Bowing Creek to the north, Badgally Road to the east, Farrow Road to the south and vacant Council owned land to the west.

## **Section B – Relationship to Strategic Planning Framework**

**Q3. *Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?***

The planning proposal is consistent with the objectives and actions of the applicable following regional, sub-regional and other strategies:

- Glenfield to Macarthur Urban Renewal Corridor Strategy (July 2015);
- Campbelltown Precinct Plan (July 2015);
- Towards Our Greater Sydney 2056 (November 2016);
- Campbelltown Precinct Plan (November 2017);
- Greater Sydney Region Plan – A Metropolis of Three Cities (March 2018);
- Western City District Plan (March 2018); and
- Greater Macarthur 2040 (November 2018).

The merits of the planning proposal, as assessed under each of the above strategic plans, are considered under the individual headings below:

### **Glenfield to Macarthur Urban Renewal Corridor Strategy (July 2015)**

The NSW State Government identified Glenfield to Macarthur as an “Urban Renewal Corridor” with the aim of revitalising existing urban centres through good design. The Strategy provides a basis to support future growth in South-West Sydney by identifying opportunities for additional homes and jobs close to existing public transport and employment areas.

The Strategy identifies 7 precincts: the site is in the Campbelltown Precinct (see **Figure 6A**).

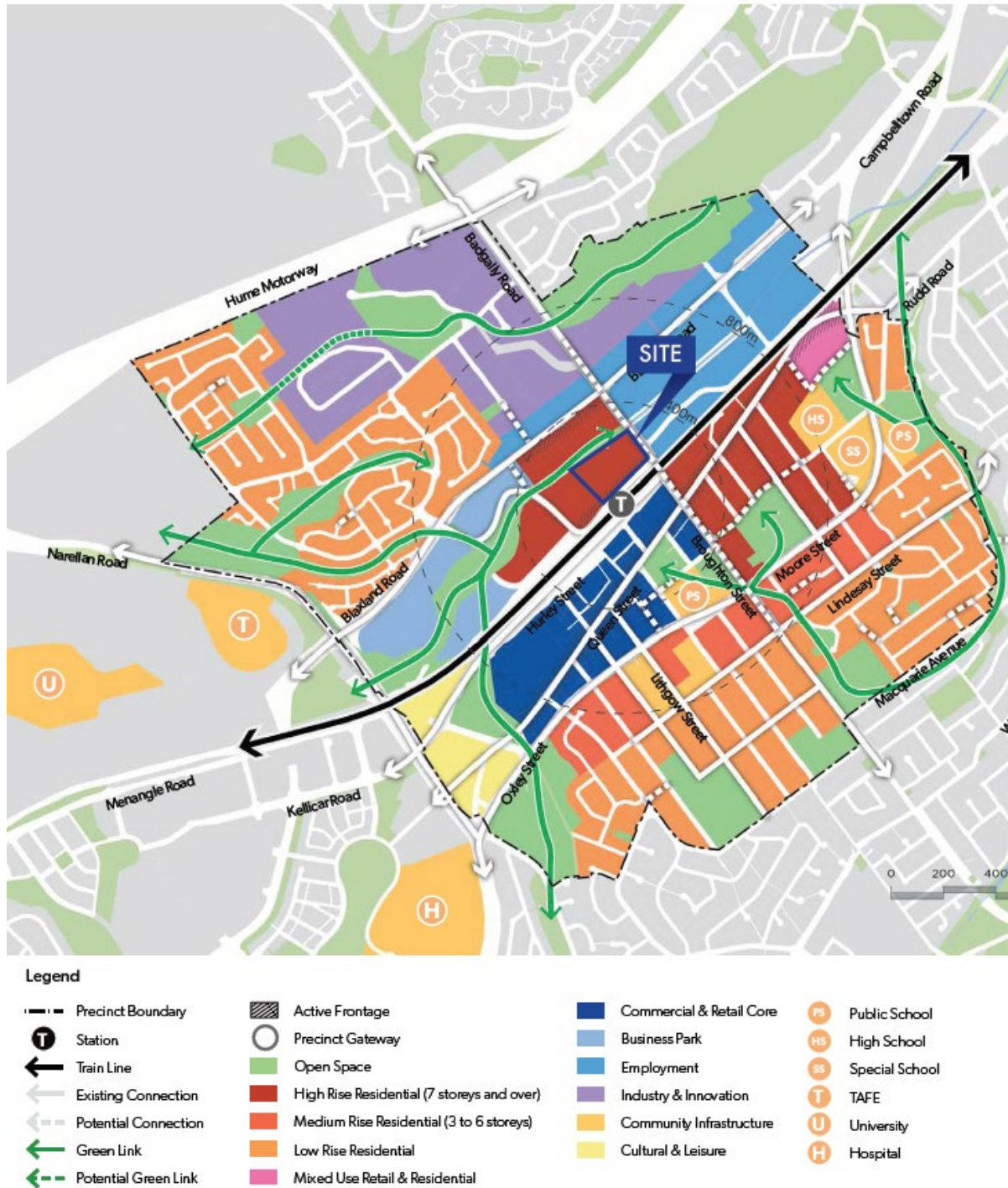
Campbelltown has been identified as a Regional City Centre and a priority precinct that will provide higher order civic, cultural, employment, residential and retail opportunities.

The Strategy outlines that the vision of the plan will be realised through the lodgement of planning proposals to amend existing controls in the CLEP. The site is identified as being located in a high rise residential area under the Strategy (see **Figure 6B**).

### Campbelltown Precinct Plan (November 2017)

The site is located at the centre of the Campbelltown Precinct (see **Figure 7** below).

**Figure 7:** Campbelltown Precinct Plan - Land Use Structure Analysis



The Precinct Plan states, on page 4: -

*“The Analysis has incorporated a review of the character, demographics and economy of Campbelltown.*

*A comprehensive audit of the precinct’s environmental and built form characteristics identified areas to be protected and unconstrained land suitable for development.*

*The vision and growth projections for the precinct have been informed by economic feasibility and market demand analysis and reflect the long term housing and employment needs for the area.”*

The Precinct Plan contains a detailed analysis of the character of the Precinct, demographics and constraints: transport and movement, the walking catchment (showing that almost all of the Precinct is within a 20 minute walk of the station but as the site is directly opposite the station, it is within a 1 to 3 minute walk), the open space network, topography, drainage, vegetation, ecology, bushfire risk, and available social infrastructure.

The site is identified in the Precinct Plan as unconstrained land.

The Precinct Plan identifies the site and adjacent land holdings as being suitable for “High Rise Residential” development (see **Figure 7**). It states that the area will accommodate a mix of apartment housing, communal open spaces, improved active travel connections and shared facilities. It states that detailed planning is required to identify appropriate height and built form outcomes in order to deliver a high level of amenity for future residents. This task has been done in this Planning Proposal for the area identified for “High Rise Residential” development in the SJB Urban Design Study in **Appendix 3**.

The Precinct Plan states that over time, there is likely to be increasing demand for a greater diversity of housing, including medium and high rise residential housing, close to the station, which will facilitate more retail investment and employment opportunities. Further from the station, low rise housing will remain the predominant housing type.

This planning proposal is consistent with the vision for the Campbelltown Precinct as it enables the delivery of high density, residential development, mostly in mixed-use buildings, with a central focus on connectivity, open space and public realm enhancements.

### **Greater Sydney Region Plan- A Metropolis of Three Cities (March 2018)**

The Greater Sydney Region Plan is built on a vision of three cities where most residents will live within 30 minutes of their jobs, health, education and community facilities. The plan aims to transform Greater Sydney into a metropolis of three cities: the Western Parkland City; the Central River City; and the Eastern Harbour City. Campbelltown is in the Western Parkland City.

Over the next 20 years Sydney’s Western Parkland City needs to accommodate a population of more than 1.5m people. Campbelltown City Centre will potentially serve a regional population of more than 800,000 people by 2040.

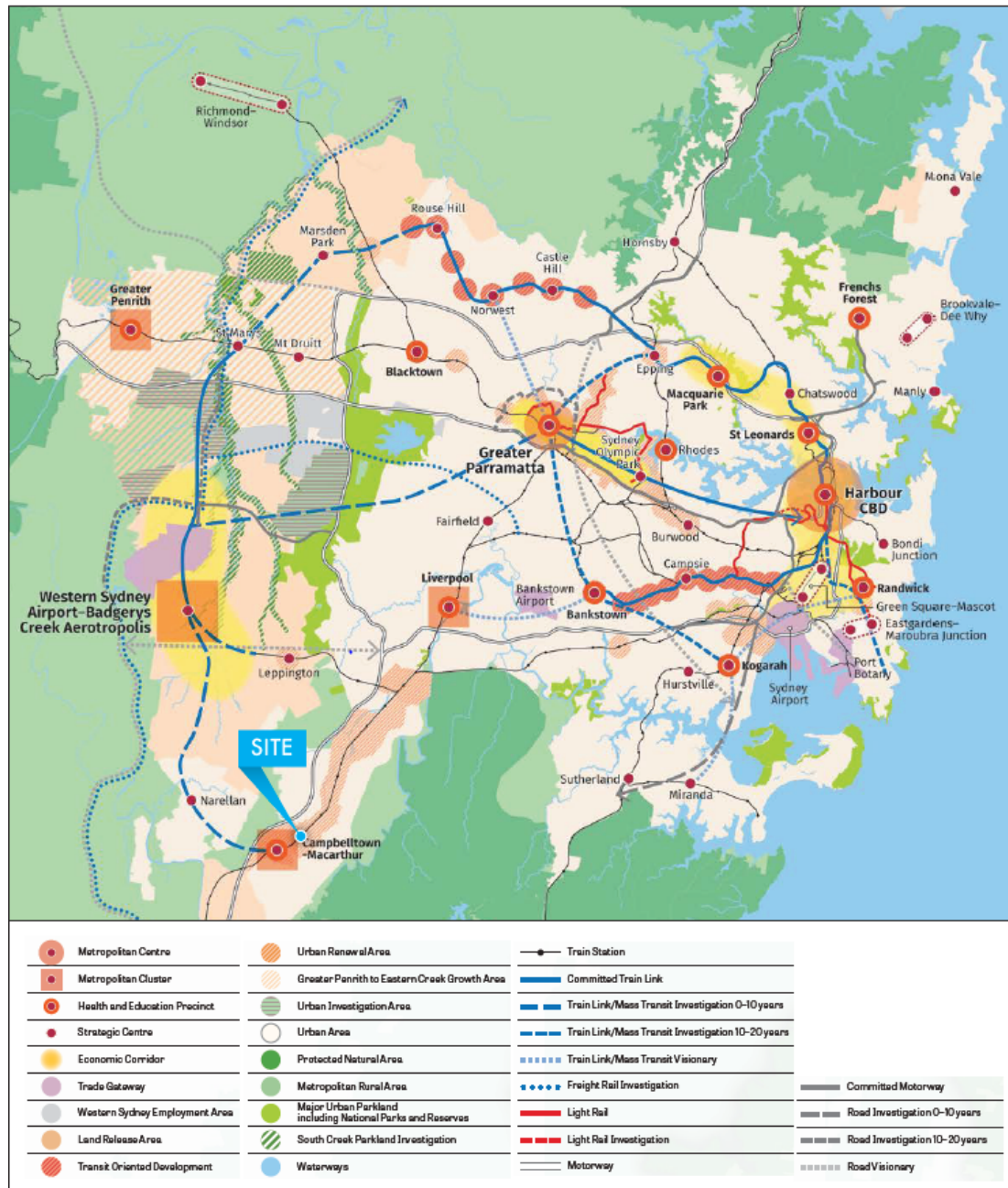
The Greater Sydney Region Plan provides the strategic framework for the predicted population increases in the greater Sydney Region over the next 40 years, which is estimated to grow by approximately 8 million people during this time. Almost of half of Sydney’s population is expected to live west of Parramatta. Rebalancing economic and social opportunities will leverage this growth and deliver benefits more equally and equitably across Greater Sydney.



Campbelltown - Macarthur has been identified as a “*Metropolitan Cluster*” and as an urban renewal area (see **Figure 8** below).

To achieve this, the Greater Sydney Region Plan identifies a number of directions and objectives across four broad themes: infrastructure and collaboration; liveability; productivity; and sustainability.

**Figure 8:** A Metropolis of Three Cities: Structure Plan





### ***Infrastructure and Collaboration***

As Greater Sydney grows and becomes more complex there is a need to design better ways of supporting growth and delivering appropriate infrastructure in the right places.

The site is located directly opposite existing transport infrastructure comprising Campbelltown train station and bus interchange. Campbelltown Hospital, numerous schools, and higher education facilities are all within 1-3 km of the site.

The site is, therefore, well positioned to ensure optimisation of existing transport and other infrastructure in an area that is forecast for significant population growth.

### ***Liveability:***

The quality of life that residents enjoy in their neighbourhoods, work places and cities is central to liveability. Maintaining and improving liveability requires housing, infrastructure and services in the right locations.

The SJB Urban Design study in **Appendix 3** shows how the site can be transformed, as a catalyst for a broader precinct transformation which will deliver a high quality of both built form and public domain, with open spaces, a civic plaza, excellent through site connectivity, direct linkages to the station, and a range of living and job opportunities.

### ***Productivity:***

The Greater Sydney Region is Australia's global economic gateway and a regional hub for global financial markets. Enhancing Greater Sydney's productivity will be critical in enhancing the region's economic activity and encouraging investment across the metropolitan area.

The development concept which the Planning Proposal seeks to facilitate is for a genuine mixed-use, transit-oriented scheme providing new job and living opportunities directly opposite Campbelltown railway station.

This would support job creation and housing diversification within close proximity to the Campbelltown CBD. The immediate proximity of the site to Campbelltown train station has the advantage of providing ease of access to newly created jobs.

### ***Sustainability:***

Greater Sydney is one of the world's most attractive and liveable regions. Planning for sustainability involves taking a long term approach to protecting existing natural assets; encouraging the creation of connected green open spaces and corridors; and increasing urban tree canopy cover to reduce the impacts of urban heat island effects experienced in western Sydney.

Sustainability is an integral element of the planning proposal. The SJB Urban Design Study in **Appendix 3** identifies the extent of landscaping, tree planting opportunities and public open space that can potentially be delivered if the site was to be rezoned as requested. Active travel solutions can be incorporated into the detailed design of the scheme to champion pedestrian legibility and discourage private car ownership. Sustainability of individual buildings will be considered at the DA stage.

### **Western City District Plan (March 2018)**

The Western City District Plan identifies objectives for the future development of the Western Parkland City as identified in the Greater Sydney Region Plan, including an over-arching goal to provide a 30 minute city where housing, transport, jobs, health care and open space are conveniently accessible.

Creating capacity for new housing in the right locations is necessary to help deliver the goal of a 30 minute city. Opportunities for capacity growth are to be realised by a combination of urban renewal, local infill developments and land release areas.

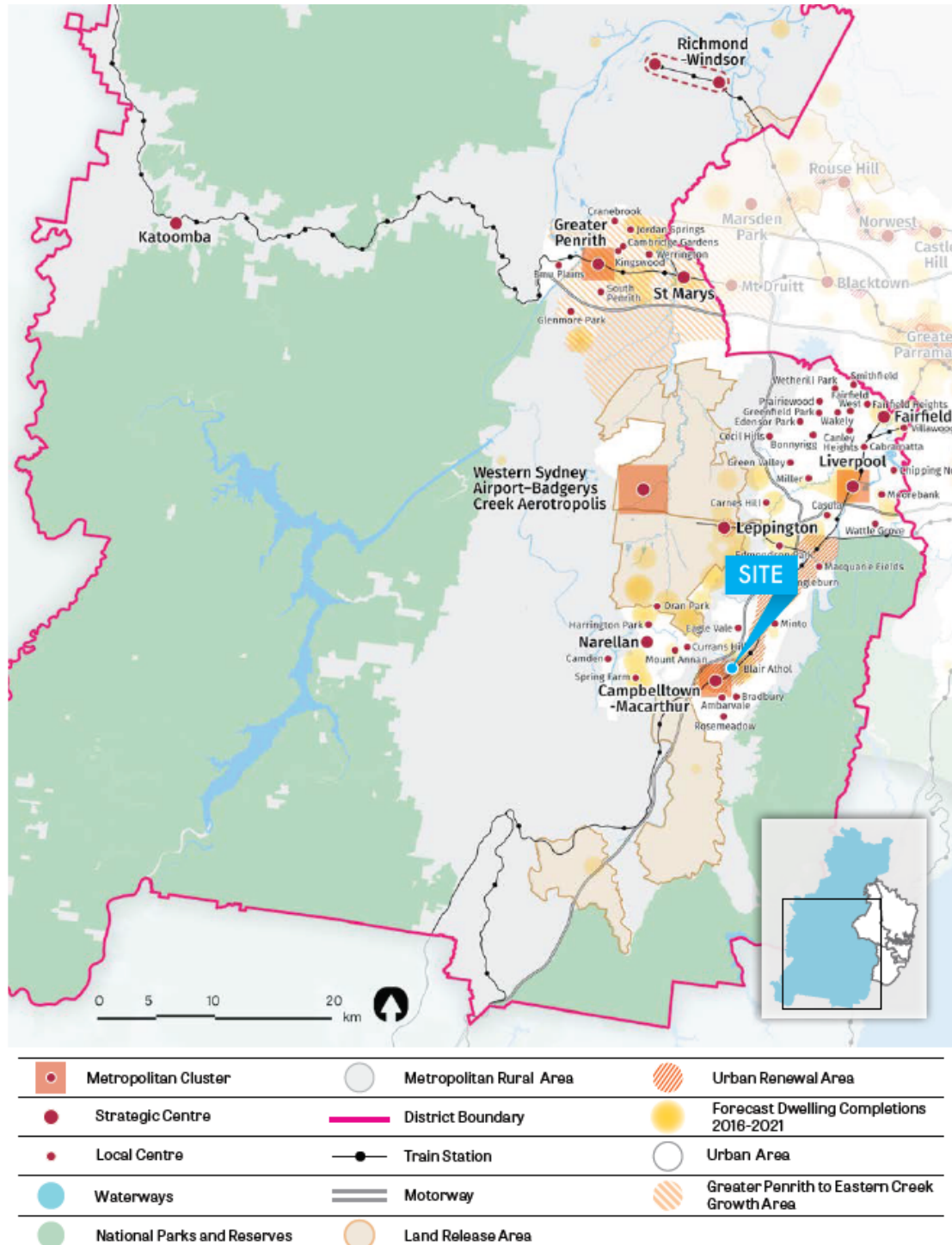
The site is located in an “*Urban Renewal Area*” (see **Figure 9A** overleaf) and as such, the planning proposal will provide additional housing supply in immediate proximity to Campbelltown train station supporting the achievement of a 30 minute city.

The planning proposal is consistent with the objectives and planning priorities of the Western Sydney District Plan as outlined below:

- *Planning Priority W1*: The planning proposal optimises existing transport infrastructure in an area aligned with forecast population growth;
- *Planning Priority W3*: The planning proposal supports the integration of services and infrastructure to meet the communities changing needs;
- *Planning Priority W5*: The planning proposal provides for a diverse range of housing supply with immediate proximity to jobs, services and public transport;
- *Planning Priority W9*: The planning proposal will grow and strengthen the Campbelltown - Macarthur metropolitan cluster by providing a high density, mixed-use development on a gateway site in the Campbelltown CBD immediately opposite the Campbelltown railway station;
- *Planning Priority W11*: The planning proposal supports investment and business activity in the Campbelltown CBD and the creation of local jobs; and
- *Planning Priority W15*: The planning proposal supports the establishment of green grid connections and increases urban tree canopy cover.

Notably, the site is not identified in the District Plan as an “indicative location of existing jobs, and services in centre” (see **Figure 9B**).

**Figure 9A: Western City District Plan: Future Housing Supply**





### **Re-Imagining Campbelltown Phase One (July 2018)**

The site is centrally located within the study area for the Re-Imagining Campbelltown Project, Phase 1 of which was released by Campbelltown City Council in July 2018.

The extent of the Phase 1 study area is shown on **Figure 10A**.

Within the Phase 1 report is a sketch illustration of Campbelltown CBD showing, 'what might be' (see **Figure 10B**). What is illustrated on the sketch is not inconsistent with the intended High Rise Residential development of the site and other land located on the northern side of the railway line, east of Badgally Road, as proposed in the Campbelltown Precinct Plan (see **Figure 7**).

The Phase 1 report is addressed in further detail below in the response to Question 4 of the guide: 'is the Planning Proposal consistent with a Council's local strategy on other local strategic plan'?

### **Draft Greater Macarthur 2040 – An interim plan for the Greater Macarthur Growth Area (November 2018)**

Greater Macarthur 2040 – An Interim Plan for the Greater Macarthur Growth Area sets out the strategic planning framework for the Growth Area and incorporates the Glenfield to Macarthur Urban Renewal Precincts. The interim plan is based on the following five themes: -

#### ***Place:***

Each of the Greater Macarthur Growth Areas' 12 precincts has a distinct character and development capability. The Campbelltown Precinct provides high rise buildings close to the station to maximise pedestrian activity and increase trade for local businesses. The site is identified as an area suitable for high rise residential development on the Greater Macarthur Structure Plan Urban Renewal Areas Map (see **Figure 11** overleaf).

Public domain improvements are seen as an important aspect of helping to create "place". As Greater Macarthur develops, high quality public places that provide opportunities for social-interaction, recreation and leisure will be required. These places will enhance activity in and around centres to include streets, plazas, parks and recreation spaces, providing opportunities to hold community events, markets and festivals.

Precinct planning will create public places and activate main streets; deliver high quality public domain spaces; and create high quality open space.

The planning proposal is consistent with this theme.

#### ***Land Use:***

Housing supply is a critical component to the successful future growth of the Campbelltown Precinct with the potential to deliver 3,600 new homes in an activated commercial/ retail core. The planning proposal is consistent with this theme.

The renewal of town centres is a fundamental aspect of the Glenfield to Macarthur Urban Renewal Corridor. Campbelltown – Macarthur is to be re-enforced as the primary centre for retail, commercial uses and services. To ensure this outcome, precinct planning must: consider the overall distribution of retail space; establish a strong neighbourhood; provide public realm and open space; improve walking, cycling and public transport; and expand retail/commercial floor space.

The planning proposal is consistent with this theme.

### ***Movement:***

The evolution of Greater Macarthur and will rely on a diverse and connected network of transportation options across the Growth Area. To meet these ambitions, transport options are required to support population, jobs and economic growth. This includes locating higher density development in areas that have access to reliable, high frequency public transport. The site is located opposite Campbelltown train station and bus interchange, helping to facilitate these objectives.

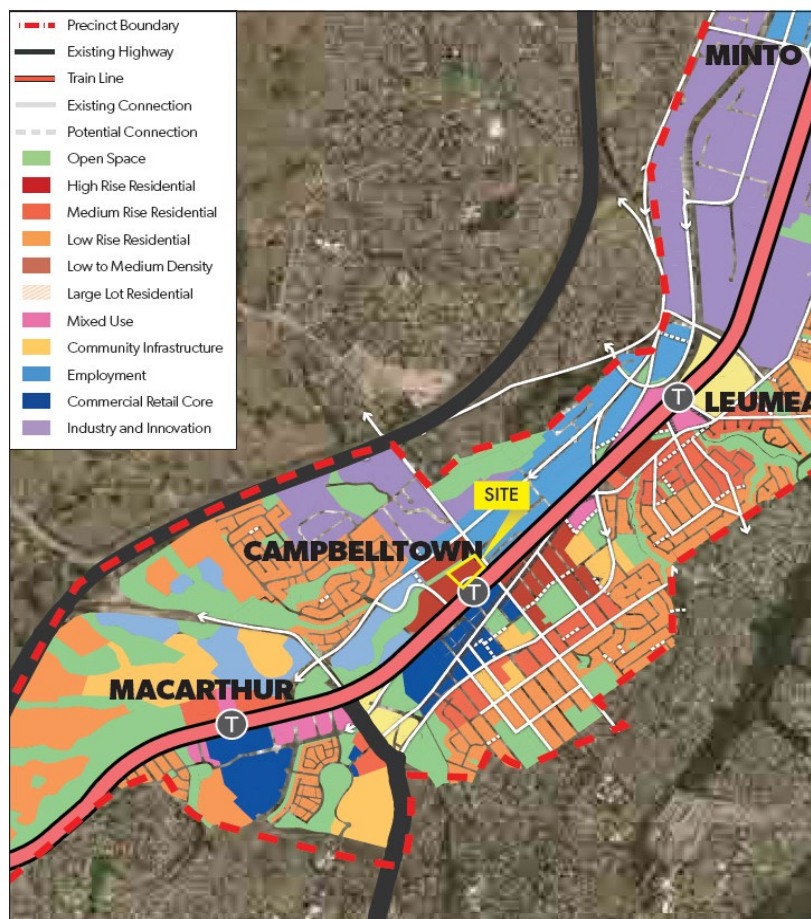
The planning proposal is therefore consistent with this theme.

### ***Implementation:***

This planning proposal is supported by an Urban Design Study (see **Appendix 3**), an infrastructure report (see **Appendix 4**), a preliminary site assessment (see **Appendix 5**) and a traffic report (see **Appendix 6**). These studies are intended to enable the planning proposal to progress to Gateway, and for further discussions to occur in relation to the implementation of the rezoning which is proposed. Clearly, as is set out above, all relevant strategic planning initiatives point to high density, high rise residential development on the site. This is what is proposed, therefore the pathway should be available for implementation.

The planning proposal is therefore consistent with this theme.

**Figure 11:** Greater Macarthur 2040 (Draft): Structure Plan (Urban Renewal)



**Q4. *Is the planning proposal consistent with a council's local strategy or other local strategic plan?***

**Campbelltown Community Strategic Plan**

Campbelltown 2027 sets out the Council's aspirations and details how Council, along with key stakeholders, will deliver on the Council's will deliver on these goals over the next 10 years.

The planning proposal is consistent with the relevant outcomes relating to: -

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

The planning proposal seeks to makes permissible (with consent) high rise residential, in mainly mixed-use buildings with commercial, retail and community infrastructure uses at ground and lower levels in close proximity to existing transport infrastructure. This will provide an opportunity to revitalise the site (which is under-utilised).

**Campbelltown Local Planning Strategy (LPS) 2013**

The Campbelltown LPS was developed by Council as a fundamental framework for working with the community in providing the realisation of a shared strategic vision for the future of the Campbelltown LGA.

The "Strategic Vision of Campbelltown 2025" is to encourage growth as a regional city; create a distinctive sense of place; create an accessible city; provide and maintain quality infrastructure; and create educational, employment and entrepreneurial opportunities.

The planning proposal is consistent with this vision, as re-zoning the site of B4 Mixed-Use will allow high density residential above retail and commercial activities in a highly accessible location.

**Campbelltown Local Strategic Planning Statement (LSPS)**

The Campbelltown LSPS sets out Council's plan for the community's social, environmental and economic land use needs over the next 20 years. It was adopted in March 2020 and superseded Campbelltown LPS 2013. It shows the site within a 'Metropolitan Cluster (City Centre)' – see **Figure 12A** and within the Glenfield Macarthur Renewal Corridor (see **Figure 12B**) which is intended to accommodate the 17,900 new dwellings of these 3,600 are to be in the Campbelltown Precinct.

The LSPS states that the majority of future growth and redevelopment will occur within the Greater Macarthur Priority Growth Area. Cognisant with regional strategic planning policies as discussed above, the Greater Macarthur Priority Growth Area, which includes the Campbelltown Precinct in which the site is located will be the focus for future housing and employment diversification supported by existing infrastructure (see **Figure 12C – 12H**).

Job growth potential in the area is considered to be in excess of 6,650 new jobs. The planning proposal is consistent with this intent through the provision of opportunities for employment generating space as part of mixed-use buildings.

To realise the vision and strategy of the LSPS, implementation will be required to amend existing Council plans and provide the delivery framework for Council's strategic planning



objectives. This is to be achieved through the amendment of the CLEP as is proposed in this planning proposal.

The planning proposal is consistent with the LSPS.

### **Campbelltown Residential Development Strategy (RDS)**

The RDS is a background document which informed CLEP 2015. In order to plan for Campbelltown's population growth and future housing needs, the RDS was developed to ensure that Council's housing policy position is responsive to changing population demographics.

In seeking to cater for the significant and diverse demand for housing in the future it has been established that a variety of housing types should be readily accessible in a number of different locations, that housing should address community need and that housing should minimise impacts on the natural and scenic environments and should be sustainable.

The planning proposal meets these objectives through the provision of sustainable, highly accessible high density housing in very close proximity to existing transport infrastructure.

The planning proposal is consistent with the RDS.

### **Re-imagining Campbelltown CBD- Phase One**

Re-Imagining Campbelltown City Centre Phase 1 commenced in late 2017. It outlines the vision for the future of the Campbelltown, Macarthur and Leumeah stating that the economy and built form of these centres will need significant re-structuring to ensure that projected population growth can be accommodated across the Western Parkland City by 2036.

In anticipation of serving a population of approximately 800,000 people, the vision for the plan is to elevate Campbelltown to the status of a Metropolitan CBD, a leading centre of health services, medical research and mid-tech activity that will be achieved through ambition, innovation and opportunity.

To help realise and implement the vision for Campbelltown CBD, six growth principles have been developed to provide measurable outcomes as discussed below:

#### **1. 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.

#### **2. Connected Place 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.

### **3. 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 the Aerotropolis.

### **4. 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.

### **5. 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.
- Adaptive and sensitive re-use of heritage items is encouraged.

### **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 diversity and facilitating innovative affordable rental, housing and living solutions.

The planning proposal is consistent with the above six principles.

### **Re-Imagining Campbelltown City Centre - Phase Two: Draft Master Plan 2020 (April 2020)**

At its meeting on 14 April 2020, Campbelltown City Council resolved to endorse and exhibit the Re-Imagining Campbelltown City Centre Draft Master Plan 2020. It is to be exhibited until 20 July 2020.

The study area comprises Leumeah, Campbelltown and Macarthur centres.

The Draft Master Plan identifies Bow Bowling Creek as the single biggest amenity opportunity for the City Centre. The planning proposal recognises this opportunity and can be a catalyst for improvements upstream and downstream in the broader precinct. Provided in **Figures 13A – 13L** are selected illustrative extracts from the Draft Master Plan.

The Draft Master Plan appears to identify all land either side of Bow Bowling Creek to the north west of the railway line as far as Blaxland Road for “Tech, advanced manufacturing and city servicing” and for “Accommodation (see **Figure 13F** and **13K** in particular).

#### **Campbelltown Macarthur Collaboration Area and Place Strategy (March 2020)**

Campbelltown Macarthur is identified as a Metropolitan Cluster Centre in the Western City District Plan, as well as a Collaboration Area.

The key output of the Campbelltown Macarthur Collaboration Area (led by the Greater Sydney Commission) is the Campbelltown Macarthur Place Strategy which was adopted by the Greater Sydney Commission on 24 March 2020.

The Place Strategy’s vision is as follows: -

*“In 2036, Campbelltown City Centre is the attractive capital of opportunity, creativity and culture for the Macarthur region. Designed for people, ambition and innovations, Campbelltown City Centre accommodates walkable and well-connected clusters of intense activity nestled in a green valley and united by the Bow Bowling Creek spine.”*

The planning proposal is consistent with this general intent.

#### **Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

**Table 1** below details the consistency of the planning proposal with relevant State Environmental Policies (SEPPs) and Deemed SEPPs.

**Table 1:** SEPP Compliance Table

State Environmental Planning Policy (SEPP) or Deemed SEPP		Consistency
SEPP No 19	Bushland in Urban Areas	The site does not contain any significant vegetation.
SEPP No 44	Koala Habitat Protection	The site does not contain any koala habitat.
SEPP No 55	Remediation of Land	<p><b>Consistent.</b> A Preliminary Site Investigation is provided in <b>Appendix 5</b>.</p> <p>Based on the work undertaken in the above mentioned assessment, the land to which this Planning Proposal relates is considered to be suitable and/ or capable of being made suitable for the land use purposes which are proposed.</p> <p>Notwithstanding the above, SEPP 55 was amended on 17 April 2020 by deletion of Clause 6 and as a result Council no longer</p>



State Environmental Planning Policy (SEPP) or Deemed SEPP		Consistency
		needs to concern itself with the issue of site contamination at this stage of the planning process.
SEPP No 64	Advertising and Signage	<b>Consistent.</b> Any future DA for mixed-use development would be subject to the provisions of this SEPP.
SEPP No 65	Design Quality of Residential Apartment Development	<b>Consistent.</b> Any future DA for a residential flat building and/ or shop top housing on the site would be subject to the provisions of this SEPP.
SEPP	(Building Sustainability Index: BASIX) 2004	<b>Consistent.</b> Any future DA for a residential flat building and/ or shop top housing on the site would be subject to the provisions of this SEPP.
SEPP	(Affordable Rental Housing) 2009	<b>Consistent.</b> Future development on the site may incorporate affordable housing which would need to be relevantly assessed under the provisions of this SEPP.
SEPP	(Infrastructure) 2007	<b>Consistent.</b> Any future DA would be subject to the provisions of this SEPP.
SEPP	(State and Regional Development) 2011	It is likely that the future development will constitute Regional Development thus, being development to be determined by the Sydney Western Planning Panel.
SEPP (Deemed)	Greater Metropolitan Regional Environmental Plan No 2 – Georges River Catchment	<b>Consistent.</b> The proposal will not impact on the water quality and river flows of the Georges River and its tributaries. Future DA's will be subject to detailed assessment relating to stormwater and drainage.

**Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?**

The following table identifies the proposal's consistency with relevant Ministerial Directions.

**Table 2:** Ministerial Directions Table

Section 9.1 Directions	Consistency of Planning Proposal
<b>1.1 Business and Industrial Zones</b> <u>Objective</u> (1) The objectives of this direction are to: (a) encourage employment growth in suitable locations,	<b>Inconsistent.</b> The site is currently zoned 4(b) Industry B under CELP (Urban Areas) 2002 (Deferred Matter under CLEP 2015).

<p>(b) protect employment land in business and industrial zones, and</p> <p>(c) support the viability of identified centres.</p> <p>This Direction states that planning proposal must: -</p> <ul style="list-style-type: none"> <li>a) give effect to the objectives of this direction;</li> <li>b) retain the areas and locations of existing business and industrial zones;</li> <li>c) not reduce the total potential floor space area for employment uses and related public services in business zones;</li> <li>d) not reduce the total potential floor space area for industrial uses in industrial zones; and</li> <li>e) ensure that proposed new employment areas are in accordance with a strategy that is approved by the Secretary of the Department of Planning and Environment.</li> </ul>	<p>However, the proposed re-zoning of the site to B4 Mixed-use will optimize the development potential of the otherwise under-utilised but strategically well-located site and will encourage additional employment growth in a suitable location which is well serviced by excellent transport connections. The 25,350m<sup>2</sup> of non-residential GFA will generate far more jobs than the existing warehouse use and will represent an increase in the floor space area for employment uses.</p> <p>The proposed amendment to the CLEP will support the viability of the identified centre (of which the site forms part).</p> <p>Key prior relevant strategic planning initiatives identify the site for high rise residential development.</p> <p>Reference needs to be made to Direction 7.7 in particular which requires planning proposals to be consistent with the Glenfield to Macarthur Urban Research Corridor of which the Campbelltown Precinct forms part (see <b>Figure 7</b>)</p>
<p><b>2.1 Environment Protection Zones</b></p> <p><u>Objective</u></p> <p>(1) The objective of this direction is to protect and conserve environmentally sensitive areas.</p>	<p><b>Consistent.</b> The site is not in an environmental protection zone.</p>
<p><b>2.3 Heritage Conservation</b></p> <p><u>Objective</u></p> <p>(1) The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p>	<p><b>Consistent.</b> The site does not contain a Heritage Item, is not located in a Heritage Conservation Area and is not on the State Heritage Register.</p>
<p><b>3.1 Residential Zones</b></p> <p><u>Objective</u></p> <p>(1) The objectives of this direction are:</p> <ul style="list-style-type: none"> <li>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs</li> <li>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services; and</li> <li>(c) to minimise the impact of residential development on the environment and resource lands</li> </ul>	<p><b>Consistent.</b> The proposal will provide additional dwellings in close proximity to existing infrastructure and services will better provide for the existing and future housing needs of the local area.</p>
<p><b>3.4 Integrating Land Use and Transport</b></p> <p><u>Objectives</u></p> <p>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p>	<p><b>Consistent.</b> The planning proposal seeks to amend the planning controls applying to land in an existing urban area that has excellent connections to Campbelltown train station and bus interchange. The site is located within a Metropolitan Cluster which has excellent access to jobs and services.</p>

<p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.</p>	<p>The proposed future establishment of a new mixed-use development on the site in accordance with the proposed planning controls is entirely consistent with this direction.</p>
<p><b>5.10 Implementation of Regional Plans</b> <u>Objectives</u></p> <p>(1) The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</p>	<p><b>Consistent.</b> The proposal is consistent with the requirements of this Direction as discussed under Question 3 of this proposal.</p>
<p><b>6.1 Approval and Referral Requirements</b> <u>Objective</u></p> <p>(1) The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p>	<p><b>Consistent.</b> The planning proposal does not include provisions that require the concurrence, consultation or referral of future DAs to a Minister or Public Authority.</p>
<p><b>6.3 Site Specific Provisions</b> <u>Objective</u></p> <p>(1) The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</p>	<p><b>Consistent.</b> The planning proposal does not contain any unnecessarily restrictive site specific planning controls.</p>
<p><b>7.1 Implementation of A Plan for Growing Sydney</b> <u>Objective</u></p> <p>(1) The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</p>	<p><b>Consistent.</b> The Plan for Growing Sydney was released in December 2014 and sets out the key strategic growth priorities for “Global Sydney”, including increased employment growth which the proposal would achieve during construction subject to detailed design applications. The NSW Government vision for a strong global city identifies a number of goals for Sydney that include the delivery of a variety of housing choices to meet future needs and lifestyles, with strong healthy and well connected communities.</p> <p>The Plan for Growing Sydney identifies Campbelltown as being a Metropolitan Cluster.</p> <p>Metropolitan centres are the economic focus of Greater Sydney, fundamental to growing its global competitiveness and where government actions and investment, including transport, will be focussed. The intent of these centres is to deliver very high levels of development and amenity.</p> <p>It is acknowledged that locating residential accommodation within close proximity to jobs results in significant improvements to Sydney's productivity. The future establishment of mixed-use development including residential, retail</p>



	and, and commercial on the site would be consistent with this objective. The site can provide additional residential development in an accessible location whilst maintaining the commercial core for employment generating uses.
<b>7.2 Implementation of Greater Macarthur Land Release Investigation</b> <u>Objective</u> (1) The objective of this direction is to ensure development within the Greater Macarthur Land Release Investigation Area is consistent with the Greater Macarthur Land Release Preliminary Strategy and Action Plan (the Preliminary Strategy).	<b>Consistent.</b>
<b>7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor</b> <u>Objective</u> (1) The objective of this direction is to ensure development within the precincts between Glenfield and Macarthur is consistent with the plans for these precincts.	<b>Consistent.</b> See discussions under Question 3 above. The Direction requires that planning proposals are to be consistent with the precinct plans approved by the Minister for Planning and published on the Department's website on 22 December 2017. The site is identified as high rise residential in the plan for the Campbelltown Precinct referred to in this Direction (see <b>Figure 7</b> ).

## Section C – Environmental, Social and Economic Impact

**Q7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?***

No. The site is currently industrially zoned and used for warehousing with related roadways and occupying nearly all of the property hardstands. It has no significant natural features.

**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 seeks to re-zone the site to B4 Mixed-use and to introduce height controls consistent with the site's identification for high rise residential development in various relevant strategic planning documents including the Campbelltown Precinct Plan in the Glenfield to Macarthur Urban Renewal Corridor, as referred to in Direction 7.7 in the Minister's Section 9.1 Directions.

Investigations undertaken in the preparation of this Planning Proposal into the likely environmental effects related to the proposed intensity of mixed-use development proposed have found that there will be no unreasonable or unacceptable environmental impacts.

Consideration of likely environmental effects is addressed below:-

### **Land Use**

Transit-oriented development is readily facilitated by the B4 Mixed-use zone. It allows residential flat buildings, retail premises, commercial premises, educational establishments and a wide range of other non-residential uses which are potentially well-suited to a city centre site which has excellent access to public transport.

The objectives of the B4 Mixed Use zone in the CLEP are as follows: -

- “• To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To encourage the timely renewal and revitalisation of centres that are undergoing growth or change.
- To create vibrant, active and safe communities and economically sustainable employment centres.
- To provide a focal point for commercial investment, employment opportunities and centre-based living.
- To encourage the development of mixed-use buildings that accommodate a range of uses, including residential uses, and that have high residential amenity and active street frontages.
- To facilitate diverse and vibrant centres and neighbourhoods.
- To achieve an accessible, attractive and safe public domain.”

The site masterplan concept prepared by SJB Urban in their Urban Design Study in **Appendix 3** is wholly consistent with these objectives.

The land uses permitted with consent in the B4 Mixed-use zone are as follows: -

*“Amusement centres; Boarding houses; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Helipads; Home businesses; Home occupations; Hotel or motel accommodation; Information and education facilities; Medical centres; Mortuaries; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Service stations; Serviced apartments; Shop top housing; Signage; Tank-based aquaculture; Veterinary hospitals.”*

The key permissible uses in the context of the site Masterplan in **Appendix 3** are: car parks, commercial premises (which include retail premises and food and drink premises), community facilities, educational establishments, residential flat buildings and shop-top housing. Several other permissible uses are also potentially eligible for inclusion in the redevelopment of the site, once it is rezoned.

The land use mix contained in the site Master Plan in **Appendix 3** is highly appropriate for the site and consistent with the relevant strategic planning initiative which apply to the Campbelltown Precinct.

### **Density**

The combination of the proposed B4 Mixed-use zoning and the height controls which are proposed would accommodate, as illustrated, in the SJB Urban Design Study in **Appendix 3**, around 130,000m<sup>2</sup> of residential GFA and around 25,350m<sup>2</sup> of non-residential, employment GFA. This equates to an FSR of approximately 5.5:1 which is considered appropriate for such a well- located site, opposite a railway station and in a metropolitan centre.

The indicative development concept in the Urban Design Study in **Appendix 3** serves to provide insight into the scale and density of the future development potential of the site. Any future development will still have to meet design excellence requirements as well as satisfying the design principles in SEPP 65 and the relevant considerations in the Apartment Design Guide (ADG). It should be noted, however, that the residential towers illustrated in **Appendix 3** are each ADG compliant.

### **Height**

The Urban Design Study in **Appendix 3**, proposes seven buildings of varying heights (between 20 and 36 storeys). The buildings will be located around new community parks and a civic plaza that will enhance connection to Campbelltown train station and a revitalised Bow Bowing Creek. The proposed buildings will have multiple aspects and will provide high quality streetscape presentations to Farrow Road to Badgally Road and to the rail corridor in general.

These proposed heights are appropriate for this site, located centrally in the Campbelltown Precinct. Section 3.13 of the Urban Design Study in **Appendix 3** describes the height strategies for the sub-precinct and explains why the proposed heights are suitable.

The site and adjoining land to the west and north has been identified for high rise residential development in the Campbelltown Precinct Plan. Such identification is entirely consistent with metropolitan planning initiatives for strategic centres and city centres across the Sydney region. Inclusion of employment floor space on the lower level of building closest to the station is also strategically consistent.

Retail and commercial (i.e. employment generating) floor space will be contained in the 6 storey podia addressing Farrow Road and Badgally Road. The tallest proposed building (36 storeys) will include community infrastructure (possibly a library, community hub or the like) in its 3 storey podium.

The building heights which are proposed between 20 and 36 storeys are well-suited to the site given its central position within the Campbelltown Precinct, its proximity to the station, the relative absence of constraints (including height sensitive neighbouring land uses) and the role Campbelltown City Centre is intended to plan as part of the evolution of the Western Parkland City.

### **Traffic and Parking Impacts**

The Planning Proposal is accompanied by two traffic reports: the first, prepared by Varga Traffic Planning which examined an earlier concept for the site and the second prepared by TSA which examines the submitted scheme, with its greater provision of employment floor space and its slight reduction in residential yield (from 1,565 dwellings to 1,528 dwellings).



Based on the SIDRA analysis, the reports find that the proposal is projected not to have any unreasonable impacts on the level of safety and efficiency afforded by the existing surrounding road, pedestrian and public transport network.

### **Residential Amenity**

Future residents will have excellent access to jobs and services as Campbelltown train station and bus interchange are directly opposite the site which will be a major contributing factor to their amenity. This immediate proximity to existing transport infrastructure will also encourage walking and cycling and will reduce car dependency.

A wide choice of apartment types in high density housing will be provided in buildings varying from 20 to 36 storeys in height. Many apartments will have excellent district views.

The new community park, central plaza and revitalised Bow Bowling Creek will be major elements underpinning the urban design of the site with excellent solar access to public areas throughout. Many dwellings will be orientated towards this publicly accessible open space.

Community facilities, shops and services will be immediately accessible to new residents in the podia of the buildings fronting Farrow Road, adding to their amenity.

A safe, attractive, landscaped pedestrian and cycle network will provide connections to the existing network and encourage active travel solutions. All future DA's for residential flat buildings will have to demonstrate consistency with the design principles in SEPP 65 including the principle relating to amenity. Having regard to all of the above, it can be concluded that future residents on the site will have excellent amenity. It can also reasonably be concluded that the planning proposal will not impact on the amenity of any existing residents.

### **Effects on Adjoining Lands**

The site is separated from neighbouring lands by Bow Bowling Creek to the north, Badgally Road to the east, a vacant lot to the west and by Farrow Road and the rail corridor to the south. Thus, there are no immediate "sensitive" neighbours and the site is relatively unconstrained: not only in terms of its relationship with adjoining lands, but in terms of its favourable topography, absence of significant vegetation, and no significant flooding risk.

Nevertheless, and entirely appropriately, the SJB Urban Design Study in **Appendix 3** examines the potentialities of the site within the context of the sub-precinct, or the Campbelltown North Precinct as it is referred to in that report. The urban design study demonstrates how this precinct can be developed holistically, consistent with the intent of the Campbelltown Precinct Plan and including provision for employment generating activities.

The proposal will transform what is now a brownfield site into a high density, mixed-use development, which is contextually fitting given the site's relationship to Campbelltown train station and the Campbelltown CBD.

### **Overshadowing**

An overshadowing analysis is provided in Section 4.9 of the Urban Design Report in **Appendix 3**. The locational context of the site means that most overshadowing falls on the rail corridor. Overshadowing is not a significant constraint to the site's town planning potentialities.

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

**Social Impacts**

Yes. The planning proposal will facilitate a substantial mixed-use, transit oriented development that will result in the delivery of new living and working opportunities in an excellent location, well-served by, and convenient to, comprehensive public transport.

The number of jobs that will be created in the employment generating floor space on site, on completion of the mixed-use scheme, will be significantly higher than the existing number of jobs generated by the existing warehouse use, with significant related social benefits.

The planning proposal will have positive social impacts including:

- future residents will have immediate access to a wide range of facilities and services, including job opportunities and an established public transport system;
- community infrastructure can be incorporated into the development;
- green spaces will provide recreational opportunities; and
- casual surveillance within the locality will be significantly improved: it will become safer and more attractive.

**Economic Impacts**

Yes. The demolition of the existing warehouse building on the site and its replacement with a high density, mixed-use transit oriented development will have positive economic impacts including:

- providing new job opportunities in the mixed-use (non-residential) components of the scheme;
- these new job opportunities will be easily accessible by public transport;
- the increased demand for goods and services in the locality generated by the new residents on the site;
- significant job creation during construction;
- increased Council rates; and
- payment of development contribution.

**Section D – State and Commonwealth Interests**

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

The site is in an existing metropolitan cluster where high rise residential development is intended to be located and where all required infrastructure services are either available or can be provided.

**Q11. *What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?***

Following Gateway determination, consultation can take place with the following Government authorities, agencies and stakeholders:

- NSW Department of Planning, Industry and Environment;
- Roads and Maritime Services NSW;
- Transport for NSW;
- NSW Police;
- Department of Health;
- Department of Education;
- Telstra;
- Sydney Water; and
- Endeavour Energy.



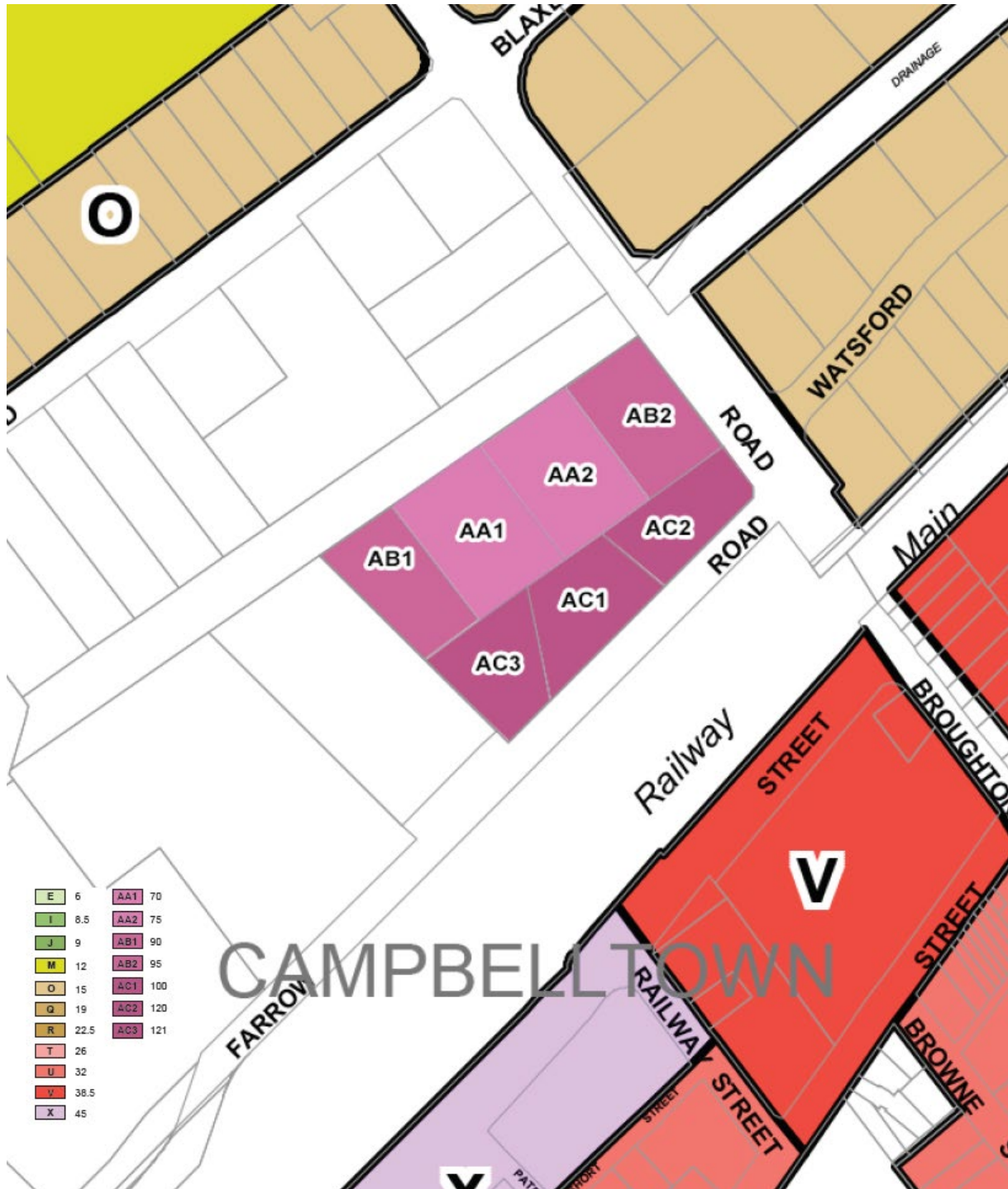
## PART 4 – MAPPING

The proposed changes to the zoning and height maps are provided below.

### Proposed Zoning Map



## Proposed Height Map



## **PART 5 – COMMUNITY CONSULTATION**

Public consultation will take place in accordance with the Gateway determination made by the Minister for Planning, Industry and Environment.

A letter would be set to landowners who adjoin or are in close proximity to the site, advising them of the exhibition of the planning proposal and inviting submissions. Advertisements would be placed in local newspapers and on Council's website inviting interested parties to view the associated documents online or in person at Campbelltown Council Civic Centre.



## PART 6 - PROJECT TIMELINE

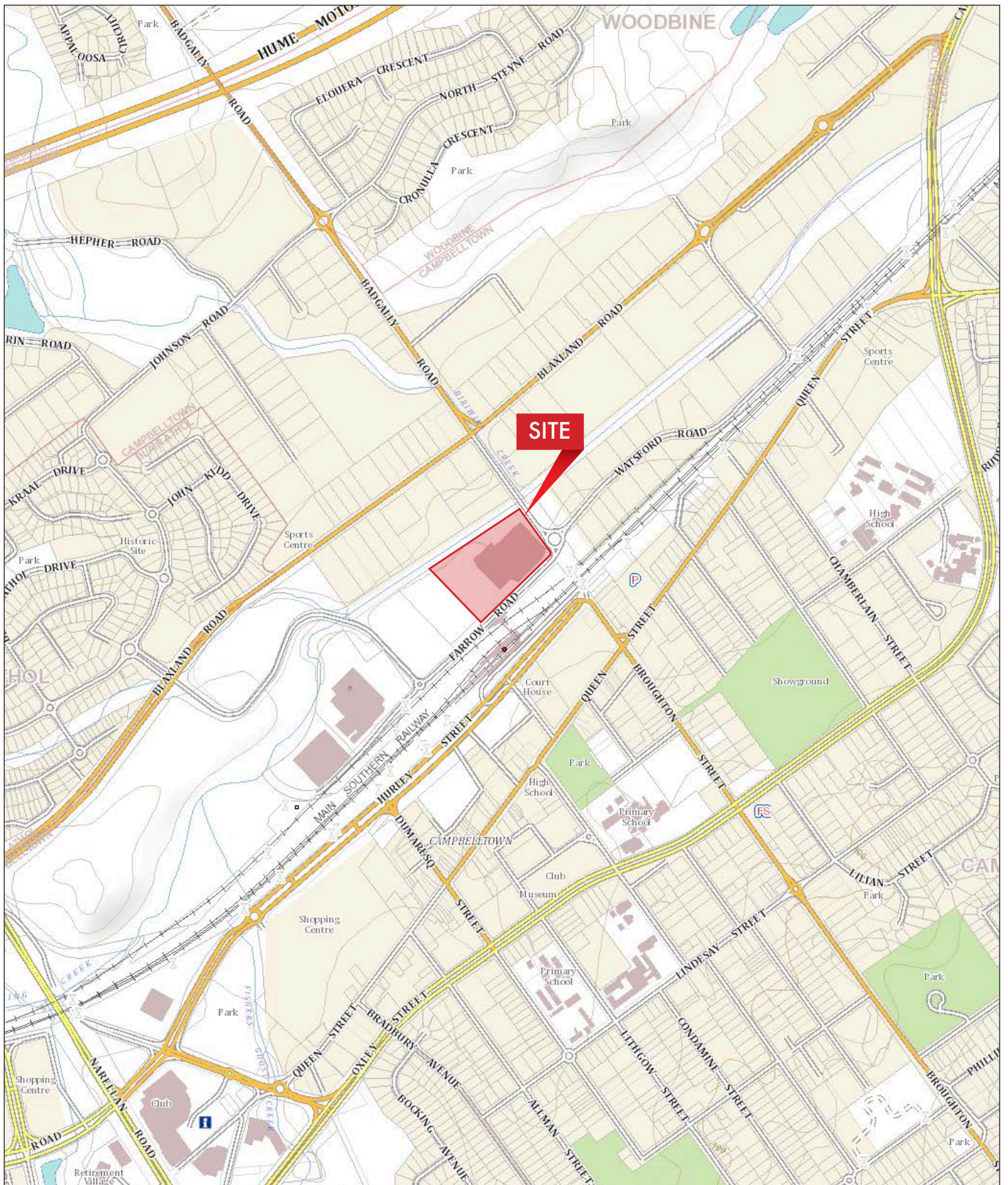
The timeline for the progression for this planning proposal is indicated in the following table.

Stage	Timing
Lodgement	April 2020
Anticipated date for Gateway determination	August 2020
Anticipated timeframe for additional technical information	September 2020
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	August - September 2020
Commencement and completion dates for public exhibition period	August – September 2020
Timeframe for consideration of submissions	October 2020
Timeframe for the consideration of proposal post-exhibition	October – December 2020
Legal drafting	January – February 2021
Anticipated date Council will forward the Planning Proposal to the Department of Planning and Environment	March 2021

## FIGURES

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Source: <http://maps.six.nsw.gov.au>



## PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 1**  
Location

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Prepared For - Hyside Projects Subone Pty Ltd





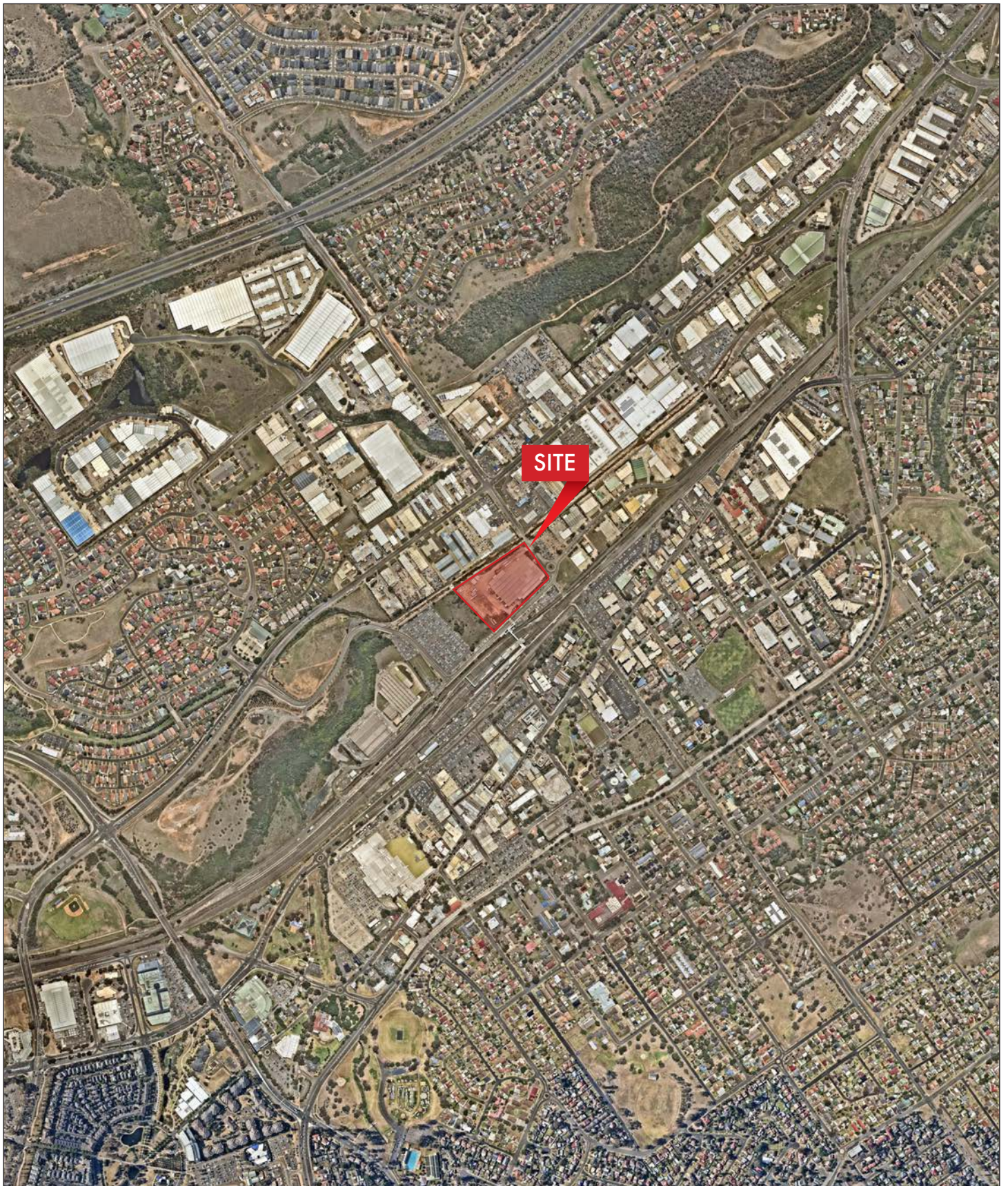
Source: NearMap 23 Jan 2020

**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 3A**  
Aerial Photo - Detail

Prepared For - Hyside Projects Subone Pty Ltd





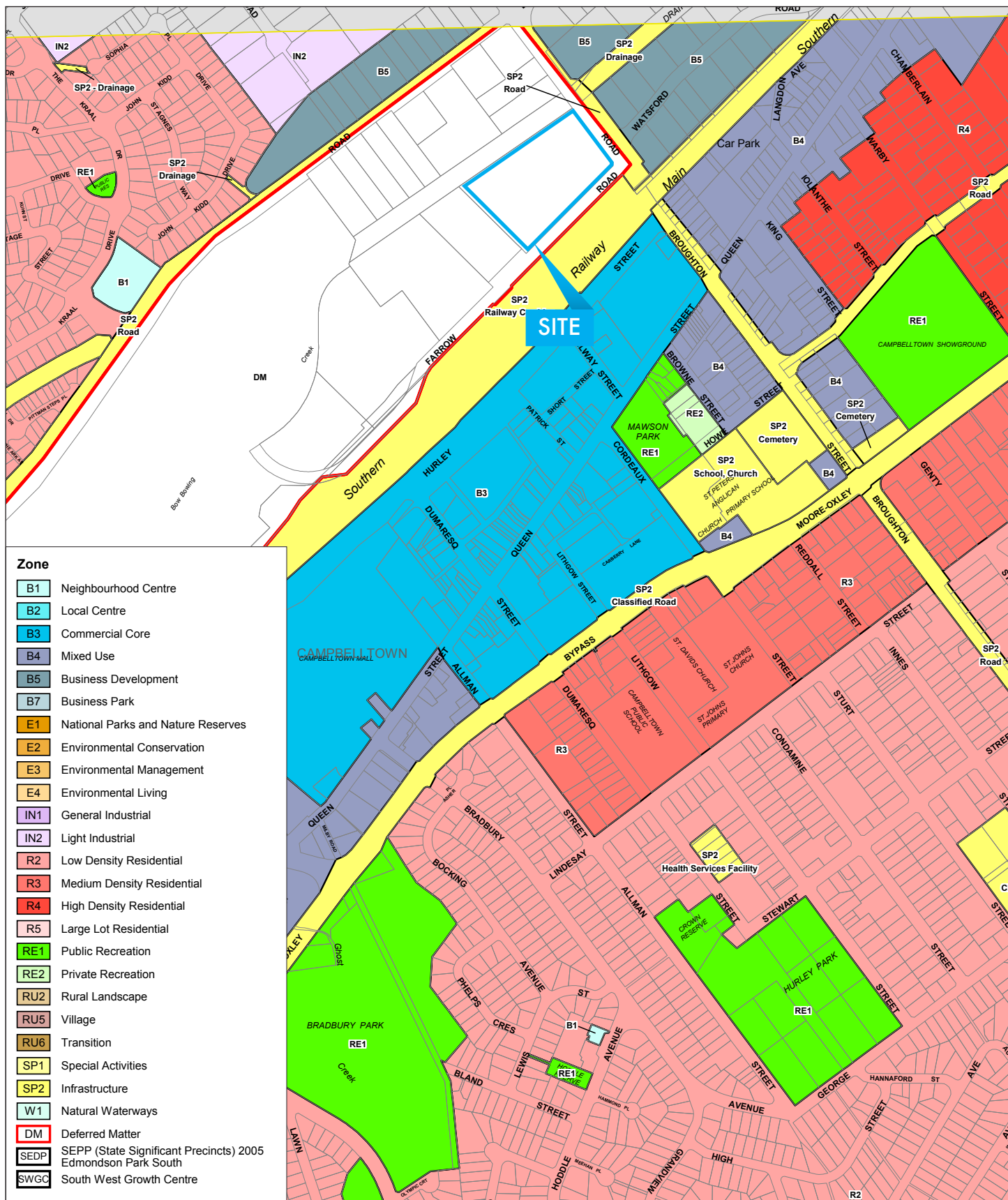
Source: NearMap 23 Jan 2020

**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 3B**  
Aerial Photo - Wider Area

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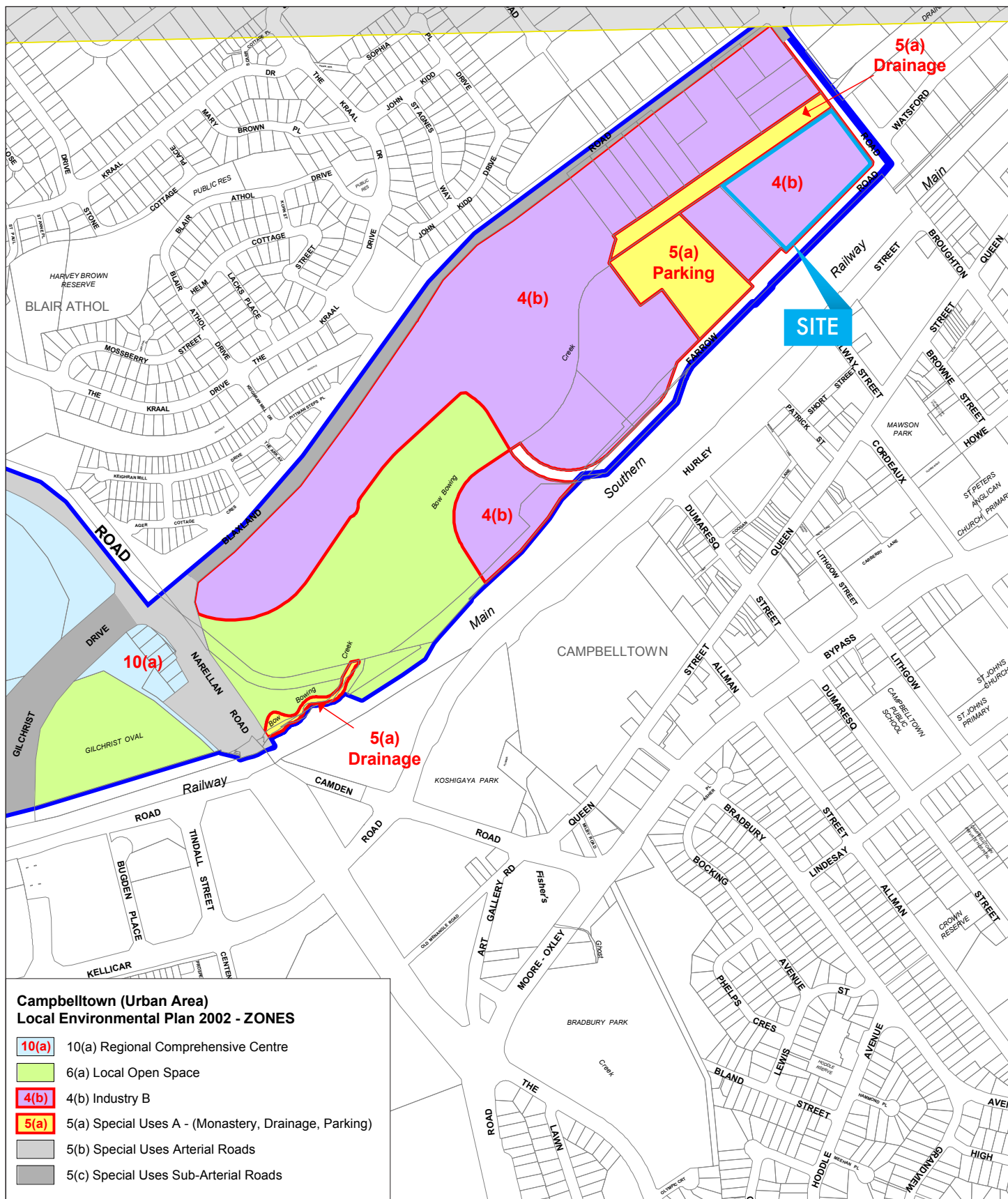


## PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 4**  
Zoning Map - Campbelltown LEP 2015

Prepared For - Hyside Projects Subone Pty Ltd

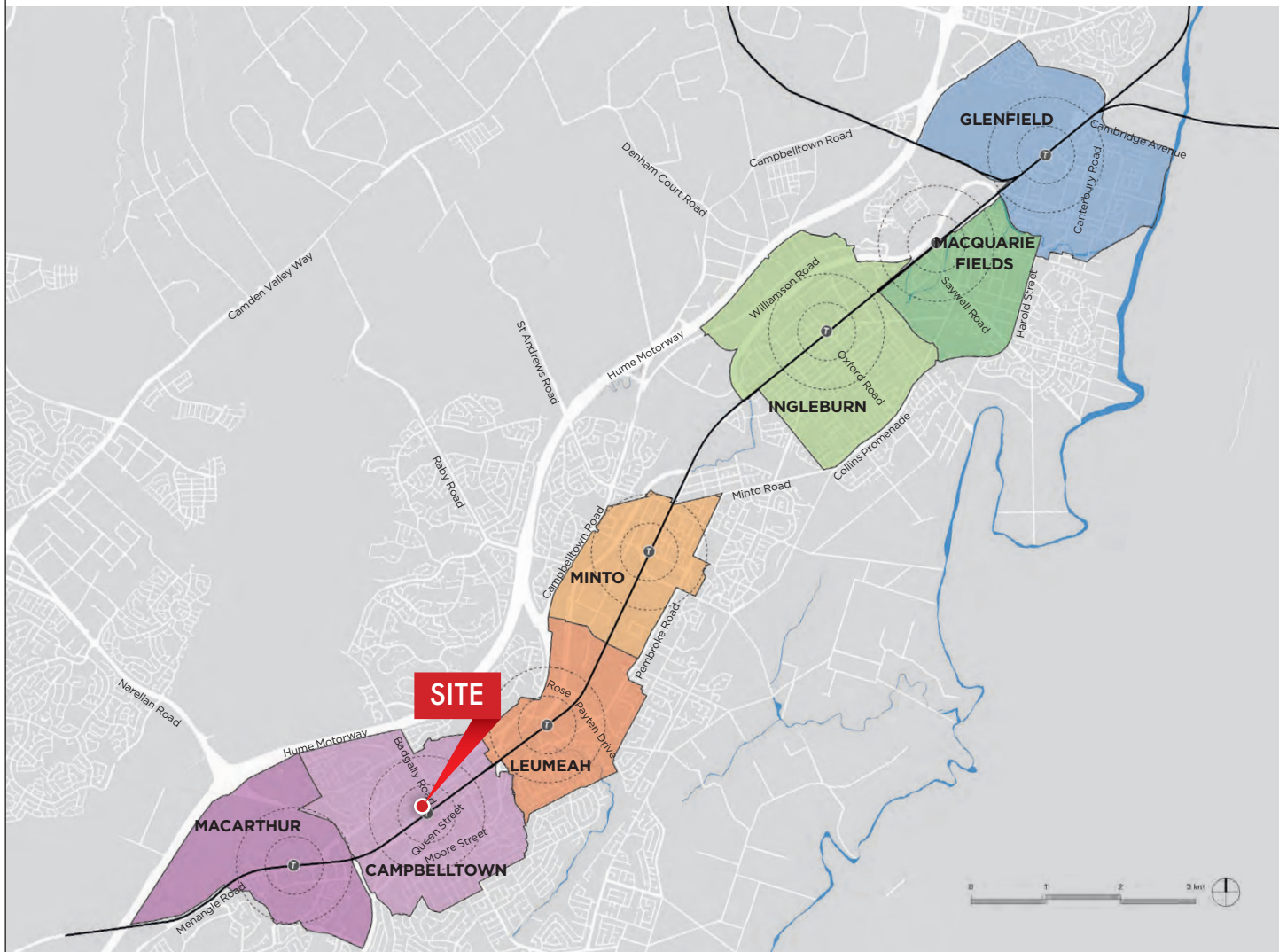




**PLANNING PROPOSAL**  
 2 Farrow Road Campbelltown

**FIGURE 5**  
 Zoning Map - Campbelltown (Urban Area) LEP 2002

Prepared For - Hyside Projects Subone Pty Ltd

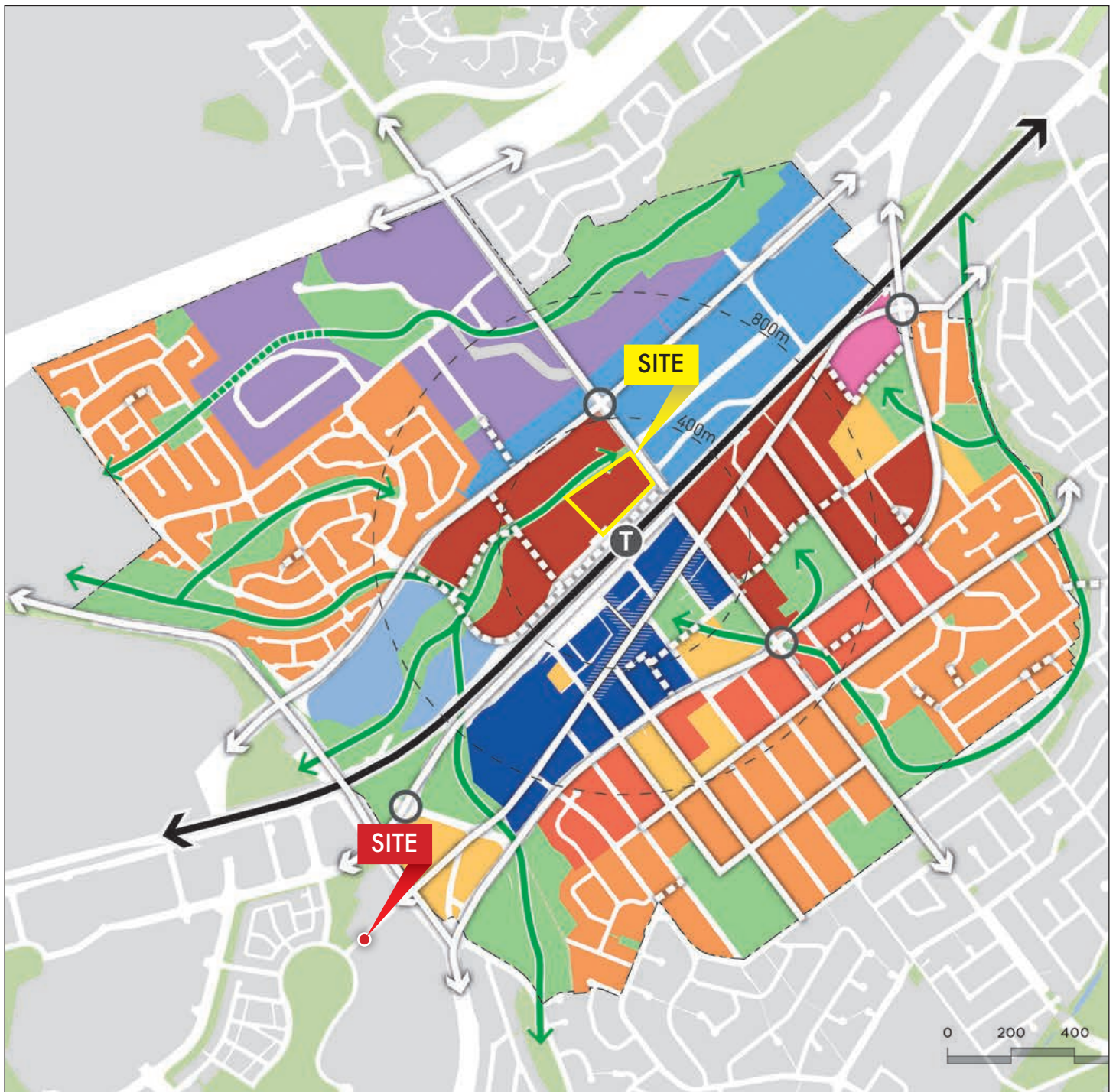


**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 6A**  
Glenfield to Macarthur Urban Renewal Corridor - Glenfield to Macarthur Urban Renewal Corridor Strategy (July 2015)

Prepared For - Hyside Projects Subone Pty Ltd





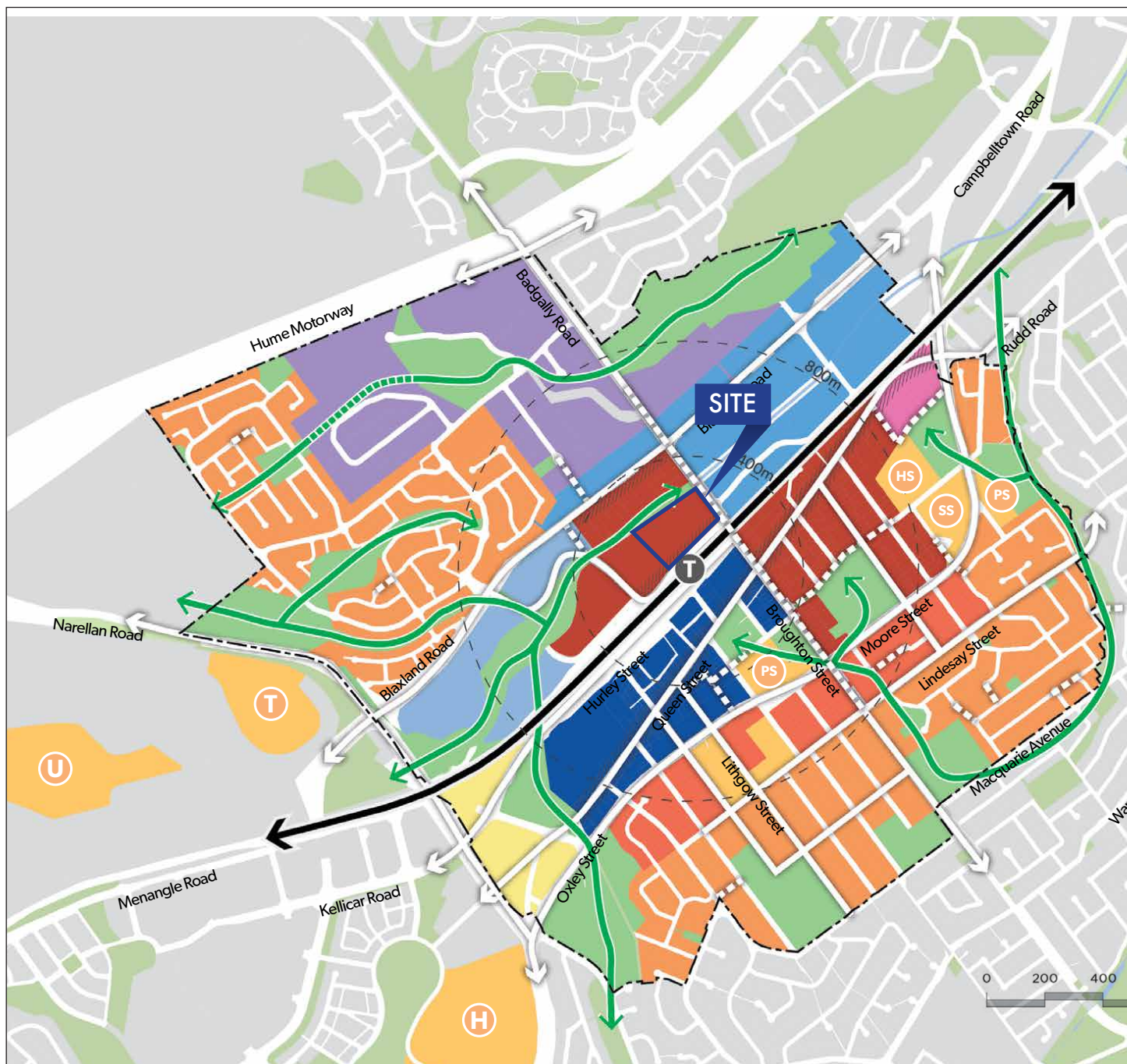
<b>Legend</b>			
Precinct Boundary	Existing Connection	Active Frontage	Medium Rise Residential
Station	Potential Connection	Precinct Gateway	Business Park
Train Line	Green Link	Open Space	Industry & Innovation
	Potential Green Link	High Rise Residential	Employment
		Commercial/Retail Core	Community Infrastructure

**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 6B**  
Land Use and Infrastructure Strategy - Glenfield to Macarthur Urban Renewal Corridor Strategy (July 2015)

Prepared For - Hyside Projects Subone Pty Ltd





### Legend

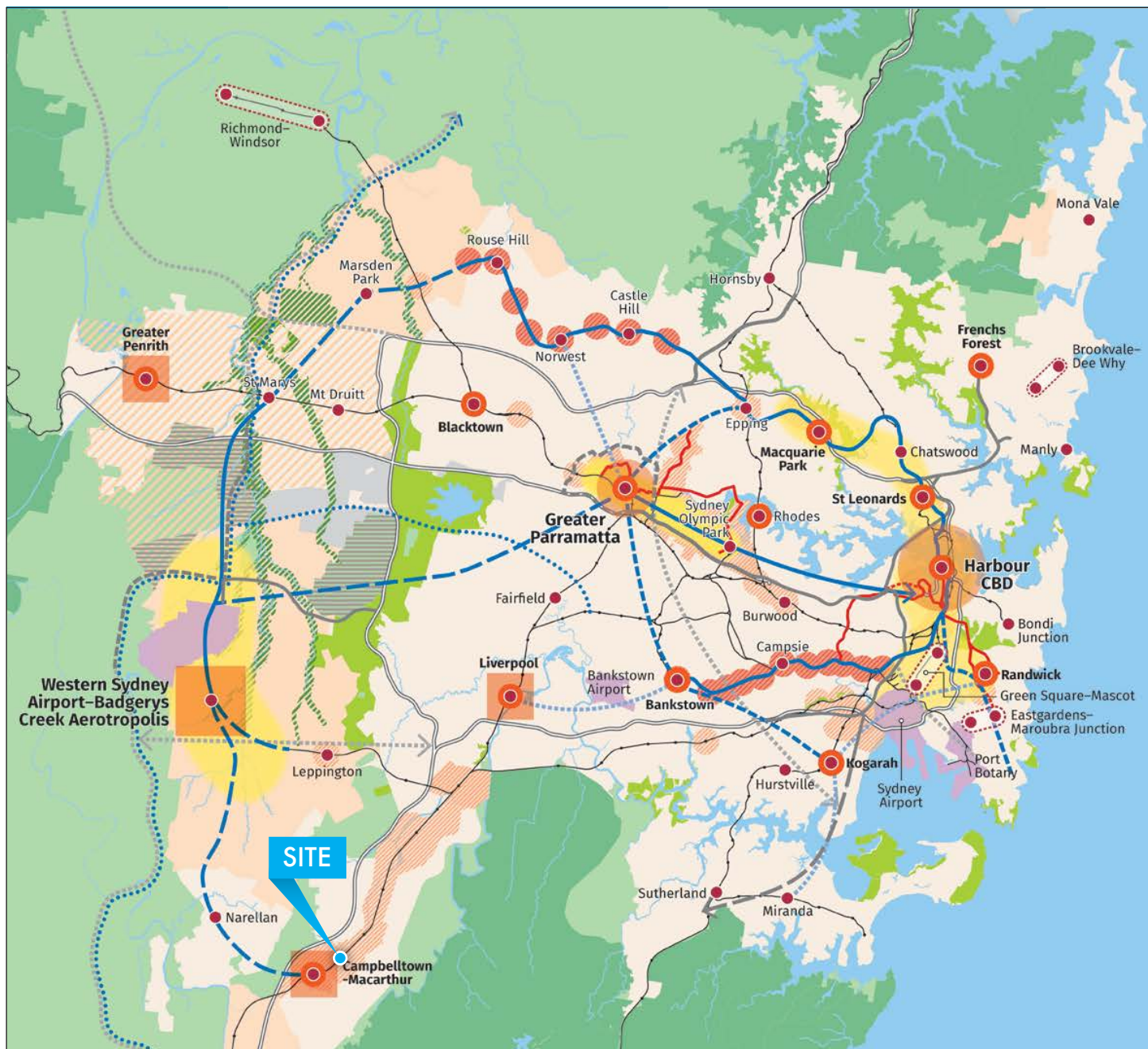
Precinct Boundary	Active Frontage	Commercial & Retail Core	Public School
Station	Precinct Gateway	Business Park	High School
Train Line	Open Space	Employment	Special School
Existing Connection	High Rise Residential (7 storeys and over)	Industry & Innovation	TAFE
Potential Connection	Medium Rise Residential (3 to 6 storeys)	Community Infrastructure	University
Green Link	Low Rise Residential	Cultural & Leisure	Hospital
Potential Green Link	Mixed Use Retail & Residential		

### PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 7**  
Campbelltown Land Use Structure Analysis - Campbelltown Precinct Plan (November 2017)

Prepared For - Hyside Projects Subone Pty Ltd



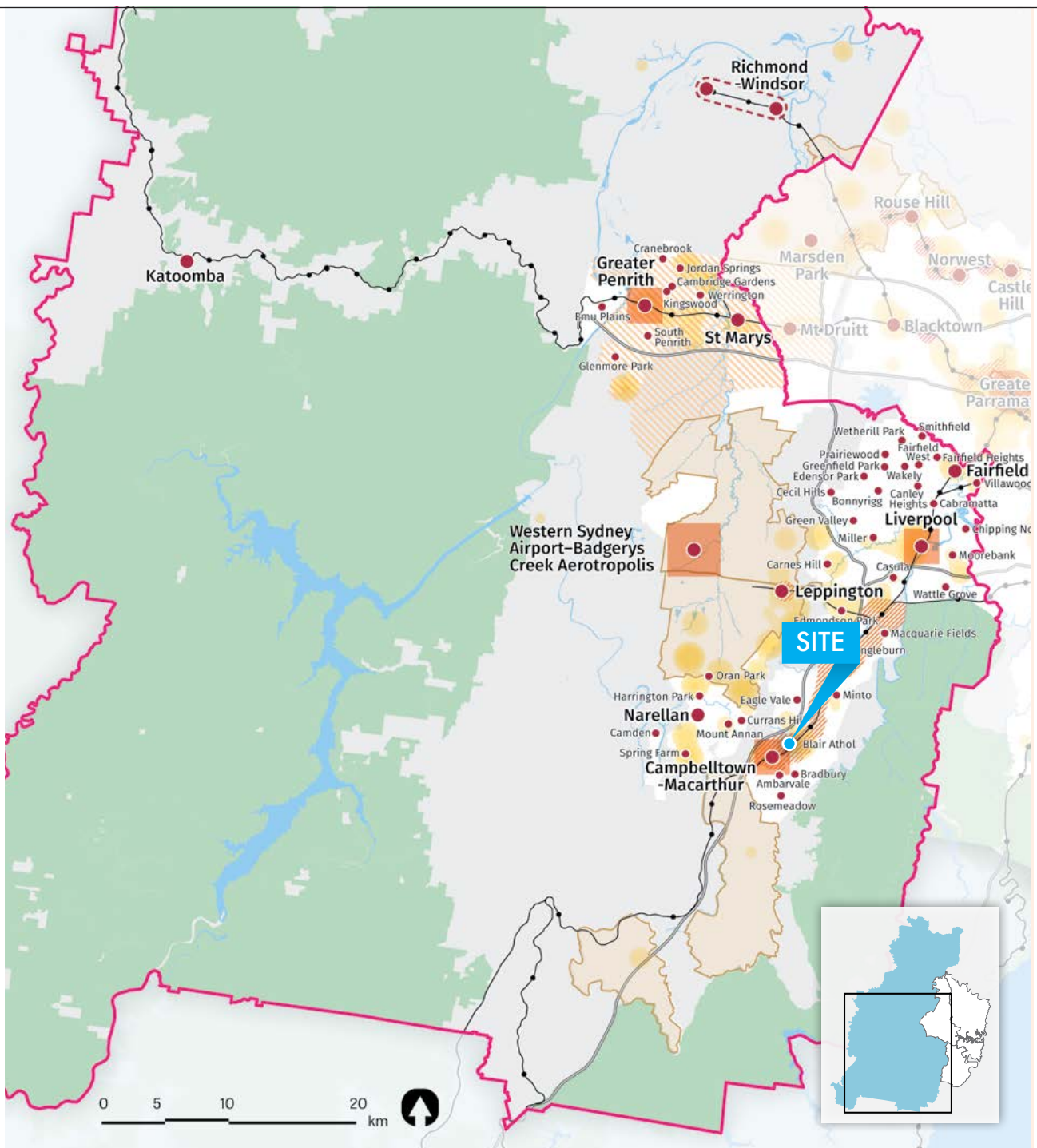


	Metropolitan Centre		Urban Renewal Area		Train Station
	Metropolitan Cluster		Greater Penrith to Eastern Creek Growth Area		Committed Train Link
	Health and Education Precinct		Urban Investigation Area		Train Link/Mass Transit Investigation 0-10 years
	Strategic Centre		Urban Area		Train Link/Mass Transit Investigation 10-20 years
	Economic Corridor		Protected Natural Area		Train Link/Mass Transit Visionary
	Trade Gateway		Metropolitan Rural Area		Freight Rail Investigation
	Western Sydney Employment Area		Major Urban Parkland including National Parks and Reserves		Light Rail
	Land Release Area		South Creek Parkland Investigation		Light Rail Investigation
	Transit Oriented Development		Waterways		Motorway
					Committed Motorway
					Road Investigation 0-10 years
					Road Investigation 10-20 years
					Road Visionary

## PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 8**  
A Metropolis of Three Cities Map -  
Greater Sydney Region Plan: A Metropolis of Three Cities (March 2018)

Prepared For - Hyside Projects Subone Pty Ltd



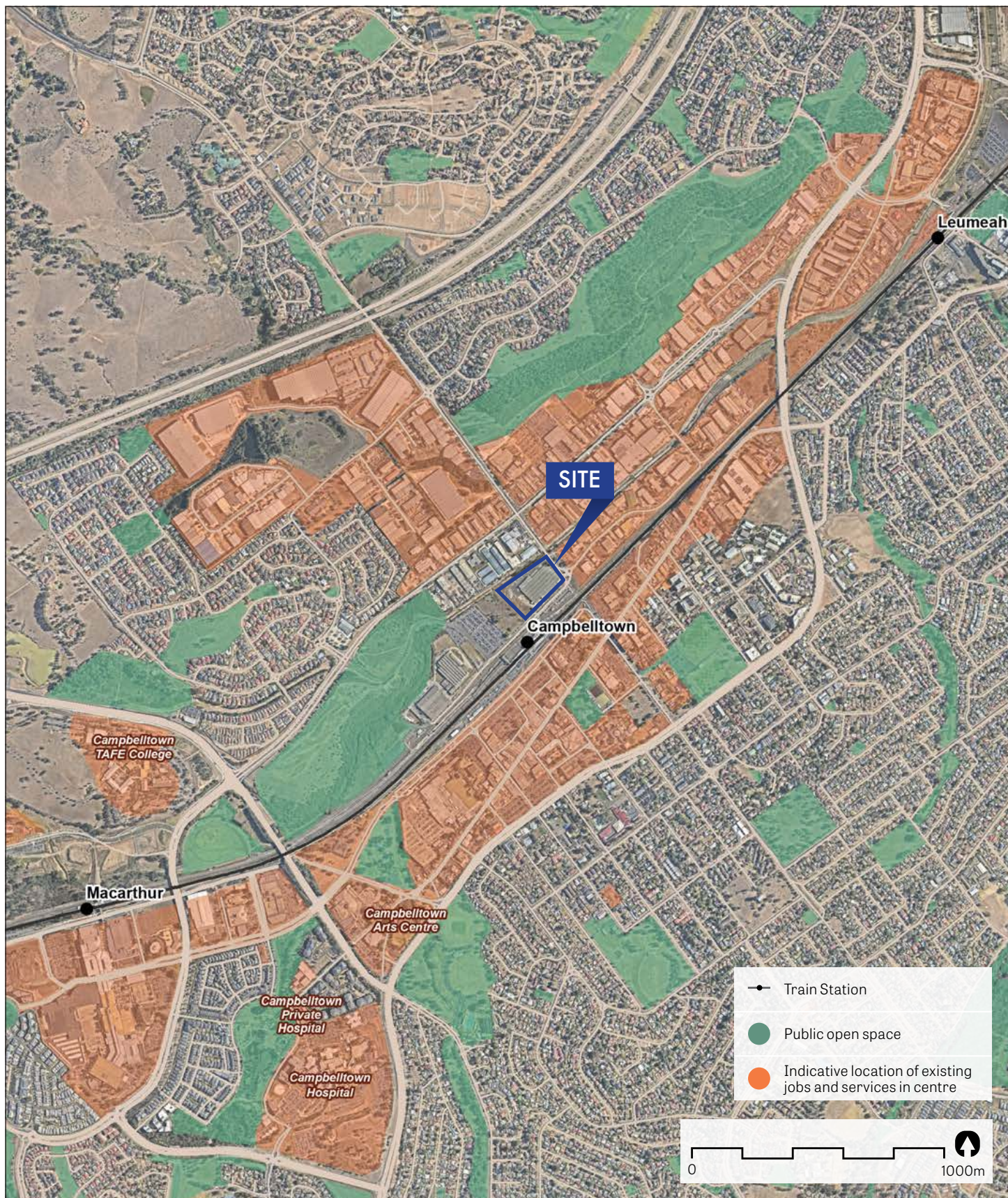
	Metropolitan Cluster		Metropolitan Rural Area		Urban Renewal Area
	Strategic Centre		District Boundary		Forecast Dwelling Completions 2016-2021
	Local Centre		Train Station		Urban Area
	Waterways		Motorway		Greater Penrith to Eastern Creek Growth Area
	National Parks and Reserves		Land Release Area		

**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 9A**  
Western City District Future Housing Supply Map -  
Our Greater Sydney 2056 - Western City District Plan (March 2018)

Prepared For - Hyside Projects Subone Pty Ltd





**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 9B**  
Public Open Space Map -  
Our Greater Sydney 2056 - Western City District Plan (March 2018)

Prepared For - Hyside Projects Subone Pty Ltd





**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 10A**  
Study Area Map - Re-Imagining Campbelltown Phase One July 2018

Prepared For - Hyside Projects Subone Pty Ltd





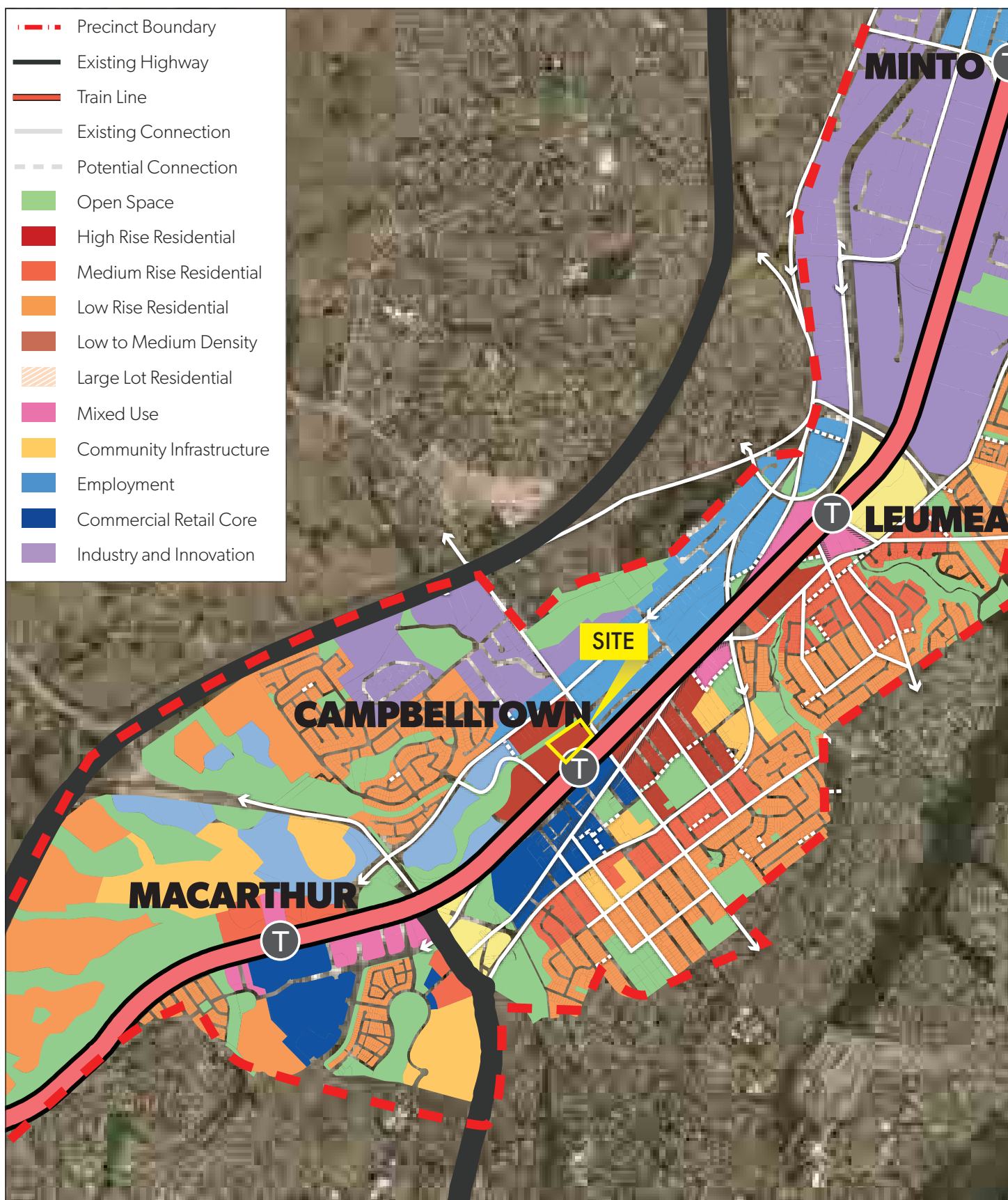
Re-Imagining Campbelltown CBD 33

**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 10B**  
Illustration of Campbelltown CBD Map - Re-Imagining Campbelltown Phase One July 2018

Prepared For - Hyside Projects Subone Pty Ltd

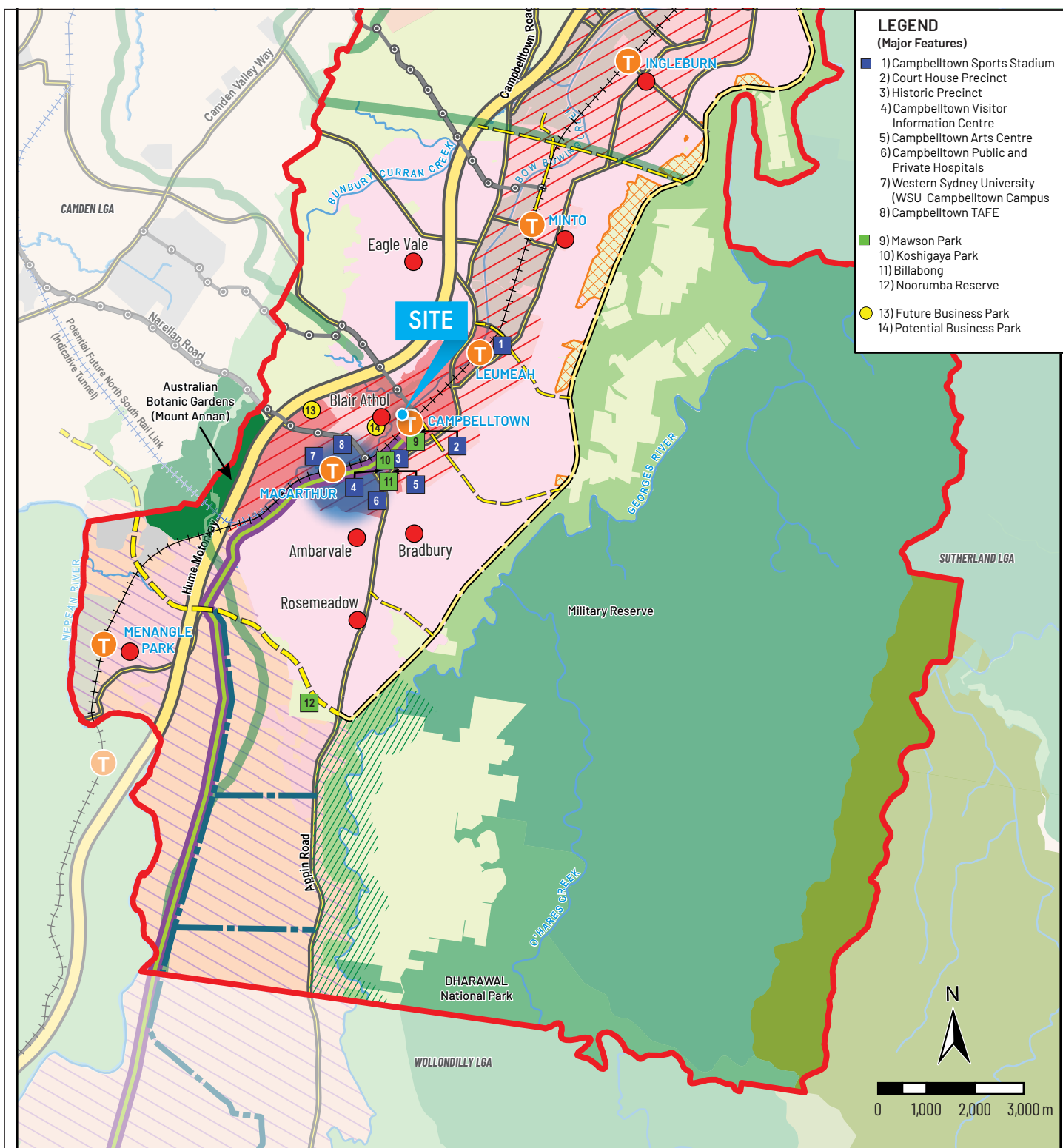




**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 11**  
Greater Macarthur Structure Plan (Urban Renewal Areas) Map - Greater Macarthur 2040 (November 2018)

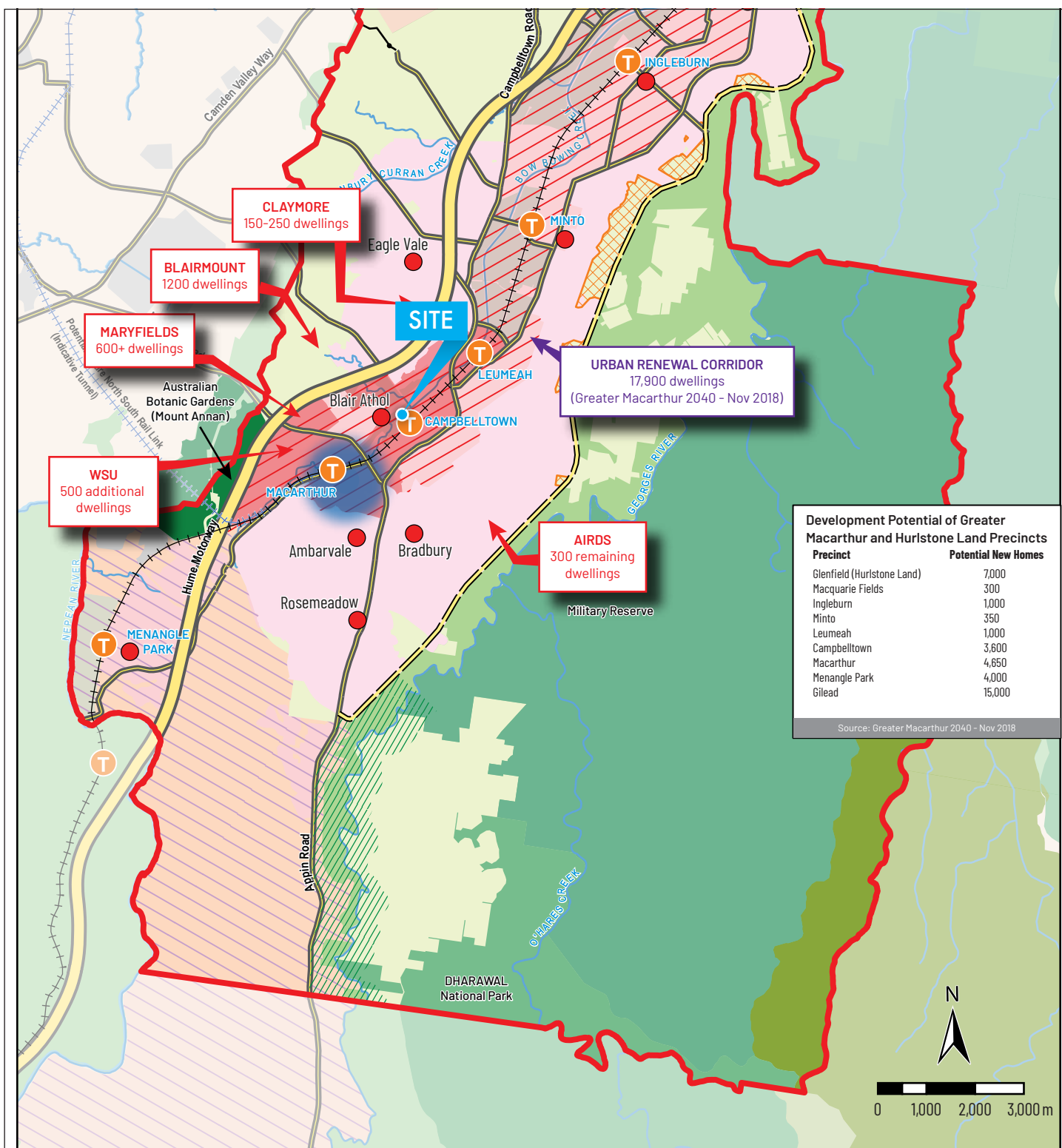
Prepared For - Hyside Projects Subone Pty Ltd



## PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 12A**  
Structure Plan - Campbelltown Local Strategic Planning Statement (February 2020)

Prepared For - Hyside Projects Subone Pty Ltd



#### LEGEND

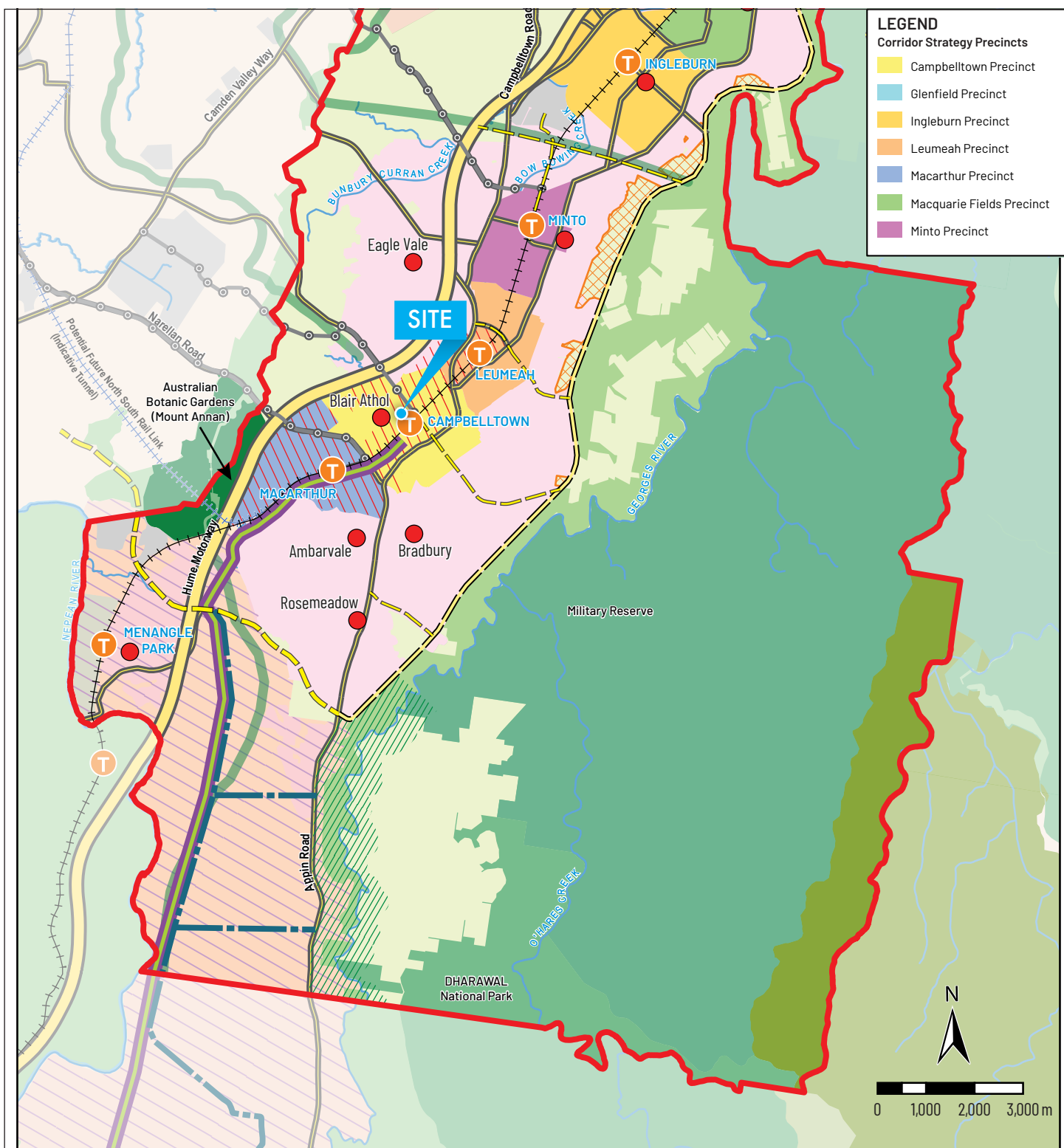
Motorway	Future Transport Link	LGA Boundary	Health & Education Precinct	Australian Botanic Garden	Dharawal National Park
Major Road	Georges River Parkway	Metropolitan Cluster (City Centre)	Potential Transition Area	Woronora Catchment	Georges River Open Space Corridor
Railway Line	Local Centre	Urban	Industrial	Proposed Land Release Area – (subject to further investigation)	Indicative Koala Corridor – (Greater Macarthur Growth Area)
Railway Station	Waterways	Metropolitan Rural Area	Holsworthy Military Reserve	Glenfield-Macarthur Renewal Corridor	

#### PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 12B**  
Estimated Dwelling Potential - Campbelltown Local Strategic Planning Statement (February 2020)

Prepared For - Hyside Projects Subone Pty Ltd





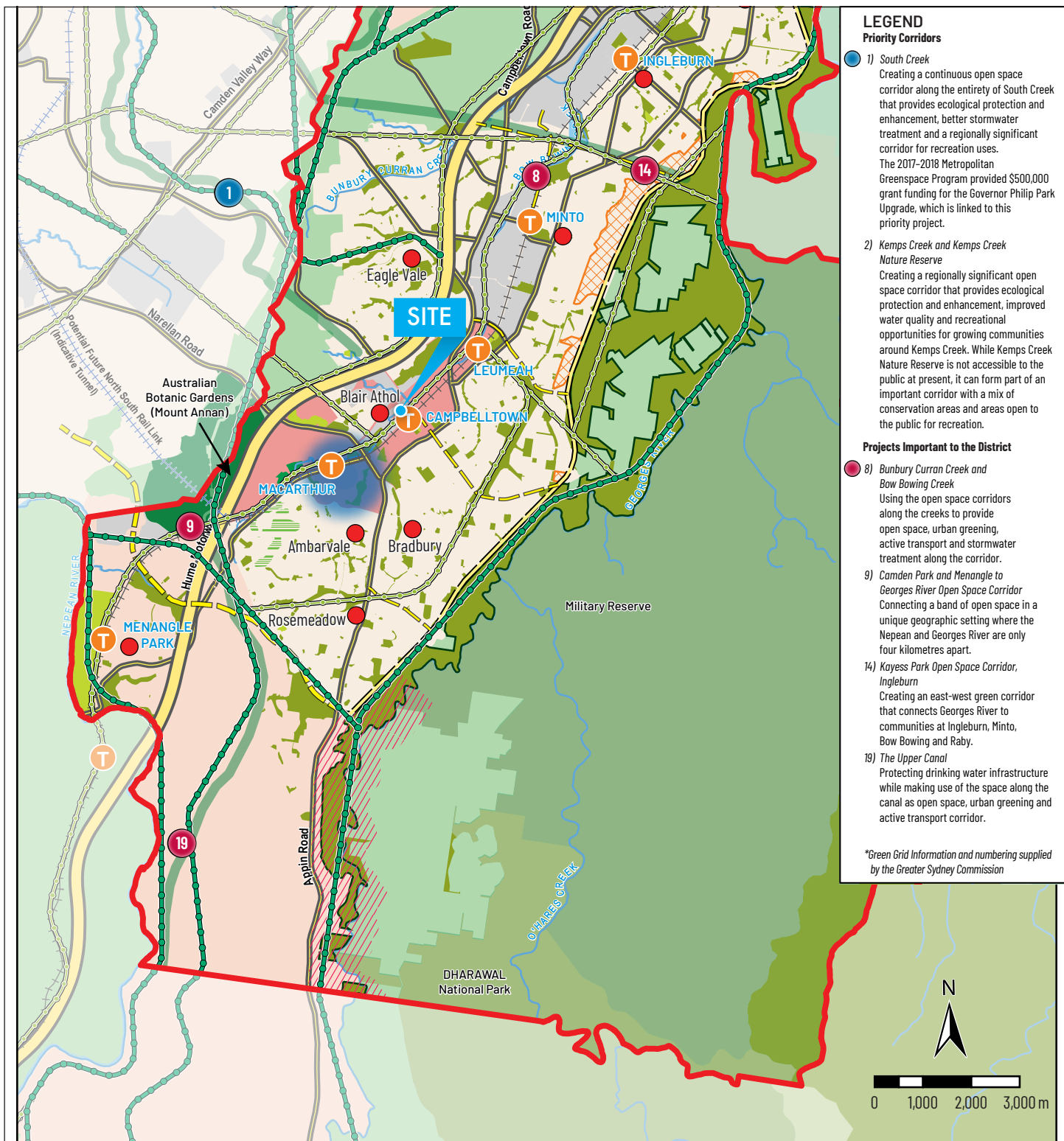
#### LEGEND

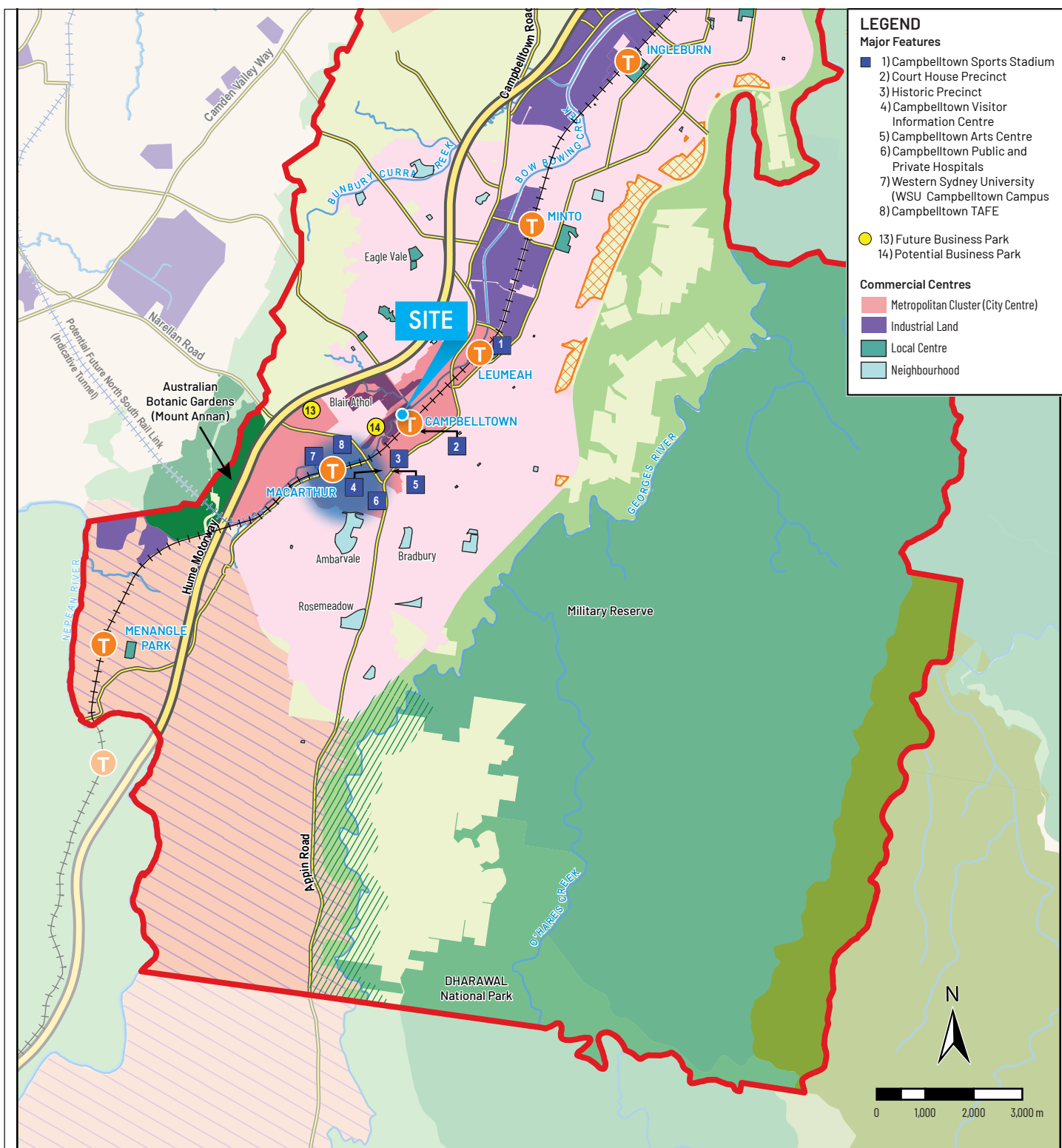
Motorway	Future Transport Link	Waterways	Metropolitan Cluster (City Centre)	Industrial	Woronora Catchment
Major Road	Georges River Parkway	LGA Boundary	Potential Transition Area	Australian Botanic Garden	Dharawal National Park
Railway Line	Proposed Transport Link	Urban	Green Grid Priority Corridor	Proposed Land Release Area – (subject to further investigation)	Georges River Open Space Corridor
Railway Station	Bus Corridor Investigation	Metropolitan Rural Area	Holworthy Military Reserve	Glenfield-Macarthur Renewal Corridor	Indicative Koala Corridor – (Greater Macarthur Growth Area)
	City Serving Rapid Bus Corridor				

### PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 12C**  
Glenfield to Macarthur Corridor Strategy Precincts - Campbelltown Local Strategic Planning Statement (February 2020)

Prepared For - Hyside Projects Subone Pty Ltd



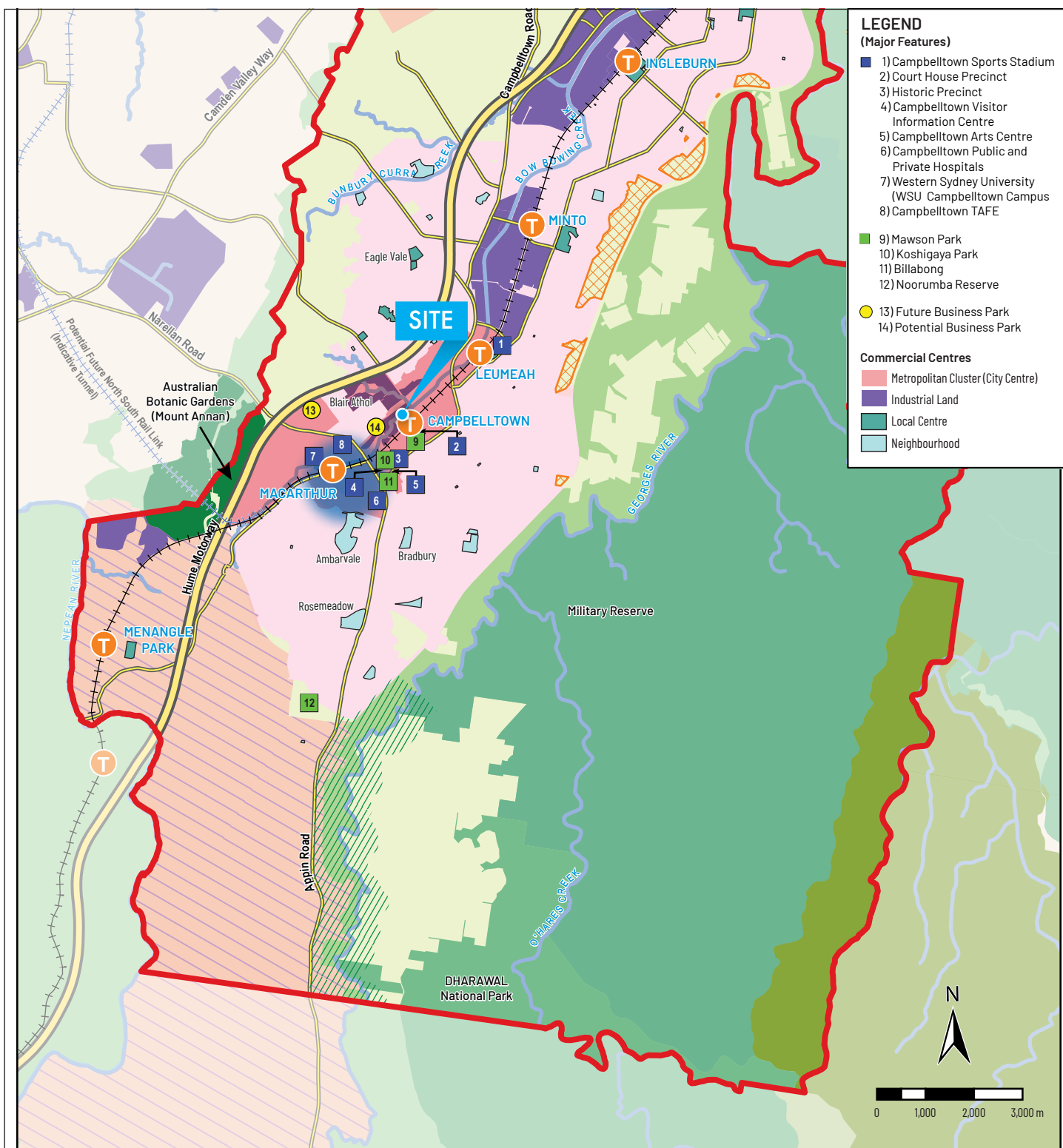


## PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 12E**  
Centres and Employment Lands - Campbelltown Local Strategic Planning Statement (February 2020)

Prepared For - Hyside Projects Subone Pty Ltd

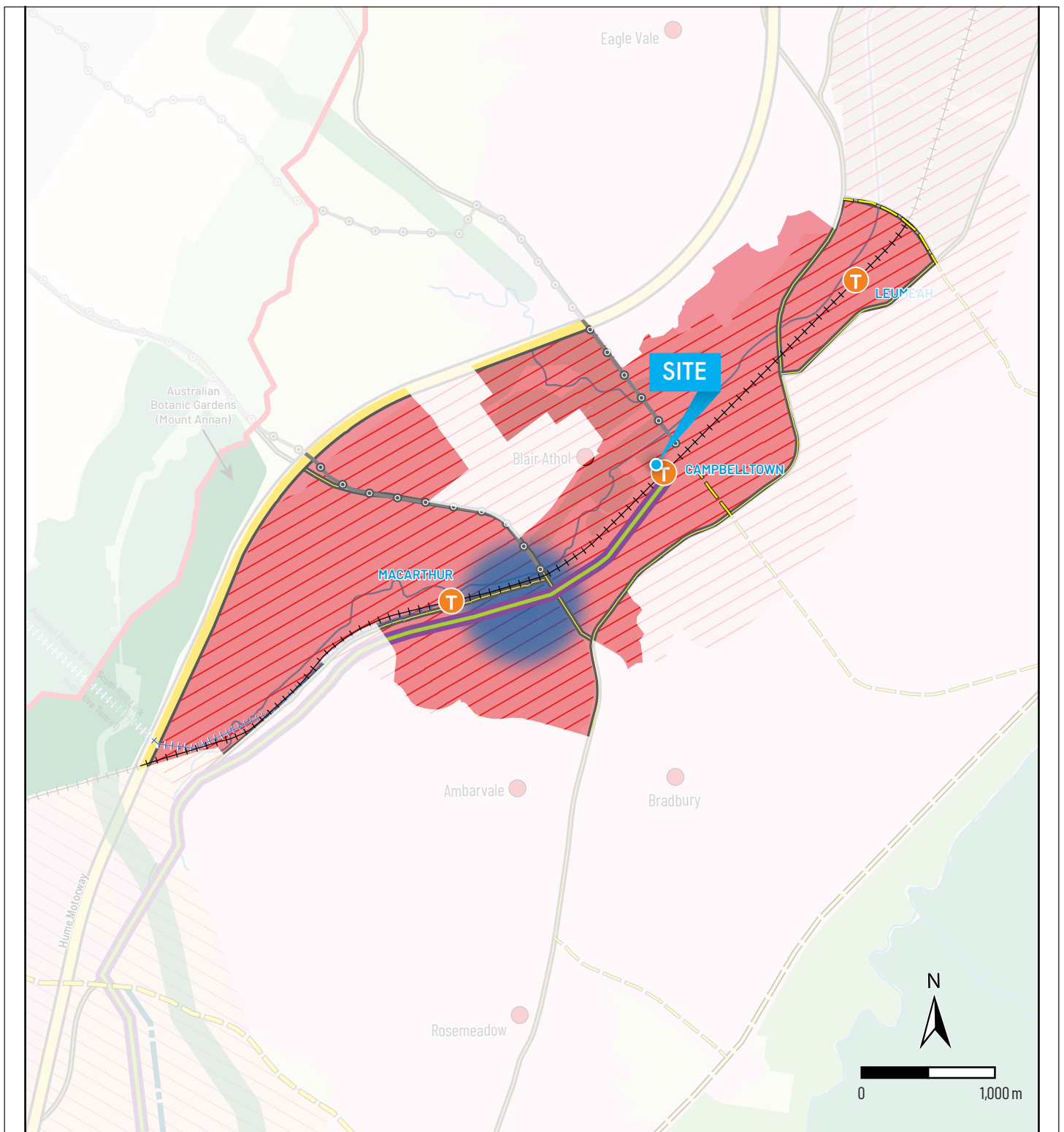




## PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 12F**  
Metropolitan Centre and Supporting Centres - Campbelltown Local Strategic Planning Statement (February 2020)

Prepared For - Hyside Projects Subone Pty Ltd



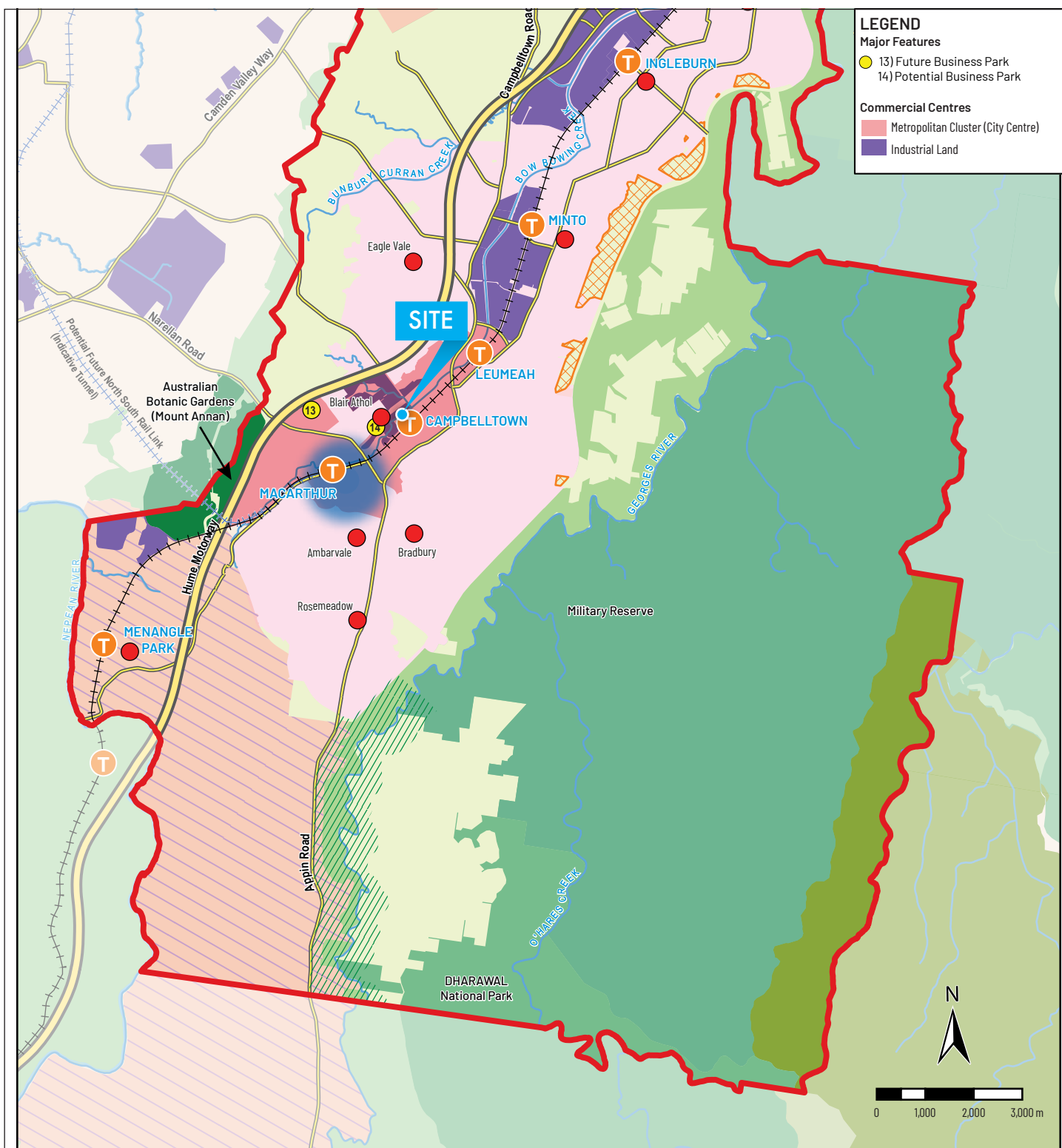
#### LEGEND

Motorway	Future Transport Link	Waterways	Health & Education Precinct	Industrial
Major Road	Georges River Parkway	LGA Boundary	Green Grid Priority Corridor	Glenfield-Macarthur Renewal Corridor
Railway Line	Proposed Transport Link	Metropolitan Cluster (City Centre)	Australian Botanic Garden	Proposed Land Release Area – (subject to further investigation)
Railway Station	Bus Corridor Investigation	Urban	Georges River Open Space Corridor	
	City Serving Rapid Bus Corridor	Metropolitan Rural Area	Holsworthy Military Reserve	

#### PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 12G**  
Reimagine Campbelltown City Centre Phase 2 & Collaboration Area Boundary (Preliminary) -  
Campbelltown Local Strategic Planning Statement (February 2020)

Prepared For - Hyside Projects Subone Pty Ltd

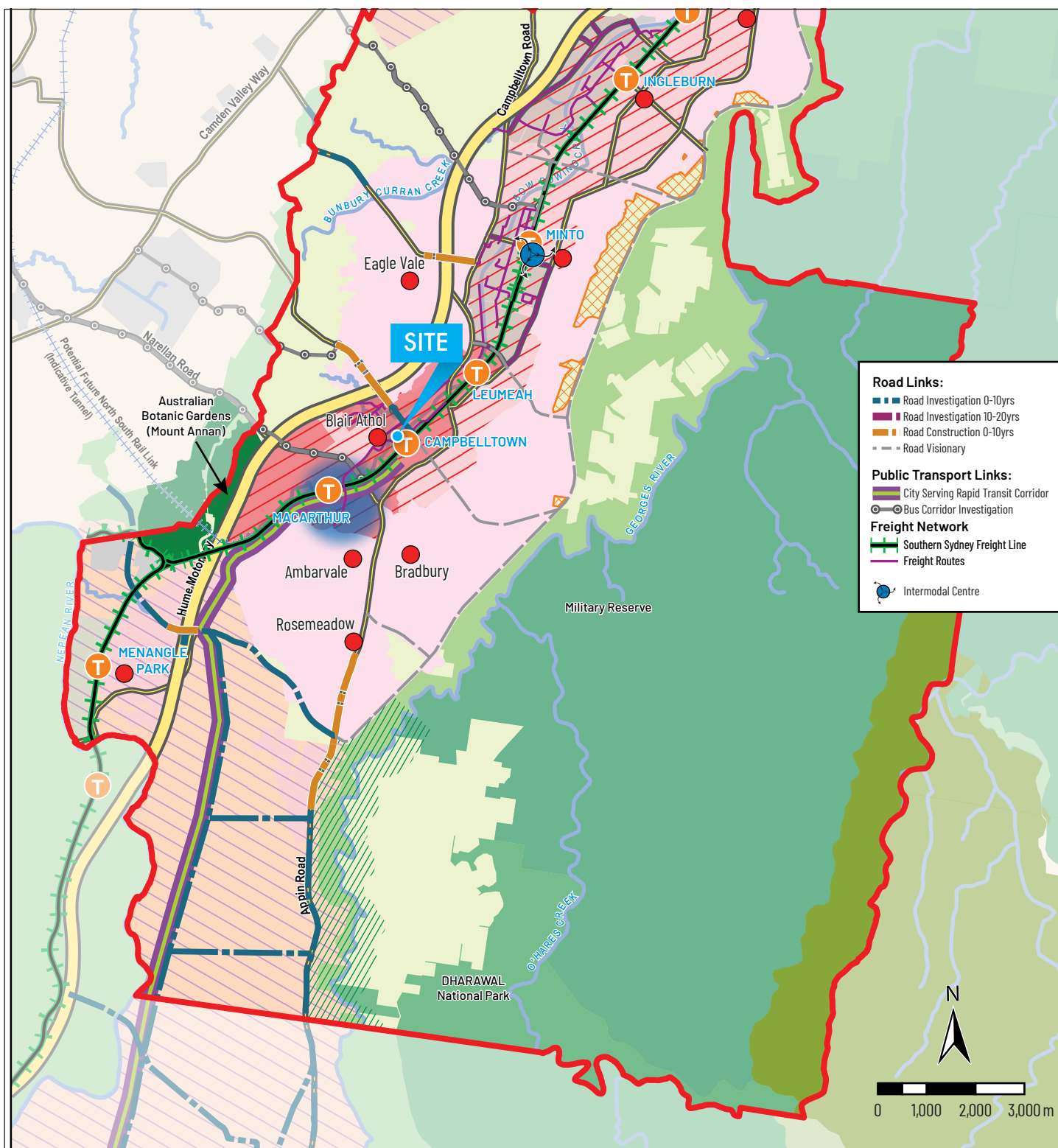


## PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 12H**  
Industrial Lands - Campbelltown Local Strategic Planning Statement (February 2020)

Prepared For - Hyside Projects Subone Pty Ltd





## PLANNING PROPOSAL 2 Farrow Road Campbelltown

**FIGURE 121**  
Transport Connectivity - Campbelltown Local Strategic Planning Statement (February 2020)

Prepared For - Hyside Projects Subone Pty Ltd

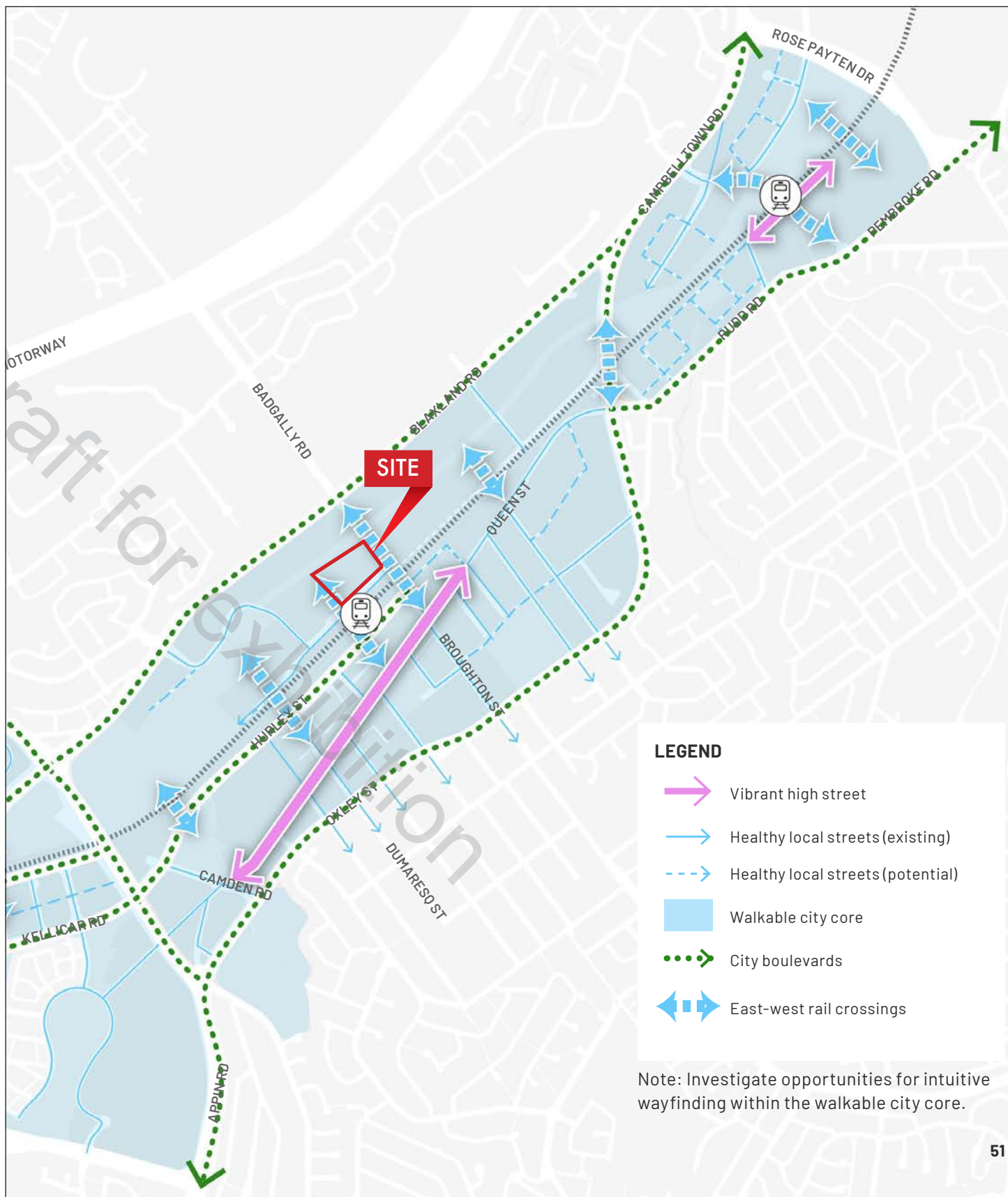


**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13A**  
Vision Map – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd



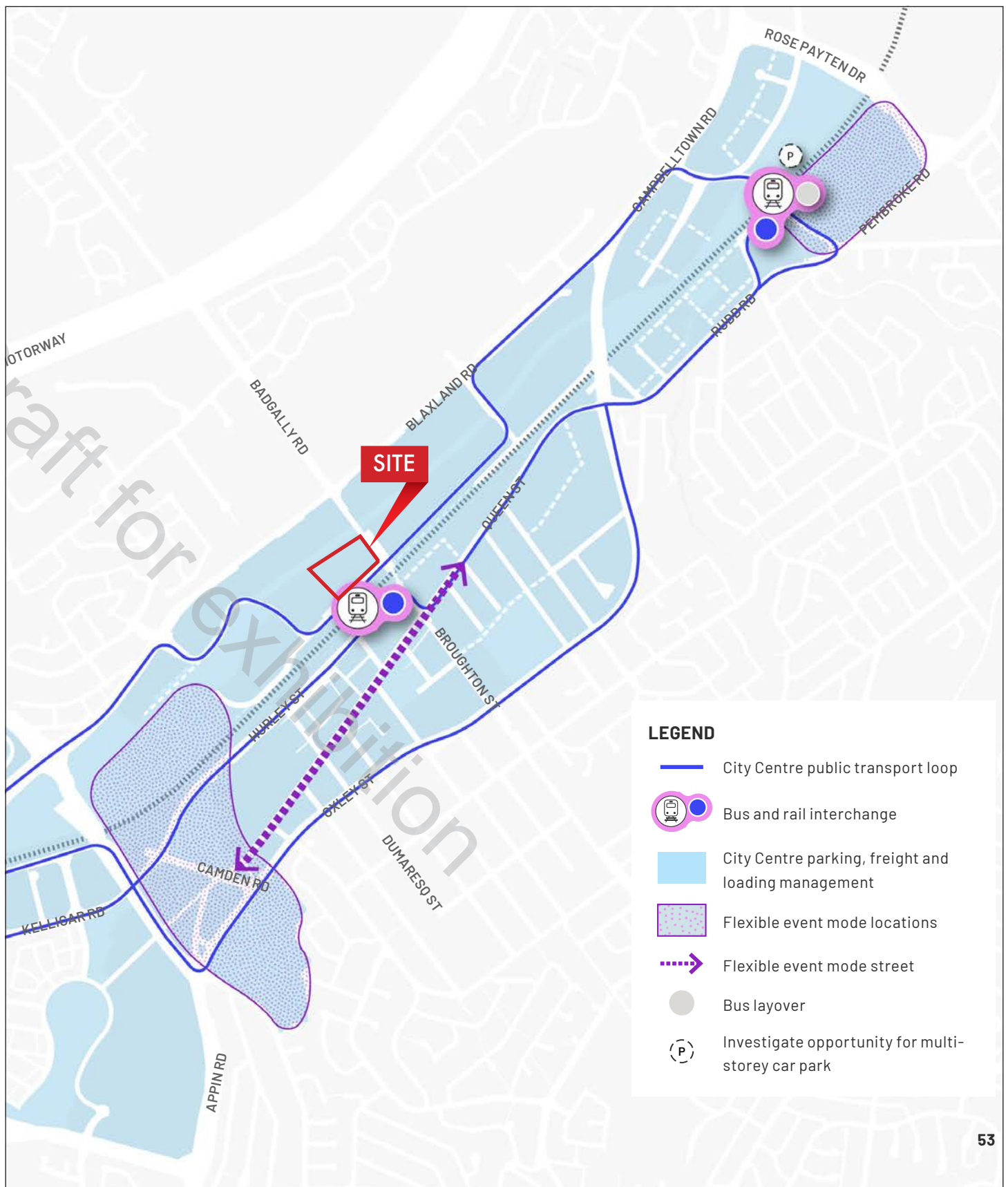


**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13B**  
Map Extract From Page 51 of the Masterplan – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd

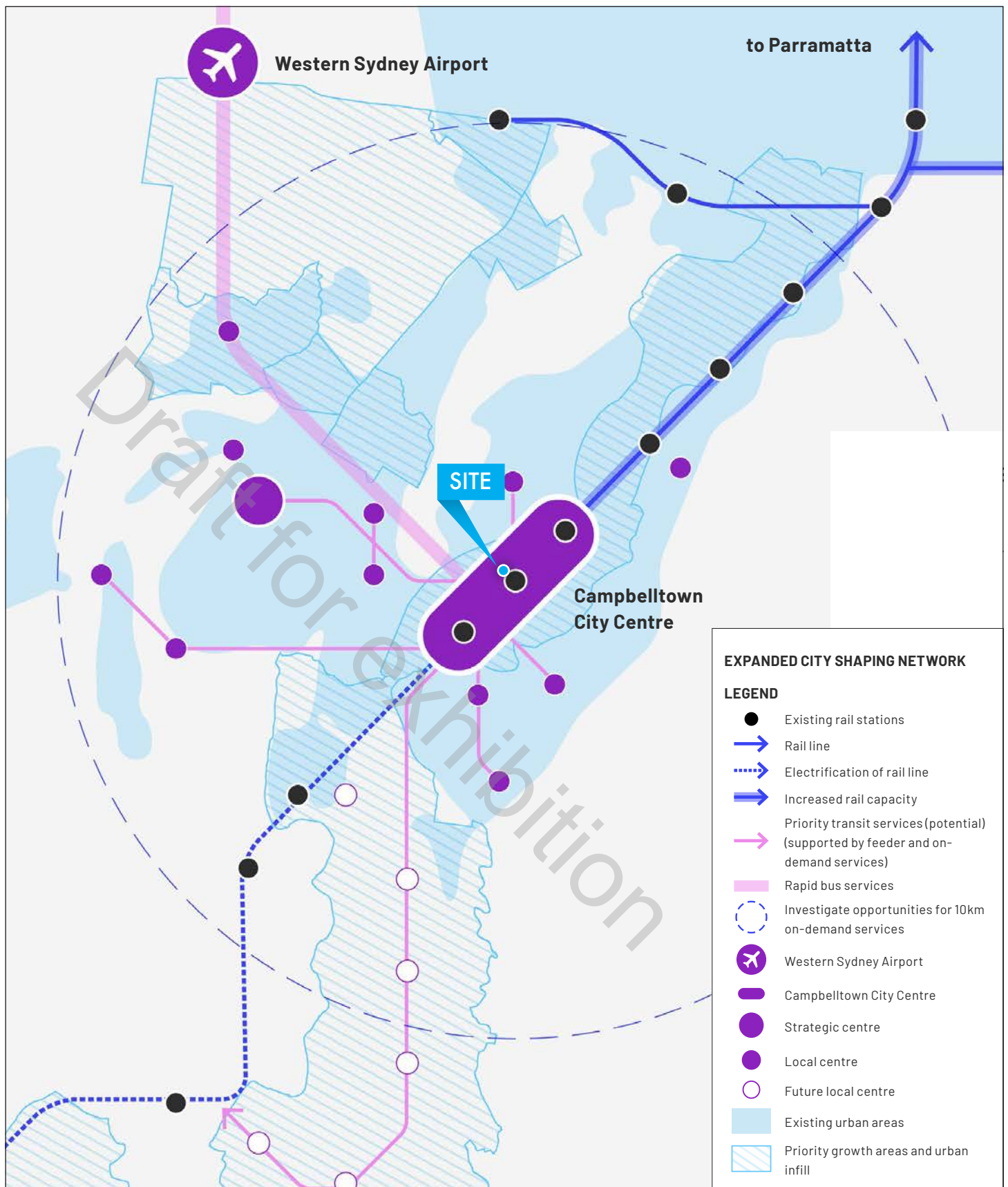




**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13C**  
Map Extract From Page 53 of the Masterplan – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd

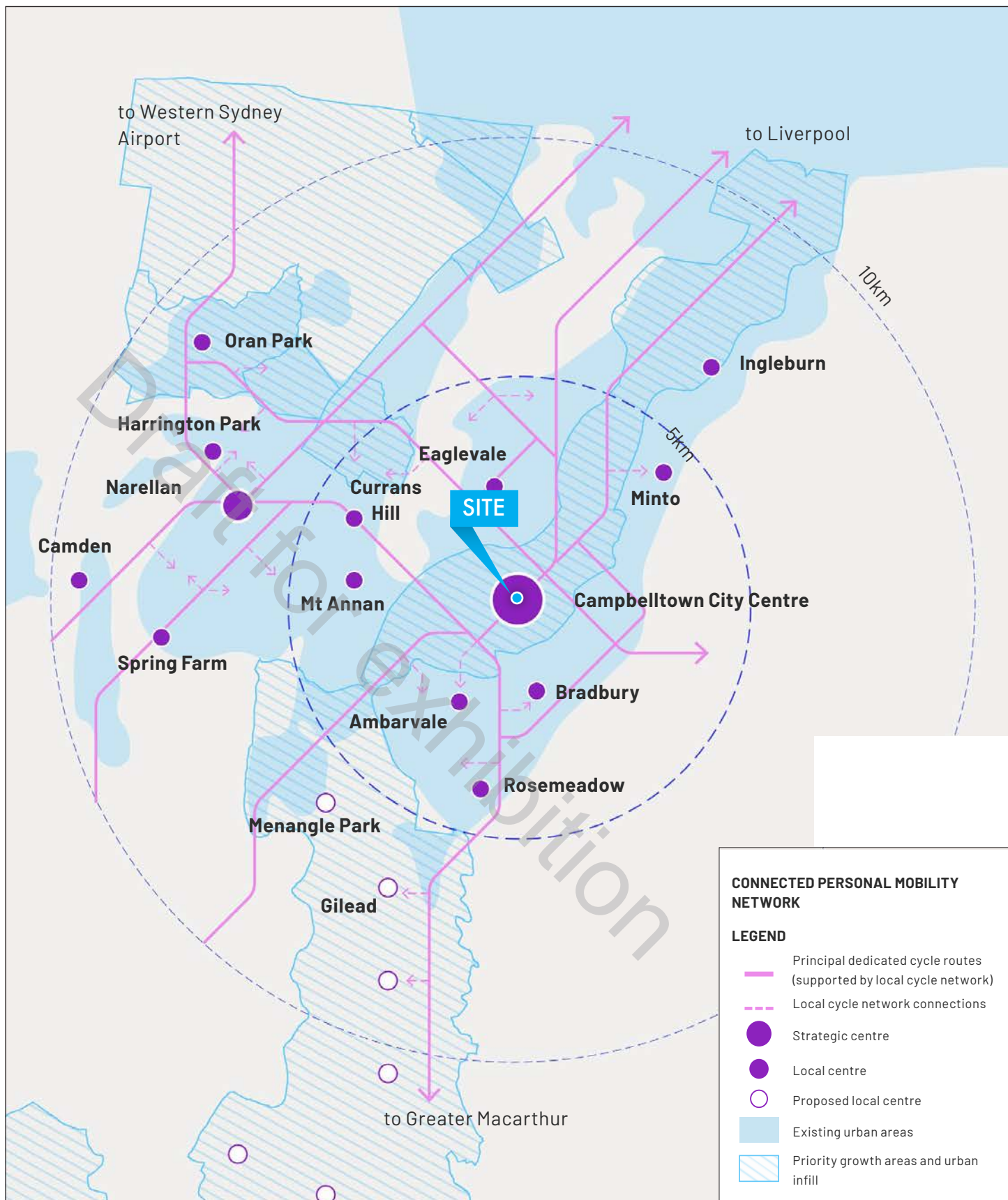


**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13D**  
Expanded City Shaping Network – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd



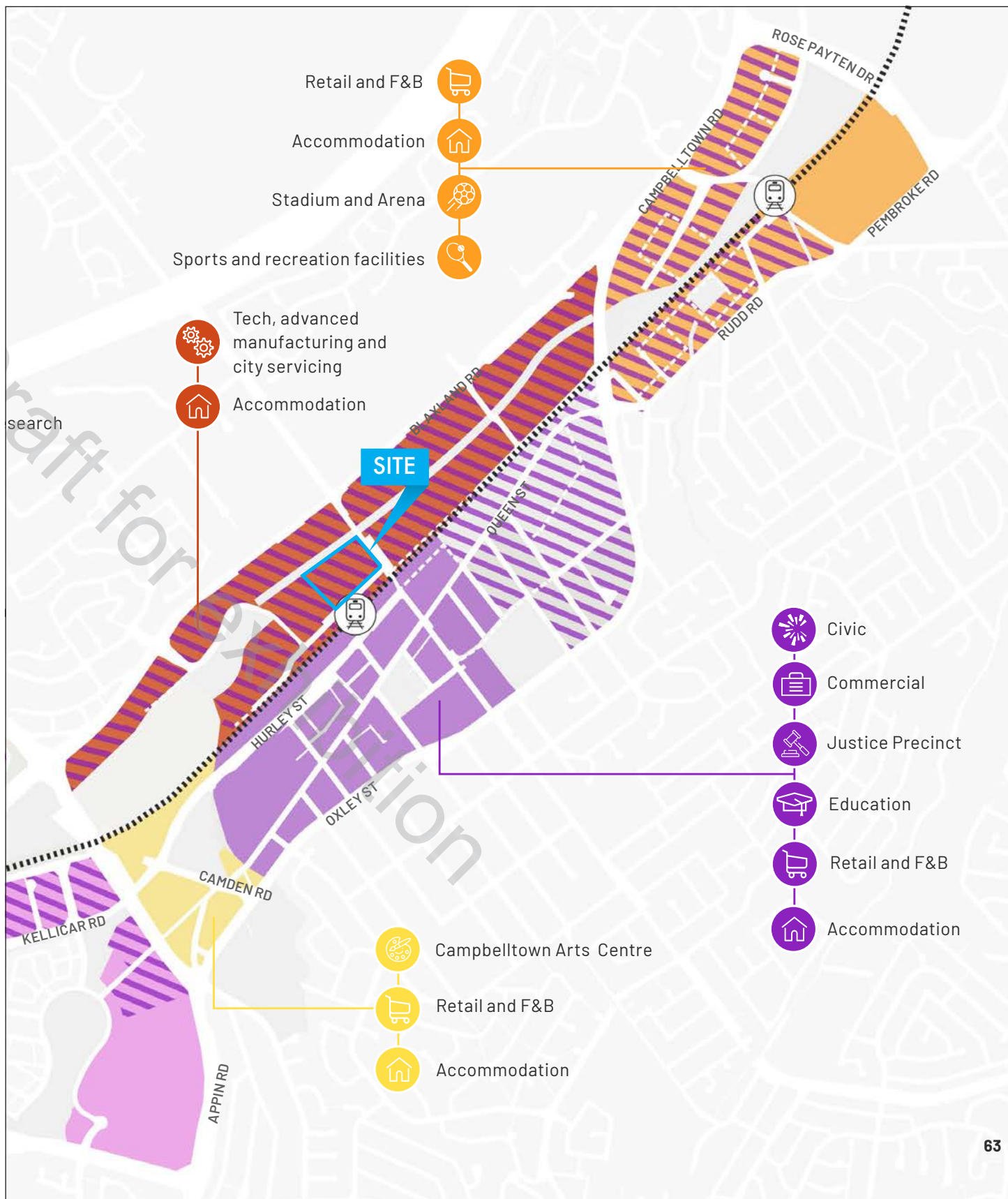


**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13E**  
Connected Personal Mobility Network – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd

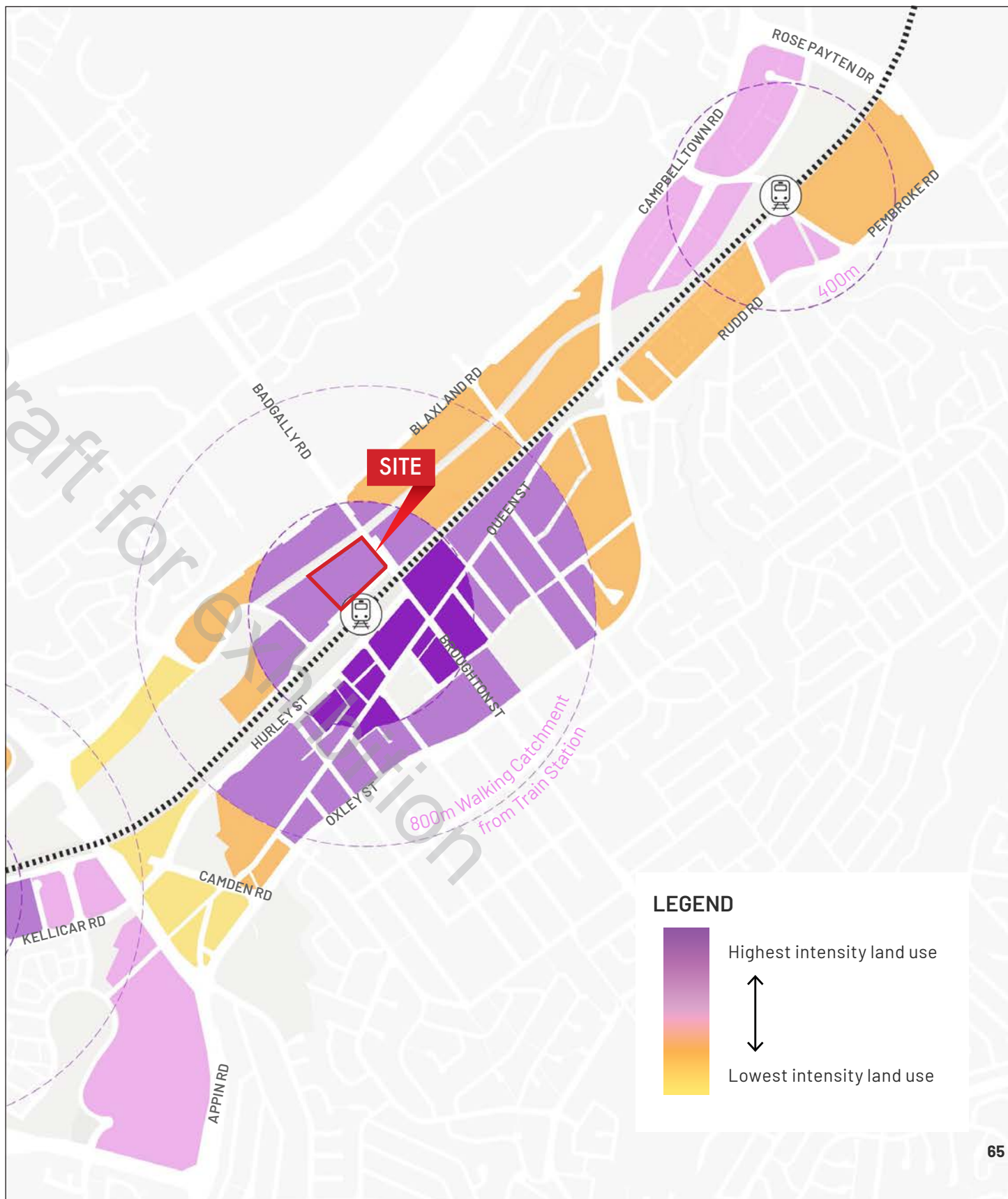




**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13F**  
Map Extract From Page 63 of the Masterplan – Re-Imagining Campbelltown City Centre Master Plan 2020

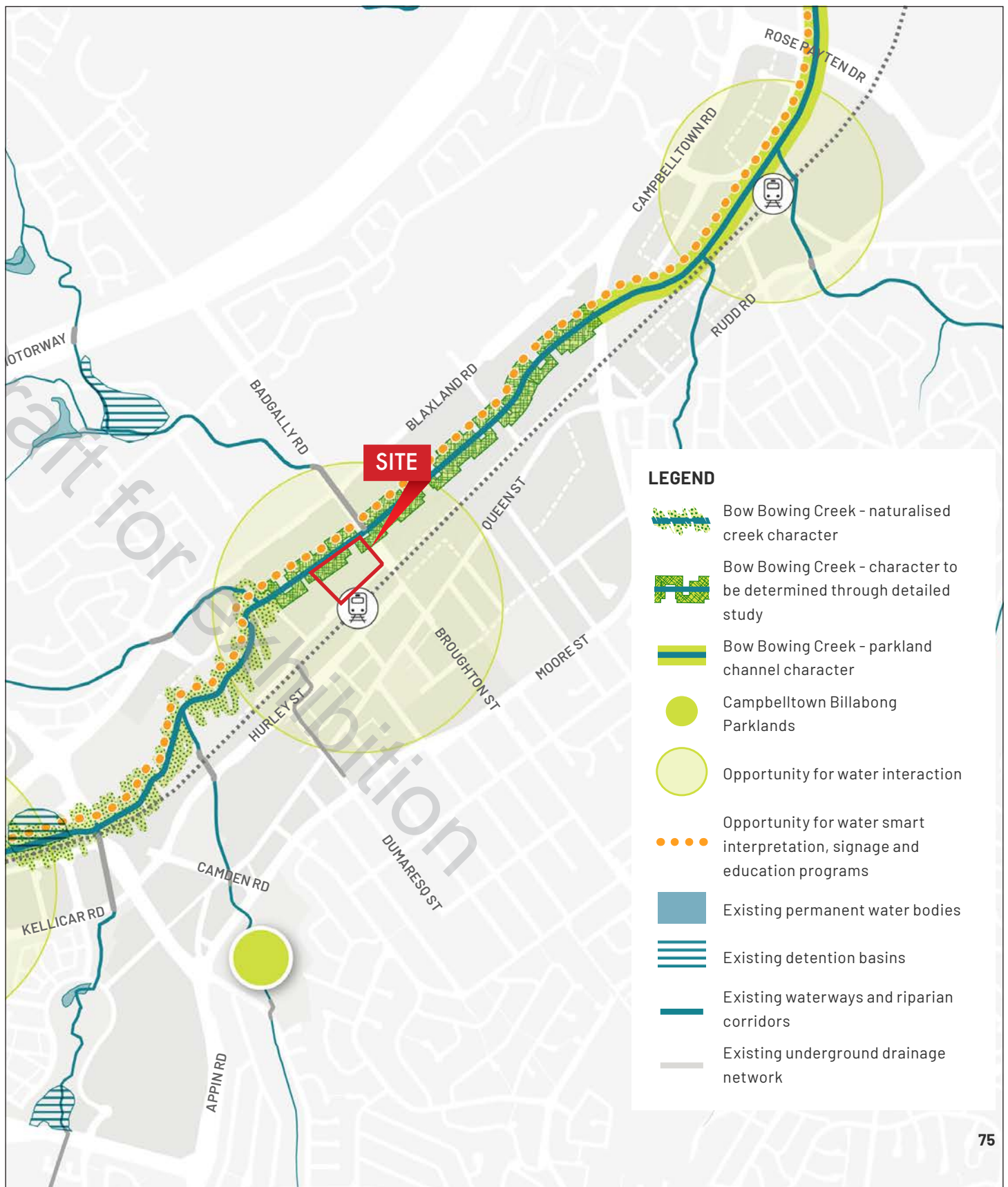
Prepared For - Hyside Projects Subone Pty Ltd



**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13G**  
Map Extract From Page 65 of the Masterplan – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd

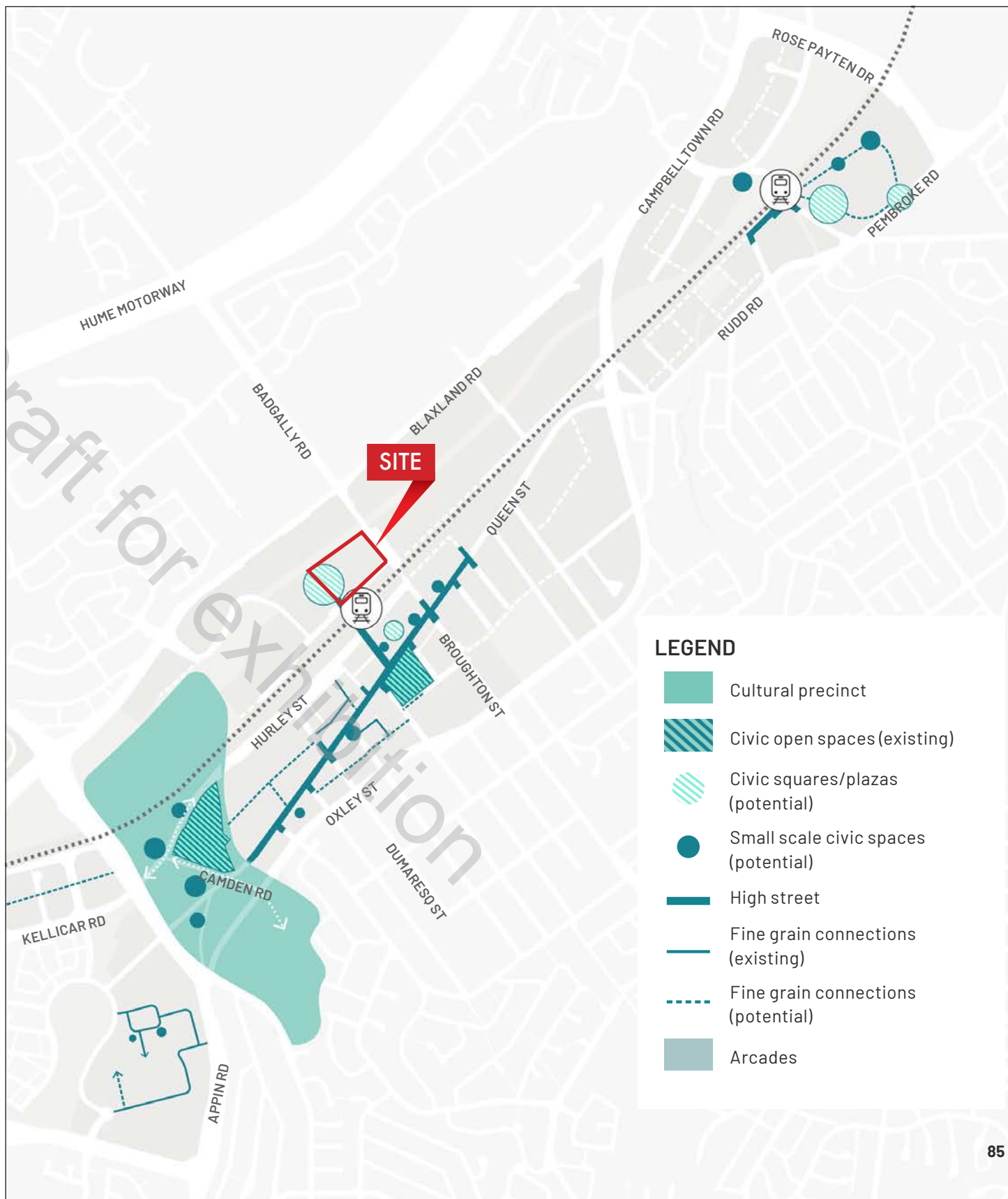


**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13H**  
Map Extract From Page 75 of the Masterplan – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd

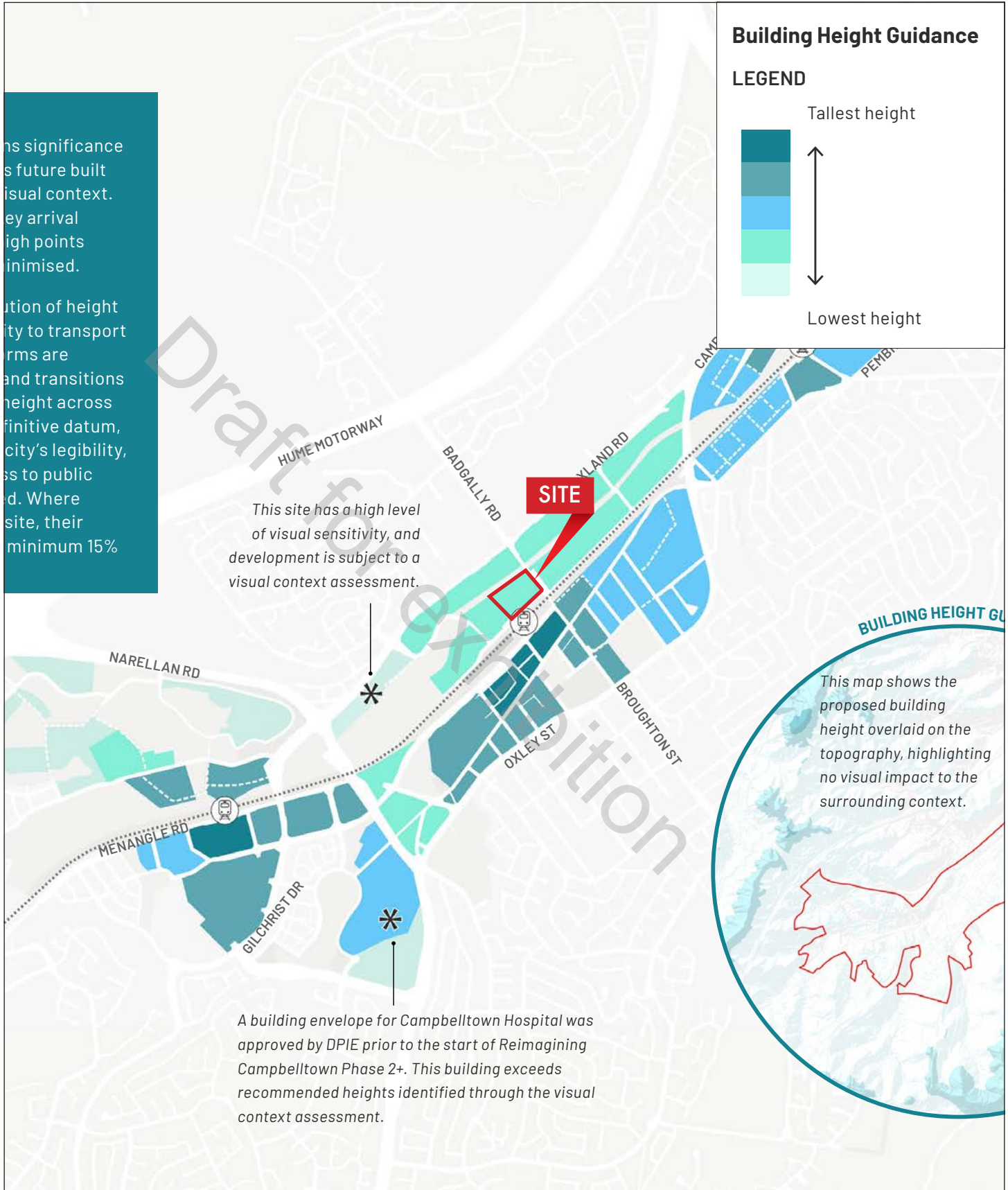




**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 131**  
Map Extract From Page 85 of the Masterplan – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd





The master plan has capacity to **deliver vibrant and liveable neighbourhoods**, by accommodating an additional 15,609 homes across the three centres.

EXISTING

**1,635**  
dwellings

MASTER PLAN

**+15,609**  
dwellings



#### LEGEND



Missing middle



Medium density



Mixed use / high density



Potential for future residential to be integrated as part of Tech and City Servicing Innovation Precinct



Dense urban core character



Valley campus character



Hillside campus character

Leumeah

**43%**

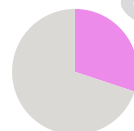
of additional homes



Campbelltown

**30%**

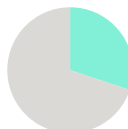
of additional homes



Macarthur

**27%**

of additional homes

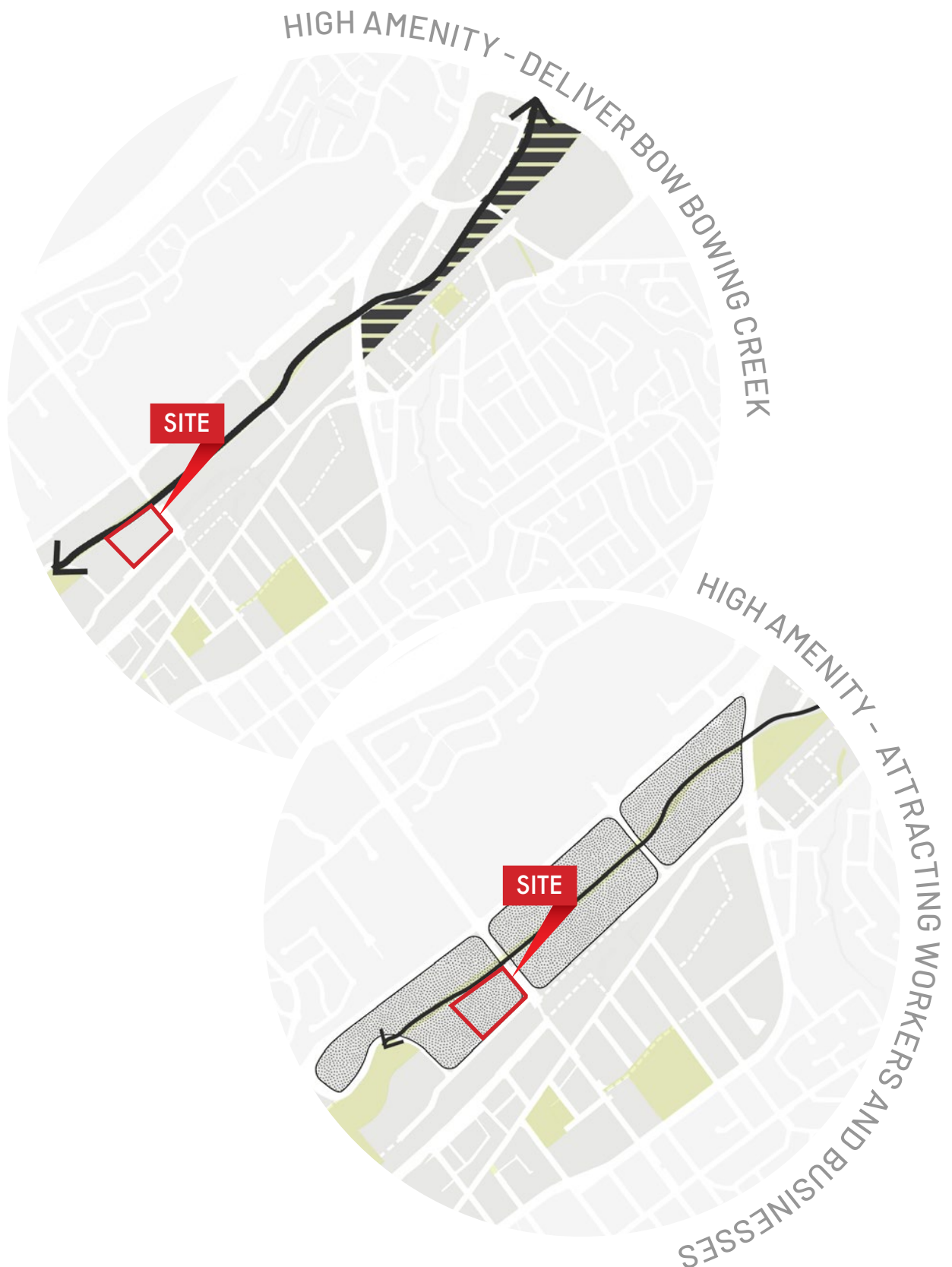


**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13K**  
Map Extract From Page 97 of the Masterplan – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd





**PLANNING PROPOSAL**  
2 Farrow Road Campbelltown

**FIGURE 13L**  
Map Extract From Page 122 of the Masterplan – Re-Imagining Campbelltown City Centre Master Plan 2020

Prepared For - Hyside Projects Subone Pty Ltd

## APPENDICES

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## **APPENDIX 1**

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### **Title and Depository Plan**



## **APPENDIX 2**

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### **Survey Plans (see Volume 2)**

## **APPENDIX 3**

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### **Urban Design Study (see Volume 2)**

## **APPENDIX 4**

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### **Infrastructure Services Report**





## **APPENDIX 5**

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### **Preliminary Site Investigation Report**

## **APPENDIX 6**

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### **Traffic Report - TSA**

## **APPENDIX 6**

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### **Traffic Report - Varga**