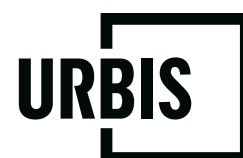




# REQUEST FOR PLANNING PROPOSAL

80 O'Sullivan Road, Leumeah

Prepared for  
**REDCAPE HOTEL GROUP**  
July 2021



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| Project Code       | P0032398        |
| Report Number      | Final           |

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# EXECUTIVE SUMMARY

This Planning Proposal request has been prepared by *Urbis Pty Ltd* for *Redcape Hotel Group* (the **Proponent**) and seeks to initiate the preparation of a Local Environmental Plan amendment for the land located at 80 O'Sullivan Road, Leumeah (the **site**).

The Planning Proposal seeks support from Campbelltown City Council (**Council**) to amend the height of building and floor space ratio development standards applying to the site to facilitate its renewal into a vibrant and sustainable mixed-use development, in a highly suitable location.

The proposal responds to Council's '*Reimagining Campbelltown*' City Centre Master Plan (**Master Plan**) which establishes the strategic planning framework for future development in the locality. The document identifies the aspirations for development in the Campbelltown Local Government Area (**LGA**) reshaping the city through increased density, increased pedestrian networks, environmental green corridors and taking advantage of key community assets.

The subject site forms part of the Leumeah town centre which is identified for significant renewal which aims to support a mixed-use precinct with an increased residential population in the future. The site is located less than 200 metres to Leumeah Train Station and is in close proximity to the Campbelltown Sports Stadium and West Leagues Club which together form part of major sports and entertainment precinct which supports a range of activities.

With a major train station, easy access to the M5 Hume Motorway, and a direct link to the Campbelltown CBD, this proposal seeks to explore opportunities for redevelopment of the Leumeah town centre that is consistent with the vision of the '*Reimagining Campbelltown*' framework. The envisaged future redevelopment of the site will supply residential and retail floor space in a highly accessible location, benefiting from existing public transport connections and nearby growing employment centres.

The proposal also seeks to leverage the significant public investment in current and future community assets near the site including the future Civic Square and proposed upgrades to the existing sports and entertainment precinct by providing increased residential and employment opportunities in a well-served location.

## SITE CONTEXT

The Planning Proposal request applies to 80 O'Sullivan Road, Leumeah (the **site**), legally referred to as Lot 201 in Deposited Plan (**DP**) 1052199. The site is irregular in shape, is relatively flat and has total approximate area of 7,875sqm. Existing development within the site includes the Leumeah Hotel and a drive-through bottle shop.

Leumeah is located approximately 40km south west of the Sydney CBD, within Sydney's south western suburbs. The suburb is located between the major commercial centre of Campbelltown to the south and the predominantly industrial areas of Minto and Ingleburn to the north. The site presents a significant opportunity for urban renewal and uplift to assist Council in generating jobs and meeting housing demand.

## PLANNING CONTEXT

The site is currently zoned B2 Local Centre in accordance with *Campbelltown Local Environmental Plan 2015* (**CLEP 2015**). The site has a prescribed maximum building height of 12 metres and has no maximum floor space ratio standard. The site is also afforded an additional permitted use, that being a pub.

The proposed amendments to the CLEP 2015 have been prepared with consideration of the planning objectives, priorities, and actions of the relevant strategic planning policies notably:

- *Greater Sydney Region Plan: A Metropolis of Three Cities*
- *Our Greater Sydney 2056: Western City District Plan*
- '*Reimagining Campbelltown*' City Centre Master Plan

The Planning Proposal is consistent with the Master Plan in that it:

- Delivers on the vision of a higher density precinct and greater building heights adjacent to Leumeah Train Station;
- Provides a mix of uses including a retail hub for the locality supported by significant residential increase;
- Provides maximum building heights of 16 and 12 storeys in the form of two towers above a connected podium with clear street walls to establish a town centre character that is more welcoming;
- Delivers a high-quality mixed-use precinct which provides opportunities for delivering additional housing supply in a highly accessible location;
- Proposes a potential highly activated pedestrianised through-site link which will provide direct connection from areas south east of the site to the Leumeah Train Station, the future Civic Square and the emerging sports and entertainment precinct;
- Ensures the retention of the Leumeah Hotel which acts as a local entertainment venue and delivers a quantum of retail floor space to increase employment opportunities in a highly accessible location;
- Provides high quality public amenity to support the increased residential density, through highly activated streetscapes and practical high-quality public and private open spaces; and
- Creates a potential landmark development which will increase the presence and importance of Leumeah town centre as a destination.

As the '*Reimagining Campbelltown*' City Centre Master Plan does not have the effect of amending the CLEP 2015, applicants are still required to lodge a Planning Proposal to amend the key development standards of the CLEP 2015 for individual landholdings.

## CONCEPT DESIGN

The Planning Proposal is supported by an Indicative Reference Scheme and Urban Design Report prepared by Integrated Design Group (refer to **Appendix A** and **Appendix B** respectively) which provide an overview of the proposed concept vision, design and potential future built form for the site and surrounding precinct.

The Indicative Reference Scheme includes concept massing for the surrounding sites to demonstrate how future built form can be accommodated within the wider precinct. The scheme put forward in the Indicative Reference Scheme is one possible development scenario and detailed design will be further explored at the Development Application (**DA**) stage.

The Indicative Reference Scheme envisages a mixed-use precinct comprising two tower forms with residential apartments on the upper levels and retail uses on the ground plane. By providing a significant component of non-residential floor space, the future redevelopment of the site will contribute to a meaningful growth of employment generating floor space. The Leumeah Hotel is retained and incorporated into the scheme to ensure the site remains a local entertainment venue that is highly activated.

A key aspect of the proposal is the potential pedestrianised through-site link which will provide a direct connection from Leumeah Train Station and the future Civic Square to the lower density residential areas of Leumeah to the south east.

As demonstrated in the Indicative Reference Scheme, the concept design put forward is capable of complying with the key principles and controls set out in the Apartment Design Guidelines (**ADG**). Further, it is expected that the existing controls provided within the Campbelltown (Sustainable City) Development Control Plan 2015 (**DCP**) will continue to apply and guide future development within the site.

## INTENDED OUTCOME

The intended outcome of the Planning Proposal is to amend the *Campbelltown Local Environmental Plan 2015 (CLEP 2015)* as follows:

- Establish a site-specific split height control, with maximum heights of 55 metres and 43 metres; and
- Establish a site-specific split maximum FSR control, with a maximum FSR of 2:1.

The proposal does not seek to amend the current B2 Local Centre zone under the CLEP 2015.

## PLANNING MERITS

The Planning Proposal has been assessed against the relevant State and local planning considerations and demonstrates both strategic merit and site-specific merit. Overall, the compelling reasons justifying the proposed amendments as requested in this Planning Proposal include:

- **The proposal aligns with State and local planning strategic goals which seek to intensify land use around transport infrastructure and in proximity to employment nodes.** The Planning Proposal is consistent with the strategic planning framework governing the Greater Sydney Region, the Western City District Plan and specifically, with Council's *'Reimagining Campbelltown' Master Plan* which envisages significant uplift for the subject site and a high-density mixed-use development. The proposal will provide for significant height adjacent to the train station to accommodate the desired increased residential density in a highly accessible location which will support the attainment of an 18-hour economy and a 30-minute city, as outlined within the District Plan.
- **The site is a large, consolidated landholding that is able to be fully redeveloped in accordance with strategic plans and policies.** The Planning Proposal relates to a large site under sole ownership which ensures that any future development can occur in an efficient manner. The large scale of the site held under a single ownership provides a significant renewal opportunity that is unique within the Leumeah town centre - where many sites are subdivided, individually owned, or held under strata title. Given the limited opportunities for high density housing growth to occur in Campbelltown, large sites like this, are vital to enable the steady continuum of housing supply in locations well-served by public transport.
- **The proposal delivers a genuine mixed-use and transit-oriented outcome for a site which is highly accessible.** The proposal will provide a contemporary mixed-use development including commercial, retail and a mix of contemporary housing choices near community amenities and job hubs. The proposal capitalises on existing and planned infrastructure upgrades, being strategically located close to Leumeah Train Station, which in turn will provide sustainable benefits by reducing reliance on private vehicular transportation. Accommodating increased heights along the transport corridor will support the principle of transit-oriented development and result in a desired city skyline whilst reducing pressure on other low scale areas close to the Leumeah Train Station.
- **The proposal delivers public domain improvements to benefit the local community, and future employees, residents, and visitors of the site.** The proposal provides a high-quality landscaped outcome within both the public and private domain. The proposal delivers significant public benefit with the provision of a highly activated through-site link which will connect key community assets including Council's future Civic Square, the emerging sports and entertainment precinct and the train station to the rest of the suburb. This link will act as an urban park and will be designed to encourage opportunities for areas play, and for the community to gather and interact.
- **The proposal ensures that the site provides employment opportunities whilst also allowing capacity for residential growth.** The proposal provides for critical additional housing stock in a suitable location close to public transport infrastructure, employment, services, and public amenity. With the provision of smaller retail tenancies and the reestablishment of the existing Leumeah Hotel, the site will provide ongoing employment opportunities to the local community. The proposal has the potential to service the nearby Campbelltown CBD commercial core and release the pressure of residential encroachment on commercial zoned land.



- **The proposal will deliver excellent amenity to future residents.** The proposal provides smaller and slender tower footprints to achieve excellent residential amenity and reduced visual bulk. The reference scheme demonstrates the ability to achieve compliance with key ADG design and amenity criterion, including building separation distances, open space, solar access, ventilation, apartment size and typology, private open space, and storage requirements. Detailed shadow analysis prepared by the architects of the impacts demonstrates the proposed building envelopes will not result in unacceptable overshadowing to internal communal open space or to the adjacent areas.
- **The proposal creates an appropriately scaled edge to the Leumeah town centre.** The proposal ensures a high-quality urban outcome with appropriate transitional separation between the existing and future context. The proposed massing is based on the urban design framework adopted in the *'Reimagining Campbelltown' Master Plan* which identifies the site as a mixed-use precinct site with an opportunity for significant density uplift. The proposal seeks to use the increased density and height for the precinct to establish clear guidelines for activation at the edges of the retail podiums with the establishment of a clear street wall to establish a character which is more welcoming and accessible to pedestrians.
- **The proposal will create a potential landmark for Leumeah town centre.** The proposal will support the marking of the Leumeah town centre as part of a tri-city development strategy for Campbelltown LGA. Within a surrounding suburban context, this high-density precinct will provide opportunities for a more integrated form of living with new retail activity, surrounding new urban parklands and supported by increased residential development in the town centre.
- **The site is not subject to any environmental hazards.** Any future redevelopment of the site will result in minimal impacts to the natural environment.

Overall, the proposal provides an appropriate built form and scale that reflects the vision for Leumeah's town centre, and the existing and emerging scale of development on adjacent and surrounding lands. Accordingly, it is recommended the Planning Proposal is endorsed by Council to enable a gateway determination by the Department of Planning, Industry and Environment (DPIE).

# 1. INTRODUCTION

## 1.1. PROJECT OBJECTIVES

This Planning Proposal request has been prepared by *Urbis Pty Ltd* for *Redcape Hotel Group* (the **Proponent**) and seeks to initiate the preparation of a Local Environmental Plan amendment for the land located at 80 O'Sullivan Road, Leumeah (the **site**).

This Planning Proposal seeks support from Campbelltown City Council (**Council**) to amend the height of buildings and floor space ratio (**FSR**) development standards applying to the site to facilitate its renewal into a vibrant and sustainable mixed-use development, in a highly suitable location.

The proposal responds to Council's '*Reimagining Campbelltown*' *Master Plan* which establishes the strategic planning framework for future development in the locality and envisages significant density uplift for the site and surrounds.

The intended outcome of the Planning Proposal is to amend the *Campbelltown Local Environmental Plan 2015* (**CLEP 2015**) as follows:

- Establish a site-specific maximum height of buildings control of 55 metres and 43 metres; and
- Establish a site-specific maximum FSR control, with a maximum FSR of 2:1.

The proposal does not seek to amend the current B2 Local Centre zone under CLEP 2015.

The proposed amendments to CLEP 2015 have the objective of enabling future development that would achieve the following:

- Alignment with the indicative built form and density envisaged under Council's strategic planning framework outlined in the '*Reimagining Campbelltown*' *Master Plan*.
- Provide compatible land uses that contribute to the creation of a vibrant and active community, including the potential for residential and commercial uses to be co-located.
- Provide a vision for a consolidated development solution across multiple sites to enable a holistic approach to precinct planning and improve public domain outcomes.
- Capitalise on the natural development potential of the site given its strategic location adjacent to Leumeah Train Station.
- Create opportunities for small scale retail and commercial businesses in an accessible location, close to the emerging sports and entertainment precinct.
- Provide high quality commercial and retail spaces, as well as a publicly accessible through-site link and park at the ground level, to active the site and surrounds.

The Planning Proposal is supported by an Indicative Reference Scheme and Urban Design Report prepared by Integrated Design Group (refer to **Appendix A** and **Appendix B** respectively) which provide an overview of the proposed concept vision, design and indicative future built form for the site and surrounds.

## 1.2. PROJECT HISTORY

Preliminary community and stakeholder engagement have been undertaken by *Redcape Hotel Group* in the preparation of this Planning Proposal request.

The Proponent has sought feedback from Council officers on an array of issues including built form, open space, engineering, traffic and flooding matters and this feedback has been incorporated into the proposal. The Proponent has also sought advice from Transport for NSW (**TfNSW**).

Each of the issues raised during the preliminary consultation has been addressed by amendments to the concept design and the detailed documentation submitted with the Planning Proposal request. Overall, Council officers indicated they are satisfied with the proposed massing as presented in the Indicative Reference Scheme.

## 1.3. PROJECT TEAM

This report should be read in conjunction with the following accompanying documentation:

Table 1 Accompanying Documentation

| Document                                     | Consultant                 | Appendix   |
|--|----------------------------|------------|
| Indicative Reference Scheme                  | Integrated Design Group    | Appendix A |
| Urban Design Report                          | Integrated Design Group    | Appendix B |
| Traffic and Parking Assessment               | Traffix                    | Appendix C |
| Preliminary Site Investigation               | Hunter Civilab             | Appendix D |
| Geotechnical Desktop Study                   | Hunter Civilab             | Appendix E |
| Land Survey                                  | Mitch Ayres Surveying      | Appendix F |
| Visual Impact Assessment                     | Urbis                      | Appendix G |
| Preliminary Arboricultural Impact Assessment | Tree Management Strategies | Appendix H |
| Preliminary Noise Impact Assessment          | WSP                        | Appendix I |

## 1.4. REPORT STRUCTURE

This request for a Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning & Assessment Act 1979 (EP&A Act)* with consideration of the NSW Department of Planning, Industry and Environment (DPIE) 'A guide to preparing planning proposals', December 2018.

This Planning Proposal is structured as follows:

- **Section 2:** detailed description of the site, the existing development and local and regional context.
- **Section 3:** current statutory planning framework relevant to the site, including the State and local planning controls and development contributions.
- **Section 4:** State and local strategic planning policies relevant to the site and the Planning Proposal.
- **Section 5:** summarises the compelling reasons why Campbelltown Council should resolve to support the Planning Proposal and initiate the required amendments to the planning legislation.
- **Section 6:** key features of the indicative development concept plan associated with the requested Planning Proposal.
- **Section 7:** comprehensive description and assessment of the requested Planning Proposal in accordance with the DPIE guidelines.
- **Section 8:** conclusion and justification.

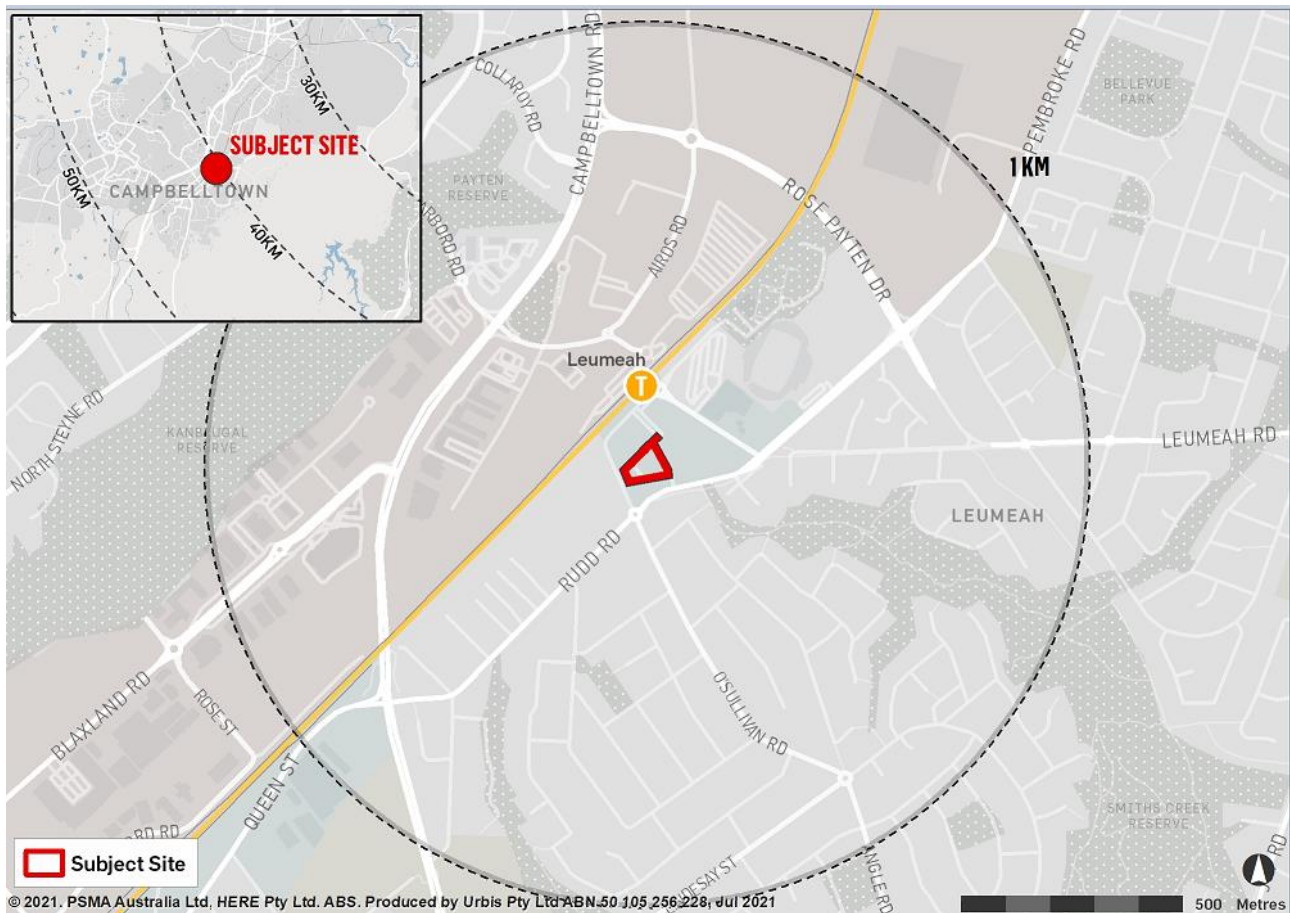
## 2. SITE AND SURROUNDING CONTEXT

### 2.1. SITE LOCATION

The site is located within the suburb of Leumeah and the Campbelltown Local Government Area (LGA). Leumeah is located approximately 40km south west of the Sydney CBD, in Sydney's south western suburbs. The suburb is located between the major commercial centres of Campbelltown and Macarthur and the predominantly industrial areas of Minto and Ingleburn.

The subject site forms part of the Leumeah's town centre and is within walking distance to Leumeah Train Station and Leumeah's main retail shopping strip. The site is also adjacent to the Campbelltown Sports Stadium and Wests Leagues Club which together form part of the emerging sports and entertainment precinct in Leumeah. The site is identified in the Site Location Plan at **Figure 1** below.

Figure 1 Site Locality Map



Source: Urbis

### 2.2. SITE DESCRIPTION

The subject site is located at 80 O'Sullivan Road, Leumeah and is legally referred to as Lot 201 in Deposited Plan (DP) 1052199. The site is irregular in shape, is relatively flat and has total approximate area of 7,875sqm.

The site has a primary frontage to O'Sullivan Road of 40 metres along its south western boundary. An uneven strip of vacant land (not the subject of this proposal and part of a future road alignment) contains a series of trees and provides a buffer between the site and the Pembroke Road frontage to the south east.

The site currently accommodates the Leumeah Hotel an existing registered hotel, Liquor Stax Leumeah Bottle Shop and associated at-grade carpark. The site currently accommodates three vehicular access points from O'Sullivan Road and Pembroke Road in the north via an internal road.



An aerial image of the subject site is provided at **Figure 2**.

Figure 2 Aerial image of the subject site



Source: Urbis

## 2.3. SURROUNDING CONTEXT

Leumeah is located approximately 40 kilometres from Sydney, between Minto and Campbelltown Stations on the Cumberland, Airport, Inner West and South Lines. The site is situated in the town centre of Leumeah and is set amongst a diverse range of land uses, including business and retail uses, educational facilities, entertainment facilities, recreational amenities and residential land uses of varying densities.

**Figure 3** provides a regional context map. The site is well served by community facilities and infrastructure. Within 500 metres of the site there are several areas of open space and parks, a regionally significant stadium and sports precinct, a school, as well as many religious centres, childcare and early learning facilities, and community services.

The suburb of Leumeah is situated between the major commercial centres of Campbelltown and Macarthur to the south, and the predominately industrial areas of Minto and Ingleburn to the north. Together with the Campbelltown and Macarthur CBDs, Leumeah forms part of greater Campbelltown CBDs commercial core, which is identified as a major economic corridor and metropolitan cluster.

Leumeah is slowly transitioning from a predominately industrial precinct with outlying lower density residential areas to a mixed-use precinct with higher densities along the key rail corridor. The suburb has a specific focus on developing into a major sports and entertainment precinct with the Campbelltown Sports Stadium and supporting services, such as West Leagues Club located to the east of the station. The precinct also contains a range of other sporting facilities including Wests Tennis Club, Campbelltown Indoor Soccer Arena and Campbelltown City Bowl.

Residential uses are located on the eastern side of the station, characterised by predominantly low rise detached dwellings, with high-rise mixed-use apartments located closer to the station. A small local shopping centre is located directly opposite the station, on the eastern side of the precinct. The centre provides a range of local retail services for residents and commuters.

Land to the north west of the station is predominantly light industrial, separated from the rail line by a significant drainage easement. To the west of the station, bulky goods retailing is the predominant land use along Blaxland Road. A large area of the precinct is also comprised of public and private car parking facilities. The precinct also contains significant green corridors, including Coolong Reserve and Smiths Creek reserve.

The site and surrounding precinct are bound by Airds Road and Pembroke Park in the north, Campbelltown Road and Kanbyugal Reserve to the west, Lindesay Street in the east and Leumeah Creek to the south.

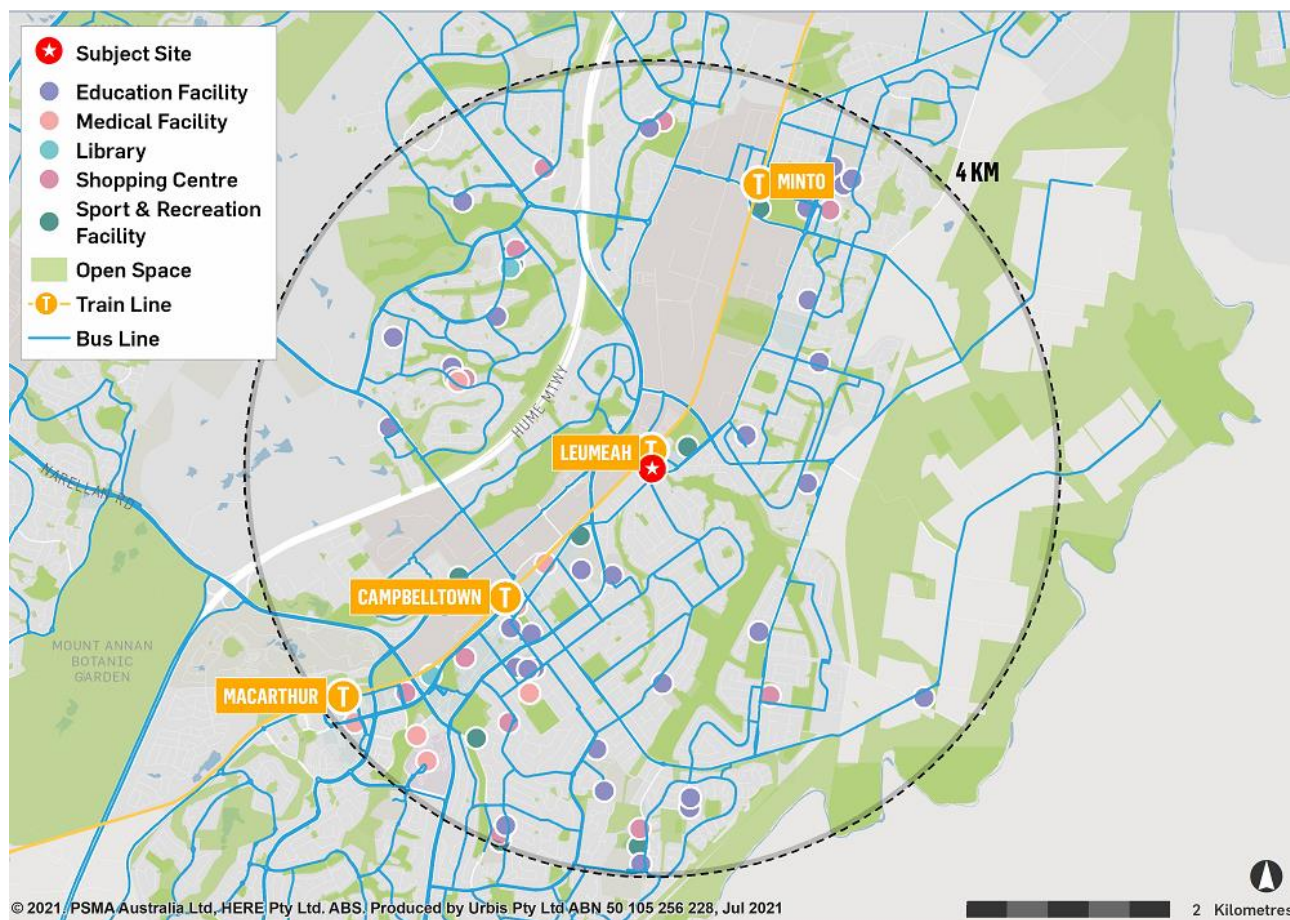
The site is immediately surrounded by the following:

- **To the north east** of the site is vacant land zoned B2 and which also forms part of Leumeah's future mixed-use town centre core. Along the northern boundary of this site is Smiths Creek. Further north are several contemporary 8-storey residential flat buildings with a frontage to Old Leumeah Road.
- **To the north west** of the site, also forming part of Leumeah's mixed-use central precinct is the existing Leumeah shopping strip which comprises a series of low scale retail and commercial uses and a large at-grade car park with access provided via O'Sullivan Road. Leumeah Train Station is located on the opposite side of O'Sullivan Road.
- **To the west** of the site are two older single storey residential dwellings. Various business and industrial land uses are located over the rail line further to the west.
- **To the south west** of the site is R3 Medium Residential land which comprises several older multi dwelling townhouse complexes with access via O'Sullivan Road.
- **To the south east** of the site is a strip of vacant land (zoned SP2 which forms part of a future road corridor) containing a series of trees and providing a buffer between the site and Pembroke Road. On the eastern side of Pembroke Road are several older multi dwelling townhouse complexes. Further south and east of the site are significant areas of low-density residential development.

**Figures 4 and 5** provide a photographic review of existing and surrounding development.



Figure 3 Regional Context Map



Source: Urbis

## 2.4. PUBLIC TRANSPORT CONTEXT

### 2.4.1. Rail

The site is located approximately 190 metres south of Leumeah Train Station, which provides train services along the T8 Airport and South Line between Leppington in the north, Macarthur in the south and Central in the east. This railway station connects commuters to the wider public transport network and provides regular train services 10-15 minutes.

### 2.4.2. Road

Arterial and local roads create significant opportunities for vehicle access to Leumeah. Pembroke Road, Campbelltown Road and Blaxland Road serve as the primary north-south access ways in the precinct, while the M5 Hume Motorway and Campbelltown Road provide the main regional routes for through traffic in the area. The east-west access points for the precinct are Rose Payton Drive Road and Campbelltown Road in the middle of the precinct.

The site is located on O'Sullivan Road with an additional vehicle access point provided via Pembroke Road. Pembroke Road links the site to Campbelltown CBD to the south. To the north, Pembroke Road provides a connection to Rose Payten Drive and Campbelltown Road which in turn provide a connection to the M5 Hume Motorway. The M5 Hume Motorway connects Sydney's south western suburbs to the rest of greater Sydney's arterial road network.

### **2.4.3. Bus**

The site is situated within optimal walking distance (400 metres) of several bus services operating in the locality, with the closest situated on O'Sullivan Road, along the western frontage of the site. These bus stops provide a loop service between Campbelltown to Leumeah North (Route 881).

Several additional bus routes provide frequent services along the O'Sullivan Road that connect the site with the Minto, Ingleburn and the rest of the LGA.

## **2.5. OPEN SPACE CONTEXT**

The surrounding area has a good supply of passive and recreational open space. There are several local community parks, as well as significant green corridors.

The Campbelltown Sports Stadium and the Wests Leagues Club and Tennis Club are located in the precinct. The sports precinct comprises one of NSW's premier football stadiums, which can accommodate 20,000 spectators, and an international standard athletics facility, including athletics track and field facilities, which can accommodate 8,000 spectators.

There are a number of ecologically significant nature reserves running through the precinct with creeks and riparian corridors, including Smiths Creek Reserve, which is a large regionally significant open space that has both recreational and landscape value. Smiths Creek Reserve also provides habitat for koalas.



Figure 4 Photographic review of existing development



View from O'Sullivan Road towards the existing drive through bottle shop.



View of the existing Leumeah Hotel and adjacent car park.



View of the vehicle driveway provided via Pembroke Road which connects to the hotel car park.



View from the Leumeah Hotel looking north towards the recently constructed residential flat buildings.



View of drive-through bottle shop and second vehicle entry point provided via O'Sullivan Road.

Source: Google Street View



View of the vacant land earmarked for future road widening associated with Pembroke Road.



Figure 5 Photographic review of surrounding development



View south of the existing older townhouse developments fronting O'Sullivan Road.



View from Pembroke Road of Smiths Creek stormwater canal and newer residential flat buildings.



View east from Old Leumeah Road of the recently constructed residential flat buildings.



View east from O'Sullivan Road of the Leumeah shopping strip and car park.



View south of the Wests League Club with the newer residential flat buildings in the background.

Source: Google Street View



View of Campbelltown Sports Stadium

## 2.6. EMERGING DEVELOPMENT

The skyline of Leumeah's town centre is set to undergo a transformation, with a number of key factors contributing to the evolution of Leumeah as a strategic centre within Campbelltown LGA. The key emerging land uses for the locality are mapped in **Figure 6**.

The '*Reimagining Campbelltown*' Master Plan identifies the subject site is earmarked for significant height increase to accommodate a range of uses including residential and retail. The surge in recent development activity, combined with the anticipated growth arising from implementation of the '*Reimagining Campbelltown*' study will rejuvenate and revitalise the locality and create an active and vibrant precinct.

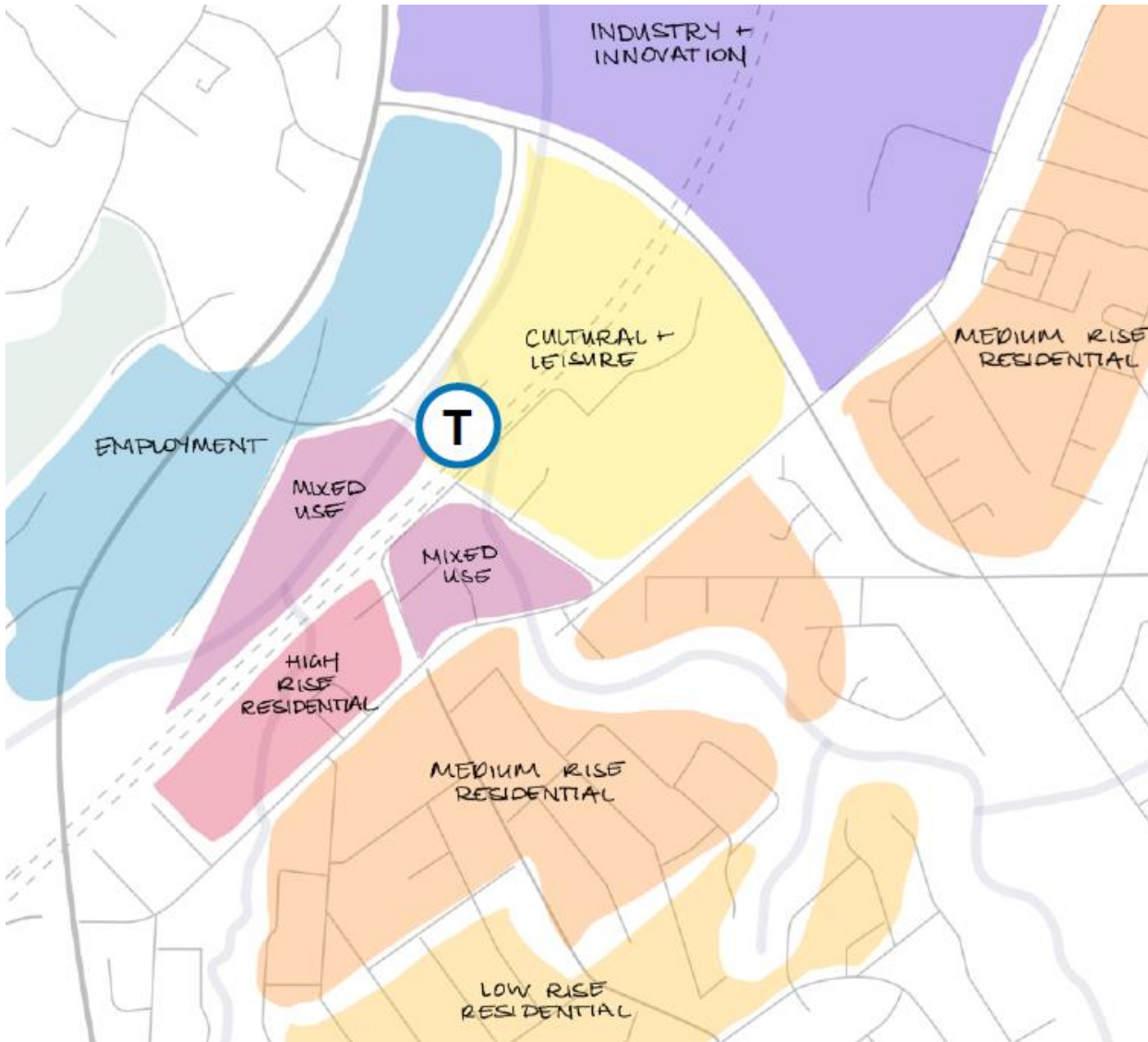
This Planning Proposal aligns with the emergence of Leumeah town centre as a high-density mixed-use precinct by providing an ideal opportunity for residential floor space to activate and compliment the commercial and retail uses and nearby community assets.

## 2.7. SITE OPPORTUNITIES

The site's characteristics and location offer the following opportunities for redevelopment of the site to:

- Provide a mixed-use development including commercial, retail and a mix of contemporary housing choices near community amenities and job hubs.
- Provide for significant height adjacent to the train station to accommodate the desired increased residential density in a highly accessible location.
- Support the marking of the Leumeah town centre as part of a tri-city development strategy for Campbelltown LGA.
- Provide improved active frontages and extended night-time activity to the Leumeah town centre.
- Provide potential larger residential units with capacity for working from home and family units e.g. larger bedrooms, separately dedicated study areas.
- Provide smaller and slender tower footprints achieving improved residential amenity and reduced visual bulk.
- Accommodate increased heights along the transport corridor to support the principle of transit-oriented development and the desired city skyline whilst reducing pressure on other low scale areas close to the Leumeah Train Station.
- Provide public domain improvements including a potential highly activated pedestrianised through-site link connecting the lower density suburban areas in the south to the train station, Council's future Civic Square and the emerging sports and entertainment precinct.

Figure 6 Leumeah – Emerging Land Uses



Source: Integrated Design Group



## 3. STATUTORY PLANNING CONTEXT

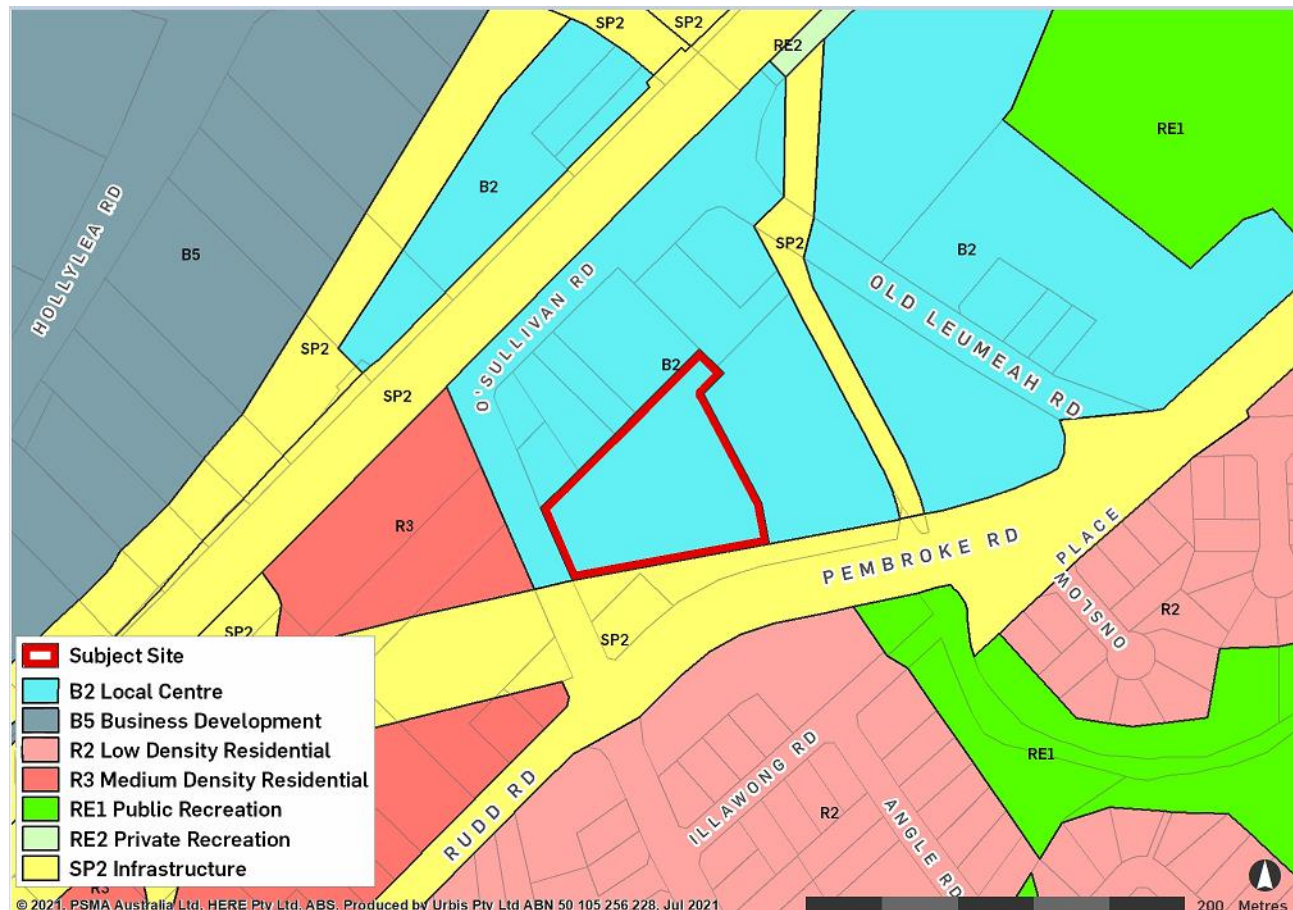
### 3.1. CAMPBELLTOWN LOCAL ENVIRONMENTAL PLAN 2015

The *Campbelltown Local Environmental Plan 2015 (CLEP 2015)* is the principal Environmental Planning Instrument governing and guiding development within Campbelltown LGA.

#### 3.1.1. Land Use Zoning

The subject site is zoned B2 Local Centre under the CLEP 2015 as illustrated in **Figure 7**.

Figure 7 CLEP 2015 Zoning Map



Source: CLEP 2015

#### Zone Objectives

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To achieve an accessible, attractive and safe public domain.
- To provide for appropriate residential development in the form of shop top housing to support the vitality of the local area.

## Permissibility

The following uses are permitted with consent in the B2 Zone:

*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; Home businesses; Home occupations; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Signage; Tank-based aquaculture; Tourist and visitor accommodation; Veterinary hospitals*

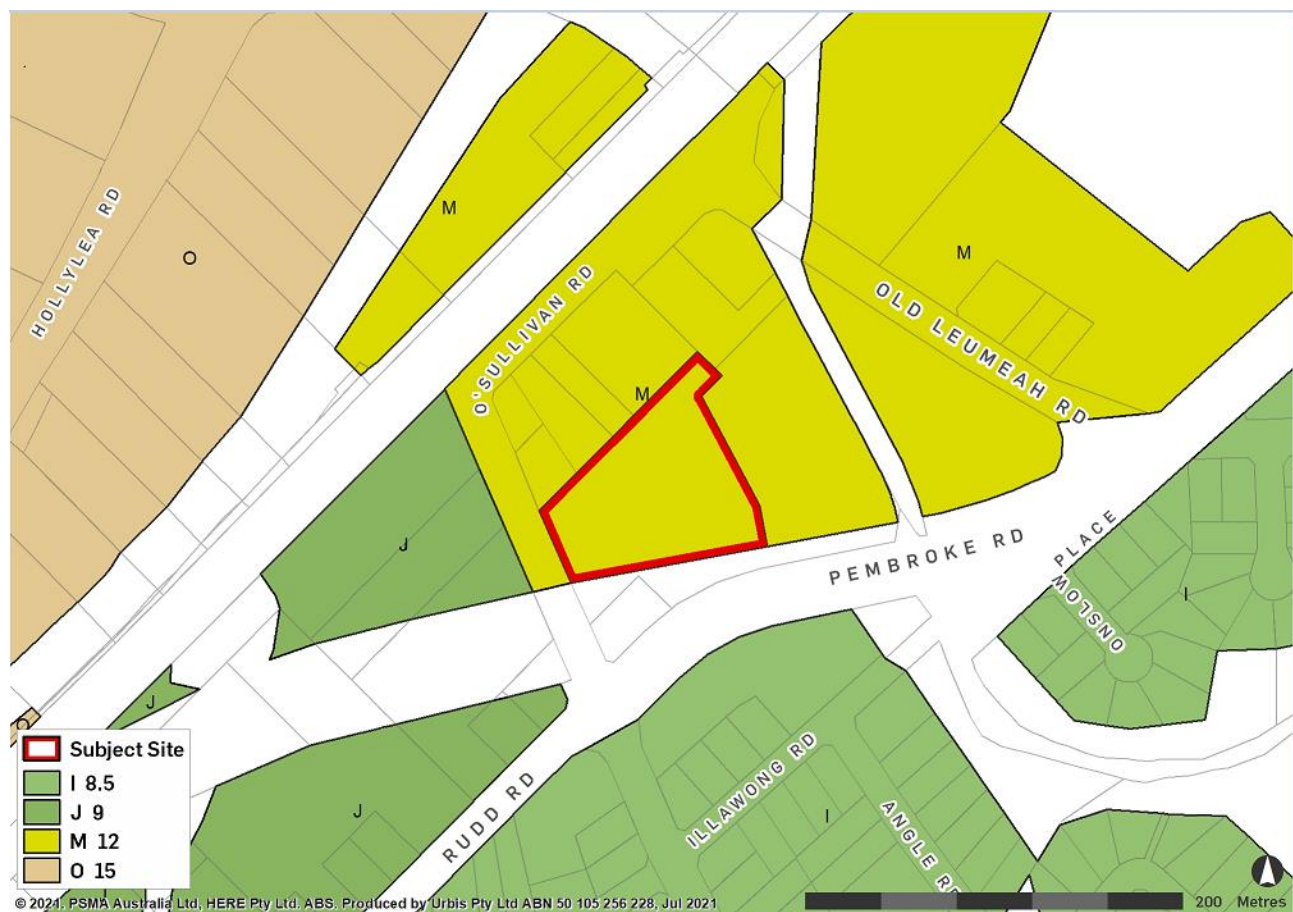
The following uses are prohibited in the B2 Zone:

*Pond-based aquaculture; Any development not specified in item 2 or 3*

### 3.1.2. Height of Buildings

The site is subject to a maximum building height control of 12 metres under the CLEP 2015 (labelled as 'M') as illustrated in **Figure 8**.

Figure 8 CLEP 2015 Height of Buildings Map



Source: CLEP 2015

### 3.1.3. Floor Space Ratio

The subject site is not encumbered by a maximum floor space ratio under the CLEP 2015.

### 3.1.4. Heritage Conservation

The site does not contain a heritage item, is not located within a heritage conversation area is not located within proximity to any items of heritage under the CLEP 2015.

### 3.1.5. Additional Permitted Uses

Pursuant to clause 2.5 of the CLEP 2015, the site is subject to an additional permitted use, that being a pub as shown below.

*24 Use of certain land at 543 Pembroke Road, Leumeah*

*(1) This clause applies to land at 543 Pembroke Road, Leumeah, being Lot 201, DP 1052199.*

*(2) Development for the purpose of a pub is permitted with development consent.*

Figure 9 CLEP 2015 Additional Permitted Uses Map



Source: CLEP 2015

## 3.2. CAMPBELLTOWN DEVELOPMENT CONTROL PLAN

Campbelltown (Sustainable City) Development Control Plan 2015 (**the DCP**) provides the detailed development controls which apply to land across the Campbelltown local government area. The key sections which are relevant to the site and the requested Planning Proposal are summarised below:

- Part 2 Requirements Applying to all Types of Development
  - 2.2 Site Analysis
  - 2.3 Views and Vistas
  - 2.4 Sustainable Building Design
  - 2.5 Landscaping
  - 2.7 Erosion and Sediment Control
  - 2.8 Cut, Fill and Floor Levels
  - 2.9 Demolition
  - 2.10 Water Cycle Management
  - 2.12 Retaining Walls
  - 2.13 Security
  - 2.14 Risk Management
  - 2.15 Waste Management
  - 2.16 Provision of Services
- Part 5 Residential Flat Buildings and Mixed-Use Development
  - 5.4 General Requirements for Residential Flat Buildings and Mixed Use Development
  - 5.7 Mixed Use Development (Zones RU5, B1 & B2)
- Part 6 Commercial Development
  - 6.2 Desired Future Character for neighbourhood and local centres (Areas Zoned B1 & B2)
  - 6.4 General Requirements for Commercial Development
  - 6.7 Commercial Waste Management
  - 6.8 Parenting Facilities
- Part 16 Advertising and Signage
  - 16.2 Types of Signs and Definitions
  - 16.3 Relationship to other Environmental Planning Instruments, Australian Standards, State Policies and Guidelines.
  - 16.4 General Requirements - Advertising and Signage
  - 16.6 Signs within Business, Industrial and Special Purpose Zones
  - 16.7 Signs on mixed use residential development



## 4. STRATEGIC PLANNING CONTEXT

This section of the report identifies the relevant State and local strategic planning policies which are relevant to the site and the proposed amendments sought by this Planning Proposal. It outlines the key objectives, planning priorities and actions required to deliver the vision for the Greater Sydney Region, the Western City District, and the Campbelltown local government area. A detailed assessment of the consistency of the proposal against the relevant State and local strategic planning policies is provided within **Section 7.3.2**.

### 4.1. GREATER SYDNEY REGION PLAN: A METROPOLIS OF THREE CITIES

The Greater Sydney Region Plan – A Metropolis of Three Cities (**GSRP**) was released by the Greater Sydney Commission in 2018 and provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

Under the GSRP, the site is located in the Western Parkland City and within the Western Economic Corridor, the Campbelltown-Macarthur collaboration area and the Glenfield to Macarthur urban renewal corridor. The GSRP also identifies Campbelltown-Macarthur as metropolitan cluster and an emerging health and education precinct

The GSRP includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following objectives are relevant to the proposed development:

- **Objective 4:** Infrastructure use is optimised
- **Objective 5:** Benefits of growth realised by collaboration of governments, community and business
- **Objective 10:** Greater housing supply
- **Objective 11:** Housing is more diverse and affordable
- **Objective 12:** Great places that bring people together
- **Objective 14:** A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities
- **Objective 15:** The Eastern, GOP and Western Economic Corridors are better connected and more competitive
- **Objective 22:** Investment and business activity in centres
- **Objective 24:** Economic sectors are targeted for success
- **Objective 33:** A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change

### 4.2. OUR GREATER SYDNEY 2056: WESTERN CITY DISTRICT PLAN

The Western City District Plan (**District Plan**) is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The District Plan identifies Campbelltown-Macarthur as the metropolitan cluster centre for the southwest. This centre has been expanded to include Leumeah due to its regional role as the hub of sports and events and the home of Campbelltown Stadium.

The District Plan contains the following key metrics:

- **Population Growth** – The Western City District is set to have a population of 1,534,540 by 2036, an increase of 464,450 from the 2016 figure.
- **Housing target** – The Western City District has a housing target of an additional 184,500 dwellings by 2036, with a total forecast dwelling count of 464,500.
- **Job target** – Campbelltown-Macarthur is listed as having a job target of 27,000-31,000 by 2036, compared to 2016 figures of 20,400 existing jobs. This represents a minimum target of 6,600 new jobs over the next 20 years.

The Western City District Plan has also set residential targets specifically for Campbelltown LGA. Residential targets estimate the need for an additional 6,800 dwellings over the next 5-year period.

The planning priorities and actions likely to have implications for the proposed development are listed below:

- **W1** Planning for a city supported by infrastructure
- **W3** Providing services and social infrastructure to meet people's changing needs
- **W4** Fostering healthy, creative, culturally rich and socially connected communities
- **W5** Providing housing supply, choice and affordability, with access to jobs, services and public transport
- **W6** Creating and renewing great places and local centres, and respecting the District's heritage
- **W9** Growing and strengthening the metropolitan city cluster
- **W11** Growing investment, business opportunities and jobs in strategic centres
- **W16** Protecting and enhancing scenic and cultural landscapes
- **W18** Delivering high quality open space

### 4.3. CAMPBELLTOWN - MACARTHUR COLLABORATION AREA

Campbelltown-Macarthur, which includes Leumeah is identified as a metropolitan cluster within the District Plan. It is the key location for providing the metropolitan functions within the Macarthur Region including concentrations of higher order jobs, a wide range of goods and services, entertainment, leisure and recreational activities, as well as cultural and arts experiences.

In light of the importance of delivering on these outcomes, Campbelltown-Macarthur is identified as a Collaboration Area. Collaboration Areas are a place-based process led by the Greater Sydney Commission (**GSC**) to support growth and change, deliver improved outcomes and address complex issues that require cross stakeholder solutions.

The Campbelltown-Macarthur Place Strategy is the key output of the Campbelltown-Macarthur Collaboration Area, led by the GSC. It has been prepared in concert with the *'Reimagining Campbelltown' City Centre Master Plan*. The site has been identified in the Campbelltown-Macarthur Collaboration Area Place Strategy as within the future Leumeah town centre; a mixed use, high-density residential neighbourhood adjacent to the 'Leumeah Live' sports and entertainment precinct.

### 4.4. 'REIMAGINING CAMPBELLTOWN' CITY CENTRE MASTER PLAN

The key local planning strategy relevant to the site and proposal is the *'Reimagining Campbelltown' City Centre Master Plan (Master Plan)* which provides the strategic planning framework for the wider Campbelltown CBD. The document provides a Master Plan for the Campbelltown City Centre being Campbelltown-Macarthur, the metropolitan cluster centre for the south-west, and includes Leumeah due to its regional role as the hub of sports and events and the home of Campbelltown Stadium.

This Master Plan sets out the foundations for the reimagining of Campbelltown City Centre, in acknowledgement of the key strategic centre's position as a metropolitan cluster city, servicing the broader Macarthur region and boasting existing connections to major rail, road and community infrastructure. South West Sydney is experiencing unprecedented population growth, and the GSC projects that the Western Parkland City will need to accommodate a population of more than 1.5 million people by 2036.

The *'Reimagining Campbelltown' City Centre Master Plan* builds on the GSC's work and provides for 10 city making moves which draw together the key elements of Council's commitments into clear, concise, and coordinated areas of action. The 10 city making moves will be realised through 35 key actions.

A key component of the Master Plan is the development of Leumeah's central precinct. Building upon its strong landscape character, Leumeah will transform into an exemplar residential neighbourhood in a parkland setting. The natural landscape will play an important role in defining the character and identity of the precinct. In particular, open space will be an essential element that contributes to the liveability, health and social network of the community. At the heart of Leumeah will be 'Leumeah Live', one of Sydney's most exciting sports and entertainment destinations.

The Master Plan envisages Leumeah to be an integrated sports and entertainment precinct that transforms Leumeah into a vibrant neighbourhood for major events, sporting activities, and healthy living.

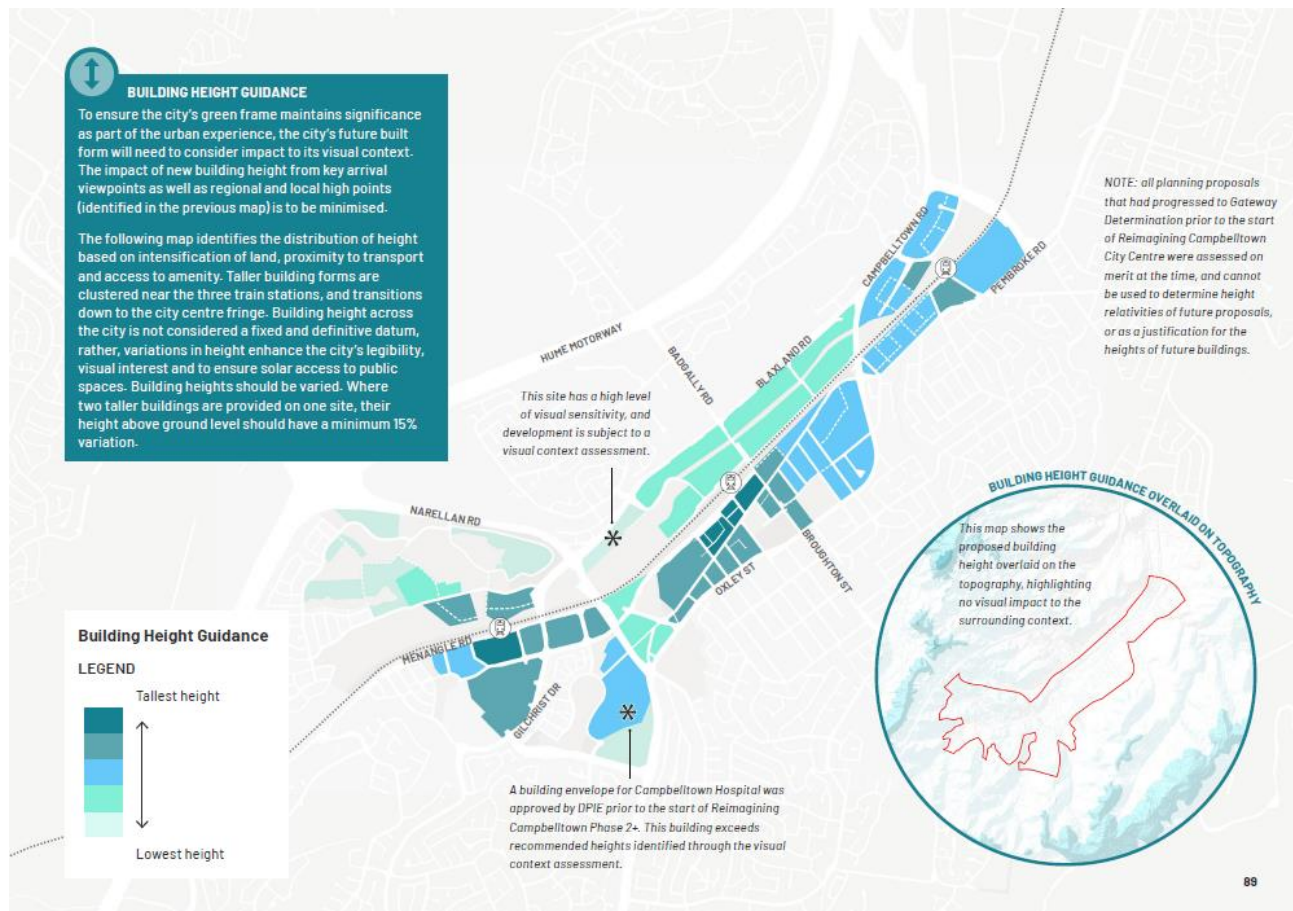
The Master Plan notes that Leumeah town centre will accommodate a significant amount of future housing and employment opportunities for the Campbelltown area. The Master Plan also describes the area as 'a city in a valley', in regard to this future built form is expected to respect and respond to the natural landscape and maintain views, including distant views to surrounding hills and tree tops, as well as provide differences in building height for a varied skyline.

As shown in **Figure 10** and **Figure 11**, the Master Plan confirms the suitability of the site for high-density mixed-use development. As it is a large site near Leumeah Train Station, it has potential to provide additional dwellings that contribute towards Council's dwelling targets.

Of relevance to the site and the proposal, the Master Plan identifies the following key elements and outcomes for Leumeah:

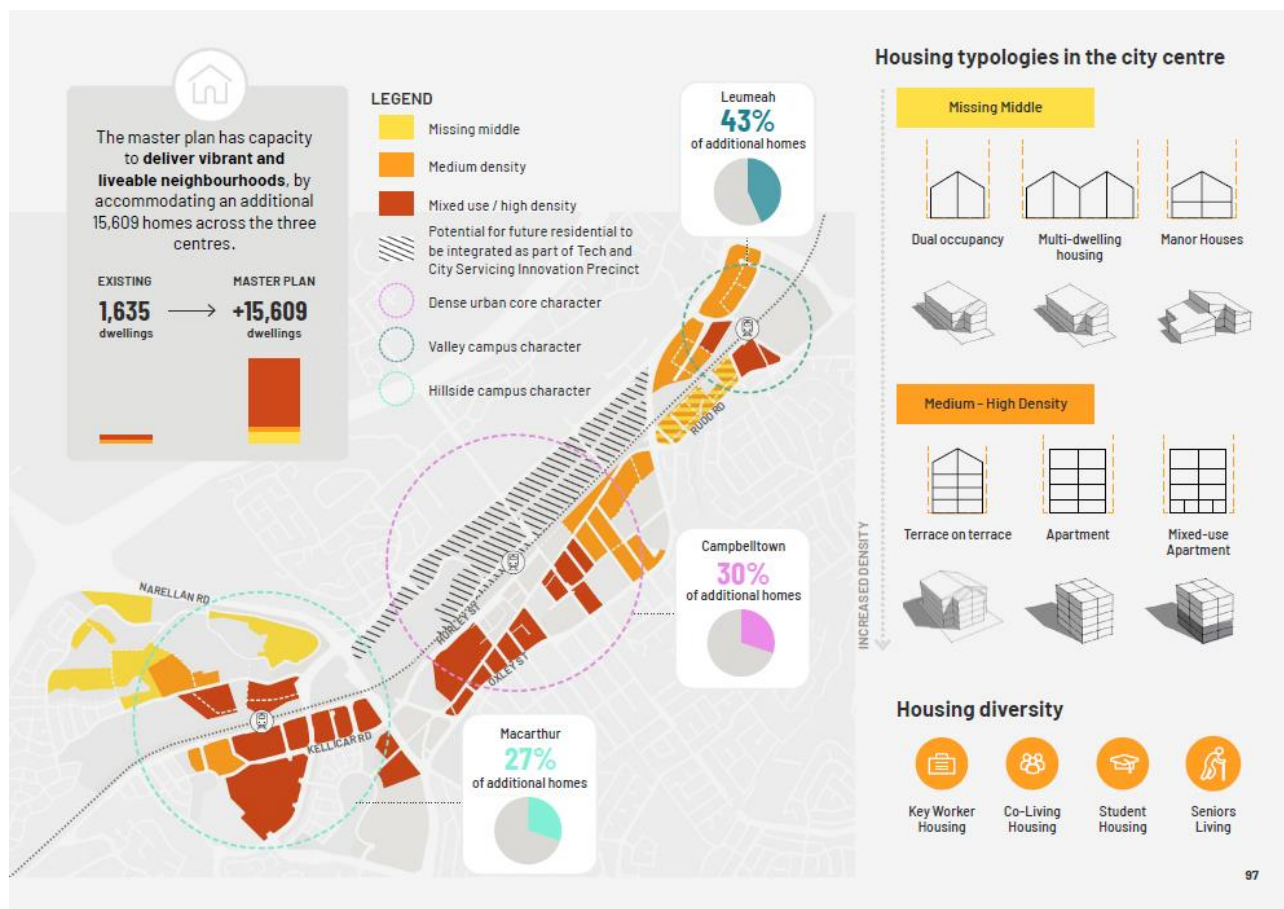
- **Urban Village:** Located next to Leumeah Live and train station, the urban village will be the heart of activity and services for the local community. As a mixed-use cluster, the village will include retail convenience, day and night dining options, as well as health and wellbeing services.
- **Mixed Housing for All:** As an exemplar residential neighbourhood, Leumeah will provide housing choice and affordability catering to the needs of varied households and individuals.
- **Green Connectivity:** Leumeah features two major green connections with an east-west connection along Bow Bowling Creek and a north-south connection from Smith and Leumeah Creek to Kangyugal Reserve. These green links that hold cultural significance to the Dharawal people, provide the community with immediate access to major natural assets and parklands for respite, recreation, leisure, fitness, and social interaction.
- **Green Heart:** Along the Bow Bowling Creek corridor is a green heart, which offers the community with open space for passive and active recreation activity. It includes a new aquatic centre, outdoor courts, and a passive play lawn.
- **Leumeah Live:** Leumeah Live is a vibrant sports and entertainment precinct anchored by Campbelltown Stadium, and co-located with other regional sporting facilities and venues. As a major event precinct, Leumeah Live will include complementary uses such as short-term accommodation, hotels, food and beverage options, and potentially some associated commercial spaces.
- **People Place:** People and human experience will be put at the forefront of design in Leumeah. This means there will be a focus to reducing car dependency, which will include transitioning away from commuter carparking, future proofing car parking and offering event mode transport solutions.

Figure 10 Building Height Guidance – Reimagining Campbelltown



Source: Reimagining Campbelltown

Figure 11 Housing Typology Guidance – Reimagining Campbelltown



Source: Reimagining Campbelltown

## 4.5. CAMPBELLTOWN LOCAL STRATEGIC PLANNING STATEMENT

The Campbelltown Local Strategic Planning Statement (**LSPS**) sets out Council's land use vision, planning principles, priorities, and actions for the next 20 years. It outlines the desired future direction for housing, employment, transport, recreation, environment, and infrastructure for Campbelltown LGA.

The LSPS guides the content of Council's Local Environmental Plan (**LEP**) and Development Control Plan (**DCP**) and supports Council's consideration and determination of any proposed changes to the development standards under the LEP (via Planning Proposals).

Campbelltown's LSPS seeks to maintain and enhance the role of the Campbelltown as one of Sydney's key metropolitan centres with a focus of economic activity and employment, with flourishing day and night time economies. The City Centre is a leading higher order education, culture and arts, and health and sports hub of international significance, providing a platform for growth in knowledge jobs, tertiary level education and medical services for local, district and regional communities.

The LSPS identifies the Leumeah town centre as being located on the edge of the Campbelltown City Centre. Leumeah is also located within the Glenfield-Macarthur Renewal Corridor which is expected to accommodate an additional 17,900 dwellings by 2036.

The LSPS identifies that the population of the Campbelltown LGA is expected to increase from 177,800 in 2019 to 233,150 by 2036. The District Plan provides five year housing targets for each LGA within the Western City. The five year target for the Campbelltown LGA is 6,800 new dwellings. Both the Region Plan and the District Plan require councils to prepare local housing strategies to determine 6-10 year housing targets and targets for affordable housing. Council is currently preparing a comprehensive Local Housing Strategy (**LHS**) to address future housing needs. The LHS will assist in identifying a 6-10 year housing target. This target will need to be agreed with the GSC.

The NSW Department of Planning, Industry and Environment (**DPIE**) has also prepared growth projections for the Campbelltown LGA. These projections indicate a longer-term demand for 26,700 dwellings being required by 2036. The higher population growth forecasts developed by Council indicate that approximately 40,000 additional dwellings will be needed to accommodate a population of 275,000 people by 2036. This housing demand estimate may be considered as a high growth scenario as it significantly exceeds the projected population of 233,150 identified by the DPIE.

The planning priorities provided in the LSPS likely to have implications for the proposed development are listed below:

- **Priority 1** - Creating a great place to live, work, play and visit
- **Priority 2** - Providing high quality, diverse housing
- **Priority 10** - Creating strong and vibrant centres
- **Priority 11** - Striving for increased local employment
- **Priority 13** - Connecting our city via strategic links

## 4.6. CAMPBELLTOWN COMMUNITY STRATEGIC PLAN

“Campbelltown 2027” is the Community Strategic Plan (**CSP**) for the city of Campbelltown. Campbelltown 2027 is Council's highest level, strategic planning document. It outlines the aspirations of the city's people, and details how Council and other key stakeholders will achieve those goals over the next 10 years. The key outcomes of the CSP are:

- **Outcome 1:** A vibrant, liveable city
- **Outcome 2:** A respected and protected natural environment
- **Outcome 3:** A thriving, attractive city
- **Outcome 4:** A successful city

These outcomes will be achieved through the implementation of 27 strategies identified with this plan. The strategies identified in the CPS likely to have implications for the proposed development are listed below:

- 1.2 - Create safe, well maintained, activated and accessible public spaces
- 1.4 - Provide and support exciting and curious events and festivals for the local community and visitors
- 1.8 - Enable a range of housing choices to support different lifestyles
- 1.9 - Create places where people feel good, are likely to stay, to return to and tell others about their experiences
- 2.5 - Plan for and ensure that development in our city is sustainable and resilient
- 3.1 - Support the resilience, growth and diversity of the local economy
- 3.4 - Retain and expand existing businesses and attract new enterprises to Campbelltown, offering opportunities for a diverse workforce including professional, technology and knowledge-based skills and creative capacity
- 4.1 - Advocate and plan for enhanced connectivity, accessibility, and movement within, to and from our city through improved public transport, road and traffic management infrastructure, cycling and pedestrian movement
- 4.3 - Responsibly manage growth and development, with respect for the environment, heritage and character of our city
- 4.4 - Maintain and create usable open and recreational spaces that set our city apart from others
- 4.6 - Plan and invest in the revitalisation of Campbelltown-Macarthur CBD, Ingleburn and other town centres



## 5. INDICATIVE DEVELOPMENT CONCEPT

### 5.1. OVERVIEW

The Planning Proposal has been prepared to establish planning controls to enable the future redevelopment of 80 O'Sullivan Road, the current location of the existing Leumeah Hotel. As shown in **Figure 12**, the site forms part of a larger mixed-use precinct that surrounds the subject site to the north-west and north-east within the same block.

Figure 12 Leumeah town centre mixed-use precinct



Source: Urbis

The Planning Proposal is supported by an Indicative Reference Scheme prepared by Integrated Design Group (refer to **Appendix A**) which provides plans to demonstrate how the site could be redeveloped, consistent with the controls sought under this Planning Proposal. The urban design principles and design rationale supporting the Planning Proposal are established in the Urban Design Report prepared by Integrated Design Group at **Appendix B**.

The Indicative Reference Scheme includes concept massing for the surrounding sites to demonstrate how future built form can be accommodated within the wider precinct.

The proposal includes demolition of the existing buildings on site and the construction of 2 mixed-use towers, one with proposed ground level tenancies and 15 levels of residential apartments above, and the other with ground and level 1 as hotel premises and 9 levels of apartments above. The towers are connected via a podium at level 1 (refer to **Figure 13**).

The plans show that the envelopes vary in height, floorplate shape and orientation. The towers are separated by a wide setback with both southern forms being taller than the northern tower.

The proposed massing is setback via a wide spatial setback to Pembroke Road which is subject to Land Acquisition for road expansion works. The proposal also includes parts of a through-site link towards a proposed Civic Square and Leumeah Station and a new green link on the north-eastern boundary.

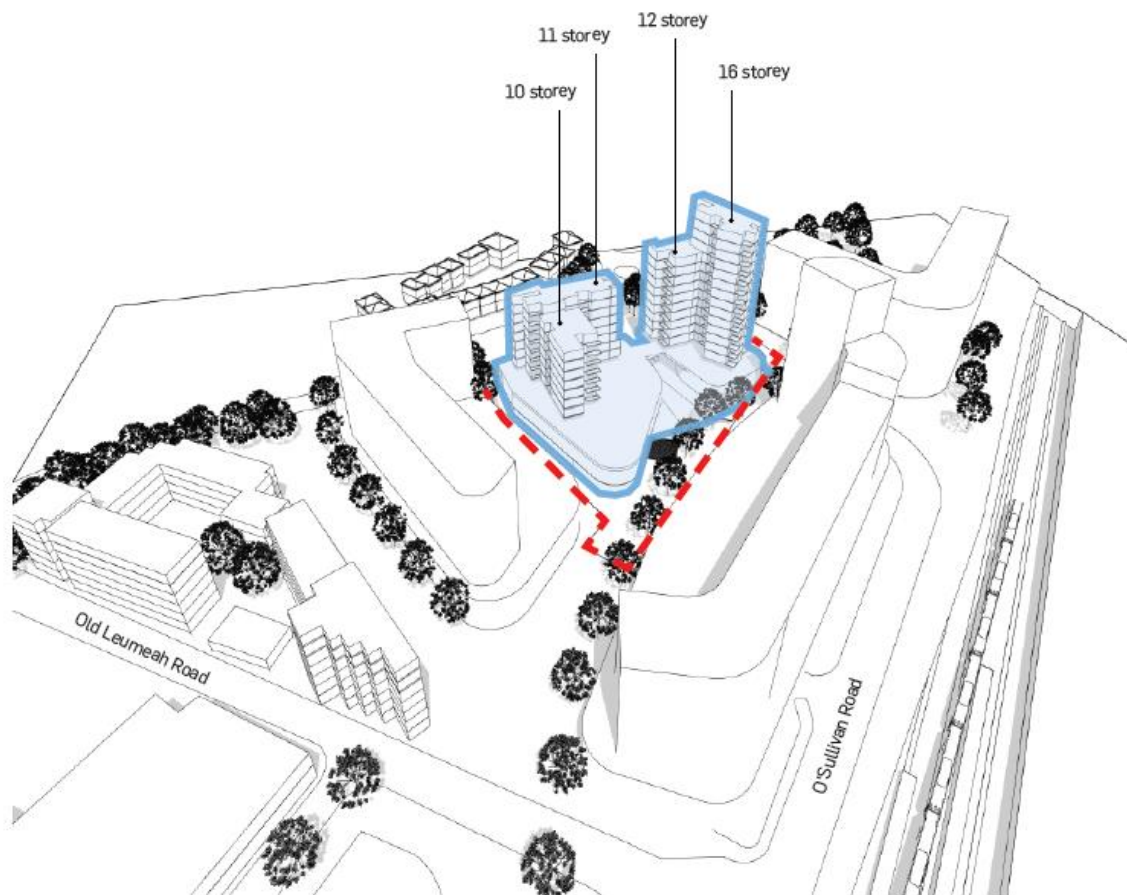
The Planning Proposal seeks to unlock the potential of the site as a single large landholding, to deliver a high-quality mixed-use development in a location highly suitable for density uplift. The future redevelopment of the site will supply residential and retail floor space in a highly accessible location, benefiting from a number of nearby community assets, public transport connections and growing employment centres.

The existing Leumeah Hotel has been incorporated into the scheme and will ensure the site remains a local focal point that is highly activated. A key aspect of the proposal is the potential pedestrianised through-site link and public open space on the ground plane which will provide direct connections from Leumeah Train Station and the future Civic Square to the lower density residential areas of Leumeah to the south.

The indicative cost of the development outlined in the reference scheme is estimated to be **\$58,008,819**. However, it should be noted that the scheme put forward in the Indicative Reference Scheme is one possible development scenario and detailed design will be further explored at the Development Application (DA) stage.

Overall, the Planning Proposal will deliver on State, district, and local planning objectives to foster a high-quality mixed-use development.

Figure 13 Overview of Indicative Reference Scheme



Source: Urbis



## 5.2. NUMERICAL OVERVIEW

Key numerical details of the Indicative Reference Scheme are provided in **Table 2**. Elevations and floor plans of the scheme are provided at **Figure 14** and **Figure 15**.

Table 2 Key Numerical Details

| Key parameters          | Response  |
|-------------------------|---|
| Land uses               | Commercial/retail tenancies, licensed hotel, shop top housing, residential communal facilities, public open space   |
| Indicative yield        | 178 residential apartments<br><br>A mix of dwelling typologies will be provided in accordance with DCP/ADG requirements.  |
| Gross floor area (GFA)  | Total – 15,750sqm <ul style="list-style-type: none"> <li>Residential – 12,948sqm</li> <li>Hotel – 2,000sqm</li> <li>Retail – 790sqm</li> </ul>  |
| Floor space ratio (FSR) | 2:1 (across whole of the site)  |
| Built form              | Two tower forms (16 storey plus 11 storey) proposed above a single podium with a through-site link provided   |
| Building heights        | A maximum building height of 55m in southern tower<br><br>A maximum building height of 43m in northern tower  |
| Car parking rates       | 320 spaces total <ul style="list-style-type: none"> <li>32 spaces for retail component</li> <li>98 spaces for licenced hotel</li> <li>190 spaces for residential component</li> </ul> |
| Landscaped areas        | Soft landscaping - 3,312sqm (42% of site area)<br><br>Hard landscaping area – 4,216sqm (54% of site area)   |
| Communal open space     | 4,733sqm (60% of site area)   |
| Deep soil zone          | 1,240sqm (16% of site area)   |

## 5.3. DESIGN PRINCIPLES

Future development in the Leumeah town centre will benefit from a precinct approach which explores the character of the streetscapes, pedestrian movement, and retail activity, and builds on existing recreation assets of the Leumeah Hotel, West Leagues Club and Campbelltown Stadium.

The conceptual building envelopes and design strategy have been specifically tailored to respond to the site opportunities and the surrounding urban character. The key guiding principles are summarised below.

- Establishing a potential new through-site link through the centre of the high-density town centre will establish clear connections from key community assets and transport hubs to the surrounding residential suburbs.
- Connection through to neighbouring suburb will promote a walkable city. This new link also provides more retail frontage and pedestrian activity and promotes quality designed open space in the centre of the town centre with good passive surveillance and access.
- Increased density and heights as suggested in Council's '*Reimagining Campbelltown*' strategic planning framework to inspire a new form of building for a new form of living in Leumeah. Within a surrounding suburban context, this higher density precinct gives opportunity for a more integrated form of living with the new commercial and retail activity, surrounding new urban parklands, and supported by increased residential development in the centre of the city.
- Separating vehicle movement and pedestrian movement throughout the precinct improves amenity and quality of the development.
- An activated public realm with pocket park and community amenity which are connected to large civic facilities near the Leagues Club and the Stadium create a destination for the surrounding suburb.
- A built form which responds to Council's '*Reimagining Campbelltown*' strategic planning framework through increased density, increased pedestrian networks, environmental green corridors and taking advantage of key community assets.
- A high-density development to reduce vehicle movement and traffic congestion in the city centre and provide a high-quality destination at the centre of Leumeah which raises the value of surrounding suburban properties and begins to establish the principles of a walkable city.
- An opportunity for new employment opportunities through the provision of retail and commercial tenancies as part of a mixed-use development.
- The provision of the through-site pedestrian link provides *increased* opportunity for retail frontage, and the possibility for a variety of uses from medical and commercial suites on the perimeter street frontages, to retail and hospitality developments on the pedestrian through-site link, taking advantage of the urban park as a destination.

## 5.4. LAND USES

### Hotel

The existing Leumeah Hotel (licensed hotel) has been incorporated into the redevelopment of the site and is proposed to be located on the ground level of the development. Outdoor seating areas are proposed adjacent to the pedestrianised through-site link which will assist in activating the site. The main hotel lobby will be provided off the through-site link and will be oriented north towards the future Civic Square and remainder of the town centre.

### Retail

A total of five (5) retail tenancies of varying configurations are proposed on the ground level of the development.

## Residential

The proposed residential component will be accommodated within two towers which extend above the retail and hotel podium. A total of 178 residential dwellings are proposed, including a range of one, two and three-bedroom dwellings within shop-top housing.

The provision of a range of housing typologies will respond to existing and future changes in household and age structures, providing flexibility to cater for future population growth. The indicative provision of residential apartment dwellings includes:

- One-bedroom: 56 dwellings (31%)
- Two-bedroom: 100 dwellings (56%)
- Three-bedroom: 22 dwellings (12%)
- Total: 178 dwellings (100%)

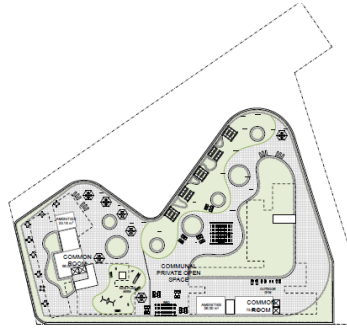
Each tower will have its own ground level street entrance, away from the primary retail activation areas. The apartments are oriented to achieve solar access and natural cross ventilation, whilst also maintaining visual and acoustic privacy. Each core gives direct access from the tower to the residential basement. The concept plan illustrates a layout and building arrangement that can be designed to comply with the relevant provisions of *State Environmental Planning Policy No. 65* and the Apartment Design Guide.

Figure 14 Indicative Reference Scheme – Floor Plans



GROUND

## Lower Levels



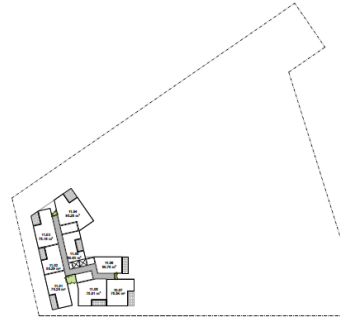
LEVEL 1



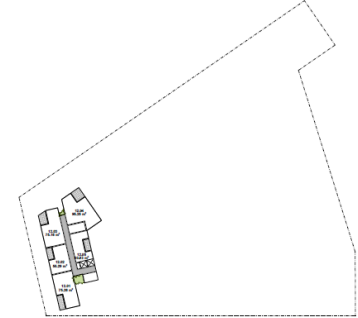
LEVELS 2-8



LEVEL 10

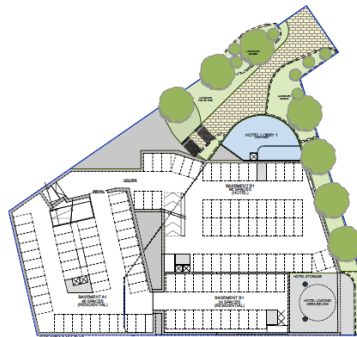


LEVEL 11

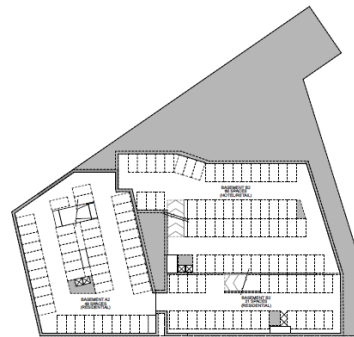


LEVELS 12-15

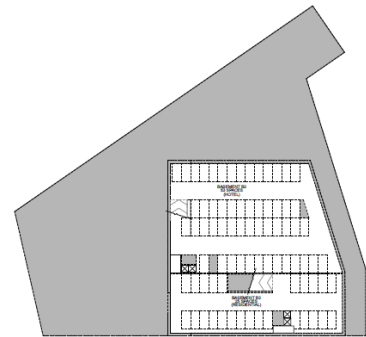
## Upper Levels



BASEMENT 1



BASEMENT 2

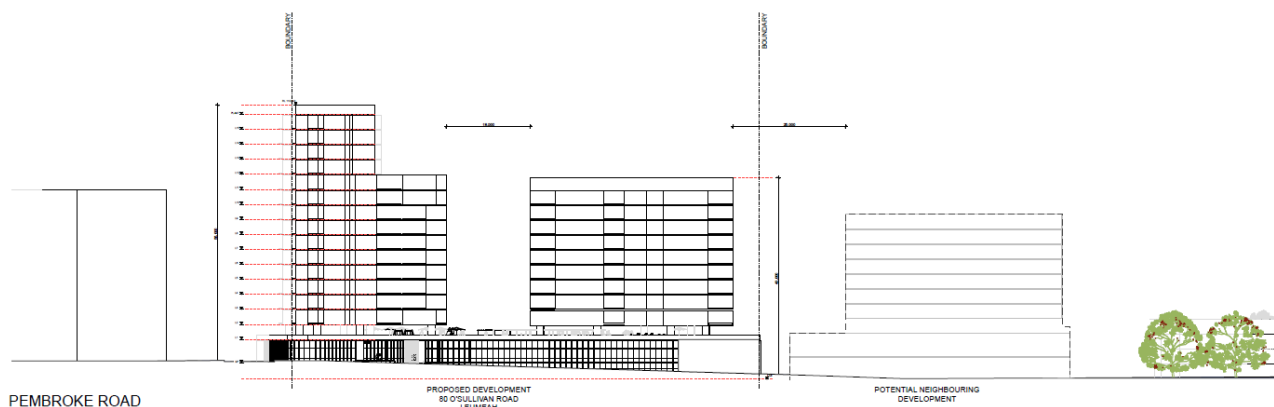


BASEMENT 3

## Basement Levels

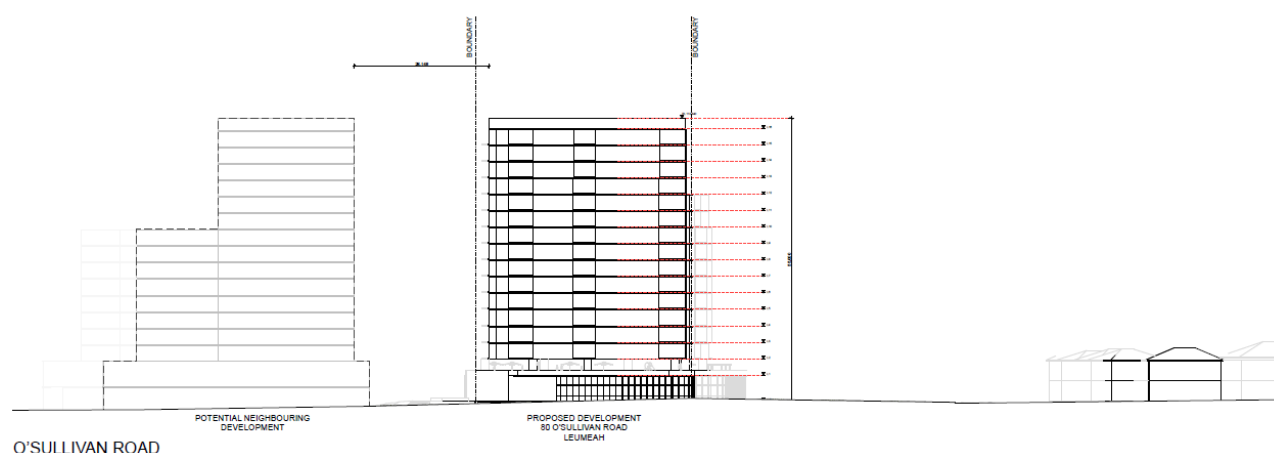
Source: Integrated Design Group

Figure 15 Indicative Reference Scheme – Elevations



Pembroke Road Elevation

Source: Integrated Design Group



O'Sullivan Road

Source: Integrated Design Group

## 5.5. BUILT FORM AND SITE LAYOUT

The proposed massing of the buildings has been derived having regard to the '*Reimagining Campbelltown*' *Master Plan* as well responding to the site opportunities and the surrounding urban character and context. The proposal provides for a significant height increase with a purpose to mark Leumeah CBD as part of a tri-city development strategy for Campbelltown LGA.

The existing precinct has a mix of building typologies. The larger Campbelltown Stadium and West Leagues club are significant community assets but offer limited streetscape activation and engagement due to the nature of these buildings. As such this proposal seeks to use the increased density and height for the precinct to establish clear guidelines for activation at the edges of the commercial podiums with the establishment of a clear street wall to establish a character which is more welcoming and accessible to pedestrians.

A distinct podium with tower forms above is provided. A clear podium allows for rooftop gardens for residents which provides further activation at different levels throughout the precinct, with good passive surveillance of the public realm, and good access to sunlight for residents. This development proposes communal open space on the L1 podium roof including play areas, BBQ facilities and quality landscape spaces for gathering and exercise.

Large podium levels allow for rooftop landscaped spaces for residents of the above towers. The podium accommodates non-residential uses, including the hotel and other retail uses, which are permissible with consent in the B2 Local zone under the CLEP 2015.

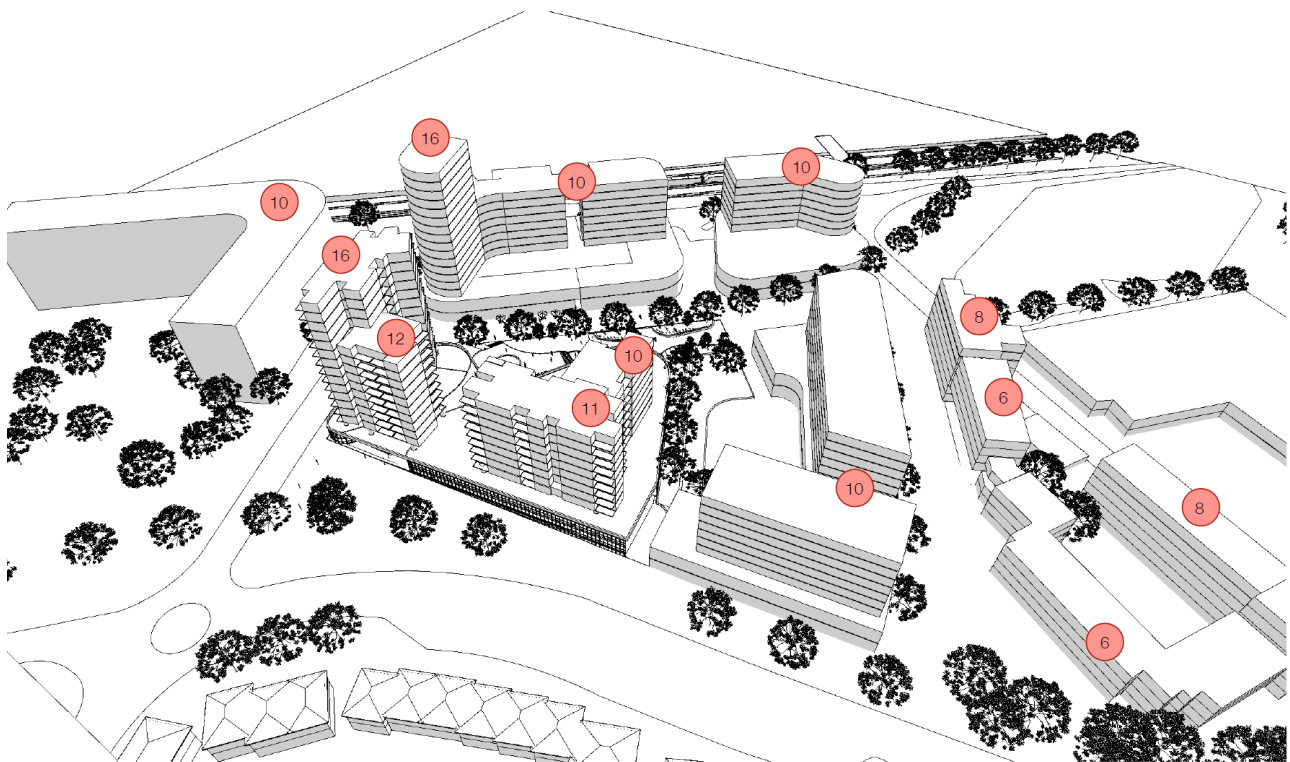
The southernmost tower is 16 storeys in height (inclusive of podium levels below) and reaches a maximum height of 55 metres stepping down to 12 storeys further north. The tower to the north is 11 storeys in height (43 metres) stepping down to 10 storeys to the west. The tower designs incorporate a recessed level to create a defined podium. The design is capable of incorporating different facade treatments to separate the podium and tower form.

The massing provides adequate separation to the adjoining sites within the Leumeah town centre in the form of above podium setbacks. The towers include vertical indentations/articulation to reduce the perceived bulk and scale of a larger scale development in response to the existing lot patterns and to provide finer-grain context.

The building envelopes have been achieved with consideration of SEPP 65 / ADG requirements and have been intentionally designed to allow for flexibility and scope for alternate design approaches which will arise during the detailed design process.

**Figure 16** provides an overview of the proposed massing of the Indicative Reference Scheme in the context of the surrounding future built form of the precinct and 3D visualisations are included at **Figure 17** and **Figure 18**.

Figure 16 Indicative Reference Scheme - Building Massing



Source: Integrated Design Group



Figure 17 Indicative Reference Scheme – Visualisations



View of hotel entry from through-site link.



View of internally showing pedestrian through-site link, podium landscaping and pocket park.

Source: *Integrated Design Group*



Figure 18 Indicative Reference Scheme – Visualisations



View of pedestrian through-site link.



View of connection between pedestrian link and future Civic Square

Source: *Integrated Design Group*



## 5.6. TRANSPORT, PARKING AND ACCESS

The Indicative Reference Scheme proposes that car, bicycle parking, and plant and services will be located within the basement levels with vehicular access via a driveway and ramp off O'Sullivan Road. The concept scheme includes the provision of approximately 320 parking spaces including 32 spaces for the retail component, 98 spaces for the licenced hotel and 190 spaces for the residential component. The bicycle parking provision for the proposal will be determined during the detailed DA stage.

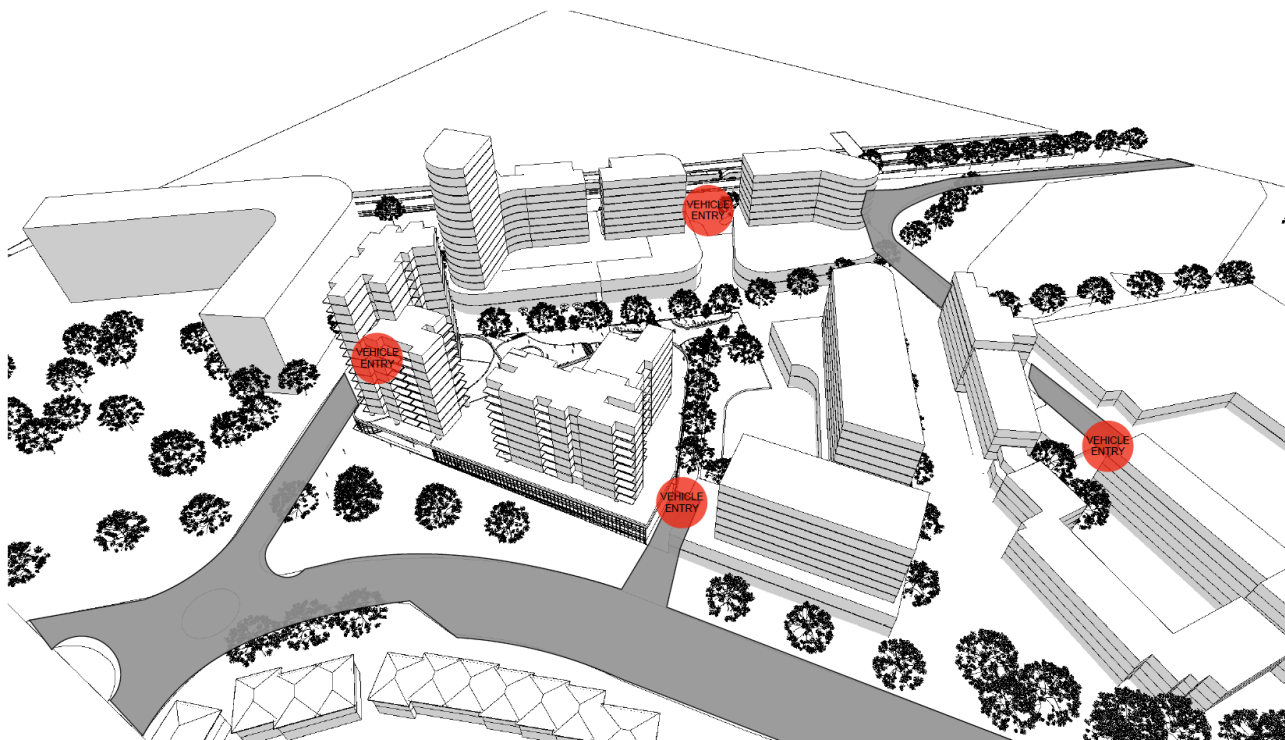
Separate residential, hotel and retail tenancy entrances are provided at the ground level for pedestrian access into the development.

The concept seeks to retain the existing vehicular access and associated deceleration lane on Pembroke Road for access to on-site refuse collection and servicing areas. The provision for refuse collection and loading bays will be determined during the detailed DA stage, with the development proposed to provide on-site refuse collection and loading area on the eastern corner of the site.

This loading area is proposed to be accessible from Pembroke Road via the existing vehicular access and associated deceleration lane, with these arrangements considered appropriate to ensure all servicing demands are contained on-site.

Further details are provided in the Traffic and Parking Study provided at **Appendix C**.

Figure 19 Indicative Reference Scheme – Vehicle Access



Source: Integrated Design Group

## 5.7. PUBLIC DOMAIN AND LANDSCAPING

A key element of the Planning Proposal is the provision of a vibrant public domain and range of public and private open spaces.

The public domain and urban landscape will provide a variety of places for residents and workers to meet, eat lunch, relax, and connect with one another. The public realm of the project is set to become Leumeah's new social heart and a destination for all ages both day and night.

As the nature of Leumeah town centre changes, developments must provide high quality public amenity to support increased density and building forms, though activate streetscapes and practical high-quality public spaces.

This proposal seeks to take advantage of pedestrian desire lines through the suburb to develop a high-quality urban space in the form of a potential through-site link (refer to **Figure 21**). The through-site link will include high quality weather protection, lighting, landscaping including a usable park space, integrated seating and intuitive wayfinding through the public realm. The provision of smaller retail tenancies and the re-establishment of the existing Leumeah Hotel will ensure there are numerous points of activation along the through-site link.

The Indicative Reference Scheme also includes a landscaped residential communal open space at podium level. This area will comprise of garden beds, BBQ areas, seating, play areas ensuring the site remains highly activated and useable.

The Indicative Reference Scheme ensures the site will have highly activated frontages by ensuring:

- Internal to the site, active uses are provided to the pedestrianised through-site link at ground level.
- Disruption to active frontages by services, fire exits, and blank walls is minimised.
- Where blank walls are unavoidable, facades will be treated with high-quality materials and design solutions.

This will ensure that the streetscape and surrounding public domain is enhanced and adequate weather protection is provided whilst also providing increased opportunities for passive surveillance to the public domain.

Figure 20 Indicative Reference Scheme – Landscape Plans



Ground Level Landscape Plan

Source: Integrated Design Group



Level 1 Landscape Plan

Source: Integrated Design Group

## 5.8. PUBLIC BENEFITS

Under Section 7.4 of the EP&A Act, a proponent may enter into a Voluntary Planning Agreement (VPA) where a change is sought to an environmental planning instrument, under which the developer agrees to dedicate land, pay a monetary contribution and/or provide any other material public benefit in association with the change to the environmental planning instrument.

Following a Gateway determination, it is anticipated that the Proponent and Campbelltown Council will enter discussions regarding the offer of Public Benefits outlined in this Planning Proposal.

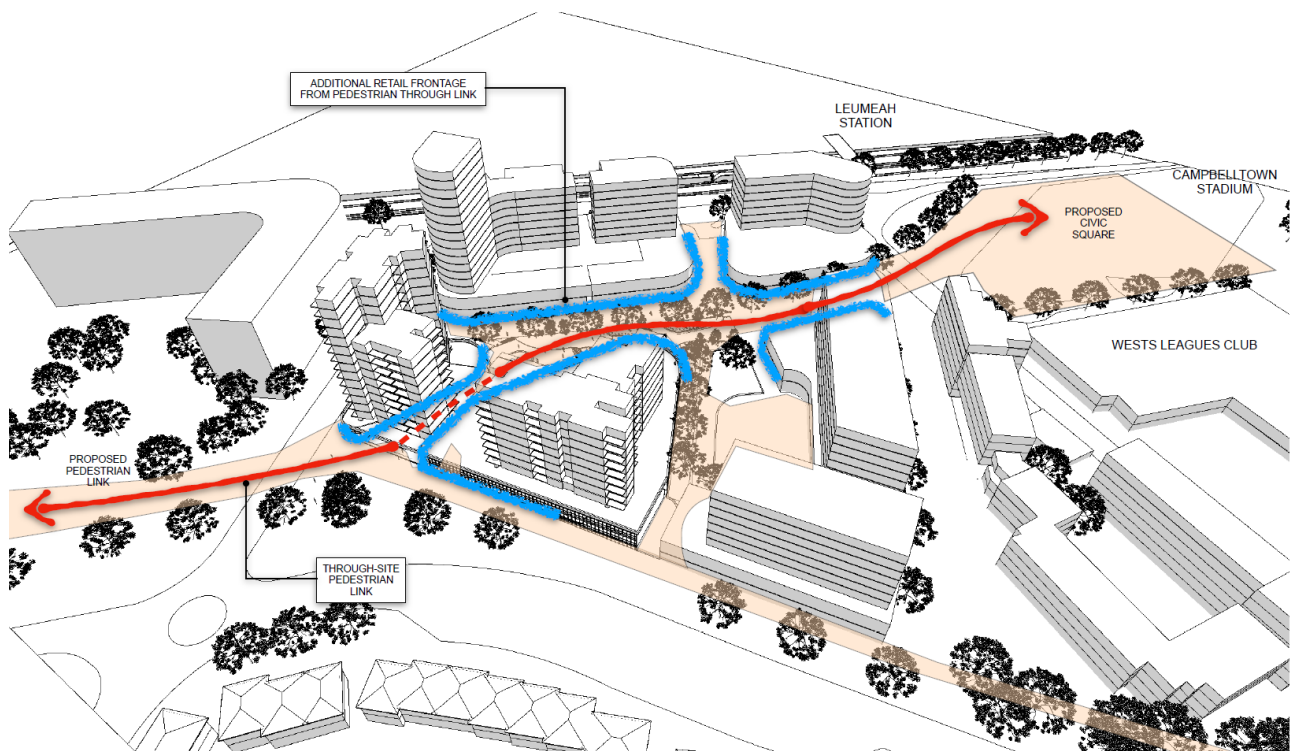
Possible public benefits as part of the project delivery include:

- Delivery of pedestrianised through-site link connecting Leumeah Train Station and the future Civic Square with the rest of suburban Leumeah to the south east of the site.
- Delivery of a publicly accessible open space associated with the provision of the through-site link.
- Embellishment of footpaths and public domain around the site on the O'Sullivan Road frontage.

The above public domain improvements are commensurate with the scale of the development.

Should the Proponent and Council agree to an offer of public benefit, a draft VPA would be separately placed on public exhibition prior to the gazettal of this Planning Proposal. These benefits can be secured through several mechanisms including the amended LEP as well conditions associated with future development consents.

Figure 21 Indicative Reference Scheme – Pedestrian Through-Site Link



Source: Integrated Design Group

## 6. THE CASE FOR CHANGE

The site has the capacity and capability to accommodate the proposed development provided in the Indicative Reference Scheme and provide for a broader and denser range of employment and residential uses than the current planning controls permit.

Achievement of this vision and the associated arising public benefits requires amendment to existing planning controls. The compelling reasons justifying the proposed amendments as requested in this Planning Proposal are summarised below.

### **Alignment with State and local planning strategic goals which seek to intensify land use around transport infrastructure and in proximity to employment nodes.**

The Planning Proposal is consistent with the strategic planning framework governing the Greater Sydney Region, the Western City District Plan and specifically, with Council's *'Reimagining Campbelltown' Master Plan* which envisages significant uplift for the subject site and a high-density mixed-use development. The proposal will provide for significant height adjacent to the train station to accommodate the desired increased residential density in a highly accessible location which will support the attainment of an 18-hour economy and a 30-minute city, as outlined within the District Plan.

### **A large, consolidated landholding that is able to be fully redeveloped in accordance with strategic plans and policies.**

The Planning Proposal relates to a large site under sole ownership which ensures that any future development can occur in an efficient manner. The large scale of the site held under a single ownership provides a significant renewal opportunity that is unique within the Leumeah town centre - where many sites are subdivided, individually owned or held under strata title. Given the limited opportunities for high density housing growth to occur in Campbelltown, large sites like this, are vital to enable the steady continuum of housing supply in locations well-served by public transport.

### **Delivers a genuine mixed-use and transit-oriented outcome for a site which is highly accessible.**

The proposal will provide a contemporary mixed-use development including commercial, retail and a mix of contemporary housing choices near community amenities and job hubs. The proposal capitalises on existing and planned infrastructure upgrades, being strategically located close to Leumeah Train Station, which in turn will provide sustainable benefits by reducing reliance on private vehicular transportation. Accommodating increased heights along the transport corridor will support the principle of transit-oriented development and result in a desired city skyline whilst reducing pressure on other low scale areas close to the Leumeah Train Station.

### **Delivers public domain improvements to benefit the local community, and future employees, residents, and visitors of the site.**

The proposal provides a high-quality landscaped outcome within both the public and private domain. The proposal delivers significant public benefit with the provision of a highly activated through-site link which will connect key community assets including Council's future Civic Square, the emerging sports and entertainment precinct and the train station to the rest of the suburb. This link will act as an urban park and will be designed to encourage opportunities for areas play, and for the community to gather and interact.

### **Ensures that the site provides employment opportunities whilst also allowing capacity for residential growth.**

The proposal provides for critical additional housing stock in a suitable location close to public transport infrastructure, employment, services and public amenity. With the provision of smaller retail tenancies and the reestablishment of the existing Leumeah Hotel, the site will provide ongoing employment opportunities to the local community. The proposal has the potential to service the nearby Campbelltown CBD commercial core and release the pressure of residential encroachment on commercial zoned land.

### **Provides excellent amenity to future residents.**

The proposal provides smaller and slender tower footprints to achieve excellent residential amenity and reduced visual bulk. The reference scheme demonstrates the ability to achieve compliance with key ADG design and amenity criterion, including building separation distances, open space, solar access, ventilation, apartment size and typology, private open space and storage requirements. Detailed shadow analysis prepared by the architects of the impacts demonstrates the proposed building envelopes will not result in unacceptable overshadowing to internal communal open space or to the adjacent areas.

### **Creates an appropriately scaled edge to the Leumeah town centre.**

The proposal ensures a high-quality urban outcome with appropriate transitional separation between the existing and future context. The proposed massing is based on the urban design framework adopted in the '*Reimagining Campbelltown*' Master Plan which identifies the site as a mixed-use precinct site with an opportunity for significant density uplift. The proposal seeks to use the increased density and height for the precinct to establish clear guidelines for activation at the edges of the retail podiums with the establishment of a clear street wall to establish a character which is more welcoming and accessible to pedestrians.

### **A potential landmark for Leumeah town centre.**

The proposal will support the marking of the Leumeah town centre as part of a tri-city development strategy for Campbelltown LGA. Within a surrounding suburban context, this high-density precinct will provide opportunities for a more integrated form of living with new retail activity, surrounding new urban parklands and supported by increased residential development in the town centre.

### **Site is not subject to any environmental hazards.**

Any future redevelopment of the site will result in minimal impacts to the natural environment.

Overall, the proposal provides an appropriate built form and scale that reflects the vision for Leumeah's town centre, and the existing and emerging scale of development on adjacent and surrounding lands.

**For these reasons, we request that Campbelltown City Council (as the relevant planning authority) resolve to initiate the amendment process under Section 3.33 and 3.34 of the EP&A Act and seek a 'Gateway Determination' from the NSW Department of Planning, Industry and Environment.**



## 7. PLANNING PROPOSAL ASSESSMENT

This Planning Proposal has been prepared in accordance with Sections 3.33 (1) and (2) of the EP&A Act with consideration of the relevant guidelines, namely *A Guide to Preparing Planning Proposals*, issued by DPIE in December 2018.

Accordingly, the proposal is discussed in the following parts:

- **Part 1** – A statement of the objectives and intended outcomes.
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3** – The justification for the Planning Proposal and the process for the implementation.
- **Part 4** – Mapping.
- **Part 5** – Details of community consultation that is to be undertaken for the Planning Proposal.
- **Part 6** – Project timeline.

Discussion for each of the above parts is outlined in the following sections.

### 7.1. PART 1: OBJECTIVES AND INTENDED OUTCOMES

#### 7.1.1. Objectives

In line with Council's '*Reimagining Campbelltown*' Master Plan, the primary objective of the Planning Proposal is to amend the CLEP 2015 built form development standards to facilitate commercial and residential density uplift to achieve a contextually appropriate built form outcome on this strategically located site. No change to the current zoning is proposed.

The proposed LEP amendments will facilitate redevelopment of the site to make a meaningful contribution toward growth of employment floor space suitable for small to medium sized businesses, that will complement the planned commercial office growth in the nearby Campbelltown CBD.

It will also, provide an important positive contribution to Council's requirement to enable a pipeline of new dwelling supply for the medium term (2021-2026) to meet its District Plan housing targets. Given the limited opportunities for high density housing growth to occur in Campbelltown, large sites like this, are vital to enable the steady continuum of housing supply in locations well-served by public transport.

In addition, the proposal will deliver multiple other tangible public domain improvements notably the provision of a pedestrianised through-site link which will improve connectivity between Leumeah Train Station and the rest of the suburb which sprawls to the south and east of the site.

The built form response depicted in the Indicative Reference Scheme provides for a taller building form commensurate with the Council vision to increase building scales towards the Leumeah Train Station.

The Indicative Reference Scheme also leverages the significant public investment in current and future community assets near the site including the Civic Square and upgrades to the existing sports and entertainment precinct by providing increased residential and employment opportunities in a well-served location.

The proposed amendments to CLEP 2015 have the objective of enabling future development that would achieve the following:

- Alignment with the indicative built form and density envisaged under Council's strategic planning framework outlined in the '*Reimagining Campbelltown*' Master Plan;
- Provide compatible land uses that contribute to the creation of a vibrant and active community, including the potential for residential and commercial uses to be co-located;
- Provide a vision for a consolidated development solution across multiple sites to enable a holistic approach to precinct planning and improve public domain outcomes;



- Capitalise on the natural development potential of the site given its strategic location adjacent to Leumeah Train Station.
- Create opportunities for small scale retail and commercial businesses in a more affordable location, close to the emerging sports and entertainment precinct; and
- Provide high quality commercial and retail spaces at the ground level, which activate the site.

### 7.1.2. Intended Outcomes

The intended outcome of the Planning Proposal is to establish planning controls that would enable the redevelopment of the site in accordance with the vision outlined in Council's '*Reimagining Campbelltown*' strategic document. The proposed planning controls would create the flexibility to accommodate a high-quality mixed-use building that successfully integrates with the emerging context of Leumeah's town centre. This is proposed through the following changes to the CLEP 2015:

- Amend the *CLEP 2015 Height of Buildings Map* to provide amended building height controls across the site with maximum heights of 55 metres and 43 metres; and
- Amend the *CLEP 2015 Maximum Floor Space Ratio Map* to provide a maximum FSR of 2:1.

Ultimately, this will enable the achievement of a range of regional and local strategic planning objectives including increased employment and housing growth within an accessible and connected location. The outcome would be the renewal of the site with residential and commercial land uses that would complement the increased commercial floor space envisaged within Leumeah town centre. Redevelopment would also contribute to enhancing the public domain, street activation and achieving the 18-hour economy.

## 7.2. PART 2: EXPLANATION OF PROVISIONS

### 7.2.1. Land to which The Plan will apply

The land that is proposed to be included in the LEP amendment is located at 80 O'Sullivan Road, Leumeah, legally referred to as Lot 201 in Deposited Plan (DP) 1052199.

### 7.2.2. Proposed LEP Amendments

The proposed mapping amendments is detailed in **Section 7.4** of this report.

#### Height of Buildings

The existing Height of Buildings Map limits development on the site to a maximum height of 12 metres. The Planning Proposal seeks to amend the height of buildings development standard to permit maximum heights of 55 metres and 43 metres across the site.

As illustrated in the accompanying Indicative Reference Scheme (refer to **Appendix A**), the proposed height control allows for a split-level height for towers across the site.

To facilitate the proposed amendment, the Planning Proposal requires the replacement of the existing *Height of Buildings Map Sheet HOB\_008*, as contained within the CLEP 2015 with a new sheet which incorporates an updated legend, with specific reference to the subject lot.

#### Floor Space Ratio

There is no existing FSR control applicable to the site. It is proposed that a maximum FSR of 2:1 be applied.

This outcome can be achieved by amending the existing *Floor Space Ratio Map FSR\_008* of CLEP 2015 with a new sheet which incorporates an updated legend, with specific reference to the subject lot.

#### Site Specific Development Control Plan

It is not anticipated that future development of the site will require preparation of a site-specific DCP. Existing controls provided within the Campbelltown (Sustainable City) Development Control Plan 2015 (**DCP**) will continue to apply and guide future development within the site. However, the urban design report does include indicative future built form controls which can be further developed should a site specific DCP be required.

### 7.2.3. Relationship to Existing Local Planning Instrument

It is proposed that CLEP 2015 will continue to apply to the site and will be amended by the site specific LEP.

### 7.2.4. Savings Provisions

It is not considered necessary to include a savings provision.

## 7.3. PART 3: JUSTIFICATION

### 7.3.1. Section A – Need for the Proposal

#### Q1 – Is the Planning Proposal a result of any strategic study or report?

**Yes.** This Planning Proposal was initiated by the identification of the subject site as a key site under the recently endorsed '*Reimagining Campbelltown*' Master Plan which was led by Council. The urban design framework for the site has therefore been guided by the framework outlined in the document.

To arrive at the chosen building envelope, the architects have also applied detailed analysis of the site and surrounding context. This confirms that a holistic approach to precinct planning has been adopted.

The site is located adjacent to the Leumeah Train Station, along a major corridor and arterial spine which has also been identified as the primary density growth corridor in the strategic planning investigations for Campbelltown LGA.

Under these strategies, urban renewal is envisaged along this transport spine, with heights and densities greatest along highway frontages and commercial centres, whilst retaining the low-density housing scale on the adjacent streets immediately off the Pacific Highway.

Further, the proposal will positively contribute to the delivery of housing in accordance with the housing targets for Campbelltown under the Western City District Plan. This outcome would positively contribute towards Council's obligations of facilitating the achievement of the medium term (2021-2026) District Plan housing targets.

When viewed holistically in the context of the above, the site represents the logical extension for increased residential density for the following reasons:

- The site is within a mixed-use town centre location and will deliver on the vision within the '*Reimagining Campbelltown*' Master Plan which identifies the site as one capable of accommodating higher density.
- The proposal is located in a B2 Local Centre zone and will not compromise the vision for growing and strengthening the Campbelltown CBD commercial focus, which is articulated within the '*Reimagining Campbelltown*' Master Plan.
- The proposed amendment to the height of building control will achieve an appropriate contextual response to its immediate locality.
- Increased residential population in close proximity to the Leumeah Train Station and the envisaged Civic Square will assist with Council's desire for an 18-hour economy and create a vibrant centre outside of business hours.

#### Q2 – Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?

**Yes.** The proposed amendments to the LEP are required to achieve the objectives and intended outcomes of Council's '*Reimagining Campbelltown*' Master Plan to deliver a high-density quality mixed use development, supported by commercial and residential uses in an accessible, well-connected and high amenity setting.

Without an amendment to the statutory planning controls, the Indicative Reference Scheme cannot be achieved, nor the vision outlined in the Master Plan, and the associated public and community benefits would be lost. The site is a logical and appropriate place to concentrate future growth, being strategically located in a precinct that is undergoing significant uplift and urban renewal.

It should be noted that whilst the '*Reimagining Campbelltown*' Master Plan provides design and built form principles for the site, the Master Plan does not have the effect of amending the CLEP 2015. As such, applicants are still required to lodge a Planning Proposal to amend the key development standards of the CLEP 2015 for individual landholdings.

Accordingly, a Planning Proposal will achieve the anticipated built form and development outcomes outlined in **Section 5** of this report.

Notwithstanding the above, the following alternative strategies were considered:

- Option 1. Lodge a Development Application with a Clause 4.6 variation the current CLEP controls; and
- Option 2. Lodge a Planning Proposal which includes a LEP height and FSR controls and site-specific provisions consistent with the '*Reimagining Campbelltown*' Master Plan.

Each of these items are discussed in full below:

Option 1. Lodging a Development Application was considered as the B2 zone permits a mixed-use development incorporating residential, retail and commercial uses. The current built form controls of a maximum building height of 12 metres is considered obsolete and is not reflective of a suitable density for such a strategic site, close to employment and high frequency existing and future public transport.

A Development Application could be submitted with a Clause 4.6 variation to the building height control. There are however limitations to the practical application of this clause to vary development standards. As the current control is highly restrictive to building height it would not be appropriate nor would we expect that legal powers exist within the intent of the clause to be used to support the intended development concept. Consequently, this option was not pursued. The extent in numeric variation from the current built form controls in comparison to the proposal would unlikely be supported through the use of *Clause 4.6 Exceptions to development standards*.

Option 2. Amending the built form LEP controls is considered the most appropriate approach as it would enable a timelier delivery of retail, commercial and residential development taking advantage of the proposed upgrades in the locality including delivery of Civic Square and upgrades to the sports and entertainment precinct which is consistent with Council's '*Reimagining Campbelltown*' Master Plan.

Council has recently endorsed the Master Plan which identifies the site as a high-density mixed-use development. However, it is noted that the Master Plan ultimately will not lead to an amendment of the LEP. Rather, the purpose of the Study is to set a framework to guide future Planning Proposals within the study area.

As the Master Plan will not result in changes to the LEP, property owners are still required to lodge individual Planning Proposals. In this case, the site is unique given the proposal has already been granted strategic merit and site-specific merit and the proposed reference scheme has therefore been guided to reflect the site-specific criteria established under the Master Plan.

The Master Plan has established that the site is a significant site and warrants uplift, so there is no reason to wait. The built form and proposed amendments to the LEP controls can only be achieved through a Planning Proposal. Therefore, this Planning Proposal is the best means of achieving the intended outcome for the site.

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

#### **Q3 – Will the planning proposal give effect to the objectives and actions of the applicable strategy (including any exhibited draft plans or strategies)?**

*A Guide to Preparing Planning Proposals* sets out that in order to answer this question, a Planning Proposal needs to justify that it meets the Strategic Merit Test. The Strategic Merit Test considers two criteria, being strategic and site-specific merit of the proposal. The consistency of the Planning Proposal with the assessment criteria is set out in the following sections.

### (a) Does the proposal have strategic merit?

**Yes.** The Planning Proposal is consistent with the objectives and actions of applicable strategies, demonstrating the strategic merit of the proposal. This is demonstrated through the Planning Proposal's alignment and consistency with the following strategic planning documents as detailed in the proceeding sections:

- Greater Sydney Region Plan
- Western City District Plan

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

The Greater Sydney Region Plan – A Metropolis of Three Cities (**GSRP**) provides the overarching strategic plan for growth and change in Sydney and sets out policy directions to achieve the identified goals and principles, with each direction underpinned by a number of actions.

The following table sets out some of the relevant directions and actions of the GSRP and explains how the Planning Proposal responds and aligns to these.

Table 3 Consistency with the Greater Sydney Regional Plan

| <b>Greater Sydney Regional Plan</b>  | <b>Planning Proposal Response</b>  |
|--|--|
| <b><i>Objective 4: Infrastructure use is optimised</i></b>   | <p>The proposed uplift will ensure the public transport infrastructure is optimised. The site is located approximately 190 metres from Leumeah Train Station. Existing train services provide a high frequency service connecting major employment hubs such as Campbelltown, Macarthur, and Liverpool CBDs.</p> <p>The proposal positively contributes to this objective by placing density in a highly convenient location that will encourage use of existing and new transport infrastructure. Delivering density in the right location, such as the subject site, will help to drive better travel behaviour in future residents and workers, encouraging increased reliance on public transport.</p> |
| <b><i>Objective 5: Benefits of growth realised by collaboration of governments, community and business</i></b>           | <p>This Planning Proposal will assist in the collaboration of government, community and business as follows:</p> <ul style="list-style-type: none"><li>▪ Renewal of this site for mixed-use development would assist government in contributing towards housing and employment targets for the centre, ensuring the proposal positively contributes to housing and economic policy of government.</li><li>▪ Construction of a pedestrian through-site link will improve connectivity between the suburb's outlying areas and the train station and Council's envisaged Civic Square.</li></ul>   |
| <b><i>Objective 10: Greater housing supply</i></b><br><b><i>Objective 11: Housing is more diverse and affordable</i></b> | <p>This Planning Proposal seeks to enable a mixed-use development which would permit the development of shop top housing, in addition to commercial and retail uses. The Planning Proposal would directly contribute to the dwelling supply needed to meet the dwelling targets for the district. The Indicative Reference Scheme accommodates 178 new dwellings. This outcome would positively contribute to achieving the housing targets for the Council as part of the Western City District.</p>  |

| Greater Sydney Regional Plan  | Planning Proposal Response  |
|---|---|
|   | <p>The concentration of density in this centrally located site adjacent to the train station enables the retention of existing low-density residential areas to the south and east of the site, preserving local character and creating housing diversity. The concentration of density within walking distance of public transport nodes is considered an appropriate location for additional housing. The provision of housing in general terms has the potential to contribute to housing affordability by contributing to general housing.</p>  |
| <p><b>Objective 12: Great places that bring people together</b></p>   | <p>The Planning Proposal will support the renewal of the site. The proposal will facilitate the redevelopment of the site which will transform the existing underutilised land into a vibrant mixed-use precinct with a range of uses and outdoor spaces which provide activation to the streetscape and public domain.</p> <p>The retention of the Leumeah Hotel will ensure the site continues to be a place where locals can gather, and the potential through-site link will improve connectivity and enhance the visual amenity of this prominent site.</p> <p>The proposal will also seek to leverage its location close to current and future community assets including the future Civic Square and upgrades to the existing sports and entertainment precinct by providing increased residential and employment opportunities in a well-serviced location. This will provide a significant improvement to the current state of the site.</p> |
| <p><b>Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</b></p> <p><b>Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive</b></p> | <p>Leumeah is defined in the GSRP as forming part of ‘Campbelltown-Macarthur’ which is identified as a metropolitan cluster. The site is within the ‘Western Economic Corridor’ an appropriate location for mixed-use density uplift which will provide housing is a location which is highly accessible to jobs, whilst not eroding the commercial importance of the core itself.</p> <p>The Planning Proposal seeks to facilitate increased employment opportunities and will safeguard the commercial offering of the site into the future. Concentrating employment and housing growth in Leumeah’s town centre adjacent to the train station will support the desired integrated land use and transport model and it also encourages walkable centres. For these reasons, this proposal supports this objective.</p>   |
| <p><b>Objective 22: Investment and business activity in centres</b></p> <p><b>Objective 24: Economic sectors are targeted for success</b></p>   | <p>This Planning Proposal seeks to retain the employment role of the site by retaining the B2 Local Centre and providing a quantum of retail uses on the ground plane. The proposal also seeks to retain the Leumeah Hotel and redevelop its facility ensuring the site maintains its role as an entertainment precinct. This will ensure that the site continues to contribute to jobs and economic growth of Campbelltown.</p>  |



| Greater Sydney Regional Plan  | Planning Proposal Response   |
|---|--|
|   | The Planning Proposal would result in a number of direct economic benefits, during the construction stage and during ongoing operations. Existing hotel and bottle shop operations at the site currently provide 35 jobs. The redevelopment of the site will provide additional commercial or retail floor space whilst retaining the current jobs ensuring that additional employment opportunities are generated in the future. Further, it is anticipated that up to 340 jobs will be generated during the construction phase of the development.   |
| <b>Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</b> | The Planning Proposal facilitates the promotion of walkable neighbourhoods and low carbon transport options due to its proximity to public transport, being within walking distance of the Leumeah Train Station, as well as existing bus services. The site's proximity to public transport would provide opportunities for residents and employees to conveniently use public transport thereby reducing private vehicle trip movements and assisting the objective to create low-carbon cities. Further, sustainability measures would be explored in any future redevelopment of the site. |

### **Western City District Plan**

The site is located within Western City District of Greater Sydney. The Western City District Plan (**District Plan**) reflects the broader vision of Sydney as a three-city metropolis and is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

A description of how this Planning Proposal directly aligns with the relevant priorities of the Western City District Plan priorities, is set out in the following table.

Table 4 Consistency with the Western City District Plan

| Western City District Plan                                 | Planning Proposal Response   |
|--|--|
| <b>W1. Planning for a city supported by infrastructure</b> | <p>The proposed uplift will ensure that public transport infrastructure is optimised. The site is located within close walking distance to the Leumeah Railway Station which is serviced by the T8 Airport and South Line between Leppington in the north, Macarthur in the south and Central in the east. This railway station connects commuters to the wider public transport network and provides regular train services 10-15 minutes. Bus services are also available along O'Sullivan Road providing access to the surrounding locality.</p> <p>In addition, a range of public infrastructure improvements are identified for Leumeah including a future Civic Square and various upgrades to the nearby sports and entertainment precinct. The proposed uplift will optimise these public infrastructure improvements.</p> |

| Western City District Plan   | Planning Proposal Response   |
|--|--|
| <p><b><i>W3. Providing services and social infrastructure to meet people's changing needs</i></b></p>                            | <p>The proposal meets this objective by providing high density housing in a location close to public transport, retail, services, and open space. This contributes to walkable neighbourhoods connected by public transport which will appeal to a wide demographic. While the site benefits from its proximity to a network of social infrastructure, the proposal also seeks to make a significant contribution toward community and social infrastructure including the provision of public open space and a pedestrian through-site link. The site is ideally located a short walking distance to the Leumeah Train Station and this will support the growth of the suburb and assist in achieving the 30-minute city by deliver additional residential capacity in close proximity to services and jobs.</p>  |
| <p><b><i>W4. Fostering healthy, creative, culturally rich, and socially connected communities</i></b></p>                        | <p>The proposal seeks to establish a vibrant and attractive location that will facilitate social connections and help foster healthy, culturally rich, and networked communities. This proposal seeks to undertake place-based planning to strengthen existing social connections within the LGA and forge new connections as the area continues to grow in residential and employment population.</p> <p>Notably, the potential through-site link will encourage social interactions and include smaller, more intimate spaces for connection. The retention of the Leumeah Hotel adjoining the pedestrianised link will build upon its existing offering, enhancing the identity and local character of the area.</p>  |
| <p><b><i>W5. Providing housing supply, choice, and affordability, with access to jobs, services and public transport</i></b></p> | <p>The Planning Proposal will facilitate the delivery of new dwellings with excellent access to public transport and job markets in accordance with the vision of the District Plan. The '<i>Reimagining Campbelltown</i>' Master Plan identifies the site as one which can assist in meeting the housing targets identified for Campbelltown Council under the District Plan. The Planning Proposal will therefore assist in achieving greater housing supply, choice, and affordability. Excellent public transport access and proximity to Campbelltown, Macarthur and Liverpool CBDs makes the site a highly attractive location for residential uses.</p> <p>The current DPIE approach is seeking to balance residential intensification whilst maintaining a strong employment function. The subject site can play an important role in this regard by providing for housing close to the Campbelltown CBD commercial core, which is reserved for commercial growth only. Further, the District Plan considers locational criteria for urban renewal opportunities such as that located around regional or strategic centres. The District Plan maintains a position that housing growth should not happen in an ad hoc manner, rather it should be restricted to areas that meet locational criteria for urban renewal.</p> |

| Western City District Plan  | Planning Proposal Response   |
|---|--|
|   | <p>Increasing housing capacity in the Leumeah town centre will also assist in the retention of the existing medium-low density character outside of the CBD. The scale of the site permits the delivery of a range of dwelling sizes, including one, two- and three-bedroom apartments, responding to the changing demographic character of the region and the broader trends at a metropolitan level.</p>   |
| <p><b><i>W6. Creating and renewing great places and local centres, and respecting the District's heritage</i></b></p> | <p>The site is currently underutilised, and the existing built form is outdated and does not contribute positively to the amenity, vibrancy or character of the Leumeah public domain. Its current state represents a failure to capitalise on the site's locational characteristics and scale.</p> <p>The proposal will provide an overwhelmingly positive contribution to the Western City District and Campbelltown LGA through the creation of a vibrant, attractive, and activated commercial and residential community, supported by a local hotel and a network of public open spaces.</p>  |
| <p><b><i>W9. Growing and strengthening the metropolitan city cluster</i></b></p>                                      | <p>The proposal will maintain its current business zoning whilst facilitating the delivery of a substantial quantum of housing proximate to the surrounding employment districts. Being a mixed-use development, the proposal will deliver an integrated land use outcome consistent with this direction. The proposed development is uniquely positioned to contribute to a vibrant, walkable and attractive town centre.</p> <p>The proposal enhances the current commercial function of the site which will enable the growth of retail floor space within Leumeah. The residential land uses will complement these land uses, in order to provide a genuine mixed-use outcome. Concentrating both employment and housing growth in this location supports the desired integrated land use and transport model and therefore will maximise the land use opportunities.</p> <p>The site is an excellent location of the delivery of these land uses and retaining the current development standards will only represent a missed opportunity to strengthen the metropolitan cluster.</p> |
| <p><b><i>W16. Protecting and enhancing scenic and cultural landscapes</i></b></p>                                     | <p>The 'Reimagining Campbelltown' Master Plan highlights a commitment to built form which celebrates the 'city centre in a valley setting'. This setting includes views within the valley and distant views such as to the Scenic Hills.</p> <p>The Master Plan outlines that building heights should provide a city skyline with visual diversity and interest and contribute to and celebrate Campbelltown's 'City Centre in a Valley' setting. The proposed site massing contributes to the 'city centre in a valley' setting and does not block or significantly impact on distant views to and from the Scenic Hills.</p>   |

| Western City District Plan                            | Planning Proposal Response   |
|---|--|
| <b><i>E18. Delivering high quality open space</i></b> | <p>This Planning Proposal seeks to deliver high-quality open space to the benefit of future workers and residents of the site. In addition, this Planning Proposal seeks to significantly improve accessibility to public open spaces within Leumeah via the provision of a through-site link which will connect the train station with suburban areas of Leumeah to the south east.</p> <p>This proposal seeks to take advantage of pedestrian desire lines through the suburb to develop a high-quality urban space in the form of a through-site link. This urban park will be designed to utilise opportunities for play and physical activity for children and young people both within the site and in surrounds. This space will be a detailed landscape area with high quality weather protection, lighting, landscape, outlook, integrated seating and intuitive wayfinding through the public realm.</p> |

## **(b) Does the proposal have site-specific merit?**

**Yes** – the Planning Proposal has site-specific merit having regard to the following matters:

- The natural environment
- Existing, approved and future land uses in the vicinity of the proposal
- Services and infrastructure that are or will be able to available to meet the demands arising from the proposal

The proposal demonstrates site-specific merit due to its locational, environmental and site characteristics.

The site is not currently subject to significant ecological or environmental constraints due to its development history and location within a built urban area. Further, local infrastructures and services have already been accommodated on the site, including local roads, footpaths, water, sewer and electricity systems. Augmentation of these services to accommodate the additional demand will be undertaken where required.

The establishment and growth of the Leumeah town centre is driven by the desire to live and work within proximity to transport infrastructure, local services, recreation and employment. Increasing the development potential of the site will enable both an increase and benefit from these provisions. The site's proximity to existing transport infrastructure will allow future residents to benefit from these provisions, whilst also providing connectivity for future employees to access the job opportunities provided on the site.

As outlined in the strategic documents in the preceding section, there is a demand for additional housing supply within the Western City District to support ongoing population growth which cannot be accommodated within the low-medium density housing in the surrounding suburbs. The Proposal presents an opportunity to deliver the required housing supply whilst retaining and protecting the existing low-density character of outlying suburban areas.

In addition to the above, it is noted that the large scale of the site held under a single ownership provides a significant renewal opportunity that is unique within the Leumeah town centre - where many sites are subdivided, individually owned or held under strata title. The amendment to development standards will optimise the positive characteristics and contribute to State and local objectives for Leumeah and the wider Campbelltown LGA.

#### Q4 – Is the planning proposal consistent with a Council’s local strategy or other local strategic plan?

**Yes.** The Planning Proposal is consistent with the following local planning strategies:

- ‘Reimagining Campbelltown’ City Centre Master Plan (endorsed)
- Campbelltown Local Strategic Planning Statement (endorsed)

Consistency with these documents is outlined below.

##### **‘Reimagining Campbelltown’ City Centre Master Plan**

The ‘Reimagining Campbelltown’ City Centre Master Plan (**Master Plan**) provides the strategic planning framework for the site and the wider Campbelltown CBD. The document provides a Master Plan for the Campbelltown City Centre being Campbelltown-Macarthur, the metropolitan cluster centre for the south-west, and includes Leumeah due to its regional role as the hub of sports and events and the home of Campbelltown Stadium.

An overview of how the Planning Proposal is consistent with the objects and intent of the Master Plan, as envisaged by Council is provided below.

This Planning Proposal is consistent with the Master Plan in that it:

- Delivers on the vision of a higher density precinct and greater building heights adjacent to Leumeah Train Station;
- Provides a mix of uses including a retail hub for the locality supported by significant residential increase;
- Provides maximum building heights of 16 and 12 storeys in the form of two towers above a connected podium with clear street walls to establish a town centre character that is more welcoming;
- Delivers a high-quality mixed-use precinct which provides opportunities for delivering additional housing supply in a highly accessible location;
- Proposes a potential highly activated pedestrianised through-site link which will provide direct connection from areas south east of the site to the Leumeah Train Station, the future Civic Square and the emerging sports and entertainment precinct;
- Ensures the retention of the Leumeah Hotel which acts as a local entertainment venue and delivers a quantum of retail floor space to increase employment opportunities in a highly accessible location;
- Provides high quality public amenity to support the increased residential density, through highly activated streetscapes and practical high-quality public and private open spaces; and
- Creates a potential landmark development which will increase the presence and importance of Leumeah town centre as a destination.

The following table sets out some of the relevant directions of the Master Plan and explains how the Planning Proposal responds and aligns to these.

Table 5 Consistency with key elements of the ‘Reimagining Campbelltown’ Master Plan

| Key Elements   | Planning Proposal Response  |
|--|---|
| <b>Urban Village:</b> Located next to Leumeah Live and train station, the urban village will be the heart of activity and services for the local community. As a mixed-use cluster, the village will include retail convenience, day and night dining options, as well as health and wellbeing services. | The proposal provides a mixed-use precinct including ground floor retail tenancies and residential uses. The retail tenancies will offer flexible spaces which can provide a range of convenient retail offerings including the potential for takeaway and dine in restaurants to encourage the activation of the site. |



| Key Elements  | Planning Proposal Response   |
|---|--|
|   | <p>The retention of the Leumeah Hotel will further ensure the site is activated and functions as a destination precinct. The proposed through-site link and public open space will encourage residents, workers and other locals with a place to meander and gather, reinforcing the concept of an urban village.</p>  |
| <p><b>Mixed Housing for All:</b> As an exemplar residential neighbourhood, Leumeah will provide housing choice and affordability catering to the needs of varied households and individuals.</p>  | <p>The Planning Proposal will facilitate the delivery of new dwellings with excellent access to public transport and job markets. The Indicative Reference Scheme accommodates 178 new dwellings and the future residential buildings will include a mix of 1, 2 &amp; 3 bedroom unit typologies. The Planning Proposal will therefore assist in achieving greater housing supply, choice and affordability.</p> <p>The provision of housing in general terms has the potential to contribute to housing affordability by contributing to general housing. Increasing housing capacity in the Leumeah town centre will also assist in the retention of the existing medium-low density character outside of the CBD.</p> |
| <p><b>Green Connectivity:</b> Leumeah features two major green connections with an east-west connection along Bow Bowling Creek and a north-south connection from Smith and Leumeah Creek to Kangyugal Reserve. These green links that hold cultural significance to the Dharawal people, provide the community with immediate access to major natural assets and parklands for respite, recreation, leisure, fitness and social interaction.</p> | <p>Whilst not forming part of the subject site, the precinct plan provided in the Indicative Reference Scheme proposes a potential additional pedestrian green link adjacent to the Smiths Creek canal. This link would be naturally landscaped and provide users with a place to relax, undertake leisure or fitness activities and social interaction. It will also serve as an additional link between the future Civic Square and the remainder of suburban Leumeah.</p>   |
| <p><b>Green Heart:</b> Along the Bow Bowling Creek corridor is a green heart, which offers the community with open space for passive and active recreation activity. It includes a new aquatic centre, outdoor courts, and a passive play lawn.</p>   | <p>The Indicative Reference Scheme prepared to support the proposal seeks to leverage the significant public investment along the Bow Bowling Creek corridor by providing increased residential and employment opportunities in a well-served location close to this emerging precinct.</p>  |
| <p><b>Leumeah Live:</b> Leumeah Live is a vibrant sports and entertainment precinct anchored by Campbelltown Stadium, and co-located with other regional sporting facilities and venues. As a major event precinct, Leumeah Live will include complementary uses such as short-term accommodation, hotels, food, and beverage</p>   | <p>The Indicative Reference Scheme prepared to support the proposal seeks to leverage the significant public investment in future community assets including upgrades to the existing sports and entertainment precinct by providing increased residential and employment opportunities in a well-</p>   |

| Key Elements   | Planning Proposal Response   |
|--|--|
| <i>options, and potentially some associated commercial spaces.</i>   | served location close to this emerging sports and entertainment precinct.  |
| <b>People Place:</b> <i>People and human experience will be put at the forefront of design in Leumeah. This means there will be a focus to reducing car dependency, which will include transitioning away from commuter carparking, future proofing car parking and offering event mode transport solutions.</i> | The site is located approximate 190m from Leumeah Train Station. Existing train services provide a high frequency service connecting major employment hubs such as Campbelltown, Macarthur, and Liverpool CBDs. The proposal positively contributes to this element by placing density in a highly convenient location that will encourage use of existing and new transport infrastructure. Delivering density in the right location, such as the subject site, will help to drive better travel behaviour in future residents and workers, encouraging increased reliance on public transport. |

### **Campbelltown Local Strategic Planning Statement**

The Campbelltown Local Strategic Planning Statement (**LSPS**) sets out Council's land use vision, planning principles, priorities, and actions for the next 20 years. It outlines the desired future direction for housing, employment, transport, recreation, environment, and infrastructure for Campbelltown LGA.

This Planning Proposal is consistent with local planning priorities outlined in the LSPS as documented in the following table.

Table 6 Consistency with Campbelltown LSPS

| LSPS Priorities   | Planning Proposal Response   |
|---|--|
| <b>PRIORITY 1</b> <i>Creating a great place to live, work, play and visit</i> | <p>The proposal is for a mixed-use precinct which will include private communal open space for residents and high quality public open space for visitors and workers. The Indicative Reference Scheme seeks to deliver areas of public open space incorporating a permeable through-site link, pocket parks and forecourts.</p> <p>This will encourage walking and cycling throughout the site. Seating and play areas for children will create a village atmosphere. A mix of retail uses to the ground plane and the retention of the Leumeah Hotel will ensure the site is highly activated and encourage the site to evolve into a destination precinct.</p> |
| <b>PRIORITY 2</b> <i>Providing high quality, diverse housing</i>              | <p>The submitted reference design demonstrates that, subject to the proposed LEP amendment, future redevelopment of the site can accommodate approximately 178 dwellings.</p> <p>The future residential buildings will include a mix of 1, 2- &amp; 3-bedroom unit typologies, which will capitalise on the site's location within close walking distance of the Leumeah Train Station. The provision of high-density development on this site will protect the existing character of low-density suburbs in the LGA.</p>  |

| <b>LSPS Priorities</b>   | <b>Planning Proposal Response</b>  |
|--|--|
| <b><i>PRIORITY 10<br/>Creating strong and vibrant centres</i></b>        | <p>The site is currently underutilised, and the existing built form is outdated and does not contribute positively to the amenity, vibrancy, or character of the Leumeah public domain. Its current state represents a failure to capitalise on the site's locational characteristics and scale.</p> <p>The proposal will provide an overwhelmingly positive contribution to the Western City District and Campbelltown LGA through the creation of a vibrant, attractive, and activated commercial and residential community, supported by a local hotel and a network of public open spaces.</p> <p>This proposal seeks to retain the employment role of the site by retaining the B2 Local Centre and providing a quantum of retail uses on the ground plane. The proposal also seeks to retain the Leumeah Hotel and redevelop its facility ensuring the site maintains its role as an entertainment precinct.</p>   |
| <b><i>PRIORITY 11 Striving for increased local employment</i></b>        | <p>With urban densification and increase in residential density, is the opportunity for new employment opportunities through the provision of retail and commercial tenancies as part of a mixed-use development.</p> <p>In addition to the existing street frontages in the precinct, the provision of the through-site pedestrian link provides increased opportunity for retail frontage, and the possibility for a variety of uses from medical and commercial suites on the perimeter street frontages, to retail and hospitality developments on the pedestrian through-site link, taking advantage of the urban park as a destination.</p> <p>This proposal envisages smaller boutique opportunities for retail and hospitality activity in the precinct in the sports and entertainment precinct in addition to the services provided by the existing Wests Leagues Club. In addition, this new retail is activated by access to publicly accessible parking with direct access to the through-site pedestrian link.</p> |
| <b><i>PRIORITY 14<br/>Ensuring infrastructure aligns with growth</i></b> | <p>The proposed uplift will ensure the public transport infrastructure is optimised. Further, the proposal seeks to leverage the significant public investment in future community assets including the future Civic Square adjacent to the train station and the proposed upgrades to the existing sports and entertainment precinct by providing increased residential and employment opportunities in a well-serviced location close to this emerging sports and entertainment precinct.</p> <p>The proposal also seeks to take advantage of pedestrian desire lines through the suburb to develop a high-quality urban space in the form of a through-site link. The potential pedestrianised through-site link on the ground plane will provide direct connections from Leumeah Train Station and the future Civic Square to the lower density residential areas of Leumeah to the south.</p>   |

## **Q5 – Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?**

**Yes.** The Planning Proposal is considered consistent with relevant SEPPs as identified and outlined with the following table.

Table 7 Consistency with relevant SEPPs

| SEPP  | Comment   |
|---|---|
| <i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i>                        | The Planning Proposal does not contain provisions that will contradict or hinder the application of the SEPP.   |
| <i>State Environmental Planning Policy (Infrastructure) 2007</i>  | The Infrastructure SEPP aims to facilitate the efficient delivery of infrastructure across the State. Any future development may require existing utility services to be upgraded and/or augmented to enable the future residential population to be accommodated. Further details would need to be provided during any future DA. In addition, any future DA submitted for this site may trigger the referral requirements for traffic generating development of the to the RMS.   |
| <i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</i>                          | The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency. The Indicative Reference Scheme has been designed with building massing and orientation that would facilitate future BASIX compliance, which would need to be documented in any future DA.   |
| <i>State Environmental Planning Policy No. 55 Remediation of Land</i>   | SEPP 55 provides the planning framework for the management of contaminated land in NSW. A Phase 1 Environmental Site Assessment ( <b>Appendix D</b> ) has been undertaken and concludes that the site can be made suitable for the intended land uses. Potential contamination identified within the PSI is representative of common urban environments and implementation of typical contamination management practices would result in the mitigation of unacceptable risks to future site users.   |
| <i>State Environmental Planning Policy No. 64 Advertising and Signage</i>                                       | Detailed compliance with the SEPP provisions will be demonstrated within all future development applications relating to signage and advertising on the site.   |
| <i>State Environmental Planning Policy No. 65 Design Quality of Residential Apartment Development (SEPP 65)</i> | <p>SEPP 65 provides a statutory framework to guide the design quality of residential flat developments. The Indicative Reference Scheme has been designed to test one way in which the proposed planning controls could be translated to a future redevelopment. The Indicative Reference Scheme has therefore been assessed against SEPP 65 and the accompanying Apartment Design Guide (<b>ADG</b>). Based on that assessment, the following is noted:</p> <ul style="list-style-type: none"> <li>75% of apartments achieve the ADG guideline of 2 hours of sunlight between 9am and 3pm in mid-winter.</li> <li>71% of apartments (ground floor to Level 8) are cross ventilated.</li> </ul> <p>The architects have addressed the design principles of SEPP 65 at <b>Appendix B</b>. A detailed assessment would be required to accompany any future DA.</p> |

| SEPP  | Comment   |
|---|---|
| <i>State Environmental Planning Policy (Urban Renewal) 2010</i> | The concept proposal aligns with the objectives of SEPP (Urban Renewal) 2010 as it facilitates the orderly and economic redevelopment of an urban site that is accessible by public transport. Furthermore, the Planning Proposal facilitates the delivery of the objectives of the relevant State and district planning policies, which seeks to increase densities within walking distance of existing and planned infrastructure, employment nodes and educational establishments. |

## Q6 – Is the Planning Proposal consistent with applicable Ministerial Directions (s 9.1 directions)?

**Yes.** The Planning Proposal is consistent with relevant Ministerial directions under section 9.1 of the EP&A Act as identified and outlined in the following table.

Table 8 Section 9.1 Compliance Table

| Ministerial Direction   | Consistency of Planning Proposal   |
|---|--|
| <b>1. Employment and Resources</b>                                |  |
| <i>1.1 Business and Industrial Zones</i>                          | <p>The Planning Proposal does not seek to change the B2 Local Centre zone and seeks to increase the quantum of non-residential floor space by retaining and upgrading the existing Leumeah Hotel as well as by providing additional ground floor retail tenancies.</p> <p>The Planning Proposal seeks to further contribute to employment generating land uses and thus is consistent with this Direction. The intention of the Planning Proposal is to optimise a development outcome on the site, by amending the built form controls to provide residential uses in additional to the retail/commercial uses.</p> |
| <i>1.2 Rural Zones</i>  | Not Relevant   |
| <i>1.3 Mining, Petroleum Production and Extractive Industries</i> | Not Relevant   |
| <i>1.4 Oyster Aquaculture</i>                                     | Not Relevant   |
| <i>1.5 Rural Lands</i>  | Not Relevant   |
| <b>2. Environment and Heritage</b>                                |  |
| <i>2.1 Environmental Protection Zones</i>                         | Not Relevant   |
| <i>2.2 Coastal Protection</i>                                     | Not Relevant   |
| <i>2.3 Heritage Conservation</i>                                  | Not Relevant   |



| <b>Ministerial Direction</b>   | <b>Consistency of Planning Proposal</b>   |
|--|---|
| <i>2.4 Recreation Vehicle Areas</i>  | Not Relevant  |
| <i>2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs</i> | Not Relevant  |
| <b>3. Housing, Infrastructure and Urban Development</b>                                      |   |
| <i>3.1 Residential Zones</i>   | <p>Residential development is permitted in the current B2 Local Centre zone on the site in the form of ‘shop top housing’. The current shortcoming of the built form controls is that they do not provide sufficient scope to achieve reasonable residential density outcomes for such a strategically located site.</p> <p>The Planning Proposal will make efficient use of existing and planned services and infrastructure and has the potential to accelerate housing supply in the locality and assist in the achievement of infill housing targets. The proposed density will also assist in alleviating the pressure associated with the current housing shortage in a highly sought-after location and provides for significant residential opportunity within a centre that has limited future potential to supply growing demand.</p> <p>Residential accommodation in this location will have minimal impact on the natural environment or resource lands as the site and surrounding sites are already developed for urban purposes.</p> |
| <i>3.2 Caravan Parks and Manufactured Home Estates</i>                                       | Not Relevant  |
| <i>3.3 Home Occupations</i>  | Not Relevant  |
| <i>3.4 Integrating Land Use and Transport</i>  | <p>The site is extremely well located to make use of existing services and employment opportunities and will complement and support these existing uses. The increased density on the site also supports the patronage of the train station and accords with the key direction from the State government, which seeks to co-locate increased densities within the walking catchment of public transport nodes. The provision of increased housing supply within a walkable neighbourhood reduces the need for car dependency.</p> <p>The site’s proximity to public transport will provide for increased opportunities to live, work, and play within the LGA through the provision of residential accommodation adjacent to key employment nodes and community assets and therefore facilitating a walkable neighbourhood.</p>   |
| <i>3.5 Development Near Licensed Aerodromes</i>  | Not Relevant  |

| <b>Ministerial Direction</b>   | <b>Consistency of Planning Proposal</b>   |
|--|---|
| 3.6 Shooting Ranges  | Not Relevant  |
| <b>4. Hazard and Risk</b>  |   |
| 4.1 Acid Sulphate Soils  | There site is not mapped as containing acid sulfate soils (ASS) by Council. A Geotechnical Desktop Study has been carried out (refer to <b>Appendix E</b> ) which confirms the site does not lie within an acid sulfate soil zone. Notwithstanding, if required, further assessment can be carried out if necessary, as part of any future development application. |
| 4.2 Mine Subsidence and Unstable Land  | Not Relevant  |
| 4.3 Flood Prone Lane   | Not Relevant  |
| 4.4 Planning for Bushfire Protection   | Not Relevant  |
| <b>5. Regional Planning</b>  |   |
| 5.1 Implementation of Regional Strategies                                    | Revoked   |
| 5.2 Sydney Drinking Water Catchments   | Not Relevant  |
| 5.3 Farm Land of State and Regional Significance on the NSW Far North Coast  | Not Relevant  |
| 5.4 Commercial and Retail Development along the Pacific Highway, North Coast | Not Relevant  |
| 5.5-5.7  | Revoked   |
| 5.8 Second Sydney Airport: Badgerys Creek                                    | Not Relevant  |
| 5.9 North West Rail Link Corridor Strategy                                   | Not Relevant  |
| 5.10 Implementation of Regional Plans  | The Planning Proposal is consistent with this Direction, as discussed within Question 3, <b>Section 7.3.2</b> of this report.   |
| 5.11 Development of Aboriginal Land Council Land                             | Not relevant  |
| <b>6. Local Plan Making</b>  |   |

| <b>Ministerial Direction</b>   | <b>Consistency of Planning Proposal</b>  |
|--|--|
| <i>6.1 Approval and Referral Requirements</i>  | This is an administrative requirement for Council.   |
| <i>6.2 Reserving Land for Public Purposes</i>  | This is an administrative requirement for Council.   |
| <i>6.3 Site Specific Provisions</i>  | The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the CLEP 2015.  |
| <b>7. Metropolitan Planning</b>  |  |
| <i>7.1 Implementation of A Plan for Growing Sydney</i>   | The Planning Proposal gives effect to the Greater Sydney Region Plan and the Western City District Plan in accordance with Direction 7.1. The Planning Proposal is consistent with the planning principles, directions and priorities for subregions, strategic centres and transport gateways contained in the Greater Sydney Region Plan. This is further discussed under Q3 in <b>Section 7.3.2</b> of this report. |
| <i>7.2 Implementation of Greater Macarthur Land Release Investigation</i>  | Not Relevant   |
| <i>7.3 Parramatta Road Corridor Urban Transformation Strategy</i>  | Not Relevant   |
| <i>7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan</i>                 | Not Relevant   |
| <i>7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</i> | Not Relevant   |
| <i>7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</i>             | Not Relevant   |

| Ministerial Direction   | Consistency of Planning Proposal  |
|---|---|
| 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor                                       | The Planning Proposal is consistent with this direction. The site is currently underutilised, and the existing built form is outdated and does not contribute positively to the amenity, vibrancy, or character of the Leumeah public domain. Its current state represents a failure to capitalise on the site's locational characteristics and scale. The proposal will provide an overwhelmingly positive contribution to the Western City District and Campbelltown LGA through the creation of a vibrant, attractive, and activated commercial and residential community, supported by a local hotel and a network of public open spaces. |
| 7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan | Not Relevant  |
| 7.9 Implementation of Bayside West Precincts 2036 Plan  | Not Relevant  |
| 7.10 Implementation of Planning Principles for the Cooks Cove Precinct                                    | Not Relevant  |

### 7.3.3. 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 in a heavily urbanised environment which comprises existing buildings and car parking areas, and as such there is limited on-site natural vegetation present. Existing vegetation consists of some smaller trees and shrubs around the existing hotel and liquor store with some areas of short grass. Larger trees were found on site boundaries and in neighbouring properties. There are no known critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts arising from future redevelopment are extremely minimal.

#### **Q8 – Are there any other likely environmental effects as a result of the Planning Proposal and how they are proposed to be managed?**

**No.** The site is free from any major constraints that would render the land unsuitable for future redevelopment. This Planning Proposal has been prepared with specific focus on the likely environmental effects associated with development within a highly urbanised area. Preliminary urban design analysis and technical investigations have been undertaken to identify any potential site-specific environmental effects. Where this is likely to be an impact, recommendations and mitigation measures have been proposed. The likely environmental effects relate to built form and visual impact, overshadowing, residential amenity, traffic and parking, noise, tree removal and contamination. These effects are discussed in greater detail below.

## Visual Impact

A Visual Impact Assessment has been prepared by Urbis (refer to **Appendix G**) which assesses of the visual effects in relation to the Planning Proposal. This report assesses the potential visual effects and impacts of a taller built form to be constructed on the site, within building envelopes that are included in the Indicative Reference Scheme which show the height and location of envelopes that are proposed for the site. A number of locations were identified as key viewpoints and subsequently recommended for further analysis via the preparation of photomontages by Urbis (refer to **Figure 22** and **Figure 23**). The photomontages show the location, form, and height of the envelopes of the built form proposed.

A summary of the key findings from the visual impact assessment are discussed below:

- View shed mapping confirms that the upper-most parts of the proposed tower form may be visible in distant views.
- The site has a moderate potential visual catchment, constrained in part by surrounding topography, however the greatest exposure or magnitude of 'visual change' of the proposed development will be predominantly restricted to the closest locations and adjacent roads including O'Sullivan Road, Pembroke Road and Rudd Road.
- The upper parts of the tallest tower form proposed will be visible from more distant, elevated locations from surrounding approaches predominantly via road corridors for example from near the intersection of Rose Payten Drive at both Pembroke Road to the north-east and Airds Road to the north-west.
- From more distant locations the upper parts of the tower will be visible in the context of residential flat buildings located east of the site at 541 Pembroke Road, the tall forms associated with Campbelltown Stadium and infrastructure associated with Leumeah Train Station and overbridge.
- High-sensitivity public domain viewing locations such as reserves, and parks are not located within the immediate context of the subject site and those located within the wider setting are separated by vegetation including for example a dense continuous band of vegetation in Kanbyugal Reserve along Woodbine Hill.
- Views from private domain locations immediately east and south-east, in the vicinity of Leumeah Road south and east of Pembroke Road, although elevated in relation to the subject site, are heavily screened by dense vegetation associated with riparian areas of Smiths Creek.
- There are a limited number of residential dwellings adjoining the site that would have direct access to views of the proposed built form including at 17-19 and 21 O'Sullivan Road and north-facing dwellings within a development at 3 Illawong Road to the south-east.
- The majority of these residential developments are massed so that their primary frontages are not orientated towards the site or existing views do not appear to be available across the site from living areas due to intervening vegetation. In this regard it is unlikely that the proposed development would be the main focus of their views.
- Some north-west facing dwellings located at 3 Illawong Road may have access to distant views across the site to the north-west to topography and vegetation at Woodbine Hill. The location of the built form proposed may create some blocking effects in a limited number of close views.
- Based on fieldwork observations and without the benefit of private domain views inspections, the envelopes sought, and subsequent built forms are unlikely to create any significant view loss or negative visual effects on private domain views. Further fine-grained analysis of a limited number of private domain views may be required at DA stage.
- The built forms proposed will not block public domain views to any documented sensitive or scenic settings including heritage items or block potential view corridors as identified in the *'Reimagining Campbelltown' Master Plan*.
- The proposed development would introduce novel, contemporary buildings including a tower which would change the existing composition of some close views. The massing proposed is not dissimilar in terms of form or character to other existing residential flat buildings present within the wider visual context and along the Campbelltown valley floor.



- The extent of visual change across the site may be considered by many as providing positive amenity benefits in relation to a site of existing low to moderate scenic quality. Given the strategic location of the site and surrounds and desired development objectives for Campbelltown, new podium and tower forms and resultant visual change and potential visual impacts would not be unexpected or incompatible with the existing visual context.

The assessment concludes that the envelopes sought by the Planning Proposal and subsequent construction of buildings is unlikely to generate any significant negative visual effects or changes in visual character in relation to public domain views. In this regard the Planning Proposal can be supported on visual impacts grounds.

Figure 22 Photomontages



Existing view to north-west of site from the corner of Harbord Road and Rennie Road



Proposed view to north-west of site from the corner of Harbord Road and Rennie Road

Source: Urbis

Figure 23 Photomontages



Existing view to south-west corner of subject site

Source: Urbis



Proposed view to south-west corner of subject site

Source: Urbis



Existing view to north of site from Leumeah Station

Source: Urbis



Proposed view to north of site from Leumeah Station

Source: Urbis



Existing view to north of site from pedestrian bridge

Source: Urbis



Existing view to north of site from pedestrian bridge

Source: Urbis



## Built Form

The Planning Proposal is supported by an Indicative Reference Scheme and Urban Design Report prepared by Integrated Design Group (refer to **Appendix A** and **Appendix B**) which demonstrates how the proposed built form aligns with the future vision for the subject site in Council's *'Reimagining Campbelltown'* Master Plan.

The proposed massing of the buildings has been derived having regard to the Master Plan as well responding to the site opportunities and the surrounding urban character and context. The proposal seeks to use the increased density and height for the precinct to establish clear guidelines for activation at the edges of the commercial podiums with the establishment of a clear street wall to establish a character which is more welcoming and accessible to pedestrians.

The proposal provides for a significant height increase with the aim to provide a marker for the Leumeah CBD as part of a tri-city development strategy for Campbelltown LGA. A clear podium allows for rooftop gardens for residents which provides further activation at different levels throughout the precinct, with good passive surveillance of the public realm, and good access to sunlight for residents. This development proposes communal open space on the L1 podium roof including play areas, BBQ facilities and quality landscape spaces for gathering and exercise.

A distinct podium with tower forms above is provided. The southernmost tower is 16 storeys in height (inclusive of podium levels below) and reaches a maximum height of 55 metres stepping down to 12 storeys further north. The tower to the north is 11 storeys in height (43 metres) stepping down to 10 storeys to west. The tower designs incorporate a recessed level to create a defined podium. The podium accommodates non-residential uses, including the hotel and retail uses, which are permissible with consent in the B2 Local zone under the CLEP 2015.

The proposed building layout ensures that visual and acoustic privacy is maintained and will minimise any adverse shadow impacts to the adjoining development. The massing provides adequate separation to the adjoining sites within the Leumeah town centre in the form of above podium setbacks. An 18m separation is provided internally above the podium between the two proposed tower forms. A 25m building separation is provided between the northern tower and the indicative development to the north of the site and a 31m separation is provided from the southern tower to the indicative future development to the west of the site.

Concentrating height and scale of the towers along the southern and eastern boundaries will maximise separation to the adjacent sites and will ensure visual privacy, solar access and outlook for neighbouring sites is achieved.

The reference scheme provides a zero set back at ground level to O'Sullivan Road and eastern boundary which will assist in establishing a new town centre character for the precinct, defining the street edge, and assisting with street activation. The 11-storey town is set back 12m from the boundary to the north, and the 16-storey tower is set back 9m from the boundary to the west.

Adequate legibility and articulation are provided at the podium level to highlight the location of the pedestrian through-site link when viewed from the streetscape. The proposed massing includes vertical indentations/articulation to reduce the perceived bulk and scale of a larger scale development and to break up the continuity of the street wall to in response to the existing lot patterns and/or finer-grain context.

The building envelopes have been achieved with consideration of SEPP 65/ADG requirements and have been intentionally designed to allow for flexibility and scope for alternate design approaches which will arise during the detailed design process. The DA stage will further develop future fine grain detailing and building articulation. If required, additional facade treatments including privacy screens will further minimise issues such as visual privacy and solar access.

## Overshadowing

An assessment of the potential shadow impacts of the Indicative Reference Scheme supporting the Planning Proposal has been undertaken. As demonstrated in **Figure 24**, the proposed building envelopes create fast-moving shadows which predominantly move across the roadways to the south and east of the site.

The shadow generated by any future development in accordance with the Planning Proposal will not dwell on any existing residential areas, significant open space, heritage item or public facilities. The shadows largely fall on O'Sullivan Road and Pembroke Road and to the strip of vacant land (zoned SP2 which forms part of a future road reserve) during the morning hours.

From 1pm to 3pm, the shadow falls on the front yards and facades of the residential townhouse developments on the eastern side of Pembroke Road. Notwithstanding the solar analysis indicates that a minimum of 2 hours of solar access is received to these dwellings in mid-winter.

The analysis shows that the proposed development can ensure reasonable solar access to the adjoining properties, and overall, the shadows are considered acceptable and will have no material additional adverse impact to surrounding sites.

Figure 24 Shadow Analysis during Winter Solstice



Source: Integrated Design Group

## Residential Amenity

The Indicative Reference Scheme has been developed having regard to the requirements of *State Environmental Planning Policy 65 (SEPP 65)* and the accompanying guidelines of the Apartment Design Guide (**ADG**).

An analysis of the scheme has been undertaken by the architects (**Appendix B**). This analysis confirms that a residential development could achieve an acceptable level of internal amenity for future residents with regard to solar access, natural ventilation, and privacy. Based on the indicative apartment layout, the following is noted:

- 75% of apartments achieve the ADG requirement of 2 hours of sunlight between 9am and 3pm in mid-winter.
- 71% of apartments (ground floor to Level 8) are cross ventilated.



- The proposed apartment mix meets ADG requirements.
- Apartment sizes and private open space meet the requirements under the ADG.
- Adaptable apartments can be accommodated under the concept floor plates.

## **Traffic and Parking**

A Traffic Impact Assessment has been prepared by Traffix which accompanies the Planning Proposal at **Appendix C**. The assessment describes the existing local traffic context, including access and the potential traffic implications of the Planning Proposal. The report addresses the following matters:

- An overview of the existing traffic conditions
- Public transport accessibility
- Car parking requirements for the proposal
- Pedestrian and bicycle access
- Traffic and transport impacts of the proposal including net traffic generation and intersection performance
- Access and internal design requirements of the proposal

### **Car Parking**

A total of 320 spaces are provided, including 190 spaces for the residential component, 32 spaces for the retail component, and 98 for the licensed hotel. The report confirms that the proposed parking provisions are considered appropriate to meet the parking needs of the development while also minimising the impact on the adjacent road network by reducing traffic generation.

### **Bicycle Parking**

The DCP requires the provision of 1 bicycle space per 5 dwellings. The bicycle parking provision for the proposed development will be determined during the detailed DA stage and is envisaged to incorporate bicycle parking rates in accordance with the DCP for the residential component and the Cycling Aspects of Austroads 2017 for the retail and registered club components. Sufficient bicycle parking will be provided as part of the proposal and detailed in future development applications for the site in accordance with DCP requirements.

### **Motorcycle Parking**

The DCP does not provide motorcycle parking rates for the proposed development and as such, no motorcycle parking spaces are proposed.

### **Refuse Collection and Servicing**

The provision for refuse collection and loading bays will be determined during the detailed DA stage, with the development proposed to provide on-site refuse collection and loading area on the eastern corner of the site. This loading area is proposed to be accessible from Pembroke Road via the existing vehicular access and associated deceleration lane, with these arrangements considered appropriate to ensure all servicing demands are contained on-site.

### **Traffic**

Overall, the assessment confirms the site is estimated to generate a net increase of no more than 41 car trips during the busiest hour of the day. This volume of additional traffic is considered negligible in the context of existing traffic flows and would not impact the operation of the surrounding road network.

In summary:

- The proposal seeks approval for a mixed-use development at 80 O'Sullivan Road, Leumeah comprising 178 residential dwellings, ground floor retail tenancies, a registered club and associated car parking within basement levels.
- The proposed development was identified to require between 278 to 328 car parking spaces based on applicable parking rates and site-specific parking surveys of the existing registered club. Accordingly, the

development proposes a total of 320 car parking spaces, which is considered acceptable. Nevertheless, further assessment of the car parking provision would be conducted during the detailed DA stage noting a minimum of 278 car parking spaces being applicable with the likelihood of retail, hotel and residential visitors allowing shared use which is considered supportable.

- The traffic generation arising from the development has been assessed as a net change over existing conditions and equates to the following:
  - +38 vehicle trips per hour in the morning peak period on weekdays;
  - +41 vehicle trips per hour in the evening peak period on weekdays; and
  - +41 vehicle trips per hour during the peak period on weekends.
- Accordingly, the above traffic generation was modelled in SIDRA, which identified that all intersections would operate with spare capacity, with minor increases in average delay. As such, the development is considered supportable from a traffic planning perspective with no external improvements required to facilitate the development.
- The vehicular accesses and internal configuration of the car park and servicing area will be designed in accordance with AS2890.1 (2004), AS2890.2 (2018) and AS2890.6 (2009) during the detailed DA stage.

This traffic impact assessment therefore demonstrates that the proposal is supportable on traffic planning grounds.

## Tree Removal

A preliminary Arboricultural Impact Assessment has been carried out by Tree Management Strategies and is attached at **Appendix I**.

This report aims to:

- Assess the Health, Condition and Retention value of thirty-two trees on the subject site.
- Calculate the impact the proposed development will have on all trees assessed.
- Recommend the retention or removal of trees on the subject site.

A summary of the key findings from the assessment is discussed below:

- Trees 6, 9, 10, 11, 15, 18 and 20 given a low retention value have major or total incursions to their TPZ's that require their removal as part of the proposal.
- Trees 4, 5, 16, 17 and 19 given a medium retention value have major or total incursions to their TPZ's that require their removal as part of the proposal.
- Tree 8 is given a high retention value and has a major incursion to its TPZ's by the proposal that will require its removal.
- Following the proposals approval, a review of the current design in conjunction with a level 5 consulting arborist should be performed to reduce the impact the proposal will have on medium to high value trees and potentially retain additional trees.
- Following the proposals approval and completion of architectural, civil and landscape plans, a detailed Arboricultural Impact Assessment should be prepared.
- The current proposal requires the removal of 16 trees and the retention of 16 trees.

It is expected that the above matters would be addressed at a future DA stage.

## Noise

A preliminary Noise Impact Assessment has been carried out by WSP and is attached at **Appendix I**.

This assessment establishes acoustic criteria for the proposed development including:

- Noise emissions from mechanical plant;

- Noise from road traffic generation;
- Noise from traffic onto the development site;
- Acoustic separation and BCA criteria; and
- Entertainment Noise Limits from the hotel/pub.

Noise design requirements were set in accordance with the criteria set out in the DCP, NSW Noise Policy for Industry, NSW Road Noise Policy, NSW Interim Construction Noise Guideline, and typical criteria from the NSW Office of Liquor, Gaming and Racing following an assessment of existing ambient and background noise levels for the area.

As the development is in the early design stages, a detailed environmental noise emissions assessment has not been undertaken. The proposed development will need to be designed to achieve compliance with the applicable established environmental noise limits as outlined in this report.

Overall, it is concluded that the proposed development will have limited acoustic impacts on the existing environment and the applicable environmental noise criteria identified in the assessment can be complied with at the nearest sensitive receivers with appropriate controls in place.

## Servicing

The site is located in an established urban environment in close proximity to existing services. In liaison with service providers, any future redevelopment would be subject to further capacity testing to determine the suitability of existing service infrastructure and any upgrades required.

## Geotechnical

A Geotechnical Desktop Study has been carried out by Hunter Civil Lab and is attached at **Appendix E**. The desktop study indicated the following:

- The site lies within the Wianamatta geological landscape.
- The site lies within the Blacktown soil landscape.
- The site does not lie within an acid sulfate soils zone.
- The desktop study also indicated that the site does not lie within a mine subsidence zone.
- The site lies within an area of a moderate to high potential of salinity and sodicity occurring within the soils.
- The subsurface profiles are likely to be fill, overlying residual or alluvial clays, overlying sandstone/siltstone/ shallow bedrock at between 5m and 10m of the surface.

Based on the results of the desktop study the following is recommended:

- Proposed buildings will require pier footings founded within medium to high strength rock (dependant on the footing loadings). As such, rock coring will be required at the site with a minimum of 5m of medium strength to high strength rock recovered (dependant on the footing loadings) at a minimum of 4 locations;
- Detailed salinity and sodicity testing at the site and the development of a salinity management plan (if required);
- Given that the site lies in a potentially moderate to high salinity zone, it is recommended that detailed aggressivity testing be undertaken at the site to determine aggressivity of soils to buried structures (concrete and steel);
- An acid sulfate soils assessment will not be required;
- As a minimum, foundation design parameters should include both allowable and ultimate shaft adhesion capacity and both allowable and ultimate end bearing capacity of underlying soils and rock;
- As a minimum, retaining wall parameters should include  $\gamma$  – unit weight,  $\Phi'$  – angle of friction,  $C'$  – drained cohesion,  $C_u$  – undrained cohesion,  $K_a$  – Coefficient of active earth pressure,  $K_p$  – Coefficient of passive earth pressure  $K_o$  – Coefficient of at rest earth pressure.

It is expected that the above matters would be addressed at a future DA stage.

## Contamination

A Preliminary Site Investigation (**PSI**) has been carried out by Hunter Civil Lab and is attached at **Appendix H**. The findings of the PSI show that the site can be made suitable for the intended land uses. Potential contamination identified within the PSI is representative of common urban environments and implementation of typical contamination management practices would result in the mitigation of unacceptable risks to future site users.

The detailed desktop review of available information and thorough site inspection have enabled the development of a preliminary conceptual site model allowing assessment of potential health and environmental issues relating to the site.

A summary of the key findings from the assessment is discussed below:

- Potential contamination sources at the site are limited based on historical land use;
- Visible signs of gross contamination were not observed during site inspection; and
- No offsite sources of contamination were identified through a review of available documentation and during site inspection.

In summary, based on the desktop study conducted on the site, no indication of gross contamination has been identified which would constrain the development of the site for its proposed land use as a commercial / residential development.

## Q9 – Has the Planning Proposal adequately addressed any social and economic effects?

**Yes.** The Planning Proposal is considered to have a number of economic benefits. Through realising economic benefits, a positive social on-flow effect can also occur with the public benefiting through job creation and public domain upgrades.

The economic and social benefits are summarised as follows:

- Facilitates renewal of a key site: The Planning Proposal enables the renewal of an underutilised site in a town centre location close to public transport and which is highly suitable for density uplift.
- New and greater variety of job types: Existing hotel and bottle shop operations at the site currently provide 35 jobs. The redevelopment of the site will provide additional commercial or retail floor space whilst retaining the current jobs ensuring that additional employment opportunities are generated in the future. Direct and indirect jobs will also be created during the construction stages. Overall, it is anticipated that 340 jobs will be generated during the construction phases of the development.
- Additional services: The B2 Local Centre zoning permits a range of uses, creating the opportunity to deliver additional services within Leumeah, for example, community and business uses.
- Economic benefits associated with future residential density: Increased residential density would contribute to increased retail turnover for the locality and the activation of a night time economy. Such density is required to realise the vision for an active 18-hour economy and support council's vision for a weekend economy.
- Improved ground floor activation, reinvigorating the precinct for workers and residents: The inclusion of a licensed hotel with outdoor seating areas, and retail floor space at the ground floor plane, which could support cafes, restaurants and the like, would have the benefit of activating the site and the precinct, contributing to a sense of place and activity day and night.
- Delivering additional housing in appropriate location: The Planning Proposal will help to alleviate the housing affordability gap and will provide a range of apartment typologies that are suited to the demographics of the LGA. Redevelopment of the subject site will accommodate an additional 178 new dwellings. The increased residential population on the site will support the economic viability of the Leumeah town centre.

- The existing buildings within the site are ageing: Optimising the potential to redevelop the site will assist State Government and Council to deliver the targets set out in the District Plan but also, importantly will ensure that new housing and employment opportunities can be delivered with greater certainty.
- Public domain improvements: A key aspect of the proposal is the potential pedestrianised through-site link on the ground plane which will provide direct connections from Leumeah Train Station and the future Civic Square to the lower density residential areas of Leumeah to the south.

Overall, the Planning Proposal supports the State government's current direction of increasing density and broadening land uses in proximity to public transport infrastructure. Accordingly, the Planning Proposal achieves the right balance of maintaining a strong employment focus within the Campbelltown-Macarthur economic corridor while also recognising the benefits of providing residential development to take advantage of the locational and amenity benefits that the site offers. The provision of residential accommodation on the fringe of the commercial core will complement the goal of employment growth in Campbelltown CBD and will reduce the pressure associated with residential rezoning.

### 7.3.4. Section D – State and Commonwealth Interests

#### Q10 – Is there adequate public infrastructure for the planning proposal?

**Yes.** The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area. Furthermore, any future redevelopment of this site would reinforce existing investment in public transport infrastructure, through increased patronage of the existing station at Leumeah. A range of established services are available within close proximity of the site, including health, education and emergency services networks.

#### Transport Infrastructure

As previously stated in this document, the subject site is 190m from the Leumeah Train Station. The area is also well-served by district state buses networks as well footpaths and a network of dedicated and on-road cycle paths, providing a wide range of available options for workers and residents to travel. Based on the traffic distribution and generation assumptions, the analysis indicates that the increase in traffic is negligible and is not envisaged to affect the existing surrounding road network. Refer to **Appendix C** for a detailed assessment of public transport infrastructure.

#### Social Infrastructure

Leumeah is a well serviced areas for social infrastructure. Given the high level of social infrastructure provided in Leumeah, this Planning Proposal is not expected to have a material impact on social infrastructure.

#### Existing Health and Education

The site is located in close proximity to a number of schools as listed below.

#### Schools in Leumeah and surrounds

##### Primary Schools (aged 5-12)

- Leumeah Public School
- Campbellfield Public School
- Zahra Grammar School
- Blairmount Public School
- Kentlyn Public School
- Ruse Public School
- Campbelltown East Public School
- Campbelltown Public School
- St Thomas More Catholic Parish Primary

##### Secondary Schools (aged 12-18)

- Leumeah High School
- Eagle Vale High School
- Warakirri College
- Campbelltown Performing Arts High School
- Beverly Park School
- Thomas Reddall High School
- Airds High School
- Sarah Redfern High School
- Mount Anna High School



- Claymore Public School
- Lomandra School
- Minto Public School
- St Peter's Anglican Primary School
- Magdalene Catholic College
- Robert Townson High School
- Ingleburn High School
- Al Faisal College

#### **Health Infrastructure in in Leumeah and surrounds**

South western Sydney is well serviced with health infrastructure as demonstrated by the list of hospital located near to the Precinct including:

- Campbelltown Hospital
- Campbelltown Private Hospital
- Camden Hospital
- Liverpool Hospital;
- Sydney Southwest Private Hospital

TAFE NSW and Western Sydney University each have a campus in Campbelltown providing tertiary education opportunities.

#### **Future Health and Education**

The District Plan identifies that Campbelltown-Macarthur is developing into Greater Sydney's newest health and medical hub with research and specialist community-based care.

The NSW Government has committed \$632 million for the Campbelltown Hospital Redevelopment Stage 2, mental health services and paediatric services. This follows the completion of the \$134 million Stage 1. In addition, the construction of the Campbelltown Sports and Health Centre of Excellence at Western Sydney University has improved access to high quality sport and recreation facilities and provide programs for sports science and sports business.

These upgrades assist in creating significant local opportunities for direct jobs and growth in ancillary services. Providing a range of accommodation for moderate-income households and students accessible to health and education precincts contributes to the productivity of the precincts.

#### **Utility Infrastructure**

The Precinct is located within an established urban area and is fully serviced by existing and planned infrastructure which is capable of accommodating for the increased density on the subject site. Preliminary investigations have also been undertaken to identify sufficient utility infrastructure required for the proposed development. Detailed investigations will be undertaken to inform a subsequent Development Application.

## Q11 – What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway Determination?

No consultation with State or Commonwealth authorities has been carried out to date on the subject Planning Proposal apart from initial discussions with Transport for NSW.

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period. In accordance with the Gateway Determination, public exhibition of the Planning Proposal is required for a minimum of 28 days. The relevant planning authority must comply with the notice requirements for public exhibition of Planning Proposals in Section 5.5.2 of *A guide to preparing local environmental plans*.

## 7.4. PART 4: MAPPING

The Planning Proposal seeks to amend the following CLEP 2015 Maps:

- Height of Buildings Map Sheet HOB\_008
- Maximum Floor Space Ratio Map FSR\_008

The proposed amendments to the LEP maps are provided in **Figure 25** and **Figure 26**.

Figure 25 Proposed LEP map amendments - maximum building height control



Source: Urbis

Figure 26 Proposed LEP map amendments - maximum FSR control



Source: Urbis

## 7.5. PART 5: COMMUNITY CONSULTATION

Section 3.34 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination.

It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of *"A Guide to Preparing Local Environmental Plans."* It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the Campbelltown Council website.
- Written correspondence to adjoining and surrounding landowners.

As part of the public consultation process, the proponent will review all submissions, discuss with Council and DPE as required, and provide written comments in response to assist in the assessment of the Planning Proposal.

It is anticipated that Council will consult with Government agencies during the formal public exhibition period, including:

- Transport for NSW/RMS;
- Transport for NSW/Sydney Trains;
- NSW Department of Planning, Industry and Environment.

## 7.6. PART 6: PROJECT TIMELINE

In accordance with the requirements set out in 'A guide to preparing planning proposals', the following table sets out the anticipated project timeline, in order to provide a mechanism to monitor the progress of the Planning Proposal through the plan making process.

Table 9 Anticipated Project Timeline

| Process  | Indicative Timeframe |
|--|----------------------|
| Consideration by Campbelltown Council  | August 2021          |
| Planning Proposal referred to the DPIE   | October 2021         |
| Gateway Determination by DPIE  | December 2021        |
| Commencement and completion of public exhibition                               | March 2021           |
| Consideration of submissions and consideration of the proposal post-exhibition | April 2022           |
| Proposal reported back to Council for endorsement                              | May 2022             |
| Date of submission to the DPIE to finalise the LEP                             | June 2022            |
| Legal Drafting of the LEP  | July – August 2022   |
| Notification of the LEP  | August 2022          |

## 8. CONCLUSION AND JUSTIFICATION

This Planning Proposal seeks an amendment to the *Campbelltown Local Environmental Plan 2015* to establish planning controls that would enable a high-density mixed-use development at 80 O'Sullivan Road, Leumeah.

The Planning Proposal seeks to unlock the potential of the site to deliver a high-quality mixed-use development in a location highly suitable for density uplift. The envisaged future redevelopment of the site will supply residential and commercial floor space in a highly accessible location, benefiting from public transport and growing employment centres.

We consider the proposed amendments to CLEP 2015 satisfy the strategic merit and site-specific merit tests and would enable an appropriate development outcome and generate significant community benefit for the following reasons:

- **From a strategic planning policy perspective:** The Planning Proposal positively aligns and is consistent with the achievement of State and Local Government strategic planning goals of increasing employment and housing densities in strategic centres with access to public transport. The site is already zoned suitable for a mix of commercial and residential uses. The proposed density increase for housing and employment is justified on the grounds of the sites' proximity to the Leumeah Train Station as well as the employment and services offerings of the Campbelltown-Macarthur CBD.
- **From a local context perspective:** The Planning Proposal has site-specific merit because it facilitates future development that would achieve an appropriate built form and scale outcome, having regard to the existing and emerging scale of development on adjacent and surrounding sites. The tailored building height controls will achieve a contextually appropriate outcome having regard to the future building heights to the north and west of the site.
- **From an environmental perspective:** The provision of a mix of uses on the site with good accessibility to services and public transport, will generate environmental benefits by encouraging more trips within and outside of the centre without cars, and without generating adverse environmental impacts such as noise, solar and traffic on the locality. The assessment of the environmental performance of the Indicative Reference Scheme has found that it would satisfy the key environmental amenity requirements for future workers and residents in the building.

### Planning Merit

As demonstrated throughout this report, the Planning Proposal has been assessed against the relevant State and local planning considerations and demonstrates both strategic merit and site-specific merit. Overall, the compelling reasons justifying the proposed amendments as requested in this Planning Proposal include:

- **The proposal aligns with State and local planning strategic goals which seek to intensify land use around transport infrastructure and in proximity to employment nodes.** The Planning Proposal is consistent with the strategic planning framework governing the Greater Sydney Region, the Western City District Plan and specifically, with Council's *'Reimagining Campbelltown' Master Plan* which envisages significant uplift for the subject site and a high-density mixed-use development. The proposal will provide for significant height adjacent to the train station to accommodate the desired increased residential density in a highly accessible location which will support the attainment of an 18-hour economy and a 30-minute city, as outlined within the District Plan.
- **The site is a large, consolidated landholding that is able to be fully redeveloped in accordance with strategic plans and policies.** The Planning Proposal relates to a large site under sole ownership which ensures that any future development can occur in an efficient manner. The large scale of the site held under a single ownership provides a significant renewal opportunity that is unique within the Leumeah town centre - where many sites are subdivided, individually owned, or held under strata title. Given the limited opportunities for high density housing growth to occur in Campbelltown, large sites like this, are vital to enable the steady continuum of housing supply in locations well-served by public transport.



- **The proposal delivers a genuine mixed-use and transit-oriented outcome for a site which is highly accessible.** The proposal will provide a contemporary mixed-use development including commercial, retail and a mix of contemporary housing choices near community amenities and job hubs. The proposal capitalises on existing and planned infrastructure upgrades, being strategically located close to Leumeah Train Station, which in turn will provide sustainable benefits by reducing reliance on private vehicular transportation. Accommodating increased heights along the transport corridor will support the principle of transit-oriented development and result in a desired city skyline whilst reducing pressure on other low scale areas close to the Leumeah Train Station.
- **The proposal delivers public domain improvements to benefit the local community, and future employees, residents, and visitors of the site.** The proposal provides a high-quality landscaped outcome within both the public and private domain. The proposal delivers significant public benefit with the provision of a highly activated through-site link which will connect key community assets including Council's future Civic Square, the emerging sports and entertainment precinct and the train station to the rest of the suburb. This link will act as an urban park and will be designed to encourage opportunities for areas play, and for the community to gather and interact.
- **The proposal ensures that the site provides employment opportunities whilst also allowing capacity for residential growth.** The proposal provides for critical additional housing stock in a suitable location close to public transport infrastructure, employment, services, and public amenity. With the provision of smaller retail tenancies and the reestablishment of the existing Leumeah Hotel, the site will provide ongoing employment opportunities to the local community. The proposal has the potential to service the nearby Campbelltown CBD commercial core and release the pressure of residential encroachment on commercial zoned land.
- **The proposal will deliver excellent amenity to future residents.** The proposal provides smaller and slender tower footprints to achieve excellent residential amenity and reduced visual bulk. The reference scheme demonstrates the ability to achieve compliance with key ADG design and amenity criterion, including building separation distances, open space, solar access, ventilation, apartment size and typology, private open space, and storage requirements. Detailed shadow analysis prepared by the architects of the impacts demonstrates the proposed building envelopes will not result in unacceptable overshadowing to internal communal open space or to the adjacent areas.
- **The proposal creates an appropriately scaled edge to the Leumeah town centre.** The proposal ensures a high-quality urban outcome with appropriate transitional separation between the existing and future context. The proposed massing is based on the urban design framework adopted in the '*Reimagining Campbelltown*' Master Plan which identifies the site as a mixed-use precinct site with an opportunity for significant density uplift. The proposal seeks to use the increased density and height for the precinct to establish clear guidelines for activation at the edges of the retail podiums with the establishment of a clear street wall to establish a character which is more welcoming and accessible to pedestrians.
- **The proposal will create a potential landmark for Leumeah town centre.** The proposal will support the marking of the Leumeah town centre as part of a tri-city development strategy for Campbelltown LGA. Within a surrounding suburban context, this high-density precinct will provide opportunities for a more integrated form of living with new retail activity, surrounding new urban parklands and supported by increased residential development in the town centre.
- **The site is not subject to any environmental hazards.** Any future redevelopment of the site will result in minimal impacts to the natural environment.

Overall, the proposal provides an appropriate built form and scale that reflects the vision for Leumeah's town centre, and the existing and emerging scale of development on adjacent and surrounding lands.

In considering the tangible community and economic benefits of the Planning Proposal, in our opinion the proposal has clear strategic and site-specific planning merit to warrant proceeding to a Gateway Determination.

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## **APPENDIX A**

## **INDICATIVE REFERENCE SCHEME**

## **APPENDIX B**

## **URBAN DESIGN REPORT**

## **APPENDIX C**

## **TRAFFIC AND PARKING ASSESSMENT**



## **APPENDIX D**

## **PRELIMINARY SITE INVESTIGATION**

## **APPENDIX E**

## **GEOTECHNICAL DESKTOP STUDY**

## **APPENDIX F**

## **LAND SURVEY**

## **APPENDIX G**

## **VISUAL IMPACT ASSESSMENT**

## **APPENDIX H**

## **PRELIMINARY ARBORICULTURAL IMPACT ASSESSMENT**

## **APPENDIX I**

## **PRELIMINARY NOISE IMPACT ASSESSMENT**



