

Campbelltown Local Planning Panel Comments

Council is required to consider the advice of the Campbelltown Local Planning Panel on a planning proposal before it decides to forward the planning proposal for a Gateway Determination under Section 3.34 of the *Environmental Planning and Assessment Act, 1979*. The Campbelltown Local Planning Panel considered the planning proposal at its meeting on 26 March, 2025 and provided its' advice. The following advice outlines the Panel's advice and the action taken in response:

Panel's advice	Response/action
The Local Planning Panel is of the view that the Planning Proposal has strategic merit subject to further work to be carried out prior to any report going to Council to consider whether or not it proceeds to a gateway determination.	Noted. The Planning Proposal was amended including a revised masterplan that increased the amount of open space.
Strategic Alignment: Whilst it is considered that the Planning Proposal has strategic merit and consistency with the local and regional plans, particularly in respect of additional housing supply in a master planned context, in a designated urban release area, it raises a range of site specific matters that are not yet satisfactorily resolved particularly in respect of a co-ordinated, equitable outcome.	The site-specific matters raised have been addressed to sufficient level of resolution to advance the Planning Proposal for a Gateway Determination.
Open Space, Social Infrastructure Provision and Delivery: The quantum, location, configuration and utility of public open space to be updated to meet industry and Council standards and ensure adequate and safe recreational areas for passive and active open space, without an over-reliance of provision on adjoining land holdings or unacceptable designation within easements. The provision of social infrastructure and relationship to the broader catchment should be further refined.	The required quantum of open space has been met. It is also proposed that a monetary contribution will be made for the provision and embellishment of playing fields and community infrastructure within the Gilead precinct.

Infrastructure and Accessibility: A comprehensive infrastructure strategy that addresses servicing, (including in particular reticulated water and sewer) traffic and transport (inclusive of the western transport corridor provision and access from Appin Road) and community infrastructure. The timing and coordination of the provision of these facilities as part of the development is required.	An updated infrastructure strategy was provided by the applicant and details the constraints and timings in infrastructure delivery. The applicant will need to engage further with servicing agencies to reach suitable solutions for water, electricity, gas, public transport and the like. This will be further addressed as Gateway Determination conditions and the State agency consultation process.
Ecology/Biodiversity: The inconsistency with the CPCP needs to be addressed (noting that an application to amend the CPCP for the site is under consideration). Also further work is needed to address any adverse impacts on the adjoining Beulah Reserve and groundwater dependent ecosystems which could be impacted by stormwater runoff/management.	A revised CPCP Consistency Report has been prepared by Travers Bushfire and Ecology (September 2025). It addresses CPCP inconsistency. Potential impacts on the Beulah reserve have been addressed by replacing medium density housing with low density housing and the creation of a C2 Environmental Conservation Zone that will be fenced adjacent the reserve. Groundwater dependent ecosystems will be protected as conservation zones.
Heritage: The European heritage assessment needs to be more rigorous and address impacts upon nearby State Heritage Items, heritage curtilage/s and potential adaptive reuse spatial requirements. The Aboriginal Due Diligence Assessment needs to move to the next level of assessment including indigenous community engagement.	The updated Conservation Management Plan (September 2025) looks at the relationship of Meadowvale to Beulah, the ridgeline of the Meadowvale site is the point that both homesteads can be seen, Beulah to the North and Meadowvale to the West. Assessment of the Water Supply Canal was also undertaken and finds only a glimpse of the canal stop board riser made of concrete with a pipe rail safety railing is visible from the property. The Heritage Impact Statement concludes the proposed subdivision will likely not diminish the heritage significance of the State significant heritage item Beulah or other heritage items. The updated Conservation Management Plan also addresses the curtilage requirements and recommendations in detail providing sufficient curtilage for it to be a landmark and to give contextual understanding with sufficient context to facilitate interpretation as a former agricultural homestead use. The proposed treatment of the curtilage has evolved to reflect a "compact immediate curtilage" surrounded by public open space, forming an "outer curtilage".

Integration and Connectivity: The Planning Proposal fails to demonstrate comprehensive integration with adjoining landowners/development proposals. The distant timing of the Transport corridor and its integration is not adequately addressed. This should include a staging plan for future development.	The Planning Proposal continues to demonstrate limited integration with adjoining landowners/development proposals at this stage primarily because this proposal is well advanced unlike that of adjoining properties to the south. The site-specific DCP highlights the need for a 'mid-block' north-south aligned collector road, particularly in the absence of the transport corridor. Further, it highlights the need to ensure the Appin Road intersection and east-west collector road facilitates reasonable access further south, as only one road is likely to be approved in the general locality. The distant timing of the transit corridor is a fundamental issue which cannot be addressed without further certainty from TfNSW and State Government Funding commitment. A staging plan cannot be adequately developed whilst road, sewer and water infrastructure remain to be clarified through further consultation in the current Transport Management and Accessibility Plan (TMAP) exercise.
Hazard Management: Revised understanding of the flood risk and vehicle and pedestrian crossing of Woodhouse Creek is required, together with a holistic review of bushfire management and integrated ecological conservation and climate resilience.	Both flooding and bushfire studies have been updated to address climate resilience with no unacceptable risk identified. RFS have identified bushfire access as an issue and remains to be resolved to the satisfaction of RFS and TfNSW. The current commitment to a TMAP will significantly advance resolution of this uncertainty.
Urban Design: The Master Plan requires review, including promoting the integration of land use and transport and in particular medium density/low rise apartment housing opportunities, in association with the western transit corridor. Also further work is required about the utility and amenity of private open space, the interface of development with conservation areas and wildlife corridors together with hazard management and sustainability.	The masterplan has been amended to address: • CPCP and APZ interface • Beaulah heritage interface • Enhanced integration of housing opportunities with the transport corridor and place making nodes • Strategically planned public open space and interim active open space • Principles for enhanced private open space and dwelling integration in the DCP