



Lot 1 on DP 882496

1 Bugden Place, Campbelltown

(former Bunnings Warehouse site)

Planning Proposal

July 2024

Version 1

Introduction

This Planning Proposal (PP) explains the intent of, and justification for, the proposed amendment to the *Campbelltown Local Environmental Plan 2015* (CLEP 2015) by removing the application of Clause 7.9(3)(b) of the CLEP 2015, which requires the site to “only accommodate non-residential land uses” on the ground floor, for the property known as 1 Bugden Place, Campbelltown (Lot 1 on DP 882496)(the site).

Clause 7.9(3)(b) of the CLEP 2015 applies to all land in Zone E2 Commercial Centre and Zone MU1 Mixed Use within Campbelltown Local Government Area (LGA).

The PP is supported by:

- an Urban Design Report by DKO Architects, and
- a Retail Market Assessment by Urbis.

The Site

The site is located at 1 Bugden Road, Campbelltown (Lot 1 DP882496), east of the Macarthur Railway Station and north east of Macarthur Square. The site has an area of 25,500m² (including land reserved for Menangle Road widening)(refer to Figures 1 and 2).



Figure 1 - Aerial Photo of Site Locality



Figure 2 - Aerial Photo of Site

The site has a frontage to 4 roads: Kellicar Road to the south (131.6 m frontage), Menangle Road to the north (119 m frontage), Bugden Place to the east (175 m frontage), and Gilchrist Drive to the west (175 m elevated frontage). The area has good connectivity with frontage to Menangle Road and access to several major arterial roads including Narellan Road, Oxley Street, Appin Road and M31 Hume Motorway, along with regular public transport services.

The land topography gradually falls from east to west and currently accommodates the old Bunnings Warehouse. The site is not at grade with any of the surrounding streets/roads. The site has a significant drop from Kellicar Road and Gilchrist Drive and is raised as it relates to Bugden Place and Menangle Road.

The site is largely cleared with only vegetation planted on the site boundary. Consideration will be given to retaining any trees that are in good health as part of the future development scheme. Opportunities exist on the site if redeveloped to enhance the natural character including vegetation, particularly along the site boundaries and through-site link.

The immediate vicinity of the site includes a commercial precinct comprising Macarthur Square and Bulky Goods stores. On the opposite side of Kellicar Road, the area is characterised by traditional one and two-story residential dwellings, with the Campbelltown Private Hospital and Specialist Medical Centre located close by.

On the opposite side of Menangle Road is the train line, facilitating travel between Macarthur and Campbelltown stations. Access to the site is highly convenient, with Macarthur Station approximately 400m away and bus stops within a 200m radius. Macarthur train station provides services to Campbelltown, Sydney CBD, and Sydney Airport. The interconnected train lines offer efficient transportation options to various areas of Greater Sydney.

In addition to the extensive rail network, the site is within 200m of bus stops on Kellicar Road, serving routes to Liverpool (bus route 872), Liverpool Station (bus route 870), Glenquarie Shops (bus route 872), and Campbelltown (bus route 887).

The site is close to Campbelltown centre, earning recognition in the *Reimagining Campbelltown city centre Master Plan*. The area is supported by educational institutions, including schools and tertiary establishments, as well as childcare centres, community services, recreational and sporting facilities, and an established commercial centre to the west. The future vision for the site is to consolidate existing educational, health and communities services and expand to form a 'Cultural Heart Precinct' that will also attract cultural and arts facilities.

Photos of the site are shown in Figure 3.



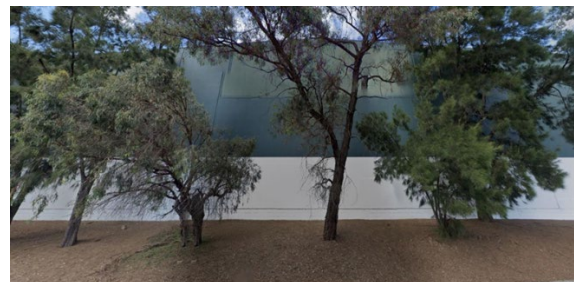
Site viewed from Bugden Place



Site viewed from Kellicar Road



Site as viewed from Gilchrist Drive



Site viewed from Menangle Road



Site as viewed from Bugden Place

Figure 3 – Photos of Site

Background

Previous Planning Proposal

In June 2018, Council received a PP request for a site comprising 5 lots at Kellicar Road, Bugden Place and Tindall Street, Campbelltown, which was collectively identified as the Kellicar Precinct and included the land subject to this current PP. The site had a total area of approximately

64,000m², excluding land along Menangle Road zoned SP2 (Infrastructure) as a road widening reservation.

The Kellicar Precinct Planning Proposal (KPPP) aimed to increase the maximum building height from 32m to 80m over various parts of the site. The KPPP also proposed a floor space ratio (FSR) of 3.5:1, and a total of 80,000m² of employment floor space and 144,000m² of residential floor spaces comprising:

- 144,000m² of residential floorspace, providing between 1,600–1,800 new homes,
- 25,000m² of retail floorspace – replacing what is presently on the site,
- 10,000m² allocated to a hotel, and
- 45,000m² for general commercial and health/education uses.

Whilst the KPPP was endorsed by Council for finalisation in 2021, it was not supported by the former Department of Planning and Environment due to flooding and traffic concerns. Notably the site (1 Bugden Close) that is subject to this current PP is not impacted by flooding. More details on the site are further in this report.

Current Planning Proposal

On 17 February 2023, a meeting was held with AV Jennings, DKO, Think Planners and Council to discuss the proposed amendment to the Campbelltown LEP 2015. Council officers accepted that Clause 7.9, which requires ground floor commercial/retail, was unsuitable for the redevelopment of the site. Council provided an example where it had removed the application of this clause to land north of the site.

Council advised that there was no in-principle objection to receiving a PP that proposes an amendment of the clause for this site. However, economic analysis to understand any impact upon employment lands should accompany the PP. This includes demonstrating the right quantum of retail, including its location and configuration.

Think Planners Pty Ltd submitted a scoping proposal to Council on 20 April 2023. The scoping proposal sought an amendment to the CLEP 2015 in relation to the site. The scoping proposal aimed to remove the CLEP's section 7.9(3)(a) and (b) requirement to "*only accommodate non-residential land uses*" on the ground floor of a building in the MU1 Mixed Use zone. The applicant also briefed Council staff on details of the scoping report. The amount of retail/commercial ground floor area identified in the scoping report was 1,500m².

On 13 June 2023, Council provided a response to the applicant's 'Scoping Proposal' which advised that the requested amendment to Clause 7.9 of the CLEP 2015, in the manner proposed, was "potentially supportable" subject to several matters being addressed in any future PP submitted for the site, discussed in this report.

On 18 July 2023, a formal PP was submitted to Council for consideration. The PP included a 'Market Retail Assessment' and 'Urban Design Study' and proposed a retail/commercial floor area of 600m² at ground floor.

Upon reviewing the provided information, concerns were raised regarding the Market Retail Assessment submitted in support of the PP. Notably, the Market Retail Assessment failed to take into account the insights from the Council's *Strategic Review of Employment Land Strategy* (the

Review Strategy), adopted on 8 December 2020, as well as the information outlined in the *Reimagining Campbelltown city centre Master Plan*. Both strategic documents highlight the imperative for increased commercial floor space within the Campbelltown city centre.

Following a meeting with the applicant, on 23 October 2023 a revised Market Retail Assessment, with a revised commercial floor space of 1,500m² was submitted to Council. No further justification was submitted to support the proposed commercial/retail area.

A detailed assessment of the PP against the relevant regional and local strategic planning strategies was undertaken by Council. A key finding of the assessment found that the possible loss of employment potential within the City Centre as a result of this PP was inconsistent with the Review Strategy and concluded that insufficient justification for the inconsistency had been provided to date. Therefore, advice on the subject PP was sought from the Local Planning Panel (the LPP) for direction.

Local Planning Panel

On 13 December 2023, the LPP met and provided advice on the PP.

The LPP acknowledged that development of the site in accordance with the MU1 zoning would provide additional housing and employment floor space within the Campbelltown city centre and close to public transport and a regional shopping centre. The LPP supported the redevelopment of the site in accordance with objectives of the MU1 zoning and considers this site to be of high strategic value as a mixed-use site.

The LPP also noted that the PP was not consistent with all Local and Regional Strategies due to the potential reduction in employment land uses. This includes:

- the *Campbelltown Strategic Review of Employment Lands*, which recommends an increase in employment land uses to meet the demand of a growing population,
- the *Western City District Plan*,
- the *Reimagining Campbelltown city centre Master Plan*,
- the *Glenfield to Macarthur Urban Renewal Corridor Strategy*,
- the *Campbelltown Local Strategic Planning Statement*, and
- the *Campbelltown Community Strategic Plan 2032*.

Given the site context, the LPP accepted that there may be some potential for a redistribution of the retail and commercial floor space from ground level to ensure that there is an appropriate interface with the adjoining public roads, noting that an active street frontage is not desirable for all street frontages.

The LPP concluded that the minimum existing quantum of employment ground level floor space should be delivered on the site. As an alternative to providing all of this on the ground floor, it could be achieved by providing commercial levels above the ground floor or by providing a building that is commercial only in a suitable location on the site. It should not be automatically assumed that residential land uses are the better use in these locations.

Additionally, the LPP found that the existing controls provide the opportunity for the urban revitalisation of the site within the Campbelltown city centre, close to transport, health and retail facilities as well as assisting in creating an activated pedestrian link between the site and

Macarthur Station.

The LPP concluded that the PP did not demonstrate strategic and/or site-specific merit. It recommended that the applicant reengage with Council to determine the best way to achieve the employment outcomes anticipated for the site while concurrently delivering the important housing outcomes.

Current Development Application

On 7 September 2023, a Development Application (3067/2023/DA-RA) was concurrently submitted to Council that proposed the demolition of all existing structures on site prior to constructing a mixed-use commercial and residential development in 2 stages.

Figure 4 shows the submitted DA and represents a proposed layout of the development and a perspective showing Menangle Road and the Gilchrist Bridge as it relates to the future development. More importantly, the DA proposes a ground floor retail/commercial area of approximately 4,330m².

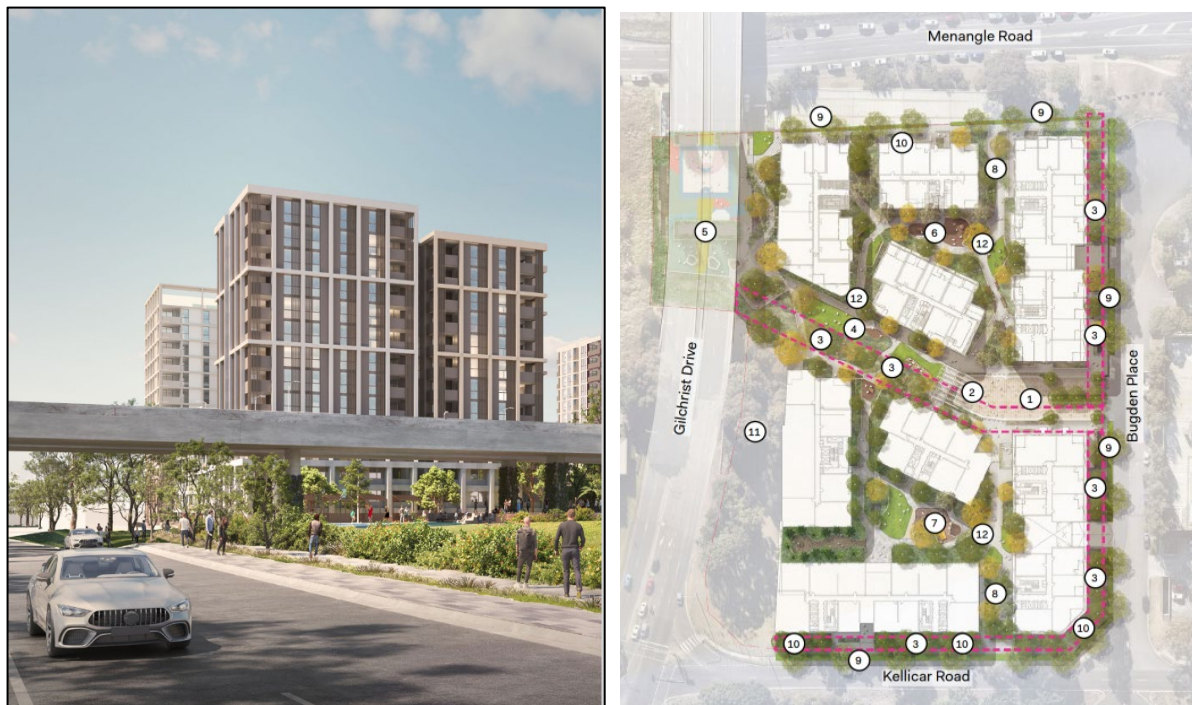


Figure 4: Proposed DA Layout and Perspective

Source: Architectural Design Report – 3067/2023/DA-RA

Part 1 – Objectives or Intended Outcomes

The principal objectives or intended outcomes of the PP is:

- a) to provide appropriate retail floor space controls on the site to facilitate a better urban outcome, enabling a development which supports and contributes to the success of Macarthur-Campbelltown Centre, in line with Campbelltown City Council's aspirations for the area.

Part 2 – Explanation of provisions

The PP intends to amend the CLEP 2015 by

- amending *Clause 7.9 – Mixed use development in Zones E2 and MU1*, to exclude the site from its application by including the following sub-clause 3B (refer to Attachment 1):

3B) Subclause (3)(a) and (b) does not apply to land bound by Menangle Road, Budgen Place, Kellicar Road and Gilchrist Drive, Campbelltown, being legally described as Lot 1 DP882496 and identified on the Key Sites Map. Consent must not be granted to the erection of building on this land unless the consent authority is satisfied at least 3000m² of the gross floor area of the building will not be used for residential accommodation.

Part 3 – Justification

Section A – Need for the Planning Proposal

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

No, the PP is an owner initiated PP.

The Proponent has provided technical studies to support their PP (refer to Table 1)

Table 1: Background Studies and Reports

Specialist Technical Studies	Author	Date
Urban Design Report	DKO Architects	24 May 2024
Retail Market Assessment	Urbis	28 May 2020

2. Is the PP the best means of achieving the objectives or intended outcomes, or is there a better way?

A PP to amend CLEP 2015 is the only relevant means of achieving the intended outcomes.

Section B – Relation to Strategic Planning Framework

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

Greater Sydney Region Plan

A *Plan for Growing Sydney* (the Regional Plan) has been prepared by the NSW State Government to guide land use planning decisions for the next 20 years. The Regional Plan sets a strategy for accommodating Sydney's future population growth and identifies the need to deliver 817,000 new jobs and 725,000 new homes by 2031. The Regional Plan identifies that the most suitable areas for new housing are in locations close to jobs, public transport, community facilities and services.

An assessment of the PP against the relevant Directions and Objectives of the Regional Plan is provided in Table 2. The PP is generally consistent with the Regional Plan particularly as the PP seeks to ensure that development outcomes meet strategic expectations for the site and broader precinct.

Table 2: Key Directions and Planning Priorities

Key Directions and Planning Priorities			
Greater Sydney Region Plan	Western City District Plan	Consistent	Response
A City Supported By Infrastructure			
<p>Infrastructure supports the three cities</p> <p>Infrastructure aligns with forecast growth – growth infrastructure Compact</p> <p>Infrastructure adapts to meet future need</p> <p>Infrastructure use is optimised</p>	<p>Planning for a city supported by infrastructure.</p>	<p>Yes</p>	<p>Increasing the potential for additional residential housing and retail floor space on the site will enhance employment densities within walking distance of public transport infrastructure, including rail, buses and arterial roads.</p> <p>This approach ensures efficient use of existing infrastructure, provides opportunities for local employment and live/work in the same place, and helps limit urban sprawl in Sydney.</p> <p>The site is within 400meters of Macarthur train station and the existing local center on the eastern side.</p>
A City of Great Places			
<p>Great places that bring people together</p>	<p>Providing services and social infrastructure to meet peoples changing needs</p>	<p>Yes</p>	<p>The PP provides opportunities for housing and commercial uses on-site and is within walking</p>

Key Directions and Planning Priorities			
Greater Sydney Region Plan	Western City District Plan	Consistent	Response
			distance to the Campbelltown centre.
Housing in the City			
Greater housing supply Housing is more diverse and affordable	Providing housing supply, choice and affordability, with access to jobs, services and public transport Prepare Affordable Rental housing Target Schemes	Yes	The PP will provide increased housing in Campbelltown centre and proximity to public transport, services and peoples employment. The PP seeks to expedite delivery of new housing to the market bringing forward supply to meet the growing demand.
A City of Great Places			
Great places that bring people together	Creating and renewing great places and local centres, and respecting the District's heritage	Yes	The PP provides an opportunity to redevelop the former Bunnings site into a residential and commercial hub within walking distance to Campbelltown centre.
A Collaborative City			
Benefits of growth realised by collaboration of governments, community and business	Working through collaboration	Yes	The realisation of the revised vision underpinning the PP will require collaboration with various government agencies, Council, the development sector and existing and envisaged community.
Jobs and Skills for the City			
Investment and business activity in centres	Growing and Strengthening the Metropolitan Cluster Facilitate health and education precincts that: a. create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts b. have high levels of accessibility	Yes	The PP will provide additional residential housing within close proximity to commercial centre within an identified Strategic Centre, helping to consolidate its strategic advantages and supporting those living nearby.

Key Directions and Planning Priorities			
Greater Sydney Region Plan	Western City District Plan	Consistent	Response
	<p>c. attract associated businesses, industries and commercialisation of research</p> <p>d. facilitate housing opportunities for students and workers within 30minutes of the precinct</p>		
A City For People			
<p>Services and infrastructure meet communities changing needs</p> <p>Communities are healthy, resilient and socially connected</p> <p>Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p>Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>Providing services and social infrastructure to meet peoples changing needs</p>	Yes	<p>Greater use of existing transport infrastructure is possible, creating better viability and use of public transport assets.</p> <p>Likewise, creating additional jobs in Campbelltown will contribute to living and working locally, thus creating more resilient and sustainable communities. As specified in the retail assessment report, the PP is consistent with the supportable floorspace as a result of retail floorspace demand analysis. The PP will create quality retail floorspaces supporting employment opportunities.</p>
A Well Connected City			
<p>The plan integrates land use and transport creates walkable and 30minute cities</p>	<p>Establishing the land use and transport structure to deliver a liveable, productive and sustainable western parkland city</p> <p>Integrate land use and transport plans to deliver the 30- minute city</p>	Yes	<p>The site is close to the Macarthur Train Station, the Campbelltown train station, and bus stops. These public transport opportunities provide significant connections across Greater Sydney, strengthening Campbelltown's competitive advantage as a desirable location for commercial floor space.</p> <p>Furthermore, the site is close to residential areas,</p>

Key Directions and Planning Priorities			
Greater Sydney Region Plan	Western City District Plan	Consistent	Response
			increasing opportunities for walking and cycling. Cumulatively, the proposal supports the 30-minute city concept of the Region Plan and the emerging concept of a 15-minute city.
A City In Its Landscape			
<p>Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>Environmental, social and economic values in rural areas are protected and enhanced</p> <p>Public open space is accessible, protected and enhanced</p> <p>The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>	<p>Protecting and improving the health and enjoyment of the District's Waterways</p> <p>Protect environmentally sensitive areas of waterways</p> <p>Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water based transport</p> <p>Improve the health of catchments and waterways through a risk based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes</p> <p>Work towards reinstating more natural conditions in highly modified urban waterways</p>	Yes	<p>The PP site is already developed with a Bunnings Warehouse building. Therefore, no significant environmental features exist on the site.</p> <p>Marsden Park (Park Central) and Koshigaya Park are also located within walking distance from the site, ensuring that adequate recreational infrastructure is available to support residents living in apartment buildings on the site.</p>
A Resilient City			
<p>People and places adapt to climate change and future shocks and stresses</p> <p>Exposure to natural and urban hazards is reduced</p> <p>Heatwaves and extreme heat are managed</p>	<p>Protecting and improving the health and enjoyment of the District's Waterways</p> <p>Adapting to the impacts of urban and natural hazards and climate change</p>	Yes	<p>The PP will not have a detrimental impact on the surrounding environment or increase the</p>
An Efficient City			
<p>A low-carbon city contributes to net-zero</p>	<p>Increasing urban tree canopy cover and delivering Green grid connections</p>	Yes	<p>The PP facilitates building capacity based on existing and committed infrastructure</p>

Key Directions and Planning Priorities			
Greater Sydney Region Plan	Western City District Plan	Consistent	Response
emissions by 2050 and mitigates climate change Energy and water flows are captured, used and re-used More waste is re-used and recycled to support the development of a circular economy	Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Growth Areas, Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.		especially with its accessibility to public transport, enabling less reliance on private vehicle usage. The PP will increase urban tree canopy cover over the site with improved public domain and the provision of a through-site link.

Western City District Plan - Connecting Communities

The Western City District Plan (the District Plan) sets out more detail with respect to the anticipated growth in housing and employment in the Western District and amongst other things, is intended to inform the assessment of PPs.

Within the District Plan, Campbelltown-Macarthur is identified as a Metropolitan Cluster, indicating its importance to the surrounding community and its potential for supporting economic growth.

The PP will facilitate the achievement of these critical priorities within the Campbelltown-Macarthur Metropolitan Cluster by providing opportunities for employment and housing for the anticipated job targets set in the District Plan.

Local Strategic Planning Statement

The Campbelltown Local Strategic Planning Statement (LSPS) details Council's plan for the community's social, environmental and economic land use need over the next 20 years. The LSPS provides context and direction for land use decision making within the Campbelltown LGA. It seeks to:

- provide a 20 year land use vision for the Campbelltown LGA,
- outline the characteristics that make our city special,
- identify shared values to be enhanced or maintained, and
- direct how future growth and change will be managed.

The LSPS responds to the Regional and District Plans and to the community's documented aspirations. The document establishes planning priorities to ensure that the LGA thrives now and remains prosperous in the future, having regard to the local context.

A statement of consistency with the LSPS is summarised below:

Table 3: LSPS Assessment

LSPS Assessment	Comment
Priority 1: Creating a great place to live, work, play and visit	<p>The site is located within the Campbelltown centre a location identified in the District Plan requiring additional housing.</p> <p>The PP will enable increase in residential floor space within an existing urban area contributing to the protection of greenfield land for similar uses through infill development.</p> <p>Increasing residential housing will contribute to achieving this goal within an accessible location.</p> <p>The PP will promote housing diversity providing variety of apartment mixes.</p>
Priority 2: Create high quality, diverse housing	<p>The PP would deliver additional housing in a place with good access to public transport, retail and health services. The PP is consistent with this priority as it has the potential to provide additional housing close to existing amenities.</p>
Priority 6: Respecting and protecting our natural assets	<p>As there is no proposal to rezone any part of the site to open space, the PP seeks to incorporate open space on the site that would include plantings and greenery.</p>
Priority 10: Creating strong and vibrant centres	<p>Ensuring that infrastructure aligns with growth is crucial, particularly for a site located within the Campbelltown centre. Although the site is ideally positioned to offer additional housing close to existing amenities and transport hubs, it is essential to carefully balance this development with the proposed reduction in potential retail and commercial floorspace. This approach will help maintain a strong and vibrant city centre, supporting both residential needs and the economic vitality of the area. The PP supports this approach.</p>
Priority 14: Ensuring infrastructure aligns with growth	<p>The PP will enable increased number of people living within key transport catchment areas. It is anticipated that existing infrastructure will be able to support the proposed development.</p>

Campbelltown Local Environmental Plan 2015 (CLEP 2015)

The CLEP 2015 is the principal environmental planning instrument for the City of Campbelltown. A summary of the existing planning framework and proposed amendment are discussed in Table 4.

Table 4: Campbelltown Local Environmental Plan 2015 Proposed Amendments

CLEP 2015 Current	Proposed Amendment
<p>7.9 Mixed use development in Zones E2 and MU1</p> <p>Amending Clause 7.9 – Mixed use development in Zones E2 and MU1, to exclude the site from its application</p>	<p>The PP intends to amend the CLEP 2015 by amending Clause 7.9 – Mixed use development in Zones E2 and MU1, to exclude the site from its application by including the following sub-clause 3B:</p> <p><i>3B) Subclause (3)(a) and (b) does not apply to land bound by Menangle Road, Budgen Place, Kellicar Road and Gilchrist Drive, Campbelltown, being legally described as Lot 1 DP882496 and identified on the Key Sites Map. Consent must not be granted to the erection of building on this land unless the consent authority is satisfied at least 3000m² of the gross floor area of the building will not be used for residential accommodation.</i></p>

Campbelltown (Sustainable City) Development Control Plan, 2015

The Campbelltown (Sustainable City) Development Control Plan 2015 (CSCDCP) provides development guidelines and site specific controls to support the delivery of CLEP 2015. Progression of the PP would not require an update.

4. Is the PP consistent with Council's local strategy or other local strategic plan?

Campbelltown Community Strategic Plan – Campbelltown 2027

The Campbelltown City Community Strategic Plan (CSP) is a ten (10) year vision that identifies the main priorities and aspirations for the future of the Campbelltown City Local Government Area (LGA) and is Council's long term plan to deliver the community inspired vision.

The CSP acknowledges the need to provide for housing diversity and affordability in a structured way, whilst preserving the important natural attributes of the LGA and facilitating its promotion.

The PP is consistent with the CSP and will specifically facilitate delivery of the key outcomes as detailed in Table 5.

Table 5: Consistency with Campbelltown Community Strategic Plan

CSP Outcome	Statement of Consistency
Outcome 1 A vibrant, liveable city	The community will be afforded the opportunity to review the PP and engage at key stages in the decision-making process. The PP provides for housing choice and diversity not otherwise delivered by the Campbelltown Local Housing Strategy.
Outcome 2 A respected and protected natural environment	The PP will not have adverse impacts on the natural environment.
Outcome 3 A thriving, attractive city	The PP proposes additional residential housing and retail floor space on the site that will enhance employment densities within walking distance of public transport infrastructure, including rail, buses and arterial roads. The site is within 400meters of Macarthur train station and the existing local center on the eastern side.
Outcome 4 A successful city	The PP provides opportunities for redevelopment of housing and commercial on-site and is within walking distance to the Campbelltown centre.

5. Is the PP consistent with any other applicable State and regional studies or strategies?

N/A

6. Is the PP consistent with applicable State Environmental Planning Policies?

Table 6 identifies State Environmental Planning Policies (SEPPs) are relevant to the PP.

Table 6: Consistency with State Environmental Planning Policy

Focus areas	State Environmental Planning Policies	Consistent	Comment
Planning systems	Planning Systems SEPP	Yes	The PP does not include a State significant development, State significant infrastructure, critical State significant infrastructure or regionally significant development.
	Precincts SEPPs: <ul style="list-style-type: none"> Eastern Harbour City SEPP 	N/A	The site is not within the defined SEPP areas.

Focus areas	State Environmental Planning Policies	Consistent	Comment
	<ul style="list-style-type: none"> Western Parkland City SEPP Central River City SEPP Regional SEPP 		
	Codes SEPP	N/A	Exempt or complying development or introduction of State-wide codes is not proposed.
Housing	Housing SEPP	Yes	<p>Future development under the Housing SEPP remains permissible. The PP seeks to facilitate high-density residential development. An urban design study submitted with this PP considers potential design options which address the provisions of the Housing SEPP and associated Apartment Design Guidelines (ADG).</p> <p>The Urban Design Study includes an indicative development concept. This concept shows that the site can be developed in a manner consistent with the ADG requirements.</p>
Transport and infrastructure	Transport and Infrastructure SEPP	Yes	Delivery of infrastructure is not proposed.
Primary production	Primary Production SEPP	Yes	Economic use and development of lands for primary production is not proposed.
Biodiversity and conservation	Biodiversity and Conservation SEPP	Yes	No works are proposed that will impact on the biodiversity of the site.
Resilience and hazards	Resilience and Hazards SEPP	N/A	The site is not within the defined coastal SEPP area or identified contaminated land.
Industry and employment	Industry and Employment SEPP	N/A	The site is not within the Western Sydney Employment Area.
Resources and energy	Resources and Energy SEPP	N/A	The PP does not propose mining or energy uses.

7. Is the PP consistent with applicable Local Planning Directions (formerly known as s9.1 Ministerial Directions).

The PP is either considered consistent, justifiably inconsistent or the inconsistency is of minor significance with the applicable Ministerial Directions (S9.1 directions). See Table 7 for an assessment of the PP against the S9.1 Ministerial Directions.

Table 7: Consistency with Ministerial Directions

Consideration of Local Planning Directions	Consistent	Comment
Focus Area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	The PP achieves the overall intent of the Regional Plan and does not undermine the achievement of the Regional Plan's vision, land use strategy, goals, directions or actions.
1.2 Development of Aboriginal Land Council land	N/A	Not relevant to the PP.
1.3 Approval and Referral Requirements	Yes	The PP does not trigger the need for any additional concurrence, consultation or referral to a Minister or Public Authority.
1.4 Site Specific Provisions	Yes	The PP is not seeking to allow any particular development to be carried out on land. The PP relates to an existing site-specific clause relating to the provision of commercial floor space on the entire ground floor. This PP does not seek to amend the existing land use zone provisions contained in the CLEP to permit site specific development and seeks to utilise the existing MU1 Mixed Use zone. This PP does not impose any development standards or requirements in addition to those already contained in the CLEP 2015.
Focus Area 1: Planning Systems – Place-based		
1.5 Parramatta Road Corridor Urban Transformation Strategy	N/A	Not relevant to the PP as the PP is not located within this area.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	Not relevant to the PP as the PP is not within the North West Priority Growth Area.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use Infrastructure Implementation Plan	N/A	Not relevant to the PP as the PP is not within the Greater Parramatta Priority Growth Area.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use Infrastructure Implementation Plan	N/A	Not relevant to the PP as the PP is not within the Wilton Priority Growth Area.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Yes	The PP achieves the overall intent of the precinct plans and does not undermine the achievement of its objectives, planning

Consideration of Local Planning Directions	Consistent	Comment
		principles and priorities for the urban renewal corridor.
1.10 Implementation of Western Sydney Aerotropolis Plan	N/A	The PP is not inconsistent with the Plan.
1.11 Implementation of Bayside West Precincts 2036 Plan	N/A	Not relevant to the PP as the PP is remote from the Bayside West Precinct.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	N/A	Not relevant to the PP as the PP does not relate to the Cooks Cove Precinct.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	N/A	Not relevant to the PP as the site is not located within this area.
1.14 Implementation of Greater Macarthur 2040	Yes	The PP achieves the overall intent of the Greater Macarthur 2040 and does not undermine the achievement of its objectives, planning principles and priorities for the Greater Macarthur Growth Area.
1.15 Implementation of the Pyrmont Peninsula Place Strategy	N/A	Not relevant to the PP as the site is not located within this area.
1.16 North West Rail Link Corridor Strategy	N/A	Not relevant to the PP as the site is not located within this area.
1.17 Implementation of the Bays West Place Strategy	N/A	Not relevant to the PP as the site is not located within this area.
1.18 Implementation of the Macquarie Park Innovation Precinct	N/A	Not relevant to the PP as the site is not located within this area.
1.19 Implementation of the Westmead Place Strategy	N/A	Not relevant to the PP as the site is not located within this area.
1.20 Implementation of the Camellia-Rosehill Place Strategy	N/A	Not relevant to the PP as the site is not located within this area.
1.21 Implementation of South West Growth Area Structure Plan	N/A	Not relevant to the PP as the site is not located within this area.
1.22 Implementation of the Cherrybrook Station Place Strategy	N/A	Not relevant to the PP as the site is not located within this area.
Focus Area 2: Design and Place		
2.1 Design and Place (Not adopted)	N/A	N/A
Focus Area 3: Biodiversity and Conservation		
3.1 Conservation Zones	N/A	Not relevant to the PP.
3.2 Heritage Conservation	Yes	There are no items, areas, objects and places of environmental heritage

Consideration of Local Planning Directions	Consistent	Comment
		significance and indigenous heritage significance, on the site. Accordingly, there is no impact on any areas requiring heritage conservation.
3.3 Sydney Drinking Water Catchments	N/A	Not relevant to the PP.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs 26	N/A	Not relevant to the PP.
3.5 Recreation Vehicle Areas	N/A	Not relevant to the PP.
3.6 Strategic Conservation Planning	N/A	Not relevant to the PP.
3.7 Public Bushland	N/A	Not relevant to the PP.
3.8 Willandra Lakes Region	N/A	Not relevant to the PP.
3.9 Sydney Harbour Foreshores and Waterways Area	N/A	Not relevant to the PP.
3.10 Water Catchment Protection	N/A	Not relevant to the PP.
Focus Area 4: Resilience and Hazards		
4.1 Flooding	Yes	The PP is consistent with the Direction as it has thoroughly investigated flood potential and proposes measures to improve the control of water for the site and surrounding lands.
4.2 Coastal Management	N/A	Not relevant to the PP.
4.3 Planning for Bushfire Protection	Yes	The site is not impacted by a Bushfire Map, nor is it bushfire prone.
4.4 Remediation of Contaminated Land	Yes	The PP is consistent with the aims and provisions of this Resilience and Hazard SEPP.
4.5 Acid Sulfate Soils	N/A	The site is not identified in Campbelltown LEP as being subject of acid sulfate soils.
4.6 Mine Subsidence and Unstable Land	N/A	The site is not within a Mine Subsidence District.
Focus Area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Yes	The PP is consistent with this direction as it will increase housing density within 400m of Macarthur train station and less than 200m to public bus routes. This degree of accessibility, in addition to opportunities for active transport may contribute to a mode shift away from private vehicles to other more sustainable and efficient transport modes

Consideration of Local Planning Directions	Consistent	Comment
5.2 Reserving Land for Public Purposes	Yes	The PP does not seek to change the current zoning provisions and therefore does not impact on land reserved for public purposes.
5.3 Development Near Regulated Airports and Defence Airfields	N/A	Not relevant to the PP.
5.4 Shooting Ranges	N/A	Not relevant to the PP.
Focus Area 6: Housing		
6.1 Residential Zones	Yes	<p>The PP is consistent with the direction. The PP seeks to facilitate the development of high-density housing through the appropriate application of the site-specific clause. The PP represents a more efficient use of existing infrastructure and services and reduces the consumption of land for housing through urban renewal.</p> <p>The PP will facilitate greater housing diversity and mix within Campbelltown City Council LGA, meeting local demand for greater choice. Further as an infill development, it consolidates the city and therefore reduces the pressure of land consumption in greenfield areas and loss of marginal employment lands for housing.</p>
6.2 Caravan Parks and Manufactured Home Estates	N/A	Not relevant to the PP.
Focus Area 7: Industry and Employment		
7.1 Business and Industrial Zones	Yes	<p>While an exemption from the requirements of clause 7.9 could be considered to reduce the minimum required area for employment uses, it does not in any way reduce the total potential floor space for employment uses, as a range of commercial activities will remain permissible with consent on all floor space within the development, based upon the MU1 Medium Density zoning. This flexibility allows the provision of housing in the immediate while also enabling the conversion of residences into commercial tenancies in the future, should market demand increase.</p> <p>The proposal is also not considered to be inconsistent with any of the remaining directions within 7.1.</p> <p>As no change to the zoning of the MU1 Mixed Use site is proposed, the PP is considered to be consistent with the direction.</p>

Consideration of Local Planning Directions	Consistent	Comment
7.2 Reduction in non-hosted short-term rental accommodation period	N/A	Not relevant to the PP.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not relevant to the PP.
Focus Area 8: Resources and Energy		
8.1 Mining, Petroleum and Extractive Industries	N/A	Not relevant to the PP.
Focus Area 9: Primary Production		
9.1 Rural Zones	N/A	Not relevant to the PP.
9.2 Rural Lands	N/A	Not relevant to the PP.
9.3 Oyster Aquaculture	N/A	Not relevant to the PP.
9.4 Farmland of State and Regional Significance on the NSW Far Coast	N/A	Not relevant to the PP.

Section C – Environmental Social or Economic impact

8. 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 PP?

The site does not contain habitat of any description as it has been previously developed with a warehouse development.

There is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the PP.

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

The PP seeks to revise an additional local provision contained within CLEP 2015. These changes aim to facilitate the redevelopment of the site for the purpose of apartment buildings that meet the demand identified in the LSPS and local housing statement. Additionally, the PP seeks for a better urban outcome in supporting the commercial precinct, Campbelltown- Macarthur Local Centre.

The PP has been designed to ensure a better urban outcome for the site regarding the location of retail spaces and the provision of a through-site link.

The PP highlights the benefit of providing mixed use commercial and residential uses in one location, adjacent to a major transport catchment area. Benefits include reducing car parking reliance and less land is taken needed to deliver additional housing. The PP proposed to contain urban sprawl by placement of new dwellings within high density mixed use development, relieving pressure on greenfield land. The PP is, itself, mitigating the potential environmental impacts that result from construction of additional housing on greenfield land.

Placing increased residential housing means that urban sprawl is contained but also means that density can be constructed in a location such as Macarthur where infrastructure already exists including public transport with Macarthur train station.

The PP contributes to several 'green' benefits including reduced land take, more green spaces at ground floor, reduced usage of private vehicles and better patronage of public transport.

Built character

The proposed amendment to the application of site-specific clause and the proposed commercial floor space are informed by a detailed Urban Design Study and Economic Assessment. The Urban Design Study presents an urban design analysis of the site and its context as well as potential design options for future redevelopment.

The PP demonstrates that potential development of the site is consistent with the scale of urban renewal envisioned by the Regional Plan, District Plan and LSPS. The amendment of the site-specific clause has been considered and adopted on neighbouring sites and will enable a development that will support the success of Campbelltown centre retail precinct.

Accordingly, the PP is not considered to have any environmental impacts that require further consideration.

10. How has the PP adequately addressed any social and economic effects?

The social and economic effects of the PP are best understood within the context of the challenges of a growing population, as highlighted in the Regional Plan. To accommodate a larger population and sustain economic growth, urban renewal must be paired with infrastructure development in strategic urban centers.

Increasing housing in areas with robust infrastructure and minimal environmental constraints is a positive social outcome. The PP's objectives align with the strategic direction outlined in the Regional Plan, emphasising urban renewal in well-serviced locations.

By facilitating future development, the PP will lead to higher population densities in the Macarthur-Campbelltown Local Centre. This will rejuvenate the local area and contribute significantly to economic growth within the community.

A feature of this PP is the creation of high-quality retail commercial spaces at ground level and a through-site link providing enhanced access to Macarthur Square and Macarthur Station. This link will offer high-quality communal open spaces, ensuring accessibility to transport, shops, jobs, and community facilities. Consequently, future residents will enjoy substantial social and economic benefits, reinforcing the positive impact of the PP.

Section D – State and Commonwealth interests.

11. Is there adequate public infrastructure for the PP?

Existing public infrastructure can comfortably accommodate the demand that is generated from this PP.

The site is located within the 400m walkable catchment, measured from Macarthur Station. Furthermore, this accessibility is enhanced as by extension it is within 200m of the Macarthur town centre and the services it provides for local residents. This high level of accessibility ensures that residents are able to efficiently access local and regional connections, both by train from Macarthur Station and local bus services.

The Macarthur train line is located on the:

- T8 Leppington to City Circle which provides a direct connection to Leppington and the Sydney CBD, via Campbelltown,
- Southern Highlands Line which provides a connection to Goulburn and Central Station, Sydney.

The site is within 100m of bus stops that provide local accessibility to Liverpool and Liverpool Station (bus route 871 and 870) and Campbelltown Station (bus route 886).

Together with the rail network, the diversity of bus services ensures that residents can choose the best mode of public transport to access local and regional jobs, services, and entertainment.

The site is suitable for increased residential housing due to its high quality access to transport and employment opportunities, accessible by active and public transport modes. Given the proximity of the site to public transport service, it is anticipated that a significant proportion of new residents would opt to use public transport rather than a private vehicle.

The site is within the wider Macarthur-Campbelltown precinct of commercial centre, regional health and educational institutions.

Marsden Park (Park Central) and Koshigaya Park are also located within walking distance from the site, ensuring that adequate recreational infrastructure is available to support residents living in apartment buildings on the site. Other areas of publicly accessible open space are nearby and within a 15 minute walk. Likewise, there are several educational facilities surrounding which include tertiary education TAFE NSW Campbelltown by walking (10 minutes), car (6 minutes); as is Western Sydney University Campbelltown by walking (11 minutes) car (5 minutes).

High schools including Thomas Reddall High School by car (5 minutes), by public transport (13 minutes) and Sherwood Hills Christian School by car (6 minutes) by public transport (22 minutes) and Bradbury Public School by car (7 minutes) by public transport (23 minutes).

Accordingly, it is considered that the area contains the necessary infrastructure to support the intensification of residential development over the site.

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

Authorities will be contacted in due course as per Gateway requirements.

Part 4: Mapping

Mapping amendments are not sought as part of this PP.

Part 5 – Community Consultation

This PP aligns with the standard criteria under the LEP Making Guideline as shown in Table 4 below:

Table 4: Standard PP Criteria

Criteria	Comments
To change the land use zone where the proposal is consistent with the objectives identified in the LEP for that proposed zone	The PP does not include an amendment to the current zone under the CLEP 2015.
That relates to altering the principal development standards of the LEP.	The PP includes an amendment to remove the application of Clause 7.9(3)(b) of the CLEP 2015, which requires the site to “only accommodate non-residential land uses” on the ground floor of the site.
That relates to the addition of a permissible land use or uses and/or any conditional arrangements under Schedule 1 Additional Permitted Uses of the LEP	N/A
That is consistent with an endorsed District/ Regional Strategic Plan and/or LSPS	The PP is considered consistent with the Regional Plan, District Plan and LSPS (previously assessed).
Relating to classification or reclassification of public land through the LEP	N/A

Attachment 1: Changes to CLEP 2015

7.9 Mixed use development in Zones E2 and MU1

(1) The objective of this clause is to promote employment opportunities and mixed-use development in Zone E2 Commercial Centre and Zone MU1 Mixed Use.

(2) This clause applies to land in Zone E2 Commercial Centre and Zone MU1 Mixed Use.

(3) Development consent must not be granted to the erection of a building that will contain a residential component, or a change of use of a building, on land to which this clause applies unless the consent authority is satisfied that—

(a) the building will have an active street frontage after its erection or change of use, and

(b) the ground floor will only accommodate non-residential land uses, and

(c) if the land is in Zone E2 Commercial Centre—the building will have at least one additional level of floor space, immediately above the required non-residential ground floor, that is also set aside for non-residential land uses.

(3A) Subclause (3)(a) and (b) does not apply to land at Goldsmith Avenue, Campbelltown, being Lot 1097, DP 1182558.

(3B) Subclause (3)(a) and (b) does not apply to land bound by Menangle Road, Budgen Place, Kellicar Road and Gilchrist Drive, Campbelltown, being legally described as Lot 1 DP882496.

Consent must not be granted to the erection of building on this land unless the consent authority is satisfied at least 3,000 m² of the gross floor area at ground floor is used for non-residential land uses.

(4) Despite subclause (3), an active street frontage is not required for any part of a building that is used for any of the following—

(a) entrances and lobbies (including as part of mixed-use development),

(b) access for fire services,

(c) vehicular access.

(5) In this clause—

active street frontage, of a building, means that all premises on the ground floor of the building facing the street are used for the purposes of business premises or retail premises.

non-residential land uses includes uses for the purposes of commercial premises, medical centres, recreation facilities (indoor) and other similar uses but does not include car parking.