



IRF 24/673

Gateway determination report – PP 2024-522

Rezoning of land at 2-14 Hollylea Road and 5-7
Plough Inn Road, Leumeah

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Acknowledgment of Country

The Department of Planning, Housing and Infrastructure acknowledges the Traditional Owners and Custodians of the land on which we live and work and pays respect to Elders past, present and future.

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Table 1 Reports and plans supporting the proposal

Relevant reports and plans
Services Report. Due Diligence Report, Northrop, 2 October 2018
Stormwater Management Plan. Northrop, 2 December 2018

Relevant reports and plans

Acoustic Report. Rail Noise and Vibration Assessment, Day Design, 1 January 2019

Traffic Report. Traffix Traffic and Transport Planners, 31 March 2020

Economic Land Use Assessment. MacroPlan Dimasi, June 2018

Open Space and Recreation Analysis Elton Consulting, 4 October 2019

Urban Design Report. Hatch Roberts Day, May 2021

1 Planning proposal

1.1 Overview

Table 2 Planning proposal details

LGA	Campbelltown
PPA	Campbelltown City Council
NAME	Rezoning of land at 2-14 Hollylea Road and 5-7 Plough Inn Road, Leumeah
NUMBER	PP-2024-522
LEP TO BE AMENDED	Campbelltown Local Environmental Plan 2015 (CLEP 2015)
ADDRESS	2-14 Hollylea Road and 5-7 Plough Inn Road, Leumeah
DESCRIPTION	12/DP845149, 3/DP258315, 4/ DP258315, 16/D623923, 1-4/SP70043, 27/DP611186, 125/DP575481, 127/DP575481, 301/DP621274, 9/DP234601, 1-5/SP52179, 1/DP565611
RECEIVED	12/03/2024
FILE NO.	IRF24/673
POLITICAL DONATIONS	There are no donations or gifts to disclose and a political donation disclosure is not required
LOBBYIST CODE OF CONDUCT	There have been no meetings or communications with registered lobbyists with respect to this proposal

1.2 Objectives of planning proposal

The planning proposal contains objectives and intended outcomes that adequately explain the intent of the proposal.

The objectives of the planning proposal are to:

- Rezone the subject site from E3 Productivity Support to a combination of MU1 Mixed Use, RE1 Public Recreation and RE2 Private Recreation.
- Amend the Maximum Height of Building Map from 15m for the subject site to a range of maximum building heights (5m, 22m, 38.5m and 43m).
- Amend the Floor Space Ratio Map to introduce an FSR control of 2.7:1 for the subject site.
- Amend the Land Reserve Acquisition Map to include the area between 2 and 2A Hollylea Road Leumeah and an area along the south eastern boundary of the subject site adjacent to Bow Bowling Creek.
- Amend Clauses 5.1 and 5.1A of the CLEP 2015 to include the land that is proposed to be rezoned as RE1 Public Recreation, with Council being identified as the acquisition authority for the land.

- Amend Schedule 1 of the CLEP 2015 to permit with consent Industrial Retail Outlets and Industrial Training Facilities uses on the subject site.

The objectives of this planning proposal are clear and adequate.

1.3 Explanation of provisions

The planning proposal seeks to amend the Campbelltown LEP 2015 per the changes below:

Table 3 Current and proposed controls

Control	Current	Proposed
Zone	E3 Productivity Support	MU1 Mixed Use RE1 Public Recreation RE2 Private Recreation
Maximum height of the building	15.0m	5m, 22m, 38.5m and 43m
Floor space ratio	No control	2.7:1
Number of dwellings	0	Unknown
Number of jobs	N/A	306 jobs (full-time and part-time)

The planning proposal contains an explanation of provisions that adequately explains how the objectives of the proposal will be achieved.

1.4 Site description and surrounding area

The subject site (**Figure 1**) is identified as 2-14 Hollylea Road and 5-7 Plough Inn Road, Leumeah. The associated lot plans are: 12/DP845149, 16 /D623923, 1-4/SP70043. 27/611186, 125/DP575481, 127/DP575481, 301/DP621274, 9/DP234601, 1-5/SP52179, 1/DP565611 3/DP258315 and 4/ DP25831.

The subject site is zoned E3 Productivity Support and is currently used for a variety of industrial and commercial premises. The site has minimal vegetation with only some small shrubs on the subject site.

The subject site is an irregular shape, with a site area of 3.8 ha. It is located on the eastern side of Hollylea Road and is adjoined by Plough Inn Road to the north and Bow Bowling Creek to the south and east (Figure 1). Adjacent to Bow Bowling Creek, on the right bank, is the Main Southern Railway corridor.

The subject site forms part of the light industrial area located to the west side of Leumeah Railway Station which contains a variety of warehouses, offices and services.

The subject site is about 200m west of Leumeah Railway Station and 400m from Campbelltown Stadium. The subject site is also in a neighbourhood with a range of land uses including, retail outlets, a bowling alley, fast food outlets and light industry.



Figure 1. Subject site depicted in red with the lot plans outlined.

1.5 Mapping

The planning proposal includes mapping showing the proposed changes to the four maps.

The following maps are to be changed:

- Land Zoning Map (Relevant digital map to be updated)
- Height of Buildings Map Sheet (HOB_008)
- Floor Space Ratio Map Sheet (FSR_008)
- Land Reservation Acquisition Map Sheets (LRA_008AA and LRA_008BD)

Figures 2 to 8 provide an overview of the various relevant existing maps and proposed mapping amendments.

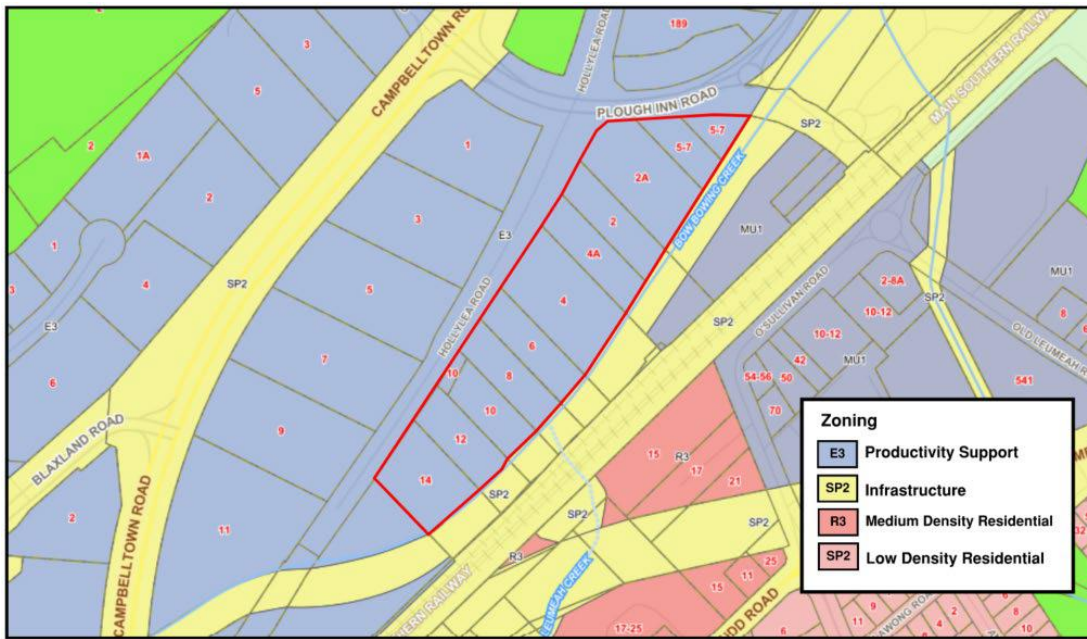


Figure 2. Current land use zoning. The subject site is outlined in red.



Figure 3. Proposed land use zoning.

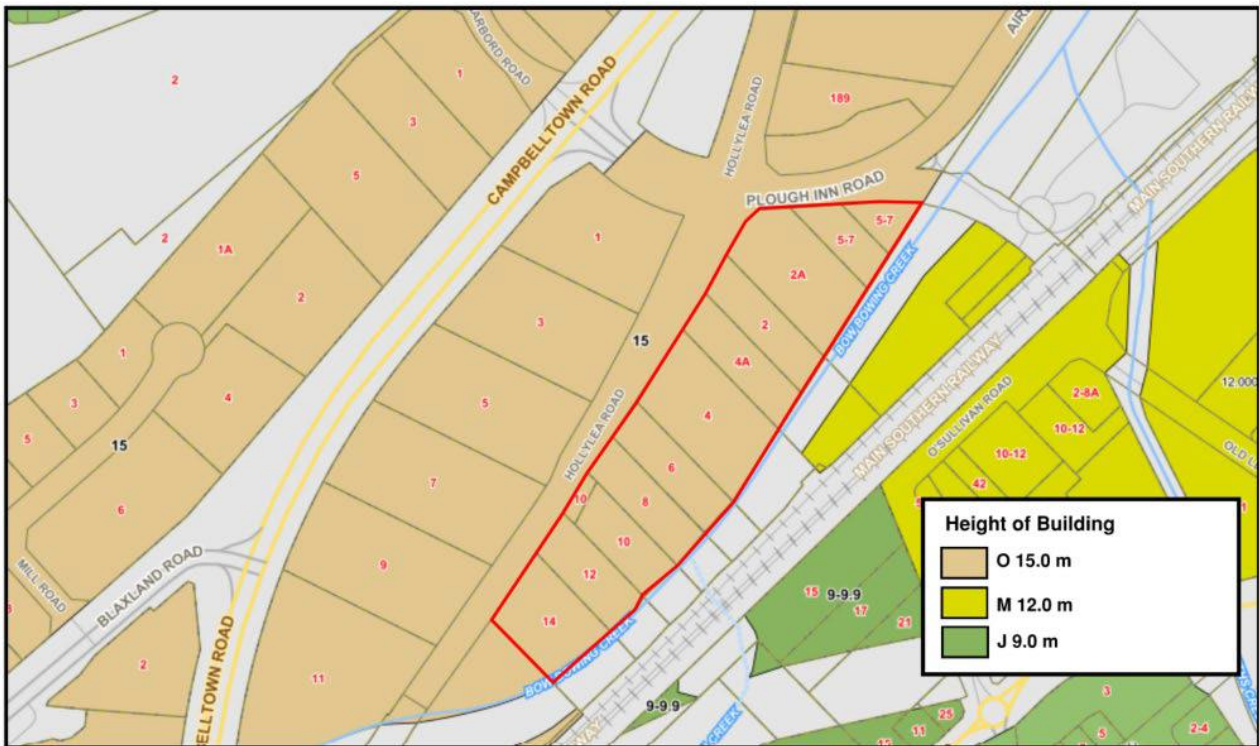


Figure 4. Current maximum building height controls.



Figure 5. Proposed maximum height of building map.

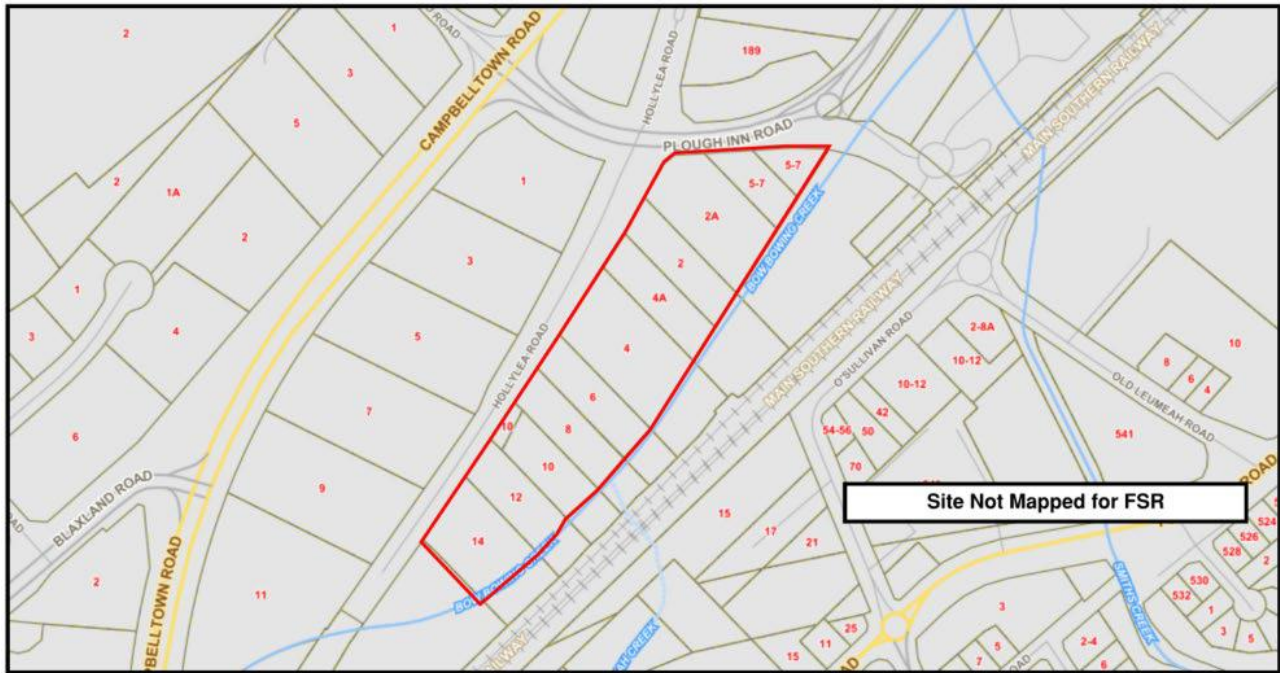


Figure 6 Current Floor Space Ratio controls

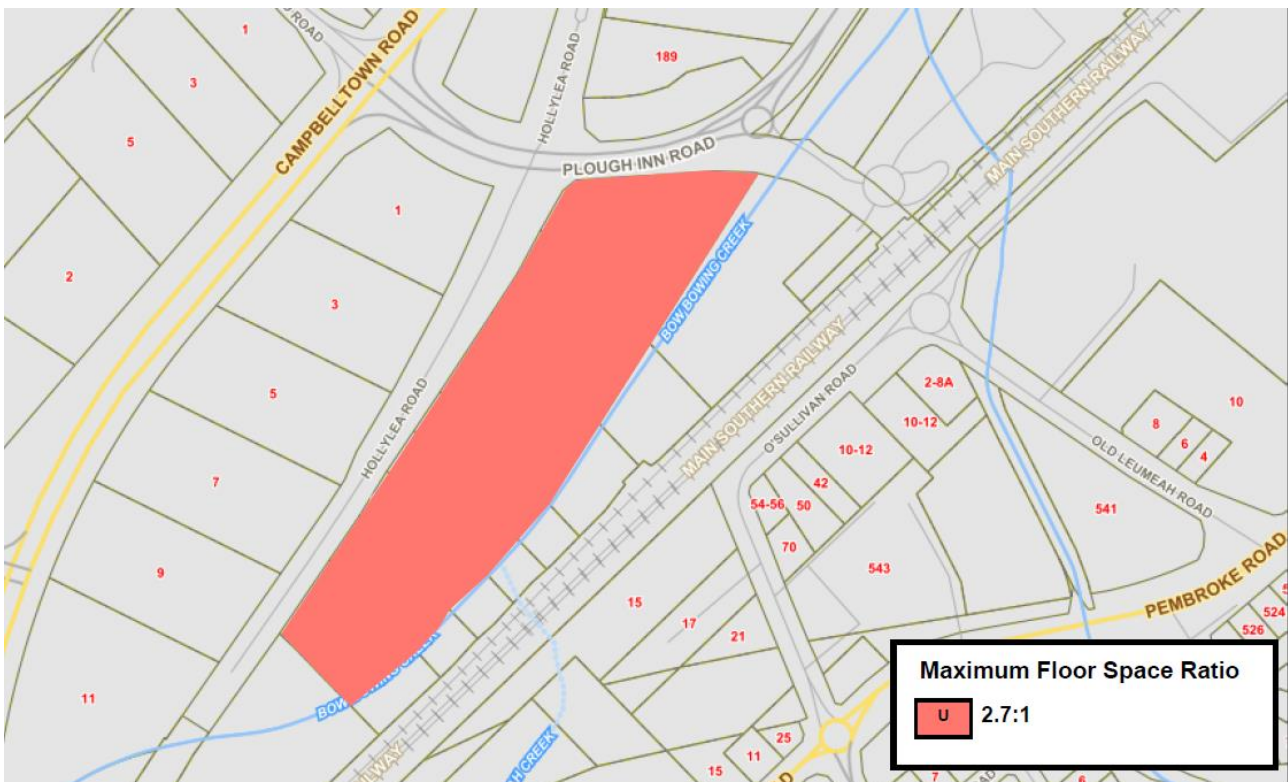


Figure 7. Proposed FSR control.

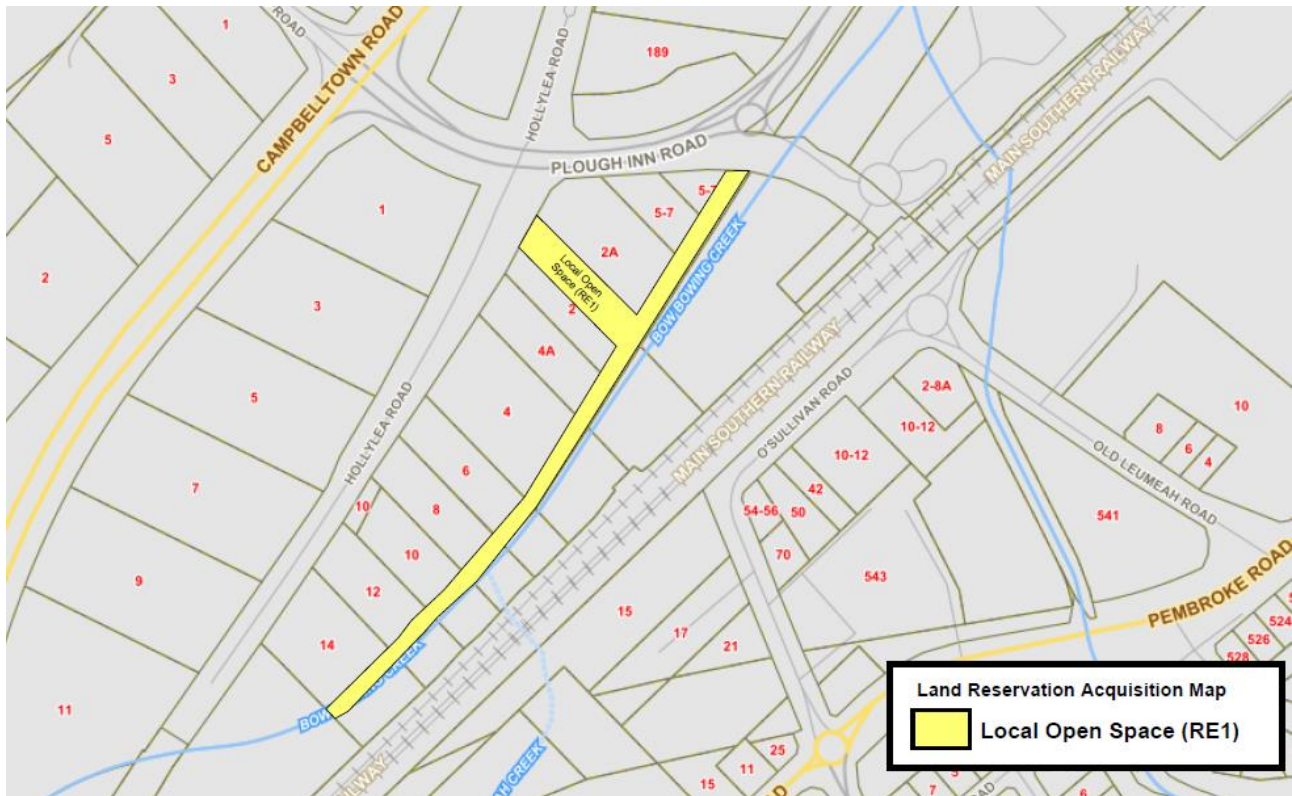


Figure 8. Proposed land reserve acquisition map.

1.6 Background

The background of this planning proposal is:

- The Planning Proposal Request (PPR) was lodged with Council on 20 February 2019.
- The PPR was referred to the Local Planning Panel (LPP) on 25 November 2020. The LPP recommended that additional work was required which is summarised as follows:
 - Further work to demonstrate that the overall employment potential of the precinct is not reduced as a result of the proposal through an analysis of the site's current employment potential under the existing zoning as compared to what is proposed to be delivered under the proposal.
 - Further work to refine the planning controls for the site. In particular, the LPP recommended that the DCP should be amended to include building footprints and massing, podium heights and tower setbacks (including setbacks from Bow Bowing Creek), communal open space, through site links etc, as well as controls that outline future geotechnical investigation requirements.
 - The RE1 zoned land to be widened to a width suitable to deliver a high quality and generous promenade/public domain area that supports active transport and will be an open space asset to the precinct.
 - The maximum height of the southernmost building should be reduced to preserve the relevant view corridors identified in the *Reimagining Campbelltown City Centre Master Plan*, particularly those between Kanbyugal Reserve in Woodbine and the high point on the eastern side of the valley.
 - The completion of a social infrastructure study to ensure satisfactory open space is provided to meet the needs of future residents.
- The PPR was referred to Councils Design Excellence Panel (DEP) on 29 October 2021. Follow up consultations occurred on 17 December 2021 and 10 February 2022.

- On 1st August 2023, the Department was consulted as part of Council's consideration of the planning proposal, specifically regarding the zoning of the site. The Department advised that an MU1 Mixed Used zone should be considered for the site as it would achieve the dual goals of providing housing and retaining employment land.
- On 13 February 2024, Council unanimously resolved to endorse the planning proposal and the planning proposal be forwarded to the Department for Gateway determination.

1.7 Local Planning Panel recommendations

The Local Planning Panel (LPP) recommendations are summarised in section 1.6 of this report.

It is understood that LPP recommendations (where relevant) have now been incorporated into the current version of the planning proposal.

2 Need for the planning proposal

The planning proposal is not a result of a strategic study or report.

A planning proposal is required to amend the land zoning, height of building and FSR controls under the CLEP 2015. A planning proposal is considered to be the best means of achieving the defined objectives and intended outcomes. The outcomes of this planning proposal will assist in the delivery of the Leumeah Precinct Plan in the Glenfield to Macarthur Urban Renewal Corridor Strategy.

3 Strategic assessment

3.1 Regional Plan

Table 4 provides an assessment of the planning proposal against relevant aspects of the Greater Sydney Regional Plan – A Metropolis of Three Cities.

Table 4 Regional Plan assessment

Regional Plan Objectives	Justification
Objective 10 Greater housing supply	The planning proposal is consistent with the intent of this objective as the proposal seeks to facilitate an opportunity for housing in an area that is close to public transport and employment options. The subject site is also in an area that has been identified as a preferred housing location in the Campbelltown-Macarthur area.
Objective 12 Great places that bring people together	The planning proposal is consistent with the intent of this objective as the proposal seeks to facilitate opportunities for housing in a mixed-use land use zone that incorporates public and private recreation land uses.

3.2 District Plan

The subject site is within the Western District and the then Greater Sydney Commission released the Western City District Plan on 18 March 2018. The plan contains planning priorities and actions to guide the growth of the district while improving its social, economic and environmental assets.

The planning proposal is consistent with the priorities for infrastructure and collaboration, liveability, productivity, and sustainability in the plan as outlined below.

The Department is satisfied the planning proposal gives effect to the District Plan in accordance with section 3.8 of the *Environmental Planning and Assessment Act 1979*. **Table 5** includes an assessment of the planning proposal against relevant directions and actions.

Table 5 District Plan assessment

District Plan Priorities	Justification
W5: Providing housing supply, choice and affordability, with access to jobs, services and public transport	<p>The planning proposal seeks to increase housing opportunities on the proposed MU1 Mixed Use zoned land. The proposal provides an opportunity to contribute to housing supply and diversity in an area that has excellent access to transport and employment.</p> <p>The proposed dwellings will also contribute to the Western City housing target as identified by the NSW Government.</p> <p>It is recommended that the proposal be updated to reflect the number of proposed additional dwellings for the subject site. This update should occur prior to public exhibition.</p>
W6: Creating and renewing great places and local centres, and respecting the District's heritage	<p>The planning proposal incorporates appropriate zoning for public and private recreation for the subject site. These land use zones are intended to provide dual functions by providing a public linkage between Hollylea Road and Plough Inn Road, Leumeah to support walkability in the local neighbourhood and linkages to public transport.</p> <p>This proposed approach will:</p> <ul style="list-style-type: none"> enhance community connections, safety and the success of local businesses, and improves social and economic participation; and provides open space and a people-friendly public realm in an environment with a mix of functions and uses.
W12: Protecting and improving the health and enjoyment of the District's waterways	<p>The planning proposal seeks to introduce zoning for public recreation on the north-west bank of Bow Bowling Creek.</p> <p>It is not unknown if the planning proposal would increase opportunities to protect the waterway and support opportunities to improve and maintain the health of Bow Bowling Creek.</p> <p>A Gateway condition is recommended for an Environmental Impact Assessment for Bow Bowling Creek to be undertaken and included as part of the public exhibition. Relevant recommendations from this assessment should also be included in the site-specific DCP (where appropriate).</p>
W15: Increasing urban tree canopy cover and delivering Green Grid connections	<p>The proposal to rezone part of the Bow Bowling Creek bank to RE1 Public Recreation will create an open space corridor along the creek to provide open space, urban greening, and promote access and walkability options.</p>

3.3 Glenfield to Macarthur Urban Corridor Strategy

The Glenfield to Macarthur Urban Renewal Corridor Strategy (GMURCS) was finalised in November 2017. This strategy identifies opportunities for additional housing and jobs around the

seven train station precincts between Glenfield and Macarthur and provides a high-level analysis of infrastructure required to support future growth. The strategy includes individual precinct plans around the seven train stations, of which includes Leumeah Station.

The subject site is within the Leumeah Precinct, which is considered to be a ‘gateway’ to the Campbelltown-Macarthur precincts.

The Leumeah Precinct seeks to:

- Improve to the transport network with the aim of encouraging more people to walk, cycle and use public transport for local and regional trips.
- Improve connections to ecological corridors and open spaces
- Improve the quality of open spaces and the public domain
- Provide a variety of housing types within walking distance of the railway station.
- Provide a range of building heights, with increased heights closest to the station to maximise pedestrian activity.
- Develop a continuous, safe regional commuter and recreational cycle route from Glenfield to Macarthur adjacent to the rail corridor.
- Improve ground floor retail and mixed residential uses within an enhanced local centre to generate activity.

The GMURCS identifies the subject site for mixed-use retail and residential uses that would complement the character of the local area.

The planning proposal is consistent with the GMURCS as it aligns with the vision of the Leumeah Precinct by seeking to rezone the site to allow for a mixed use development.

3.4 Local

The proposal states that it is consistent with relevant local plans and endorsed strategies. It is also consistent with the strategic direction and objectives, as stated in **Table 6** below:

Table 6 Local strategic planning assessment

Local Strategies	Justification
Campbelltown Community Strategic Plan 2032	<p>The planning proposal is consistent with:</p> <ul style="list-style-type: none"> • Focus Area 2.3 Housing a Growing City, 2.3.1 Ensure all people in Campbelltown have access to safe, secure, and affordable housing. • Focus Area 4.1 Local jobs and workforce, 4.1.1 Provide high quality and diverse local job opportunities for all residents.
Campbelltown Local Strategic Planning Statement (LSPS)	<p>The Campbelltown LSPS identifies the subject site as part of the ‘Metropolitan Cluster (City Centre)’ and the Glenfield – Macarthur Renewal Corridor. The estimated dwelling potential within the Glenfield – Macarthur Renewal Corridor is 17,900 dwellings of which 1,000 new dwellings are identified for Leumeah.</p> <p>The planning proposal provides a sound justification for how it will align with several actions within the Campbelltown LSPS. In addition to these, the proposal also gives effect to:</p> <ul style="list-style-type: none"> • <i>‘Planning priority 2 Creating High Quality, Diverse Housing’</i> as it seeks to enable the delivery of housing in a location that has been identified as suitable for new dwellings in Council’s LSPS.

Local Strategies	Justification
	<ul style="list-style-type: none"> ‘Planning priority 11 – Striving for Increased Local Employment’ as it has been strategically identified by the LSPS as a potential commercial centre that is part of the Macarthur and Campbelltown centres. <p>The proposal seeks to rezone part of the subject site to MU1 Mixed Use, which will provide opportunities for greater housing choice and flexibility in the local area and enable the delivery of commercial floor space in an area that is recognised as being available for commercial and industrial development and located close to major road and rail transport networks.</p>
Reimagining Campbelltown City Centre Master Plan	<p>The vision for Reimagining Campbelltown City Centre Master Plan (‘Master Plan’) is to elevate the Campbelltown City Centre (which includes the parts of Leumeah near the Leumeah Railway Station) to the status of a Metropolitan CBD, a leading centre of health services, medical research and tech-related activity that will be achieved through ambition, innovation and opportunity.</p> <p>The subject site is considered to be part of a ‘walkable city core’ in a mixed use / high density area with planned intensification of land, proximity to transport and access to amenity.</p> <p>Overall, the proposal gives effect to the Master Plan, however it is recommended that the subject-site DCP controls for building form and use include consideration of the Master Plan.</p>
Campbelltown Local Housing Strategy (LHS)	<p>The proposal gives effect to the Campbelltown LHS by addressing:</p> <ul style="list-style-type: none"> <i>Action 1.3: Encourage medium rise housing development near train stations in Glenfield, Ingleburn, Minto, Leumeah</i> - The proposal is consistent with this action as it seeks to encourage medium rise housing near Leumeah Station to enhance the connectivity of the local community <i>Action 4.2 Encourage additional medium density housing development near neighbourhood centres and in the Glenfield to Macarthur Urban Renewal Corridor by Continuing to implement the NSW Government’s precinct plans for Glenfield to Macarthur Urban Renewal Corridor</i> - The subject site is located in the Glenfield to Macarthur Urban Renewal Corridor which is the proposed to be rezoned for mixed use residential development.

3.5 Section 9.1 Ministerial Directions

The planning proposal’s consistency with relevant section 9.1 Directions is discussed below:

Table 7 9.1 Ministerial Direction assessment

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
1.1 Implementation of Regional Plans	Consistent	The planning proposal is consistent with this Direction as the proposal seeks to improve opportunities for mixed-use

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
		development in an area that is close to public transport and employment options.
1.4 Site Specific Provisions	Consistent	The planning proposal is not inconsistent with the direction as it involves changes to existing active provisions only.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Consistent	<p>The planning proposal site is within the Glenfield to Macarthur Urban Renewal Corridor which identifies seven train station precincts between Glenfield and Macarthur, including Leumeah Station.</p> <p>The subject site is located within the Leumeah precinct. The planning proposal is consistent with this Direction as it seeks to provide mixed use development in the form of mid-rise residential and ground floor commercial.</p>
1.14 Implementation of Greater Macarthur 2040	Consistent	The planning proposal is consistent with Greater Macarthur 2040 as it provides mixed use commercial and residential in close proximity to Leumeah Station.
4.1 Flooding	Consistent	The proposal appears consistent with this Direction as based upon advice received from Council Engineers, the subject site does not appear to be flood affected.
4.4 Remediation of Contaminated Land	To be determined	<p>This Direction is relevant as the subject site has been previously used for light industrial activities.</p> <p>The supporting Preliminary Site Investigation states that further investigation is required to determine the suitability of the site for the proposed land use zonings.</p> <p>The planning proposal also recommends a Gateway condition to require a Stage 1 Land Contamination Assessment. A recommended Gateway condition has been included to this effect.</p> <p>Consultation with the NSW EPA is also required to determine consistency with this Direction.</p>
5.1 Integrating Land Use and Transport	Consistent	The planning proposal is consistent with this Direction as it seeks to facilitate residential development and employment opportunities in close proximity to existing public transport links, including Leumeah Station.
6.1 Residential Zones	Consistent	The planning proposal is consistent with this Direction as it seeks to facilitate residential development to allow for a mixture of housing types and design within the Leumeah Precinct with connections to and efficient use of existing infrastructure and services.

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
7.1 Employment Zones	Consistent	<p>This Direction applies to the planning proposal as it is altering an employment zone from E3 Productivity Support to MU1 Mixed Use.</p> <p>The proposal is considered consistent with this Direction for the following reasons:</p> <ul style="list-style-type: none"> The proposal seeks to rezone the site from one type of employment zone E3 Productivity Support to MU1 Mixed Use. 'Mixed Use' is identified as is another type of employment zone, as defined in the 'Application' of the Ministerial Direction. The planning proposal gives effect to the objectives of this Direction by retaining the location of the employment zone in accordance with the Glenfield to Macarthur Urban Renewal Corridor Strategy.

3.6 State environmental planning policies (SEPPs)

The planning proposal's consistency with relevant SEPPs is discussed in **Table 8** below.

Table 8 Assessment of planning proposal against relevant SEPPs

SEPPs	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
State Environmental Planning Policy (Housing) 2021	Yes	<p>The proposal is consistent with this SEPP as it promotes the planning and delivery of housing in a location where it will use existing and planned infrastructure and services with a reasonable degree of amenity in the form of recreation areas around the mixed-use zones.</p> <p>As the proposal is within an accessible area, it is recommended that future development consider options for in-fill affordable housing. It is recommended that consultation with the Land and Housing Corporation is undertaken to ascertain the feasibility of affordable housing for this planning proposal.</p>
State Environmental Planning Policy (Transport and Infrastructure) 2021	To be determined	<p>This SEPP applies as south-eastern border of the subject site is adjacent to the Sydney Trains Corridor protection zone.</p> <p>Council's internal traffic engineers raised several issues, that are considered to be surmountable and would require to be addressed post-Gateway.</p> <p>It is recommended that consultation is undertaken with TfNSW to determine consistency with this SEPP and ascertain that the planning proposal will not impact the railway corridor.</p>

SEPPs	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
State Environmental Planning Policy (Resilience and Hazards) 2021	To be determined	<p>The supporting Preliminary Site Investigation concludes that contamination is possible due to current and historic industrial uses. Therefore, it is not known if hazardous or offensive development occurred on the site.</p> <p>A Gateway condition is recommended that detailed investigation must be undertaken to determine the suitability of the site for the proposed zoning with regard to ground contamination. This investigation should be undertaken as a Stage 1 Land Contamination Assessment.</p> <p>It is recommended that consultation is undertaken with the NSW EPA to determine consistency with the SEPP and should form a Gateway condition.</p>

4 Site-specific assessment

4.1 Environmental

Table 9 provides an assessment of the potential environmental impacts associated with the proposal.

Table 9 Environmental impact assessment

Environmental Impact	Assessment
Protection of high biological conservation lands	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 this proposal as approval has been previously granted to clear the site for urban development.
Waterway impacts	<p>The planning proposal does not discuss the ecological, scientific or aesthetic values of Bow Bowing Creek but notes that the proposed public recreation land use zone adjacent to Bow Bowing Creek will support walkability in the local neighbourhood and provide linkages to public transport.</p> <p>It is recommended that further investigation of the biodiversity values along Bow Bowing Creek is undertaken to consider whether an environmental zone is more appropriate to protect and maintain this area. Consultation with NSW Department of Climate Change, Energy, the Environment and Water is recommended.</p>

Environmental Impact	Assessment
Urban design	<p>The supporting Urban Design Report provides a conceptual site layout and building design for the subject site.</p> <p>The planning proposal refers to a site-specific Development Control Plan (DCP) that will be provided as part of the public exhibition.</p> <p>It is recommended that the site-specific DCP establishes design and character controls for the subject site and demonstrates how development controls will align with the strategic vision for the subject site as described in the 'Reimaging Campbelltown City Centre Master Plan'.</p>
Noise and Vibration	<p>As the subject site is adjacent to the Main Southern Railway corridor it is recommended that the site-specific DCP refers to 'Development Near Rail Corridors and Busy Roads – Interim Guideline' ISBN 978-0-7347-5504-9 (2008) to ensure that any proposed development achieves appropriate acoustic amenity by meeting the internal noise criteria specified in Chapter 2 of the Transport and Infrastructure SEPP.</p>
Stormwater	<p>The supporting Stormwater Management Plan states that to appropriately manage the volume of pollutants discharged from the site, a stormwater 'treatment train' has been developed.</p> <p>It is recommended that appropriate stormwater management controls are included in the site-specific DCP.</p>

4.2 Social and economic

Table 10 provides an assessment of the potential social and economic impacts associated with the proposal.

Table 10 Social and economic impact assessment

Social and Economic Impact	Assessment
Housing opportunities	<p>Increased residential opportunities provided by the proposal will create positive social impacts for the community. The proposed additional housing supply should assist in delivering housing diversity and affordability.</p>
Public Infrastructure	<p>The planning proposal may result in a need for additional public infrastructure and may impose additional demands on local infrastructure, public or community services as a result of a population uplift. The site is located in close proximity to existing bus and train services.</p> <p>There may be some additional matters in relation to infrastructure upgrades that may be raised as a result of the public exhibition and consultation with public authorities.</p>
Traffic management	<p>The supporting Traffic Management Report used SIDRA modelling to calculate the traffic management rates for the residential portion of the planning proposal.</p>

Social and Economic Impact	Assessment
	<p>The report concluded that the intersections of Hollylea Road and Plough Inn Road and Campbelltown Road, Plough Inn Road and Harbord Road are both expected to be impacted by the proposed development. A future upgrade to Campbelltown Road is expected which has shown in modelling results that both intersections can acceptably operate and accommodate the proposal development.</p> <p>The report did not provide parking rates for the mixed-use development. It is recommended that the traffic management report is revised/updated to include detailed parking rates for the mixed-use development (based on the number of proposed dwellings).</p> <p>It is recommended the Gateway determination is conditioned to ensure that prior to public exhibition:</p> <ul style="list-style-type: none"> • Consultation with Transport for NSW is required to identify what updates are required to the supporting Traffic Management Report; and • The site-specific DCP must be updated to include any relevant recommendations from the updated Traffic Management Report, including traffic management controls and parking rates for the proposed development. <p>The updated Traffic Management Report and site-specific DCP will both be included as part of the public exhibition.</p>
Leumeah economic viability	<p>The proposal will contribute to the economic activity of Leumeah and the economic activity associated with the Campbelltown-Macarthur precinct. Development relating to this planning proposal will create opportunities for employment and provide opportunities for home businesses/employment.</p>

4.3 Infrastructure

Table 11 provides an assessment of the adequacy of infrastructure to service the site and the development resulting from the planning proposal and what infrastructure is proposed in support of the proposal.

Table 11 Infrastructure assessment

Infrastructure	Assessment
Main Southern Railway corridor	<p>The subject site is adjacent to the Main Southern Railway corridor. This location is greatly beneficial in providing good access to existing public transport infrastructure.</p> <p>It is recommended that the site-specific DCP refers to 'Development Near Rail Corridors and Busy Roads – Interim Guideline' ISBN 978-0-7347-5504-9 (2008) to ensure that any development:</p> <ul style="list-style-type: none"> • will not have an adversely effect on rail safety and/or integrity of the rail infrastructure; and

Infrastructure	Assessment
	<ul style="list-style-type: none"> ensure that residential development adjacent to rail corridors and busy roads can meet the internal noise criteria specified in Chapter 2 of the Transport and Infrastructure SEPP.
Electrical	<p>The supporting Due Diligence Report by Northrop Engineers states that Endeavour Energy is the electrical supplier for the site. Three existing substations are within the vicinity of the subject site and have available capacity to supply the proposed development.</p> <p>Consultation with Endeavour Energy should be undertaken as part of the public exhibition.</p>
Telecommunications	<p>The supporting Due Diligence Report states that NBN services are currently available to the subject site. Relocation of the existing infrastructure on site will be required to ensure that all buildings within the proposed development are adequately serviced.</p>
Sewerage	<p>The supporting Due Diligence Report states the subject site has access to a sewer main that traverses the centre of the site. Due to the location of the existing sewer main, it is likely that any proposed development will be built over, adjacent, or in close proximity to Sydney Water's assets. The proposal will need to take into consideration Sydney Water's requirements outlined in their 'Technical Guidelines for Building Over and Adjacent to Pipe Assets'.</p> <p>Consultation with Sydney Water should be undertaken as part of the public exhibition.</p>
Potable water infrastructure	<p>The subject site is serviced by the Macarthur Water Delivery System.</p> <p>Consultation with Sydney Water should be undertaken as part of the public exhibition to confirm available capacity against the number of proposed dwellings for the subject site.</p>
Gas Infrastructure	<p>The supporting Due Diligence Report states the subject site has access to two Jemena natural gas mains located on northern and southern sides of Hollylea Road.</p> <p>Consultation with Jemena Gas should be undertaken as part of the public exhibition to confirm available capacity against the number of proposed dwellings for the subject site.</p>

5 Consultation

5.1 Community

Council does not provide a specific community consultation duration period.

A community consultation period of 30 working days is recommended and forms to the conditions to the Gateway determination.

5.2 Agencies

The following public agencies are to be consulted about the planning proposal and given 30 working days to comment:

- Transport for NSW (Consultation to be undertake prior to public exhibition)
- Sydney Water
- Telstra
- Endeavour Energy
- NSW Police
- NSW State Emergency Service (SES)
- NSW Environment Protection Authority (EPA)
- NSW Department of Climate Change, Energy, the Environment and Water
- Jemena Gas
- Land and Housing Corporation

6 Timeframe

Council proposes a 14 month timeframe to complete the LEP.

The Department recommends a timeframe of 12 months to ensure it is completed in line with its commitment to reduce processing times. It is recommended that if the Gateway is supported it also includes conditions requiring Council to exhibit and report on the proposal by specified milestone dates.

A condition to the above effect is recommended in the Gateway determination.

7 Local plan-making authority

According to the minutes of the Ordinary Council Meeting (13 February 2024), Council advised that it would like to exercise its functions as a local plan-making authority.

As the subject site/planning proposal is of local significance and generally consistent the strategic framework and relevant local plans; the Department recommends that Council be authorised to be the local plan-making authority for this proposal.

8 Assessment summary

The planning proposal is supported to proceed with conditions for the following reasons:

- The proposal is generally consistent with regional, district and local plans and their relevant objectives;
- It has strategic merit;
- There are no adverse social, economic or environmental impacts;
- The proposal supports increasing housing in a suitable location that is close to public transport and employment options. The subject site is also considered a preferred housing location in the Campbelltown-Macarthur area;
- The proposal provides opportunities for housing in a mixed-use land use zone that incorporates public and private recreation land uses which function to provide connections with the local neighbourhood; and
- The proposal provides opportunities for a variety of housing types within walking distance of the Leumeah Station.

9 Recommendation

It is recommended the delegate of the Secretary:

- Note that the consistency with section 9.1 Direction 4.4 Remediation of Contaminated Land is unresolved and will require further justification.

It is recommended the delegate of the Minister determine that the planning proposal should proceed subject to the following conditions:

Pre-Exhibition

1. Prior to public exhibition:

- a. The proposal must be updated as follows and forwarded to the Minister under s3.34(6) of the Act:
 - i. Include the proposed number of dwellings for the subject site.
 - ii. Provide an explanation describing which lot plans are subject to the particular proposed height of building controls and the proposed land use controls.
 - iii. An explanation of how land subject to Clauses 5.1 and 5.1A of the CLEP 2015 will be managed in relation to other land uses on the same lot plans.
 - iv. Provide detailed consideration of the proposal's built form and its linkages to the character of the local area and how the proposal building heights will relate to other built forms in the vicinity of the proposal.
 - v. Undertake a Stage 1 Land Contamination Assessment.
 - vi. Undertake an Environmental Impact Assessment of Bow Bowing Creek. This assessment must determine:
 - whether an environmental zone is more appropriate to protect and maintain the environmental condition of this area; and
 - how the ecological corridors for Bow Bowing Creek will be improved over time while balancing the environmental impacts associated with a public recreation land use zone in the vicinity of the creek.
 - vii. Update the proposal to incorporate relevant findings of the Environmental Impact Assessment of Bow Bowing Creek.
- b. Update the site-specific DCP to include:
 - i. Controls for building form and use include reference to the Reimagining Campbelltown City Centre Master Plan.
 - ii. Reference to 'Development Near Rail Corridors and Busy Roads – Interim Guideline' ISBN 978-0-7347-5504-9 (2008) to achieve appropriate acoustic amenity for any proposed development and to ensure the proposed development will not adversely impact the integrity of the rail infrastructure

- iii. Appropriate stormwater management controls to implement a stormwater “treatment train” from the subject site;
- iv. Depict how the public domain area would support active transport and open space.
- v. Any relevant recommendations from the Environmental Impact assessment for Bow Bowing Creek.
- vi. Any relevant recommendations from the updated Traffic Management Report, including traffic management and parking rates for the proposed development.

c. Consultation with Transport for NSW.

Exhibition

2. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:
- (a) the planning proposal is categorised as standard as described in the *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023) and must be made publicly available for a minimum of 30 working days; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023).

The planning proposal is to be exhibited 3 months from the date of the Gateway determination.

3. Consultation is required with the following public authorities:
- Sydney Water
 - Telstra
 - Endeavour Energy
 - NSW Police
 - NSW SES
 - NSW Environment Protection Authority (EPA)
 - NSW Department of Climate Change, Energy, the Environment and Water
 - Jemena Gas
 - Land and Housing Corporation
4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

Post-Exhibition

5. The planning proposal must be reported to Council for a final recommendation 9 months from the date of the Gateway determination.
6. The Council as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the Act subject to the following:
 - i. the planning proposal authority has satisfied all the conditions of the gateway determination;
 - ii. the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the Act or the Secretary has agreed that any inconsistencies are justified; and
 - iii. there are no outstanding written objections from public authorities.
7. The timeframe for completing the LEP is 12 months from the date of the Gateway determination.

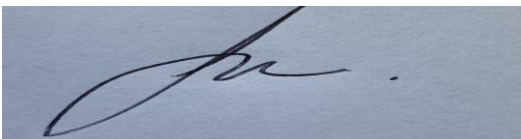


_____ (Signature)

15 April 2024 (Date)

Murray Jay

Manager, Place and Infrastructure



_____ (Signature)

15 April 2024 (Date)

Felicity No

Director, Local Planning and Council Support

Assessment officer

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Senior Planning Officer, Metro West

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