



Planning Proposal
Hollylea Road, Leumeah

13 January 2025
(Public Exhibition Version)

Executive Summary

- Council has received an owner-initiated Planning Proposal Request (PPR) seeking an amendment to Campbelltown Local Environmental Plan 2015 (CLEP 2015) for the eastern side of Hollylea Road, Leumeah. The request aims to rezone the site to MU1 and increase the maximum permissible building height under CLEP 2015 from the current limit of 15m to a range of heights from 0m (within green links) to 52.4m.
- The subject land comprises 12 lots in an irregular shape, with a total site area of 3.8 hectares. It is located southwest of Leumeah Railway Station and is currently zoned E3 Productivity Support. The site is presently occupied by various commercial premises.
- The PPR includes an urban design report providing a conceptual site layout and building design for the site. It also includes a concept master plan for the wider area, showing building envelopes and pedestrian linkages. These concepts have evolved significantly during the process.
- The PPR has been assessed in accordance with the state and local strategic planning framework, including the Reimagining Campbelltown City Centre Master Plan.
- The proposed maximum building height for the precinct has evolved during the process. The initial proposal included maximum heights of 52.0m, 46.2m, 21.4m, and 4.5m. These heights were deemed excessive and were subsequently reduced by Council to a maximum building height 43.0m on some of the corners of the site, with a variety of lesser heights across the remainder.
- The PP is also supported by a draft site specific DCP.

Introduction

This Planning Proposal explains the intent of, and justification for, the proposed amendment to the Campbelltown Local Environmental Plan 2015 (CLEP 2015) Maximum Height of Buildings and Zoning maps for the site.

The proposed amendment seeks to:

- rezone the site from E3 Productivity Support to part MU1 Mixed Use, part RE1 Public Recreation and part RE2 Private Recreation;
- amend the maximum permissible Height of Building Map from 15m to 5m, 22m, 38.5 m and 43.0m (note: the parts of the site that are proposed to be rezoned to private and public open spaces will have no building height assigned to them); and

- introduce a maximum Floor Space Ratio of 3.1:1.

In relation to this planning proposal, Council has been authorised to act as the local plan-making authority.

The Site

The subject site is located on the eastern side of Hollylea Road and forms part of the business area located to the west side of Leumeah Railway Station which contains a variety of commercial uses. The site has an area of 3.8 ha with an approximate 350m frontage to Hollylea Road. The site is adjoined by Plough Inn Road to the north and Bow Bowing Creek to the south and east. Beyond Bow Bowing Creek is the Main Southern Railway corridor.



Figure 1: Aerial Photo of the Subject Site

The site consists of twelve (12) distinct lots, being Lots 3 and 4 DP 258315, Lot 12 DP 845149, Lot 16 DP 623923, Lots 1, 2, 3 and 4 SP 70043, Lot 27 DP 611186, Lot 127 DP 575482, Lot 125 DP 575481, Lot 301 DP 621274, Lot 9 DP 234601, Lots 1, 2, 3, 4 and 5 SP 52179, Lot 1 DP 565611. Several of which are Strata subdivided.

The sites are currently used for a variety of industrial and commercial premises. The site has minimal vegetation, with only a handful of small shrubs integrated into the existing premises. Bow Bowing Creek is within proximity to the site, part of which is a concrete lined channel that immediately adjoins the vacant parcel located to the east of the subject site.

The subject site is in close proximity to Leumeah Railway Station and Campbelltown Stadium. The site is also in a neighbourhood with a range of land uses including, retail outlets, a bowling alley, fast food outlets and an industrial equipment rental company. Additionally, the site is in proximity to a public skate park.

It is noted that a Council owned parcel of land, currently used for waste sorting and storage, site to the immediate south of the precinct. It has been confirmed that this use is considered temporary, and it is anticipated that any long-term use of the site is likely to be compatible with the proposal.

Most of the buildings in the surrounding area are low rise comprising 1 - 2 story buildings.



Figure 2: Hollylea Road - Photos showing existing development on Hollylea Road

Background

- The subject site was zoned 4(b) – Industry B under the Campbelltown (Urban Area) Local Environmental Plan 2002. The site is currently zoned E3 Productivity Support under the Campbelltown Local Environmental Plan 2015 (CLEP 2015).
- The PPR was lodged with Council on 20 February 2019. The original concept was for a mixed-use precinct to the North of the site and residential development on the Southern segments. Limited commercial development would also have been possible along the Bow Bowling Creek Promenade.
- The PPR was referred to the Local Planning Panel on 25 November 2020.
- The PPR was referred to Councils Design Excellence Panel (DEP) on 29 October 2021. Follow up consultations with the DEP occurred on 17 December 2021 and 10 February 2022.
- Council endorsed the PP for the site on 13 February 2024 for Gateway Determination purposes.
- The Gateway Determination was issued on 15 April 2024. Council sought 3 consecutive alterations to the Gateway Determination for various reasons which were all approved by the

Department of Planning, Housing and Infrastructure (DPHI) on 12 June, 4 September, and 6 December 2024 respectively.

- A site specific DCP was prepared and was endorsed by Council for public exhibition on 12 November 2024. At the same meeting, Council endorsed a revised FSR for site of 3.1:1.
- DPHI were consulted as part of Council's consideration of the PP, specifically regarding the zoning of the site. The advice of DPHI was that an MU1 Mixed Used zone would achieve the parallel goals of providing housing and retaining employment land.

Existing Zoning, development standards and local provisions under the CLEP 2015

- Zoning: E3 Productivity Support
- Building Height: 15 m
- Floor Space Ratio: The site is not subject to a Floor Space Ratio (FSR) development standard
- Additional land Uses: No Schedule 1, Addition Permitted Uses are presently in place for any of the lots.

The subject site is currently zoned E3 Productivity Support. The Bow Bowing Creek is zoned SP2 Drainage and the Main Southern Railway Corridor is zoned SP2 Railway Corridor. . Refer to Figure 3 below.



Figure 3: Extract of Zoning and Maximum Height of Buildings Maps from CLEP 2015

The Planning Proposal has been prepared in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning and Environment's 'Local Environmental Plan Making Guideline' August 2021.

Part 1 – Objectives or Intended Outcomes

The objective of the PP is to:

- increase dwelling and population densities within a walking distance from the Leumeah railway station and provide for a housing choice in Leumeah whilst at the same time maintaining or increasing the amount of productive employment land in the area.
- Deliver a linear open space corridor along Bow Bowling Creek, complemented by a public link connecting the open space corridor to Hollylea Road.

The proposed rezoning will facilitate the redevelopment of the site for about 100,816 sqm of residential floor space, 21,240 sqm of retail and commercial floor space and 12,590 sqm of public open space.

It intends to provide 731 residential units (of 30% one-bedroom units, 60% two-bedroom units and 10% three-bedroom units) and 36,326 sqm of senior living floor space with associated services.

The site is estimated to have a population of 1,389 permanent residents (excluding any seniors living residents). The proposal is also predicted to provide 472 total jobs, not including jobs created during the construction.

Part 2 – Explanation of provisions

The objective or intended outcomes of the Planning Proposal are as follows:

- To amend the zoning of the site from E3 Productivity Support to part MU1 Mixed Use, part RE1 Public Recreation and part RE2 Private Recreation.
- To amend the Height of Building Maps to increase the building height to:
 - 5.0 m – Central platforms
 - 22.0 m – Adjoining open space and frontage to Bow Bowling Creek
 - 38.5 m – Selected areas across the site, all fronting Hollylea Road
 - 43.0 m – Northern and Southern most tips of the site

The proposed maximum Height of Building and Land Use controls for each lot plans are described in detail in Part 6, Section 6.1 of this report.

- To amend the Floor Space Ratio Map to provide a maximum FSR of 3.1:1.
- To amend Schedule 1 of the Campbelltown Local Environmental Plan 2015 in order to permit Industrial Training Facilities and Industrial Retail Outlets on the site.

- To provide for an open space public corridor along the Bow Bowing Creek and include site through links that are accessible to the public.
- To insert a clause into Part 7 of CLEP2015, allowing over runs of the maximum height of building in this precinct, where rooftop recreation areas are proposed. The allowance will facilitate elevator shafts for access and plant rooms. (Similar to 7.26 Exception to maximum height of buildings—22, 24 and 32 Queen Street)
- The Land Reservation Acquisition Map will also need to be amended to include the land that is proposed to be rezoned for public open space, with Council being identified as the acquisition authority for the land. This land will be managed and maintained by Council.

Existing and proposed mapping amendments can be found in Part 4 of this PP.

Part 3 – Justification

Section A – Need for the planning proposal

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

The Planning Proposal is not a direct result of any strategic study or report, however, is consistent with key strategies including the Greater Sydney Region Plan, Western City District Plan and the Glenfield to Macarthur Urban Renewal Corridor Strategy.

2. Is the planning proposal the best means of achieving the objective or intended outcomes, or is there a better way?

Yes.

The Planning Proposal is the best way to achieve the intended outcomes and objectives. Proceeding with a stand-alone planning proposal is considered appropriate in this instance and will assist in the delivery of the Leumeah Precinct Plan in the Glenfield to Macarthur Urban Renewal Corridor Strategy.

Section B – Relationship to strategic planning framework

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

Yes.

The Planning Proposal is consistent with the relevant objectives and actions outlined in the Greater Sydney Region Plan and the Western City District Plan.

Greater Sydney Region Plan

The Plan provides a framework for the predicted growth in Greater Sydney. The Plan identifies key goals of delivering a metropolis of three 30-minute cities through four key themes, infrastructure and collaboration, liveability, productivity and sustainability.

The Planning Proposal is considered to be consistent with the Greater Sydney Region Plan as it aims to facilitate the redevelopment of the site for a mixed-use development comprising of commercial and residential uses.

Western City District Plan

The Western City District Plan sets out priorities and actions for the Western Parkland City which are structured on themes that are based on the Greater Sydney Region Plan.

Leumeah is part of the Campbelltown-Macarthur metropolitan cluster identified within the Western City District Plan. Its location has been identified as providing the metropolitan functions within the Macarthur region including concentration of jobs, a wide range of goods and services, entertainment, leisure and recreational activities.

The Planning proposal is not considered to be inconsistent with the Western City District plan.

Glenfield to Macarthur Urban Renewal Corridor Strategy

The Glenfield to Macarthur Urban Renewal Corridor Strategy (Corridor Strategy) establishes a high level strategic planning framework to guide future housing, employment opportunities and infrastructure delivery along the Campbelltown rail corridor, forming part of the Greater Macarthur Priority Growth Area.

The subject site is within the area covered by the Leumeah Precinct Plan, being one of the seven train station precincts identified under the Corridor Strategy. The Leumeah Precinct Plan provides the vision for the future development of the city centre having regard to the long term housing and employment needs for the area until 2036. As part of the desired future character and built form, the subject site is identified under the Precinct Plan for mixed use retail and residential as described below:

“This area could accommodate a mix of retail and residential uses that would complement the character of the local area. Buildings would have ground floor retail that would provide local services for residents and commuters, with apartments above ranging from 7+ storeys in height. Detailed planning would be required to identify appropriate height and built form outcomes.”

The PP is broadly consistent with this vision in that it proposes a mix of retail and residential uses and building heights above seven storeys. The required detailed planning work referred to in the

Precinct Plan has been undertaken by Council through the Reimagining Campbelltown City Centre Master Plan (which includes the central parts of Leumeah including the subject site).

The Leumeah Precinct Plan identifies the need for regional cycle routes and pedestrian connections within the precinct, and the PP responds to this identified need via making provision for a through site link to facilitate pedestrian access to Leumeah Station.

4. Is the planning proposal consistent with a council's local strategy or other local strategic plan? Campbelltown Community Strategic Plan 2032

Campbelltown Community Strategic Plan 2032 (CSP) is Council's highest level strategic plan and outlines the strategic direction of Council for a 10-year period based on the feedback of the local community and research on successful and resilient communities.

The purpose of the CSP is to identify the community's main priorities and aspirations for the future and to plan an approach to achieve these goals. The CSP has been structured to address key outcomes that Council and other stakeholders will work to achieve. These outcomes are:

- Outcome 1: Community and belonging
- Outcome 2: Places for people
- Outcome 3: Enriched natural environment
- Outcome 4: Economic prosperity
- Outcome 5: Strong leadership

These outcomes will be achieved through the implementation of strategies identified within the CSP. The following strategies are considered the most relevant in the consideration of this PP:

- 2.1.1 – Provide public places and facilities that are accessible, safe, shaded and attractive
- 2.2.1 – Ensure transport networks are integrated, safe and meet the needs of all people.
- 2.3.1 – Ensure all people in Campbelltown have access to safe, secure, and affordable housing
- 3.1.2 – Ensure urban development is considerate of the natural environment
- 4.1.1 – Provide high quality and diverse local job opportunities for all residents
- 4.2.1 – Support the growth, productivity and diversity of the local economy
- 5.1.1 – Increase opportunities for the community to engage and collaborate with Council and key delivery partners

The PP is considered to be broadly consistent with the above strategies.

Campbelltown Local Strategic Planning Statement (LSPS)

The Campbelltown Local Strategic Planning Statement (LSPS) came into effect on 31 March 2020. All planning proposals are now required to demonstrate consistency with the LSPS.

A number of actions within the LSPS are relevant to the proposal, and an assessment of the PPR against these actions is contained in the table below.

Action	Assessment of Proposal against action
1.11 Support the creation of walkable neighbourhoods to enhance community health and wellbeing and create liveable, sustainable urban areas 1.17 Ensure open space is well connected via pedestrian and cycle links	The redevelopment scenario proposes a through-site link with a variety of landscaped public open space areas.
2.5 Contain urban development to existing urban areas and within identified growth and urban investigation areas, in order to protect the functions and values of scenic lands, environmentally sensitive lands and the Metropolitan Rural Area	The PP seeks to increase residential density within close proximity to Leumeah railway station and would therefore help meet the dwelling targets, thus relieving development pressure on scenic lands, environmentally sensitive lands and the Metropolitan Rural Area and help protect their functions.
2.12 Promote housing diversity through local planning controls and initiatives	The proposal is generally consistent with this action, given that it proposes higher density housing, and this type of housing is currently very limited within the Leumeah Centre.
2.15 Ensure that sufficient, quality and accessible open space is provided for new urban areas 2.16 Ensure that quality embellishment for passive and active recreation is provided to new and existing open space to service new residential development and redevelopment of existing urban areas 2.17 Ensure open space is provided where it will experience maximum usage by residents,	There is a short supply of embellished public open space within Leumeah and the proposal represents an opportunity to create and enhance the public open space and walkways within the Hollylea Road precinct by providing a green corridor along the Bow Bowling Creek.

<p>with maximum frontage to public streets and minimal impediments</p> <p>6.25 Work towards residents being a maximum of 400 m from quality open space</p>	
<p>7.11 Identify appropriate building heights through design requirements to ensure that solar access is not restricted in open space areas adjoining multi-storey developments</p>	<p>There are no open space areas adjoining the subject site that would be affected by overshadowing.</p> <p>The proposed site layout and building height have been considered by the Campbelltown Design Excellence Panel (CDEP), and the final revised layout has been supported by the CDEP.</p>
<p>9.8 Promote the development and intensification of Campbelltown's existing agglomerations to boost productivity and competitive edge</p>	<p>The subject site is located within a business zone that provides economic and employment opportunities. The PP will maintain this by providing a mix of commercial and residential areas in an accessible area.</p>
<p>10.5 Continue to recognise the dynamic and evolving nature of centres, their ability to become activated and integrated mixed-use hubs which are highly productive and liveable places, and the potential of large and existing retail providers to offer local employment</p> <p>10.15 Continue to recognise and plan for a range of retail uses within centres, and enable appropriate retail growth in centres that have the capacity and demand to accommodate additional retail growth</p>	<p>Should the PP be progressed, it would result in the intensification of the precinct including the provision of additional commercial uses within close proximity to public transport. This would increase activity in this location and would result in a more efficient and productive use of this land by intensifying economic activity on the site and introducing a large number of new residents to Leumeah.</p>
<p>10.10 Investigate opportunities to enhance commercial amenity and ongoing economic viability through improvements to walking, cycling and public transport accessibility to create stronger centres</p>	<p>The PP is proposing commercial space on the ground floor which will contribute to economic growth and employment opportunities. These spaces will be highly walkable and accessible by public transport.</p>
<p>10.22 Implement the Reimagining Campbelltown Phase 2 Master Plan and associated initiatives</p>	<p>An assessment of the PP against the Reimagining Campbelltown Phase 2 Master Plan is found below. The PP is considered to be generally consistent with the Master Plan, and</p>

	the PP would assist in the achievement of the strategic growth pillars and commitments.
13.1 Plan and implement local infrastructure that enables our growing population to use alternative methods of transport, such as walking and cycling, to move quickly and easily around the city, to connect to public transport and assist in easing traffic congestion	The site is within close proximity to the train station and will provide enhanced pedestrian access to public transport.

Reimagining Campbelltown City Centre Master Plan

The Reimagining Campbelltown project commenced in late 2017. Phase 1 outlined the vision for the future of the Campbelltown, Macarthur and Leumeah stating that the economy and built form of these centres will need significant re-structuring to ensure that projected population growth can be accommodated across the Western Parkland City by 2036. This vision formed the basis of the Reimagining Campbelltown City Centre Master Plan.

At its meeting on 14 April 2020, Campbelltown City Council resolved to endorse and exhibit Reimagining (Phase 2) - Campbelltown City Centre Master Plan 2020. The Plan was publicly exhibited until July 2020. Council considered submissions made during exhibition at its meeting on 13 October 2020 and adopted the master plan in the form it was exhibited with only minor changes.

The vision for the 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.

The vision for Reimagining Campbelltown City Centre is underpinned by a Place Framework. Comprising six strategic growth pillars and 25 commitments, it is the enduring decision-making framework to guide growth and investment for a more prosperous future. The 6 strategic growth pillars comprise the following:

1. Confident and Self Driven
2. Connected Place
3. Centre of Opportunity
4. No Grey to be Seen
5. City and Bush
6. The Good Life

An assessment of the PP has been undertaken against the 6 strategic growth pillars and corresponding 25 commitments for growing the Campbelltown City Centre. Whilst the PPR is broadly consistent with a number of pillars and commitments, the assessment below focuses on those that are of particular relevance to the PP.

A key component of the Master Plan is the development of a central precinct in Leumeah. The Master Plan provides a vision for Leumeah to be an integrated sports and entertainment precinct and will accommodate a significant amount of housing and employment opportunities for the Campbelltown LGA. The Master Plan describes the area as a 'city in a valley' and in this regard the building design will need to respect and respond to the natural landscape and maintain views from surrounding hills. In order to do this, varying building heights will provide a varied skyline.

The Master Plan has identified the site being suitable for high density mixed used development given its close proximity to the train station and sports and entertainment precinct. The key elements in the Master Plan for Leumeah include the following:

- Urban Village: A mixed-use cluster that will include residential and commercial space and as such will be the heart of activity and services for the local community.
- Mixed Housing for All: Leumeah will provide a range of housing choice and affordability catering for the needs of the community and future population growth.
- Great Connectivity: Leumeah features 2 major green connections that hold cultural significance to the Dharawal people, provide the community with immediate access to major natural assets and parklands.
- Green Heart: the Bow Bowling creek and its surrounds is the green heart which offers open space for passive and active recreation activity.
- Leumeah Live: Leumeah Live is a vibrant sports and entertainment precinct anchored by Campbelltown Stadium and co-located with other regional sporting facilities and venues. As a major event precinct, it will include uses such as short-term accommodation, hotels, food and beverage options as well as some commercial space.
- People Place: A focus on reducing car dependency.

The PP is proposing to alter the existing zone from E3 Productivity Support to MU1 Mixed Use. It is also aiming to facilitate residential development significantly within walking distance from Leumeah railway station. The proposal simultaneously seeks to maintain the existing levels of employment land floor space.

The PP, in principle, aligns with the above key elements in the Master plan as it would provide a mixed-use high-density development within the Leumeah Centre that provides a connection to Leumeah Railway Station and the sports and entertainment precinct and is considered to reflect the elements of a 'city in a valley' theme. It provides open space with the through-site link and landscaped public open space areas.

Given the above, the planning proposal is considered to be consistent with Re-imagining Campbelltown Master Plan.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The following table provides a brief assessment of consistency against each State Environmental Planning Policy (SEPP) relevant to the Planning Proposal.

State Environmental Planning Policies	Comment
SEPP (Biodiversity and Conservation) 2021	The planning proposal is not inconsistent with the SEPP. The site does not have any vegetation that is of any significance.
SEPP (Building Sustainability Index: BASIX) 2004	Future development of the site would take into consideration the requirements of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Not relevant to the Proposal
SEPP (Housing) 2021	The proposal is consistent with the SEPP. Any future development on the site may incorporate housing types identified in the SEPP which would be considered in conjunction with the SEPP.
SEPP (Industry and Employment) 2021	Any future development for signage for the retail component of the proposal would be considered in future development applications.
SEPP (Planning Systems) 2021	The planning proposal is not inconsistent with the SEPP. The proposal does not propose any state significant infrastructure or development on Aboriginal land.
SEPP (Precincts – Eastern Harbour City) 2021	Not relevant to the Proposal.
SEPP (Precincts – Western Parkland City) 2021	The planning proposal is consistent with the SEPP.
SEPP (Precincts – Central River City) 2021	Not relevant to the Proposal.

SEPP (Precincts – Regional SEPP)	Not relevant to the Proposal.
SEPP (Primary Production) 2021)	Not relevant to the Proposal.
SEPP (Resilience and Hazards) 2021	The supplied PSI indicates that contamination is possible on the site based on current and historic industrial uses. Should Gateway approval be received, detailed investigation must be undertaken to determine the suitability of the site for the proposed zoning with regard to ground contamination and the proponent has indicated willingness to engage in this process.
SEPP (Resources and Energy) 2021	The planning proposal is not inconsistent with the SEPP. The proposal does not seek to undertake any extractive industries or mining.
SEPP (Transport and Infrastructure) 2021	The Planning Proposal was referred to Councils internal traffic engineers and a number of issues were raised. The issues are considered to be potentially surmountable, and work to establish solutions should be undertaken at a post gateway stage. Should a favourable Gateway determination be received, the proposal will also be referred to TfNSW for detailed consideration based upon the most current iteration of the proposal.

6. Is the planning proposal consistent with applicable Ministerial Directions (s9.1 directions)?

The Local Planning directions are issued by the Minister for Planning to relevant planning authorities under section 9.1(2) of the EP&A Act. These directions apply to planning proposals lodged with the Department of Planning and Environment, as such any inconsistency with any of the Local Planning Directions will need to be justified by Council and the justification will be subject to further approval from the Department at the Gateway Determination phase.

The following table provides a brief assessment of consistency against each section 9.1 direction.

Consideration of s9.1 Directions	Comment
Focus Area 1: Planning Systems	
1.1 Implementation of Regional Plans	The planning proposal is not inconsistent with this Direction. The planning proposal would provide a

	mixed-use development comprising of a commercial component and residential apartments.
1.2 Development of Aboriginal Land Council land	The planning proposal does not involve State or Regional development and is not on Aboriginal Land Council land.
1.3 Approval and Referral Requirements	The planning proposal is not inconsistent with the directive as it does not introduce clauses that would require additional referrals, or requirements for concurrence, to the minister, any other public authority. Additionally, the proposal does not designate any development as designated.
1.4 Site Specific Provisions	The planning proposal is not inconsistent with the direction as it involves changes to existing active provisions only.
1.4A Exclusion of Development Standards from Variation	Not relevant to the Proposal.
1.5 Parramatta Road Corridor Urban Transformation Strategy	Not relevant to the Proposal.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not relevant to the Proposal.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use Infrastructure Implementation Plan	Not relevant to the Proposal.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use Infrastructure Implementation Plan	Not relevant to the Proposal.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	The site sits within the corridor and is consistent with the approved precinct plans. Refer to further discussions on this matter within this report.
1.10 Implementation of Western Sydney Aerotropolis Plan	The proposal is not inconsistent with the plan and thus the directive.
1.11 Implementation of Bayside West Precincts 2036 Plan	Not relevant to the Proposal.

1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not relevant to the Proposal
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	Not relevant to the Proposal.
1.14 Implementation of Greater Macarthur 2040	The planning proposal is consistent with the Plan as it provides mixed use commercial and residential in close proximity to the train station.
1.15 Implementation of the Pymont Peninsula Place Strategy	Not relevant to the Proposal.
1.16 North West Rail Link Corridor Strategy	Not relevant to the Proposal.
1.17 Implementation of the Bays West Place Strategy	Not relevant to the Proposal.
1.18 Implementation of the Macquarie Park Innovation Precinct	Not relevant to the Proposal.
1.19 Implementation of the Westmead Place Strategy	Not relevant to the Proposal.
1.20 Implementation of the Camellia-Rosehill Place Strategy	Not relevant to the Proposal.
1.21 Implementation of South West Growth Area Structure Plan	Not relevant to the Proposal.
1.22 Implementation of the Cherrybrook Station Place Strategy	Not relevant to the Proposal.
Focus Area 2	
Design and Place	Not relevant to the Proposal.
Focus Area 3: Biodiversity and Conservation	
3.1 Conservation Zones	Not relevant to the Proposal.
3.2 Heritage Conservation	Not relevant to the Proposal.
3.3 Sydney Drinking Water Catchments	Not relevant to the Proposal.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs 26	Not relevant to the Proposal.
3.5 Recreation Vehicle Areas	Not relevant to the Proposal.

3.6 Strategic Conservation Planning	Not relevant to the Proposal.
3.7 Public Bushland	Not relevant to the Proposal.
3.8 Willandra Lakes Region	Not relevant to the Proposal.
3.9 Sydney Harbour Foreshores and Waterways Area	Not relevant to the Proposal.
3.10 Water Catchment Protection	Not relevant to the Proposal.
Focus Area 4: Resilience and Hazards	
4.1 Flooding	Based upon advice received from Council Engineers, the site does not appear to be flood affected.
4.2 Coastal Management	Not relevant to the Proposal.
4.3 Planning for Bushfire Protection	Not relevant to the Proposal.
4.4 Remediation of Contaminated Land	<p>The applicant has submitted a Preliminary Site Investigation (PSI) prepared by SNC-Lavalin Australia Pty Ltd, in support of the PPR which has been reviewed by Council's Senior Environmental Officer.</p> <p>The report states that a potential change in zoning does alter the risk profile of the site, given its past and present industrial uses. It notes that further investigation would be required at the DA stage to determine the extent and nature of contamination at the site. If the report identifies a need for remediation, this would occur as part of the development application process, and any future development consent would be conditioned accordingly.</p>
4.5 Acid Sulfate Soils	Not relevant to the Proposal.
4.6 Mine Subsidence and Unstable Land	Not relevant to the Proposal.
Focus Area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	<p>Consistent.</p> <p>The subject site is within 200 m of Leumeah Train Station and other forms of services such as buses which can provide access to jobs and amenities.</p>
5.2 Reserving Land for Public Purposes	Not relevant to the Proposal.

5.3 Development Near Regulated Airports and Defence Airfields	Not relevant to the Proposal.
5.4 Shooting Ranges	Not relevant to the Proposal.
5.5 High pressure dangerous goods pipelines	No relevant to the Proposal
Focus Area 6: Housing	
6.1 Residential Zones	Consistent. The subject site broadens choice in the housing market for the local area and increases local housing supply.
6.2 Caravan Parks and Manufactured Home Estates	Not relevant to the Proposal.
Focus Area 7: Industry and Employment	
<p>7.1 Business and Industrial Zones</p> <p>Application:</p> <p>This direction applies to all relevant planning authorities when preparing a planning proposal that will affect land within an existing or proposed Employment zone (including the alteration of any existing Employment zone boundary). For the purpose of this Direction, Employment zones mean the following zones:</p> <ul style="list-style-type: none"> – Employment – Mixed Use – W4 Working Waterfront – SP4 Enterprise – SP5 Metropolitan Centre <p>Direction 7.1(1) A planning proposal must:</p> <ul style="list-style-type: none"> e) give effect to the objectives of this direction, e) retain the areas and locations of Employment zones, e) not reduce the total potential floor space area for employment uses and related public services in Employment Zones. 	<p>This Direction applies to the planning proposal as it is altering an employment zone.</p> <p>The proposal is not considered inconsistent with this direction for the following reasons:</p> <ul style="list-style-type: none"> – The proposal is proposed to rezone the site from one type of employment zone (E3) to MUI, which is another type of employment zone, as the definition of ‘employment zones’ under this direction include both employment and mixed-use zones. – The proposal is maintaining the location of existing employment zones. – The proposal is not technically reducing the total floor space area for employment uses. Under the proposed Mixed-Use zone, the whole site could potentially be used for employment purposes, thus increasing the floor space of employment opportunities within the site. However, it is also acknowledged that the DCP prepared to support the Planning Proposal implies that only the ground floor will be used for employment land and the higher floors would accommodate residential uses. – The proposal, by way of the introduced amendment to Schedule one of the CLEP 2015, is providing additional land uses within the site,

e) not reduce the total potential floor space area for industrial uses in E4, E5 and W4 zones, and e) ensure that proposed employment areas are in accordance with a strategy that is approved by the Planning Secretary.	providing they do not impact on the amenity of the future residents.
7.2 Reduction in non-hosted short-term rental accommodation period	Not relevant to the Proposal.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not relevant to the Proposal.
Focus Area 8: Resources and Energy	
8.1 Mining, Petroleum and Extractive Industries	Not relevant to the Proposal.
Focus Area 9: Primary Production	
9.1 Rural Zones	Not relevant to the Proposal.
9.2 Rural Lands	Not relevant to the Proposal.
9.3 Oyster Aquaculture	Not relevant to the Proposal.
9.4 Farmland of State and Regional Significance on the NSW Far Coast	Not relevant to the Proposal.

Section C – Environmental, social and economic impact

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

No.

There is no critical habitat or threatened species, populations or ecological communities or habitat located on the site.

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

No.

It is anticipated that there would be no environmental effects as a result of the planning proposal. The proposal seeks to amend the zoning, HOB and FSR of land that has already been developed for urban uses.

However, given that the site has historically been used for commercial uses, stage 1 contamination study has been undertaken, with stage 2 contamination to be undertaken at the development assessment stage.

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

Yes.

While the Planning Proposal has not been supported by a social impact assessment, it is anticipated that the planning proposal will not result in any negative impacts on the social amenity of the area.

The existing uses of the site facilitate economic benefits of social ones. There currently exists no access to Bow Bowling Creek through the sites for safety and commercial reasons the proposal will improve this as well as provide for open space and playgrounds.

The proposal will also have the social benefit of providing more housing within close proximity to the railway station.

An economic impact assessment was prepared by Macroplan. This report predicted the potential ongoing employment of approximately 300 people on the site. It is also noted that this estimate was based on an earlier version of the proposal with less commercial floor space than is currently being put forward and thus this number would likely be increased.

The proposal will also contribute to the revitalisation of Leumeah Centre by facilitating the redevelopment of the site and potentially facilitate the provision of high standard public open spaces to all residents and the general public.

Section D – State and Commonwealth Interests

10. Is there adequate public infrastructure for the planning proposal?

No.

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.

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.

There is also a need for additional passive open space as a result of the introduction of residential development to the precinct. Open space areas have been included in the proposal between proposed building footprints and along the frontage to Bow Bowling Creek.

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

Consultation will occur with any public authorities identified in the Gateway Determination.

Council consulted with Transport for NSW (TfNSW) in response to the Gateway Determination's request before initiating the public exhibition process. TfNSW's letter issued on 1 November 2024 indicates that additional work is needed to enhance the Traffic Impact Assessment (TIA) prior to public exhibition. However, due to time constraints, an email from TfNSW sent on 9 January 2025 confirms that these improvements to the TIA can be made during the public exhibition period.

Part 4 – Mapping

The Planning Proposal seeks to amend the Zoning Map, the Floor Space Ratio map and the Maximum Height of Buildings map in CLEP 2015 as proposed below.

Map	No	Requested Amendment
Zoning	N/A – Now held on spatial viewer	Amend zone to MU1
Height of Buildings	HOB_008 Date 18 February 2022	Amend by providing a height limit of up to 43.0m, 38.5m, 22.0m and 5m.
Floor Space Ratio	FSR_008 Date 30 June 2021	Amend by providing a floor space ratio of 3.1:1

Zoning

- E3 Productivity Support
- SP2 Infrastructure
- R3 Medium Density Residential
- SP2 Low Density Residential

Proposed Zoning Map



23

Current Map Height of Building Map

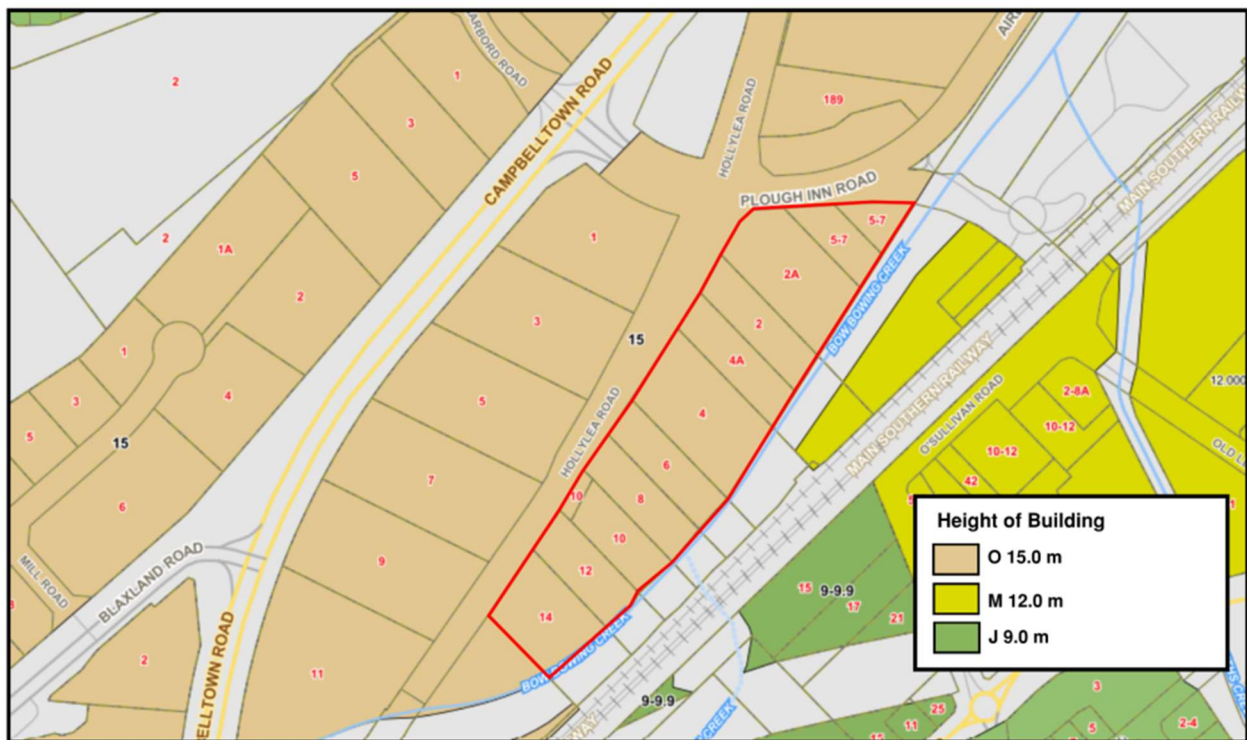


Figure 7: Existing Height of Building map of the site

Proposed Height of Building Map



Figure 8: Proposed Height of Building map of the site

Current Floor Space Ratio Map

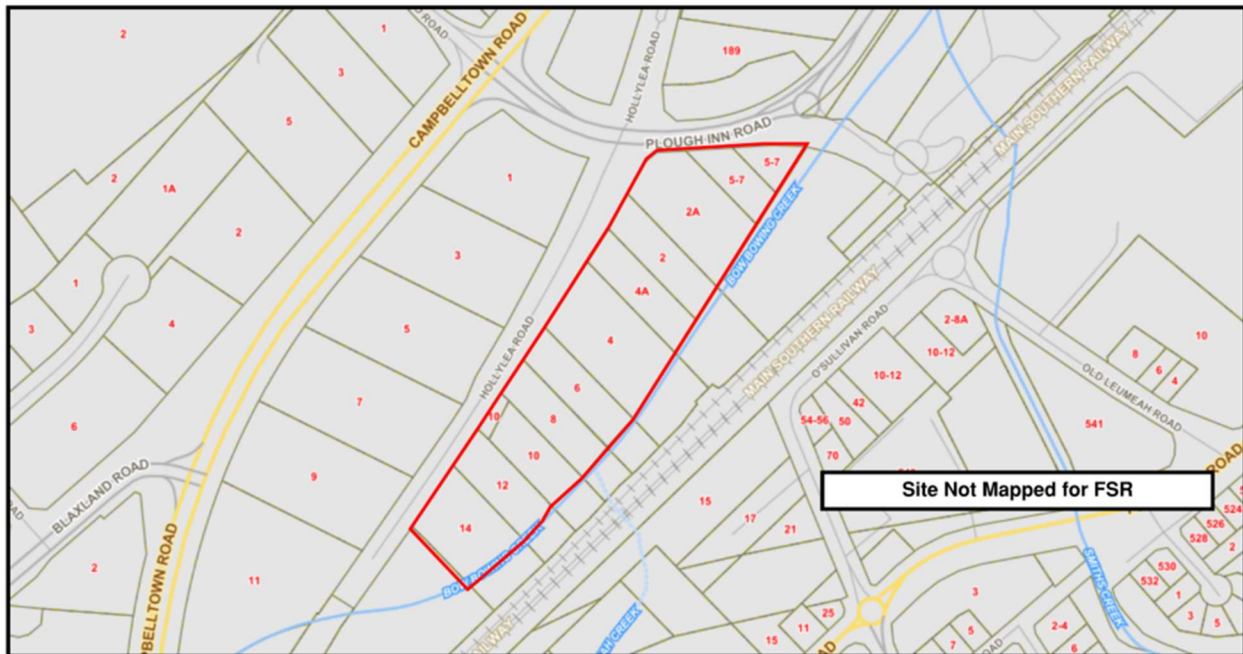


Figure 9: Existing FSR map of the site

Proposed Floor Space Ratio Map

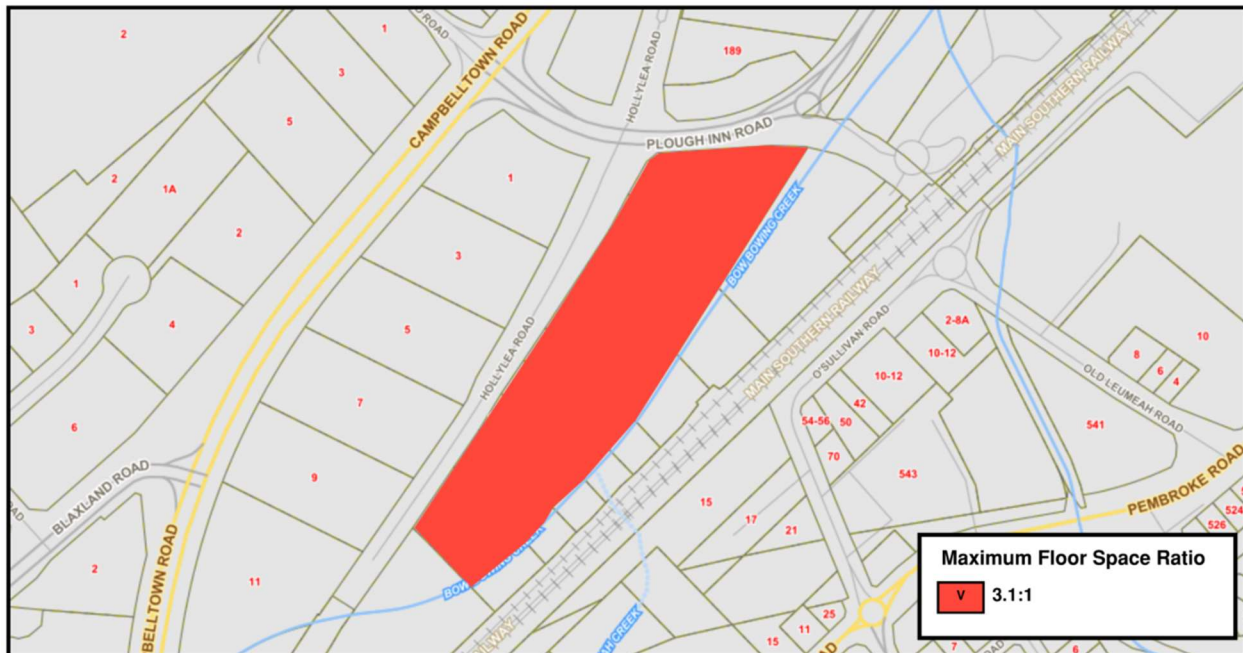


Figure 10: Proposed FSR map of the site

Proposed Land Reservation Acquisition Map

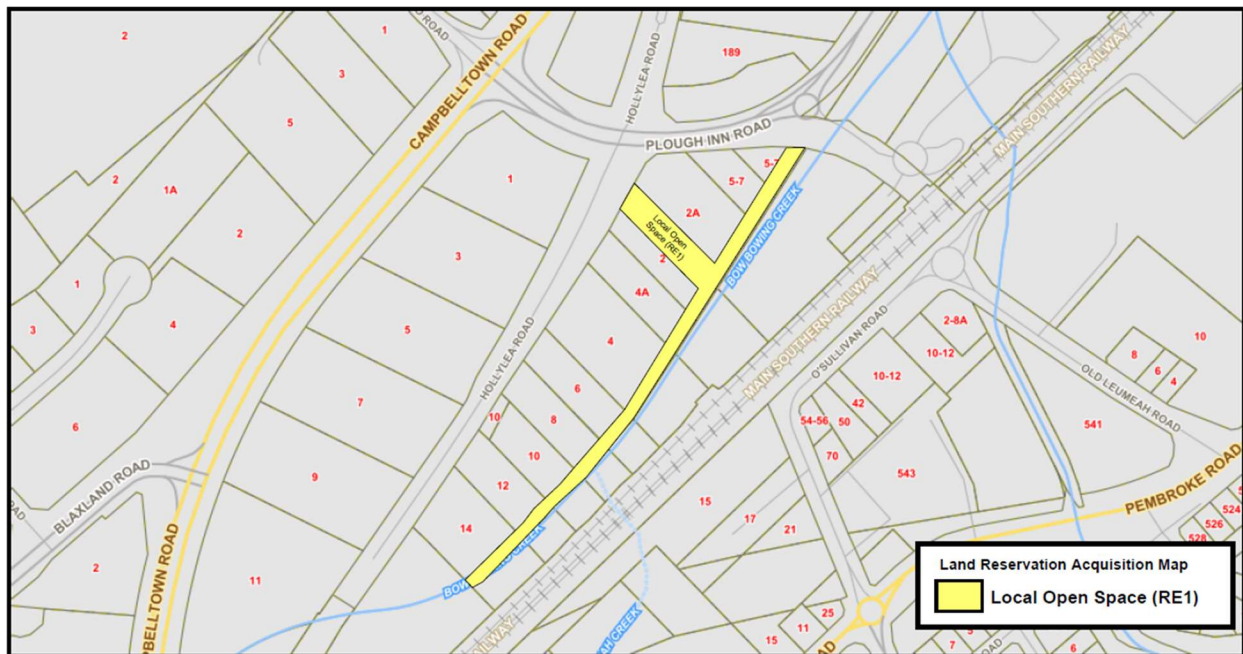


Figure 11: Proposed LRA map of the site

Part 5 – Community consultation

The LEP Making Guideline 2021 provides four categories for planning proposals.

This planning proposal is considered to be a complex planning proposal as it aligns with the complex criteria under the LEP Making Guideline as shown as follows:

- Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends

Specifically, the proposal responds to the existing housing supply challenges experienced across the state and is in line with the trend for greater residential density in close proximity to railway stations.

Given that the proposal has been assessed as complex, it will be publicly exhibited in accordance with the Gateway conditions and Council's Community Participation Plan.

Part 6 – Key Issues

6.1 Building Height

The main purpose of the PP is to change the building height of the site from 15 m to heights of:

- 5.0 m – Central platforms
- 22.0 m – Adjoining open space and frontage to Bow Bowing Creek
- 38.5 m – Selected areas across the site, all fronting Hollylea Road

- 43.0 m – Northern and Southern most tips of the site
Areas proposed to be rezoned as RE2 Private Recreation and RE1 Public Recreation are not proposed to have a building height assigned to them.

The proposed maximum Height of Building and Land Use controls for each lot plans are indicated in the table below and the map in figure 12.

Parcel	Property Address	Height of Building(m)	Zoning
Lot 4 DP 258315	5-7 Plough Inn Road	part 43, part 'no building height assigned'*	part MU1, part RE1
Lot 3 DP 258315	5-7 Plough Inn Road	part 43, part 22, part 5, part 'no building height assigned'	part MU1, part RE1
Lot 12 DP 845149	2A Hollylea Road	part 38.5, part 22, part 5, part 'no building height assigned'	part MU1, part RE1
Lot 16 DP 623923	2 Hollylea Road	part 22, part 'no building height assigned'	part MU1, part RE1
SP 70043	4A Hollylea Road	part 38.5, part 22, part 'no building height assigned'	part MU1, part RE1
Lot 27 DP 611186	4 Hollylea Road	part 38.5, part 22, part 'no building height assigned'	part MU1, part RE1, part RE2
Lot 127 DP 575482	6 Hollylea Road	part 38.5, part 22, part 5, part 'no building height assigned'	part MU1, part RE1
Lot 125 DP 575481	8 Hollylea Road	part 38.5, part 22, part 5, part 'no building height assigned'	part MU1, part RE1
Lot 301 DP 621274	10 Hollylea Road	part 38.5, part 22, part 'no building height assigned'	part MU1, part RE1, part RE2
Lot 9 DP 234601	10 Hollylea Road	part 38.5, part 'no building height assigned'	part MU1, part RE2
SP 52179	12 Hollylea Road	part 38.5, part 22, part 5, part 'no building height assigned'	part MU1, part RE1
Lot 1 DP 565611	14 Hollylea Road	part 43, part 38.5, part 22, part 5, part 'no building height assigned'	part MU1, part RE1
*Areas proposed to be rezoned as RE2 Private Recreation and RE1 Public Recreation are not proposed to have a building height assigned to them.			

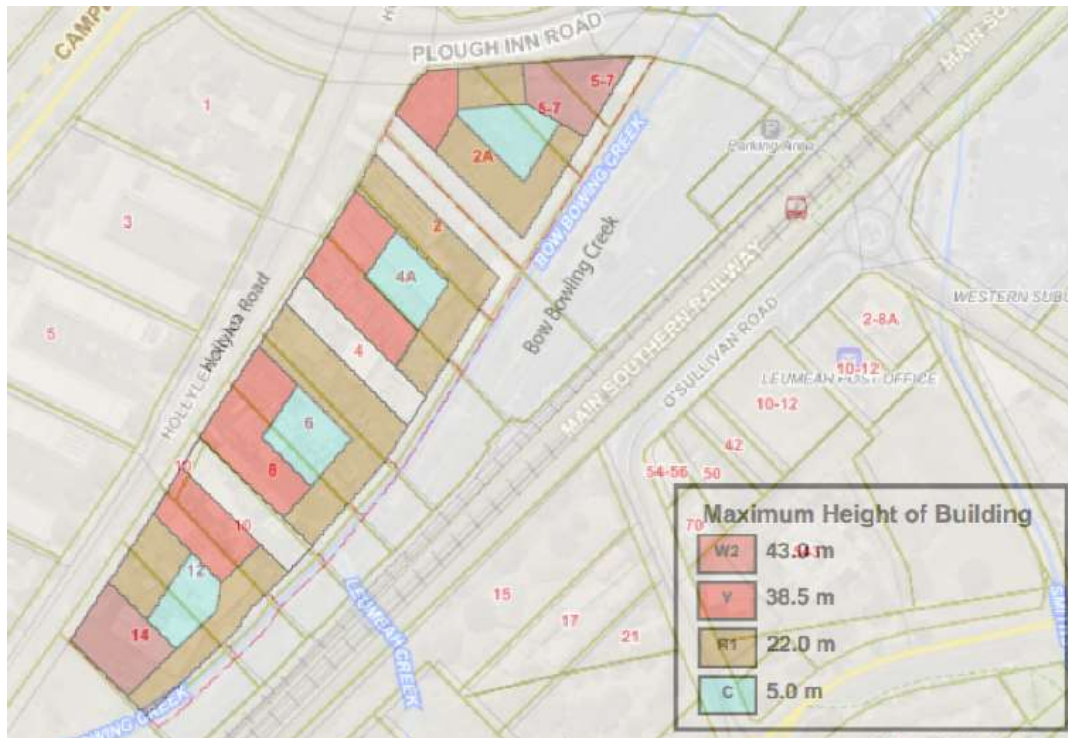


Figure 12: The proposed Height of Building Map showing existing lots

The Campbelltown Local Planning Panel considered an earlier version of the PPR and advised that featured heights up to 64.1m. The panel commented that:

"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. Further visual analysis is required to demonstrate this."

The existing maximum 15 m building height (4-5 storey) for the site under the CLEP 2015 is considered too low and not in keeping with the Leumeah Precinct Plan in the Glenfield to Macarthur Urban Renewal Corridor Strategy. Currently, the tallest building in Leumeah Centre is an 8 story mixed use development. This existing building has maintained the human scale and issues of traffic and overshadowing have readily been addressed.

To determine an appropriate and suitable building height for this site, consideration has been given to a previous body of work undertaken in support of the planning proposal for the 80 O'Sullivan Road Precinct (PP-2023-1943). This analysis included:

1. Assessment against Reimagining Campbelltown City Master Plan including centres' hierarchies
2. Analysis of the RLs within the Campbelltown CBD from key points and sites.

3. Overshadowing on adjoining low density residential properties

Assessment against Reimagining Campbelltown City Centre Master Plan including centres' hierarchies

The Reimagining Campbelltown City Centre Master Plan 2020 in relation to Leumeah Centre states:

...the urban village will be the heart of activity and services for the local community. As a mixed-use cluster, the village will include retail convenience, day and night dining options, as well as health and wellbeing services.

The reference to Urban Village within the Reimagining Campbelltown City Centre Master Plan provides a strong indication of the sense of place that is desired to be created at Leumeah. While the term Urban Village is not defined within the master plan documentation nor within the legislative context of the NSW planning system, it is widely known that an urban village aims to create a sustainable community (similar to a village) while also has the required density of urban areas. Urban villages maintain human scale and have lots of emphasis on activation at ground levels. There is no clear set of rules on the maximum building heights that should occur within an Urban Village.

The Reimagining Campbelltown City Centre Master Plan does not stipulate the desired maximum building heights within Leumeah Centre. It provides a context that includes hierarchy of building heights that shows where the greatest building height within Campbelltown and Leumeah Centres should occur. Within this context, the master plan clearly indicates that Campbelltown CBD should have the highest buildings to reflect its main CBD status.

The maximum building height that has been endorsed by Council and is in effect within the Campbelltown CBD is for the former Factory Direct Outlet site (the DFO site) at 22-32 Queen Street and is at 52 m. Ideally, and according to the building height Map under the Reimagining Campbelltown City Centre Master Plan, the DFO site should have had a building height that is lower than sites within Leumeah Centre. Importantly, the height for this site was endorsed by Council, prior to the adoption of Reimagining Campbelltown City Centre Master Plan, and the Plan clearly provides the following important note:

NOTE: all planning proposals that had progressed to Gateway Determination prior to the start of Reimagining Campbelltown City Centre were assessed on merit at the time and cannot be used to determine height relativities of future proposals, or as a justification for the heights of future buildings.

It is anticipated that greater building heights will be endorsed closer to the Campbelltown Station and at the heart of the Campbelltown CBD.

The applicant maximum revised building heights submitted to Council in November 2023 for the site were 52.0m, 46.2m, 21.4m and 4.5m. These proposed building heights were considered excessive.

As an outcome of the above assessment, the maximum building heights proposed by the PPR was reduced to 43.0 on the fringes of the site and a variety of lesser heights on the remainder to better align with the urban village theme and the centres' hierarchy within the Campbelltown LGA.

In addition, it should be noted that the maximum building height for the areas surrounding the Glenfield Railway Station is 43.0m, which is similar to the maximum building height proposed for the Hollylea Road site.

Analysis of the RLs within the Campbelltown CBD from key points and sites.

Detailed analysis of the RLs within Campbelltown and Leumeah Centres has been undertaken to investigate the potential impacts of the requested building height on the skyline and the views.

The analysis considered the local view lines as outlined in the Reimagining Campbelltown City Centre Master Plan. Having regard to these important view lines, it is clear that any building on this site should have a maximum relative height of less than 100 m AHD (Australian Height Datum).

To better understand the visual impact of the proposed building height by the applicant within the context of the Campbelltown LGA a further comparison of some of the most prominent sites and buildings within Campbelltown LGA is presented in the table below:

Location	Site RL at ground level	Top of Building RL /	Building height in metres /number
Campbelltown Hospital	83.2	135.6	52.4 m
22-32 Queen Street	68	120*	52*
541 Pembroke Road, LEUMEAH NSW 2560 (Leumeah 7-8 storey mixed use retail/residential apartments) at the corner of Pembroke Road and Old Leumeah Road	60	81.3	20.3
Intersection of Campbelltown Road and Rose Payten Drive	62	-	-

Apartment building corner of Queen and Broughton streets		104.4	33.98
Roundabout Badgally Road and Glenroy Drive	98	-	
Centenary Park and Lookout	126	-	-
95 Badgally Road, BLAIRMOUNT NSW 2559	126	132	
Kanbyugal Reserve, Woodbine	100	-	-
Payten Reserve	87	-	-
Intersection of Campbelltown Road and Plough Inn Road	56		
Intersection of Hollylea Road and Plough Inn Road	56		
Applicant's original PPR	56	120.1	64.1
Applicants revised PP	56	108	52
Council proposed PP	56	99.0	43

Based upon the above table, an RL ceiling of about 100 m is considered to be appropriate and will ensure that the Campbelltown CBD maintains its place in the centre hierarchy, whilst also providing significant quantity of dwellings in close proximity to public transport.

This is in line with the maximum RL for top of buildings that was endorsed by Council for 80 O'Sullivan Road on the eastern side of Leumeah Railway Station.

Overshadowing on adjoining low density residential properties

At its closest point, the site is approximately 80 m from the nearest dwellings and is separated by both Bow Bowing Creek and the railway corridor. The portions of the site with the highest proposed building height are approximately 180 m from the nearest dwellings.

At this distance, minimal, if any overshadowing impacts will occur on surrounding residential lots and the required standards relating to overshadowing will be upheld.

Rooftop Open Space Height Clause

The provision of rooftop open spaces forms an important element of the proposal, and it is Council's preference for these areas to be as accessible and functional as possible. Additionally, it is not Council's intention for developers to be effectively penalised 1 storey for making such spaces accessible via an elevator.

In order to achieve this outcome, it was agreed that a clause should be proposed allowing the maximum height to be exceeded on the site for these uses. It is noted that a similar clause exists as Clause 7.26 of the LEP for 22, 24, and 32 Queen Street. Proposed clause in the LEP is as follows:

Local Clause 7.XX - Exception to maximum height of buildings—Hollylea Road Precinct

Despite clause 4.3(2), development consent may be granted to development on land identified as:

- Lot 3 DP 258315 (5-7 Plough Inn Road LEUHMEAH)
- Lot 4 DP 258315 (5-7 Plough Inn Road LEUHMEAH)
- Lot 12 DP 845149 (2A Hollylea Road LEUMEAH)
- Lot 16 DP 623923 (2 Hollylea Road LEUMEAH)
- Lot 4 SP 70043 (4A Hollylea Road LEUMEAH)
- Lot 27 DP 611186 (4 Hollylea Road LEUMEAH)
- Lot 127 DP 575482 (6 Hollylea Road LEUMEAH)
- Lot 125 DP 575481 (8 Hollylea Road LEUMEAH)
- Lot 301 DP 621274 (10 Hollylea Road LEUMEAH)
- Lot 9 DP 234601 (10 Hollylea Road LEUMEAH)
- Lot 4 SP 52179 (12 Hollylea Road LEUMEAH)
- Lot 1 DP 565611 (14 Hollylea Road LEUMEAH)

that exceeds the relevant maximum height if the development—

(a) is for the purposes of a recreation area or shade structure, and

(b) does not comprise or include an enclosed building (except for elevator shafts and plant rooms).

6.2 Traffic and Access

A Traffic Assessment Report prepared by Traffix, Traffic and Transport Planners has been submitted in support of the proposal. The Traffic Assessment Report provides an assessment on car parking requirements, traffic and transport impacts and access and internal design requirements.

The report concluded the number of parking spaces proposed (albeit in a conceptual way) would be sufficient to cater for the proposal however a further assessment would be required for the lodgement of a development application for any future redevelopment on the site.

Traffic generation was modelled in SIDRA which identified that all intersections would operate with spare capacity, albeit with increases in the average delay. The vehicular access and internal design would all be designed in accordance with the relevant Australian Standards and would be assessed at the development application stage.

The PP was referred to Council's Traffic Engineers for an assessment of the proposal and comments were provided relating to both methodology and outcomes.

This feedback was provided to the proponent who submitted an addendum to the report.

The proposal has been referred to Transport for NSW and concerns raised were communicated to the applicant and will be addressed during the public exhibition, including an updated and revised traffic study/traffic impact assessment.

6.3 Flooding

The site is affected as follows:

- The furthest upstream lot within the proposed site (Lot 1 DP 565611 – 14 Hollylea Road, Leumeah) is marginally affected by flooding from a 100 year ARI flood in the adjacent Bow Bowing Creek system.
- The furthest downstream lot within the proposed site (Lot 3 DP 258315 – 5 Plough Inn Road, Leumeah) should not be affected by flooding from a 100-year ARI flood in the adjacent Bow Bowing Creek system.

These lots represent the highest and lowest points across the proposed development site. It has been inferred that the lots between may be either be marginally affected or unaffected by flooding and is to be confirmed upon receipt of additional flooding information requested from Council.

The Bow Bowing Bunbury Curran Creek Strategic Floodplain Risk Management Study and Plan – Final Draft Report (Molino Stewart, 2018) contains a Flood Hazard map (Figure 13). Flood Hazard is defined by a combination of the depth and velocity of flow, with any Hazard Rating greater than 2 requiring controls to reduce the hazard, or otherwise to limit development. Figure 13 shows that most of the site only has Flood Hazard >2 in the Probable Maximum Flood. Very small parts of the site and local roads have >H2 hazard flood extents in smaller flood events.



Figure 13: Flood extents with Hazard >H2 (Source: Molino Stewart 2018)

6.4 Contamination

The applicant has submitted a Preliminary Site Investigation (PSI) prepared by SNC-Lavalin Australia Pty Ltd, in support of the PPR which has been reviewed by Council's Senior Environmental Officer.

The report states that potential change of zoning does change the risk profile of the site, given past and present industrial uses. It notes that further investigation would be required to determine the extent and nature of the contamination at the site.

The PSI provided is satisfactory and satisfies clause 2 of the Ministerial Direction 4.4. It outlines the measures required to demonstrate the suitability of the site for the rezoning.

It is, therefore, it is considered that the PP can progress to public exhibition stage.

6.5 Noise

The applicant has submitted a Noise Impact Assessment prepared by Day Design Pty Ltd in support of the proposal. Particular attention has been paid to the impact of rail noise and vibration, given the proximity of the development to the T8 Airport and South Rail Line.

There are two main sources of noise within close proximity to the site; the Campbelltown Stadium and the Leumeah railway station.

Requirements for noise mitigation measures have been included under Section 3.8 Noise of the draft site specific DCP.

6.6 Bushfire

The subject site is not subject to bushfire affectation.

6.7 Environment

The site is devoid of significant vegetation. It is anticipated that in providing open space on the site, the level of vegetation would be increased based upon the proposal.

6.8 Open space

The proposed rezoning facilitates a mixture of public (RE1) and private (RE2) open space.

Public elements include an approximately 20 m wide plaza linking Hollylea Road and Bow Bowling Creek between the two northernmost building footprints, and an approximately 10 m wide promenade along Bow Bowling Creek.

Private open space elements are included between the three southernmost building footprints.

The size of the open space areas is considered suitable for the passive needs of potential residents, subject to suitable embellishment.

The site is also within walking distance to Smiths Creek Reserve, Leumeah Skate Park and Pump Track and the Campbelltown Sports and Athletics Stadiums. These facilities provide a range of opportunities for active exercise.

Part 7 –Consultation with public authorities

It is recommended that while the planning proposal is on public exhibition, that Council undertakes consultation with the following public authorities/agencies:

- Sydney Water
- NSW Police
- NSW Environment Protection Authority

- NSW Department of Climate Change, Energy, the Environment and Water
- Endeavour Energy
- NSW State Emergency Service
- Jemena Gas
- Land and Housing Corporation

Council consulted with Transport for NSW (TfNSW) in response to the Gateway Determination's request before initiating the public exhibition process. TfNSW's letter issued on 1 November 2024 indicates that additional work is needed to enhance the Traffic Impact Assessment (TIA) prior to public exhibition. However, due to time constraints, an email from TfNSW sent on 9 January 2025 confirms that these improvements to the TIA can be made during the public exhibition period.

Part 8 – Project Timeline

Dates	Item
25 November 2020	Local Planning Panel advice issued
13 February 2024	Council endorsement of the PP to request Gateway Determination and the preparation of a site specific DCP
15 April 2024	Gateway Determination issued
12 June 2024	(1 st) Alteration of Gateway Determination issued
4 September 2024	(2 nd) Alteration of Gateway Determination issued
12 November 2024	Council endorsement of amended Planning Proposal and endorsement of the public exhibition of the Site-Specific DCP
6 December 2024	(3 rd) Alteration of Gateway Determination issued
13 January – 26 February 2025	Public exhibition period including referral to any required public authorities
March/April 2025	Considering submissions received and report to Council on the outcome of the public exhibition
May/June 2025	Send planning proposal to DPIE for finalisation
27 June 2025	Completion of LEP Amendment