

REZONING REVIEW – Briefing Report

Date of referral	23 November 2020	
Department ref. no	RR_2020_CAMPB_001_00	
LGA	Campbelltown	
LEP to be amended	Campbelltown LEP 2015	
Address	2 Farrow Road, Campbelltown	
Reason for review	<input checked="" type="checkbox"/> Council notified the proponent it will not support the proposed amendment	<input type="checkbox"/> Council failed to indicate support for the proposal within 90 days, or failed to submit the proposal after indicating its support
Is a disclosure statement relating to reportable political donations under s10.4 of the Act required and provided?	<input type="checkbox"/> Provided Comment: No donations or gifts to disclose	<input checked="" type="checkbox"/> Not required

1. SUMMARY OF THE PROPOSAL

1.1 Background

A rezoning review request (**Attachments A – D**) was submitted by BBC Consulting on behalf of the landowners Hyside Projects Subone Pty Ltd, to the Department of Planning, Industry and Environment (the department) relating to a planning proposal for 2 Farrow Road, Campbelltown, seeking to:

- amend Campbelltown Local Environmental Plan 2015 to remove the “deferred matter” status in relation to 2 Farrow Road, Campbelltown;
- rezone the site from 4(B) Industry under Campbelltown Local Environmental Plan (Urban Area) 2002 to B4 Mixed Use;
- amend the CLEP Building Height Map and introduce a range of heights across the site from 63m to 101m (18 to 28 storeys); and,
- add a Clause 41 to “Schedule 1: Additional Permitted Uses” in the CLEP to permit residential flat buildings at ground level.

The rezoning review request was submitted as Campbelltown City Council (Council) notified the proponent that it does not support the planning proposal. On 10 November 2020, Council resolved to not support the planning proposal as there was insufficient strategic merit for it to be supported (**Attachments B1- B2**).

1.1.1 Review of the Campbelltown Local Environmental Plan 2015

As part of the broader review of Campbelltown Local Environmental Plan (CLEP) 2015, in February 2020, the Department issued a Gateway determination for a planning proposal (PP_2019_CAMPB_005_00) that includes the proposed rezoning of 2 Farrow Road, Campbelltown from 4B Industry to IN2 Industrial (Figure 1). The proposal also introduces a height limit of 19m to the site. The zoning amendment is being undertaken to address the 'deferred matter' status of land under the CLEP 2015.

The Gateway determination was issued 4 February 2020. The proposal was publicly exhibited on 1 April 2020 to 6 May 2020. The proponent did not make a submission. It is noted three submissions from landowners in the vicinity of the site provided submissions requesting the following zones:

Table 1 Submissions by nearby landowners of 2 Farrow Road on PP_2019_CAMPB_005_00

Site	Council's proposed zone	Landowners proposed zone
66 Blaxland Road, Campbelltown	IN2 Industrial	IN1 General Industrial
38 Blaxland Road, Campbelltown	IN2 Industrial	B4 Mixed Use
48 Blaxland Road, Campbelltown	IN2 Industrial	B5 Business Development

At its meeting on 9 June 2020 Council endorsed the planning proposal. The zoning amendment is with the Department for finalisation in Q1 2021.



Figure 1 Proposed IN2 Industrial zone for site under PP_2019_CAMPB_005_00

1.1.2 Amendment to the proposal

In response to a Councillor Briefing on 21 July 2020 and in regard to prior discussions with Council planning staff, an addendum to the planning proposal was submitted on 19 August 2020. The addendum proposed a reduced range of building heights from 121m to 101m (36 to 28 storeys). This report has been prepared based on the updated proposal.

1.1.3 Second Request for Rezoning

This is the second request for a rezoning review to the Department for the site. The first request was received on 28 August 2020. It was not progressed by the Department following consultation with Council and the Panel Secretariat indicating the 90-day period required for a rezoning review request had not lapsed and Council had not yet considered the proposal. The 90 days commenced from 19 August 2020 when the proponent submitted the amendment to the planning proposal.

1.2 Locality and context

The site is in the Campbelltown Local Government Area (LGA) in the suburb of Campbelltown. The site forms part of the broader industrial precinct on the western side of the railway. North of the site beyond Bow Bowing Creek are industrial, retail and commercial land uses. To the south of the site beyond Farrow Road and the railway line is a commuter carpark and Campbelltown railway station. To the west of the site is a large vacant parcel of Council-owned land, beyond which is the main commuter carpark on the northern side of the railway line.

The site is located within the Glenfield to Macarthur Urban Renewal Corridor.

1.3 Site description

The site is located at 2 Farrow Road, Campbelltown (Lot 1 DP 406940). The site has frontage to Farrow Road of approximately 200m, a frontage to Badgally Road of approximately 110m and a frontage to Bow Bowing Creek of approximately 223m. The site is generally rectangular in shape with an area of approximately 2.8ha (Figure 2).

The site contains a single level warehouse with associated external hardstands, parking areas and roadways (Figure 3). The warehouse has a floor area of approximately 10,543sqm used for industrial activities. The site contains two rows of trees; one along the frontage of Badgally Road and one along the frontage of Bow Bowing Creek.



Figure 2 Aerial view of the site



Figure 3 Site photos from Urban Design Report (Attachment A4)

1.4 Current planning provisions

Under the CLEP 2015 the following provisions apply to the site:

- the site is identified as ‘deferred matter’ on the zoning map;
- the site remains zoned 4(B) Industry under the CLEP (Urban Area) 2002 (Figure 4); and
- Clause 37 ‘Setbacks within industrial areas’ applies to the site.

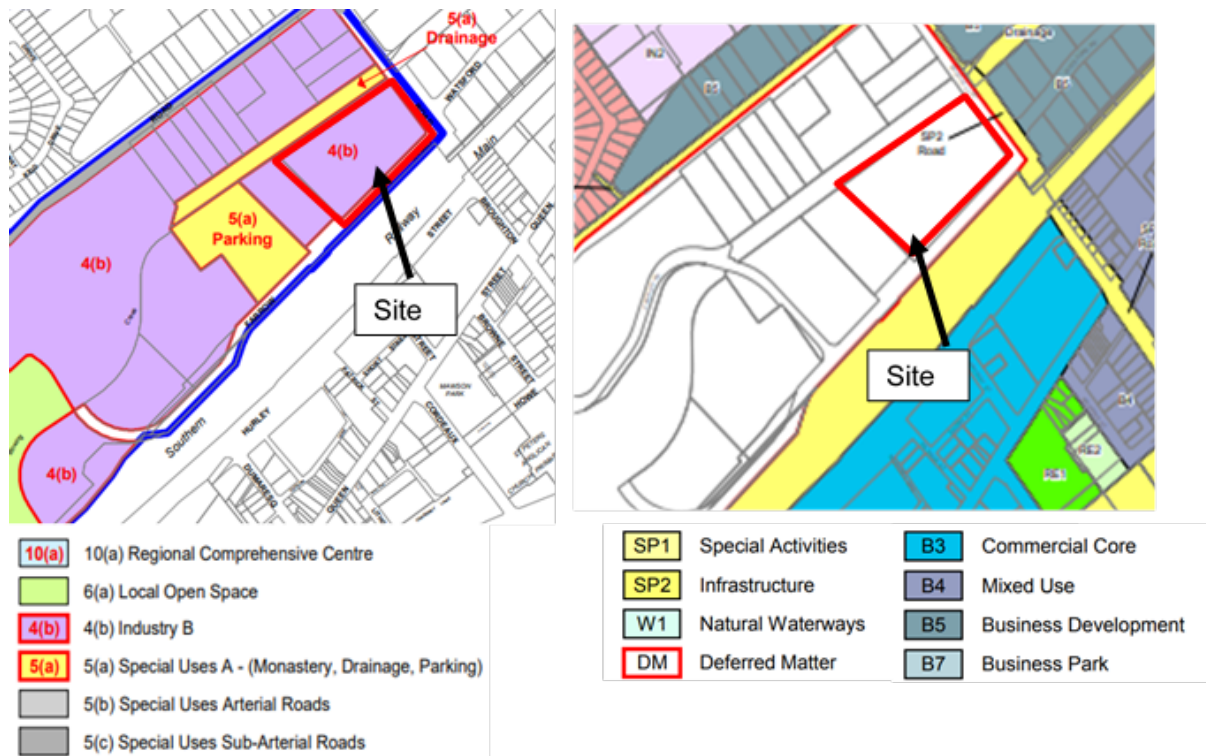


Figure 4 Existing Land Use Zones (Left: CLEP (Urban Area) 2002, Right: CLEP 2015)

1.5 Proposed planning provisions

The planning proposal (**Attachment A3**) seeks to amend the CLEP 2015 by the following:

- removal of the site from 'deferred matters' area on the land application map;
- amend the zoning of the site from 4(B) Industrial under the CLEP 2002 to B4 Mixed Use (Figure 5);
- amend the CLEP Building Height Map and introduce a range of heights across the site from 63m to 101m (18 to 28 storeys) (Figure 6); and
- add a Clause 41 to "Schedule 1: Additional Permitted Uses" in the CLEP to permit residential flat buildings at ground level adjacent to Bow Bowing Creek without the requirement of an active street frontage and only non-residential land uses at the ground level.

The objectives of the planning proposal are:

- to facilitate a high density mixed-use, transit-orientated development next to Campbelltown railway station and bus interchange;
- ensure that building heights are cognisant of the existing and emerging character of the Campbelltown Precinct;
- support urban renewal and the provision of additional housing stock close to public transport and to Campbelltown CBD; and
- ensure that the site incorporates public domain improvements.



Figure 5 Proposed Land Use Zone Map

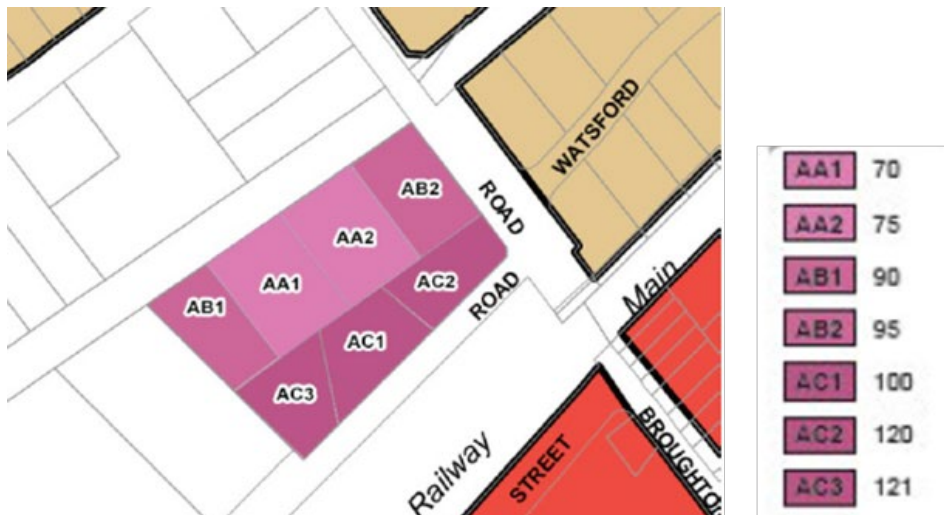


Figure 6 Proposed Height of Building Map

Seven proposed buildings are illustrated in the Urban Design Report (**Attachments A4 and A5**). The Addendum to the Urban Design report (**Attachment A5**) proposes reduced building heights for the seven buildings following discussions in a Councillor Briefing on 21 July 2020 for the planning proposal. The Department understands no formal feedback from the briefing has been provided. The revised heights have been reduced between 2 and 11 storeys, from 20 to 36 storeys to 18 and 28 storeys as shown in Figure 7.

The Addendum Urban Design Report identifies an FSR for the site of 4.5:1.



Figure 7 Building height massing (Top: Originally Lodged, Bottom: Revised)

The Urban Design Report (**Attachment A4**) also illustrates the site as part of a future potential “Campbelltown Northern Precinct Plan”, which is based on “a high level understanding of current and emerging policy documents, market conditions, road upgrades, community services provision and future public transport projects”.

The planning proposal would offer mixed use development. The residential yield for the site is 1,200 dwellings and the employment potential is approximately 1,150 – 1,500 jobs.

2. INFORMATION ASSESSMENT

Does the proposal seek to amend a zone or planning control that is less than five years old?

No.

However, as noted in 1.1.1 above, there is currently a planning proposal with the Department for finalisation which seeks to rezone the site to IN2 Industrial under CLEP 2015.

2.1 Strategic merit test

Consistency with the relevant regional plan outside the Greater Sydney region, district plan within the Greater Sydney region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.

Proponents will not be able to depend on a draft regional, district or corridor/precinct plan when the Minister for Planning and Public Spaces or the Department of Planning, Industry and Environment have announced that such a plan will be updated before being able to be relied on.

Western City District Plan

The Greater Sydney Commission (GSC) released the Western City District Plan (District Plan) on 18 March 2018. The Plan contains planning priorities and actions to guide the growth of the Western District while improving the district's social, economic and environmental assets. The proponent states the proposal is consistent with the District Plan while Council states the proposal is considered generally inconsistent with the District Plan (**Attachment B1**). The relevant priorities of the plan are identified below in **Table 2**:

Table 2 Western District Planning Priorities Comparison

Planning Priority	Proponent	Council
<u>Infrastructure and collaboration:</u> <i>Planning Priority W1 – Planning for a city supported by infrastructure</i>	The site is located north west of the Campbelltown railway, separated by Farrow Road. The proposal notes that the rezoning would optimise its location to transport in an area aligned with forecast population growth.	The site benefits from its location adjacent to Campbelltown station which is a key piece of infrastructure. It notes preliminary investigations of the planned bridge between Broughton and Badgally Street over the rail line. It considers the proposal premature whilst investigations are ongoing.
<u>Liveability:</u> <i>Planning Priority W3 – Providing services and social infrastructure to meet peoples changing needs.</i>	The proposal notes it seeks to provide new community infrastructure and up to 1.64 ha of public open space. The Urban Design Report and Addendum (Attachments A4 and A5) indicates retail, commercial and community facilities will be offered.	Recognises the proposal seeks to provide community-based land uses.
<i>Planning Priority W5 – Providing housing supply, choice and affordability with access to jobs, services and public transport.</i>	The proposal aims to facilitate the provision with approximately 1,200 dwellings and 1,150-1,500 new jobs. The site is located approximately 250m	Acknowledges the proposal would provide a large amount of housing supply in a location accessible to public transport and to the Campbelltown CBD. However, notes the proposal does result in a net loss of

	<p>from Campbelltown Railway Station. In addition, the site is 1km from Campbelltown Mall and is adjacent to Campbelltown CBD. The site is also located within the broader industrial precinct of Campbelltown, on the western side of the rail line</p>	<p>employment land/floor space and the imbalance between homes and jobs in Campbelltown.</p>
<p><u>Productivity:</u> <i>Planning Priority W9 – Growing and strengthening the metropolitan cluster</i></p>	<p>The proposal notes it will support Campbelltown-Macarthur metropolitan cluster with high density, mixed use development on a gateway site in Campbelltown CBD opposite the railway station.</p>	<p>The proposal would grow the metropolitan cluster of Campbelltown's CBD by extended it to the western side of the railway line.</p> <p>It could prevent or delay the redevelopment of existing land within the Campbelltown CBD.</p>
<p><i>Planning Priority W10 – Maximising freight and logistics opportunities and planning and managing industrial and urban services land</i></p>	<p>The proposal does not address this planning priority.</p>	<p>Identifies a loss of 2.84ha of industrial/urban services land.</p>
<p><i>Planning Priority W11 – Growing investments, business opportunities and jobs in strategic centres</i></p>	<p>The proposal notes it will support investment and business activity in the Campbelltown CBD and the creation of local jobs. Approximately 1,150-1,500 new jobs are noted in the proposal, which will be generated by retail, commercial and community facilities located on site.</p>	<p>Identifies the proposal provides some commercial floor space whilst also a net loss of employment land/floor space.</p>
<p><u>Sustainability:</u> <i>Planning Priority W15 – Increasing urban tree canopy cover and delivering Green Grid connections</i></p>	<p>The proposal notes it seeks to provide a balanced development outcome, including a revitalised Bow Bowing Creek and community parks with green bridge links over the Creek</p>	<p>Increasing the urban tree canopy cover on the site could be achieved. It would be necessary to prepare a site-specific Development Control Plan.</p> <p>In respect to the green grid, the proposal's zoning map does not make provision for public recreation land to be provided adjacent to Bow Bowing Creek.</p>

Campbelltown – Macarthur Collaboration Area Place Strategy

The District Plan introduced the concept of ‘collaboration area’. It identified Campbelltown-Macarthur as a collaboration area. While the GSC was responsible for initiating the Place Strategy for the collaboration area, Campbelltown Council are now leading the completion of the Place Strategy.

The Campbelltown – Macarthur collaboration area place strategy draws on the Reimagining Campbelltown Masterplan. The Campbelltown – Macarthur Place Strategy is illustrated in Figure 9. The site is not identified with a strategic land use.



Figure 8 Campbelltown - Macarthur Collaboration Area Place Strategy

Glenfield to Macarthur Urban Renewal Corridor

Campbelltown is part of the Glenfield to Macarthur Urban Renewal Corridor, adopted in 2017. The Campbelltown Precinct Plan (the Plan) identifies the site as high rise residential (7 storeys and over). The Plan describes the future precinct character of the site as:

“This area could accommodate apartment housing to deliver a high level of amenity for the existing and future residents. This could comprise 7+ storey apartment buildings, with potential for communal open spaces and shared facilities. Detailed planning would be required to identify appropriate height and built form outcomes. The new dwellings should be carefully designed to integrate with the existing streetscape. Building design should maximise climate control and amenity for occupants and capitalise on district views”

The proposal states the site is identified as an area suitable for high rise residential development as outlined in the Plan.

Figure 10 overleaf illustrates the site on the Plan and the associated future precinct character.



Figure 9 Left: Campbelltown Precinct Plan & Right: Future Precinct Character

Implementation of the Glenfield to Macarthur Urban Renewal Corridor is facilitated by Direction 7.7 under Section 9.1 of the *Environmental Planning and Assessment Act 1979*.

Direction 7.7 requires that planning proposals for land within the precincts between Glenfield and Macarthur are to be consistent with the precinct plans. However Direction 7.7 does provide circumstances where inconsistency with the Campbelltown Precinct Plan may be justified, this is where the inconsistency is of minor significance and the planning proposal achieves the overall intent of the precinct plans and does not undermine the achievement of its objectives, planning principles and priorities for the urban renewal corridor.

Councils Report (**Attachment B1**) note the strategic plans post 2017, including the Western District Plan 2018, envisages a different strategic outcome for the site, in particular the Region and District Plan has provided a new planning framework for housing and employment. In the advice of the Local Planning Panel to Council it is noted that Panel states the proposal is not consistent with these new strategic plans post 2017. Council has prepared the following under the current strategic planning framework:

- Local Strategic Planning Statement (LSPS);
- Review of CLEP 2015;
- Draft Strategic Review of Employment Lands Strategy; and
- Campbelltown Local Housing Strategy.

More recently, Council has prepared the Reimagining Campbelltown City Centre Masterplan. Under this masterplan the site is identified as forming part of a future tech and city servicing precinct. The panel notes the proposal could compromise the revitalisation of the Campbelltown City Centre and residential development opportunities identified in the Reimagining Campbelltown City Centre Masterplan 2020.

Campbelltown Local Strategic Planning Statement 2040

The Campbelltown Local Strategic Planning Statement (LSPS) commits Council to actions that aim to give effect to the Western District Plan. The Greater Sydney Commission issued its Letter of Support on 23 March 2020. It was endorsed by Council on 31 March 2020.

The proposal states it is aligned with the strategic direction of the LSPS. The LSPS promotes for future growth and redevelopment to occur within the Greater Macarthur Growth Area. The proposal is located within the Growth Area and Glenfield to Macarthur Urban Renewal corridor. The site is in an area of focus for housing and employment diversification supported by existing infrastructure.

The proposal is consistent with the LSPS intent of job growth as it will provide opportunities for employment generating space as part of mixed-use buildings.

Council recognises the proposal would lead to the creation of a walkable neighbourhood, offers urban development within an existing and identified growth area and promotes housing diversity and is generally considered consistent with actions 1.11, 2.5 and 2.12.

Council identifies the proposal as partly consistent with planning priority 1.24 if the proposal progressed and partnership with Council and the Government was established to enable urban growth on the site. However, Council notes the proposed rezoning would also result in a loss of employment-generating industrial land and further imbalance jobs and home within the LGA.

Council identify the following actions are either considered inconsistent or require further consideration should the proposal be supported:

- **Action 1.17:**
Ensure open space is well connected via pedestrian and cycle links
- **Action 2.9:**
Work with the NSW Government to facilitate the strategic rezoning of land and the provision of associated infrastructure for identified urban growth and renewal areas, including identification of appropriate staging and alignment of infrastructure provision with anticipated growth
- **Action 2.15:**
Ensure that sufficient, quality and accessible open space is provided for new urban areas
- **Action 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
- **Action 2.17:**
Ensure open space is provided where it will experience maximum usage by residents, with maximum frontage to public streets and minimal impediments
- **Action 6.25:**
Work towards residents being a maximum of 400 metres from quality open space
- **Action 5.13:**
Investigate opportunities to rehabilitate existing waterways within the LGA to maximise the benefits to the community
- **Action 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

- **Action 9.8:**
Promote the development and intensification of Campbelltown's existing agglomerations to boost productivity and competitive edge
- **Action 8.24:**
Facilitate blue and green projects to introduce water into the urban environment, reducing the impacts of the urban heat island effect and providing increased shade and canopy coverage
- **Action 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

Consistency with a relevant local strategy that has been endorsed by the Department.

There are no relevant local strategies endorsed by the Department that can be relied on to establish strategic merit. Council has submitted its Local Housing Strategy to the Department for approval and it is currently under review.

Responding to a change in circumstances, such as investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.

The proposal states that the site is well positioned to ensure optimisation of existing transport and other infrastructure in an area that is forecast for significant population growth.

2.2 Site-specific merit test

The natural environment (including known significant environmental values, resources or hazards).

Vegetation

The application states the site has no significant natural features although some trees are identified. The majority of these trees are situated adjacent to the site's northern boundary, and on the Badgally Road frontage.

Contamination

The preliminary site investigation report (**Attachment A10**) identifies potential contamination for the site as a result of past and present land use activities. The report concludes should the site be redeveloped to residential land uses the site can be made suitable subject to the implementations of its recommendations including detailed site investigation, remediation action plan and site validation report.

Flood prone land

The site is located within the Bow Bowling Bunbury Curran Creek catchment. The creek is subject to the Campbelltown City Council Floodplain Risk Management Study. The study identifies flooding hotspots, none of which include the site. The Proposal (**Attachment A3**) recognises flooding issues still needs to be considered, but on a precinct wide basis and would require consultation with Council.

The existing uses, approved uses and likely future uses of land in the vicinity of the proposal.

The proposal notes that the land north of the site beyond the Bow Bowling Creek are industrial, retail and commercial uses. Various forms of parking surrounds the site; to the east beyond Badgally road is an informal commuter carpark; to the south, beyond Farrow Road and the railway line is a commuter carpark ; to the west is a vacant parcel of land, beyond which is the main commuter car park on the northern side of the railway line at Campbelltown.

Opposite the site is the Campbelltown CBD. The area is envisaged for urban renewal with likely future uses of higher density, commercial and retail. The proposal states it seeks to contribute to this renewal with the proposed B4 mixed use land zone.

The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.

Access and traffic

Two traffic reports support the planning proposal, the first (**Attachment 11**) prepared by Varga Traffic Planning examined an earlier concept for the site and the second prepared by TSA (**Attachment 12**) examines the submitted scheme of increased employment floor space and reduction in residential yield.

The report by TSA notes the rezoning proposal is projected to generate an additional 156 AM and 115 PM peak hour vehicle movements to and from the site, in addition to the projected traffic demand assessed in the Varga (**Attachment 11**) traffic report, total generation outlined in red dash below (Figure 11).

TABLE 3 POST DEVELOPMENT TRAFFIC GENERATION					
Component	Traffic Generation Rate	Varga's Traffic Report		This Planning Proposal (including 10% discount)	
		AM Peak	PM Peak	AM Peak	PM Peak
Residential	AM: 0.19 peak hour vehicle trips per unit	297.4	234.8	261.3	206.3
	PM: 0.15 peak hour vehicle trips per unit				
Retail	AM: 1.6 peak hour vehicle trips per 100m ² GFA	71.7	53.8	41.6	31.2
	PM: 1.2 peak hour vehicle trips per 100m ² GFA				
Commercial	AM: 1.6 peak hour vehicle trips per 100m ² GFA	26.9	20.2	248.7	186.5
	PM: 1.2 peak hour vehicle trips per 100m ² GFA				
Community	-	-	-	-	-
Total		396	309	552 (+156 trips)	424 (+115 trips)

Figure 10 Post Development Traffic Generation (Extracted from TSA Traffic Report Attachment 12)

Council (**Attachment B1**) finds introducing residential development into the area west of the railway line would lead to serve land use conflicts including traffic and operating hours.

However, the proponents traffic reports conclude that the proposal would not be expected to have any unacceptable traffic implications in terms of the road network capacity and safety, with the existing surrounding road network, pedestrian and public transport network.

Infrastructure and servicing

The proposal includes an infrastructure service report detailing the existing urban services to the site and the respective capacities (**Attachment A9**). The services capacity is as follows:

- Sewer, Sydney Water: Considered adequate, subject to S73 application
- Water supply, Sydney Water: Adequate for domestic water and firefighting purposes, subject to S73 application
- Natural gas, Jemena: Adequate subject to Jemena final gas load requirements and connection approval
- Stormwater drainage, Campbelltown City Council: Considered adequate, subject to implementation of design and construction measures to ensure resilience against flooding and limit outflow discharge flow rates to minimise flood impact to downstream properties and design & construction measures
- Electricity, Endeavour Energy: Considered Adequate. However, the site will require design and construction of new incoming electrical supply network and new substation(s) to support the proposal
- Communications provider, NBN: Considered adequate
- Communications, Telstra: Considered adequate subject to formal application and approval
- Communications, Optus: Considered adequate

The proposal notes Council and RMS are investigating a new bridge connection over the railway line on the alignment of Badgally Road and Broughton Street. Council's report (**Attachment B1**) notes preliminary investigations show the planned bridge will require land from site, as the existing road corridor is not wide enough. However, the extent of the land required is unknown at this stage. Future conversations with Council and RMS will be required regarding this matter.

3. COUNCIL VIEWS

The Department advised Council of the rezoning review request on 26 November 2020. The Department received Council's views on the proposal on 17 December 2020 (**Attachment D**).

The planning proposal was referred to the Local Planning Panel on 23 September 2020. The panel did not consider that the planning proposal request had demonstrated strategic or site-specific merit and recommended Council not to proceed with a request for a Gateway determination for the proposal.

Council considered a report on the matter at its Ordinary Meeting of 10 November 2020, where it resolved not to support the proposal.

In summary, Council is of the view that the proposal:

- The proposal would result in an outcome that would be inconsistent with the raft of local planning strategies prepared by Council that support greater self-containment of employment for the City of Campbelltown in accordance with the 30 minute version of the Greater Sydney Region Plan and Western City District Plan
- Is inconsistent with advice of the Campbelltown Local Planning Panel which was:
 - Lacks site specific merit as the proposal is surrounded by significant employment lands, creating the potential for undesirable land use conflict
 - There is insufficient supporting evidence of employment generation for the site and an analysis of potential adverse impacts on adjoining employment lands
 - There is sufficient capacity within the Campbelltown LGA for additional dwellings to meet housing targets in land already zoned for high density residential or mixed use development
 - The proposal could compromise the revitalisation of the Campbelltown City Centre and residential development opportunities identified in the Reimagining Campbelltown City Centre Masterplan 2020
 - The site is not well located to existing open space within a 200m radius, and services and facilities required for high density residential development
 - The proposal is isolated in nature and is not part of a wider endorsed strategy of renewal as envisaged by the proponent that is required for the efficient and orderly development of urban land in a regional centre
- The proposal is misaligned with the CLEP 2015 review process, which seeks to align the CLEP to the Western District Plan
- The proposal is inconsistent with Council endorsed planning strategies and studies:
 - Re-Imagining Campbelltown City Centre Masterplan
 - Campbelltown Local Housing Strategy
 - Campbelltown Strategic Review of Employment Lands Strategy
 - Campbelltown Local Strategic Planning Statement

- The Campbelltown Strategic Review of Employment Lands Strategy and Campbelltown Local Housing Strategy support the retention of existing industrial zoned land on the western site of the Campbelltown Railway Station encompassing the site. This area has been identified for employment opportunities for residents in the short term.
- The employment objective is consistent with the updated vision of the city centre under the Reimagining Campbelltown City Centre Masterplan identifying the potential subject land to form part of a broader Tech and City Servicing Precinct. This future tech and city servicing land use outcome is consistent with the Campbelltown Local Housing Strategy, which confirms sufficient capacity for high density shop-top housing within the existing B3 and B4 zones of the Campbelltown City Centre on the eastern side of the railway line, underpinning the planned revitalisation of the Queen Street commercial precinct.
- Since the Campbelltown Precinct Plan 2017 was prepared, the Region Plan and Western District Plan provided a new planning framework for housing and employment delivery. Council has undertaken extensive work under this new planning framework
- The detailed planning work for the city centre undertaken by Council, as contemplated by the CPP, supports the retention of the site for employment generating land uses and the promotion of city centre apartments within existing zoned areas of the city. This is consistent with the Reimagining Campbelltown City Centre Masterplan and aligns with the updated direction provided in the Region Plan and Western District Plan to retain and manage existing employment zones near the Campbelltown City Centre
- The planning proposal documentation indicates that future development resulting from the proposed rezoning could facilitate an estimated 1,200 new dwellings and potential 1,150 – 1,500 jobs however it is noted that these figures rely upon a number of assumptions for the future development of surrounding land as depicted in the accompanying urban design study.

ATTACHMENTS

Attachment A1 – A12 – Rezoning review application package

- Application form
- Cover letter – rezoning review request
- Planning proposal
- Urban design study
- Addendum to urban design report
- Amended height of building map
- Title and DP
- Survey plans
- Infrastructure services report
- Preliminary site investigation report
- Traffic report – Varga
- Traffic report - TSA

Attachment B1 – B2 – Council Report and Resolution

- Council report
- Council resolution

Attachment C – Correspondence to Council from proponent

- Proponent letter to Council to accompany addendum 19.08.2020

Attachment D – Council Comments

Assessment officer: Neala Gautam
Title, Region: Planning Officer, Western District
Contact: 02 8289 6881