



Planning Proposal

Minto Urban Renewal Precinct

Campbelltown City Council

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Appendix 2: Minto Precinct Plan Map (Department of Planning, Industry and Environment May 2018)

History

- This planning proposal relates to certain land in Minto as shown under Appendix 1, Map 1.1.
- On 26 July 2015, the Department of Planning, Industry and Environment (DPIE) prepared and exhibited a draft Glenfield to Macarthur Urban Renewal Corridor Strategy (the draft Corridor Strategy). The draft Corridor Strategy identified opportunities for additional housing and jobs around the seven train station precincts between Glenfield and Macarthur.
- In December 2017, the NSW Government released the final Corridor Strategy which included precinct plans for six areas around railway stations within Campbelltown Local Government Area comprising:
 1. Macquarie Fields;
 2. Ingleburn;
 3. Minto;
 4. Leumeah;
 5. Campbelltown; and
 6. Macarthur.
- Council staff have prepared a planning proposal that seeks to rezone land within and adjacent to the Minto Precinct to facilitate the implementation of the Minto Precinct Plan

This proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the relevant Department Guidelines including A Guide to preparing Local Environmental Plans and A Guide to Preparing Planning Proposals.

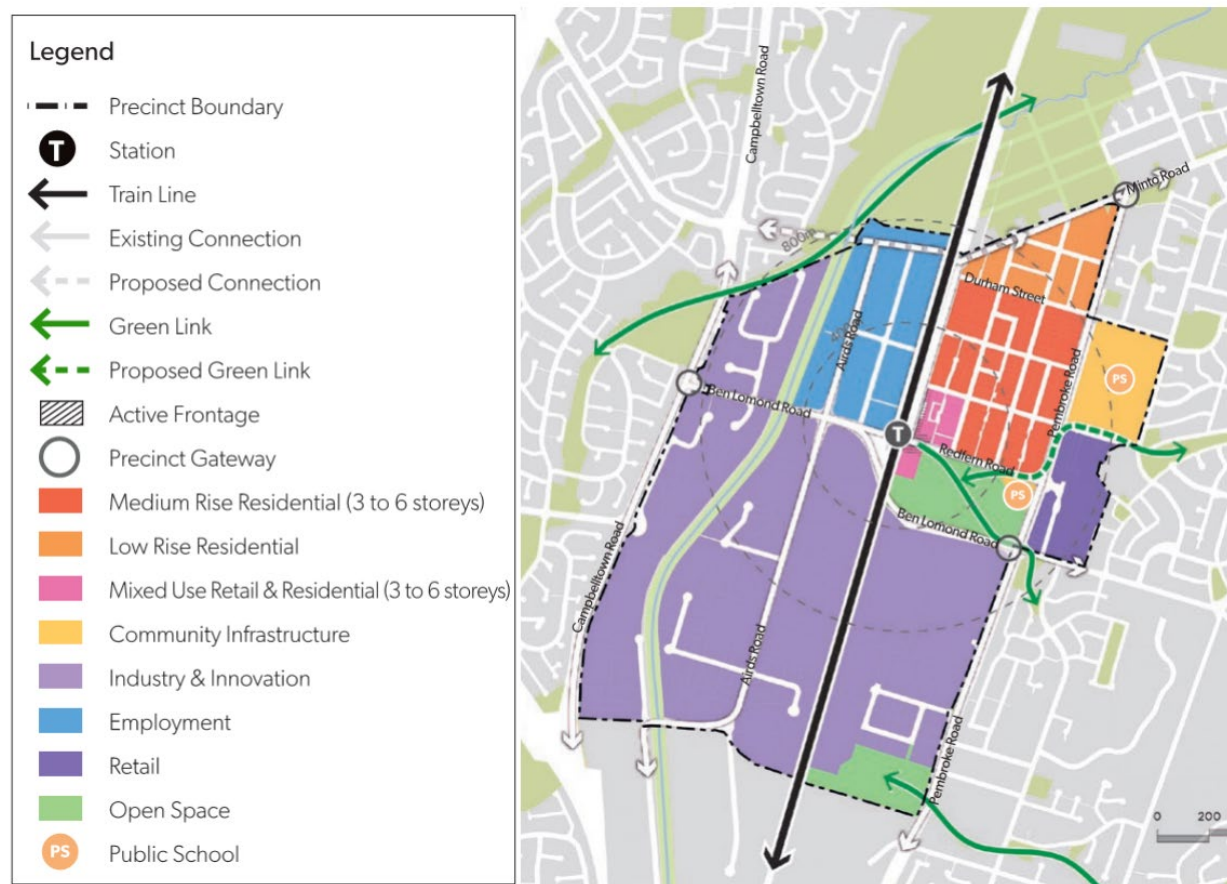
1. Background

The Minto Precinct Plan, prepared as part of the Corridor Strategy by DPIE, applies to the area bounded by Minto Road and Essex Street in the north, Pembroke Road and Guernsey Avenue to the east, Airs Road and Pembroke Park to the south and the Campbelltown Road to the west as shown on Map 1 below.



Map 1 Minto Precinct

The Minto Precinct Plan includes a map showing the anticipated densities and indicative building heights as shown on Map 2 below:



Map 2 Minto Precinct Plan

The Glenfield to Macarthur Urban Corridor Strategy contains an Infrastructure Schedule to support the growth of each precinct.

The Infrastructure Schedule identifies the following works for the Minto Precinct in Table 1:

Table 1 Infrastructure Schedule from Glenfield to Macarthur Urban Renewal Corridor

Infrastructure Item	Responsible Authority	Timing	Funding
Increased rail services to meet the precinct's growth.	Transport for NSW	Train service levels are reviewed continually by TfNSW. The stopping patterns and level of service will be matched to the growth and function of each precinct.	Transport for NSW

Infrastructure Item	Responsible Authority	Timing	Funding
Investigate ways to make the local bus network more direct and better connected.	Transport for NSW	Bus service levels are reviewed continually by TfNSW and RMS. Detailed planning for a new suburban bus route to be investigated based on development in the area.	Transport for NSW
Potential extension of local bus services to provide a loop service within the precinct.	Transport for NSW	Bus service levels are reviewed continually by TfNSW and RMS.	Transport for NSW
Kiss and ride facilities on the eastern side of Minto station.	Transport for NSW / Council	To be determined as precinct develops.	Delivery as part of Council's Section 7.11 Plan / VPA
New regional cycle routes near the railway line for better connections to the station and surrounding area.	Transport for NSW	To be determined as precinct develops.	Transport for NSW
Local cycle network improvements, including at: - Surrey Street - Stafford Street/Monaghan Council Street - Through Coronation Park to Rose Reserve.		To be determined as precinct develops.	Delivery as part of Council's Section 7.11 Plan / VPA
Streetscape works such as footpath improvements, pedestrian crossings, street tree planting, bicycle storage facilities and lighting.	Council	To be determined as precinct develops.	Delivery as part of Council's Section 7.11 Plan / VPA
Potential new local road connecting Ingleburn and Minto Industrial precincts (John Hely Link Road).	Council	Further local road network investigation to be undertaken by Council as the precinct develops.	Delivery as part of Council's Section 7.11 Plan / VPA
Additional learning spaces and infrastructure for primary and high schools.	Department of Education	To be determined as precinct develops.	Delivered as part of DoEs School Cluster Asset Plan

2. The Site

This Planning Proposal relates to the area to the east and northwest of Minto train station, encompassing the Shopping Centre near the railway station, residential areas and then Victoria Park to the north and Coronation Park to the south. This Planning Proposal is deliberately limited to the eastern side of Minto train station, as there is no present need to modify the planning controls relating to the industrial areas to the west and south of the train station as these match the strategy. An employment lands strategy is currently being prepared which will further review the area west of the station.

The subject site is bound by the Main South Rail Line to the west, Bow Bowing Creek to the north, Ben Lomond Road to the south and generally the Minto One Urban Renewal area beyond Pembroke Road to the east. The site is approximately 116 hectares in area, and is shown on Map 3 below.



Map 3 Aerial Map of Minto Town Centre and surrounding area

The shopping centre near the railway station (currently zoned B1 Neighbourhood Centre) contains 1-2 storey low rise commercial buildings and car parking, as well as some residential development undertaken prior to the zoning of this land as commercial. Residential development within the precinct consists of 1-2 storey single detached dwellings, dual occupancies and multi-dwelling development. Roads in the precinct consist of a mixture of through-roads and cul-de-sacs. Detailed analysis of the site context has been undertaken by DPIE, which includes:

- transport and movement
- walking catchment
- open space network
- topography
- flooding and drainage
- vegetation and ecology
- bushfire risk
- heritage
- recent residential development
- land ownership
- social Infrastructure

A summary of the site context from the Minto Precinct Plan is shown in Table 2 following.

A copy of the DPIE's Minto Precinct Map is included under Appendix 2.

Table 2 Summary of the Site Context Analysis including Council officer's comments

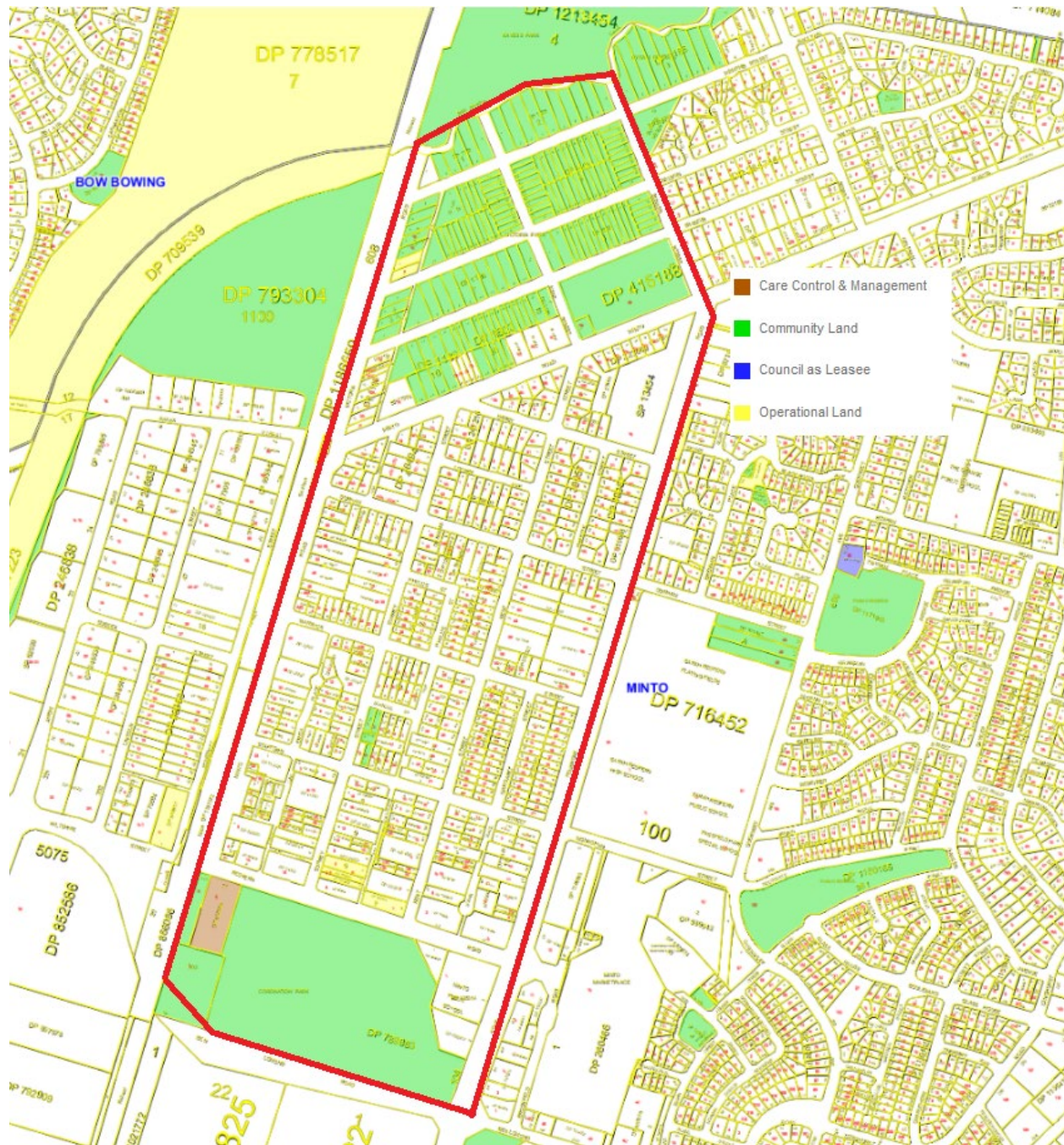
Aspect	Summary of findings from the Precinct Plan prepared by DPIE	Council's comments
Transport and movement	– Campbelltown Road and Pembroke Road serve as the primary north-south access ways in the precinct, while the Hume Motorway provides the main regional route for through traffic in the area. The main access points include Ben Lomond Road and Redfern Road which both run eastwest through the precinct. – East-west vehicle movements are limited, by the lack of road connections across the precinct due to the barrier formed by the rail line and the large industrial landholdings on the western side of the rail line. Ben Lomond provides the primary access across the rail line.	– A traffic study will be prepared to assess the impacts of the proposal on the roads and intersections within the precinct. – An additional vehicular crossing of the railway line is not required as part of this Planning Proposal. – Council's recently adopted Local Contributions Plan 2018 includes the widening of Ben Lomond Road where it crosses the Main Drain (Ben Lomond Bridge) from 3 lanes to four lanes. – Several of the roads within the Minto Precinct do not have adequate footpaths, drainage and lighting, and are required to be upgraded as part of the renewal of the precinct. Funding sources for these works will need to be determined.
Walking Catchment	– Pedestrian and cycling accessibility across the rail corridor is greatly restricted by the rail corridor and the lack of dedicated and signalised crossings along Minto and Redfern Roads, as well as Ben Lomond Road particularly near the school and public open spaces. – There are also a number of local streets with limited street lighting and pedestrian footpaths that further restrict active modes of transport.	– The pedestrian and cycling routes and accessibility will be further investigated as part of a Public and Urban Domain Strategy that will be prepared for the Minto Town Centre, after Gateway Determination. – Several of the roads within the Minto Precinct do not have adequate footpaths, drainage and lighting, and are required to be upgraded as part of the renewal of the precinct. Funding sources for these works will need to be determined.
Open Space Network	– Coronation Park provides significant recreational open space in the precinct. It is of regional significance, providing a number of community and sporting facilities which include an indoor leisure centre, 46 netball courts and associated building which host the NSW State Age Netball Championships, and a	– The current passive open space availability within the precinct is not sufficient to support the higher residential densities proposed, as it is used mainly used for regional sporting activities. – There is a need to provide additional open space within a

Aspect	Summary of findings from the Precinct Plan prepared by DPIE	Council's comments
	multipurpose oval. – South of Ben Lomond Road, public open space is limited to Pembroke Park. There are limited passive recreational opportunities in the precinct. – Bow Bowling Canal, located to the west of the railway line, flows north-south through the industrial area. This space is severely underutilised due to the lack of access, lighting and the built form character of the industrial land uses surrounding it.	short walking distance from the areas proposed for R4 High Density Residential, in the form of an expanded and embellished Murray Reserve, which this Planning Proposal involves. – The Planning Proposal makes provision for the acquisition of ten properties to allow for the expansion of Murray Reserve and embellishment of the park. – Traffic and noise impacts associated with the ongoing use of Coronation Park for netball tournaments present a likely land use conflict with the incoming high density residential population. – The provision of an upgraded Coronation Park would offset the loss of underutilised park land within Victoria Park.
Topography	– The topography within the precinct is relatively flat. The industrial area in the west of the precinct is flat until a sharp ridgeline cuts into the south-western corner of the precinct along Campbelltown Road. This ridge-line gives some of the industrial estates views down into Minto. – The eastern half of the precinct gently rises upwards to the ridgeline at Minto Heights. The residential area to the north of the precinct is flat and slopes gently down to the rail corridor and Bow Bowling Canal.	This is noted. The surrounding topography could assist in concealing views of higher density development within the Minto Urban Renewal Precinct from surrounding areas.
Flooding and Drainage	– Campbelltown City Council is currently preparing a Floodplain Management Plan to identify areas subject to flooding. Once finalised, this Plan will be used to manage flood risk and inform future planning for the precinct. – Any development of land within the precinct will need to consider whether the land is flood prone and address any relevant flooding control.	– The Floodplain Management Plan has identified no major flooding issues for the Minto Urban Renewal Precinct. An upgrade of drainage infrastructure within Murray Reserve is required.

Aspect	Summary of findings from the Precinct Plan prepared by DPIE	Council's comments
Vegetation and Ecology	– The precinct contains very little vegetation that is classified as Endangered Ecological Communities under the <i>Threatened Species Conservation Act 1995</i>. In the south of the precinct, Pembroke Park contains small areas of Cumberland Plain Woodland and River Flat Eucalypt Forest on Coastal Floodplains. – Other smaller tracts include vegetation on the corner of Ben Lomond Drive and Pembroke Road, framing a newly developed industrial site.	– A cluster of vegetation spanning approximately 6 properties in Pembroke Road/Kent Street contains native vegetation. Following gateway determination, additional work will be undertaken to determine whether any specific planning controls are required in order to protect this vegetation.
Bushfire Risk	– Due to the limited amount of vegetation in the precinct there is a relatively low amount of land that is subject to bushfire risk. The areas of risk are currently Pembroke Park which is unlikely to change use and newly developed industrial land to the south of Ben Lomond Road. – Any redevelopment of land within these bushfire prone areas will need to provide the required asset protection zones in accordance with relevant bushfire protection guidelines.	– Any redevelopment of land within these bushfire prone areas will need to provide the required asset protection zones in accordance with relevant bushfire protection guidelines.
Heritage	– There are no heritage items located in the precinct. – Located on the eastern boundary is Campbellfield (Redfern's Cottage), a local heritage item. Although not located within the precinct, any future development in the vicinity would need to consider this item.	– Since the release of the Minto Precinct Plan, Council has heritage-listed the Old St James Anglican Church as an item of local heritage significance. – The maintenance of a 9 metre maximum building height to St James Anglican Church and the land adjoining the church to the north, east and south (a road is to the west) would ensure that future development adjacent to the building is at a compatible scale. Clause 5.10 of Campbelltown LEP 2015 includes standard heritage provisions for the protection of heritage items. – Any future development in the vicinity of St James Church and

Aspect	Summary of findings from the Precinct Plan prepared by DPIE	Council's comments
		Redfern's Cottage would need to consider potential impacts upon these items.
Recent Residential Development	– Incremental low rise development has occurred throughout the precinct. – Much of the recent development has occurred outside of the precinct to the east at Minto Heights (One Minto), with some dispersed recent development occurring within the precinct. – A relatively low proportion of existing dwellings in Minto have been redeveloped. This provides opportunities for a large number of sites in the precinct to be redeveloped over the next 20 years due to the condition and age of the existing building stock.	– An increase in the development yields able to be achieved by changes to zoning, building heights and density is likely to result in significant redevelopment activity over the coming decades.
Land Ownership	– A number of land holdings are owned by Campbelltown City Council, including the Bow Bowling Creek and Canal, Coronation Park, Pembroke Park and the Indoor Sports Centre (see Map 4). – There is some residential strata titled land in the eastern corner of the precinct, and a small amount of industrial/commercial strata in the west of the precinct. – Overhead transmission wires and corresponding easements traverse the length of the precinct from the north to the south along the train line. This significant utility service and easement corridor represent a constraint to certain types of land within its vicinity.	– The rezoning and sale of some of Victoria Park for residential development would generate funding for public domain upgrades within the Minto Urban Renewal Precinct and surrounding area as well as the embellishment of Coronation Park and Murray Reserve including acquisition of additional open space. – The up-zoning of strata titled land as proposed increases its likelihood of being developed in accordance with the objectives of the Precinct Plan. – Council consulted with Endeavour Energy, and they do not support the undergrounding of high voltage power lines, which could pose a challenge to the redevelopment of the commuter car park site as envisaged by the Minto Precinct Plan. – The opportunity exists to achieve undergrounding of low voltage power lines, as envisaged by the Minto Precinct Plan, to improve public domain outcomes. This

Aspect	Summary of findings from the Precinct Plan prepared by DPIE	Council's comments
		could be achieved by a LEP/DCP standard requiring undergrounding to be undertaken by developers.
Social Infrastructure	– The precinct is well served by community facilities and infrastructure. – There are two open spaces, two schools, as well as a range of religious centres, childcare and early learning facilities, and community services. – Many of the community facilities are located in the eastern half of the precinct within an 800m radius of the station. The majority of the precinct's residents live in this eastern half of the precinct.	- Whilst the precinct is currently well served by community facilities and infrastructure, the incoming high density residential population would create a need for high quality open space facilities, which this Planning Proposal seeks to address.

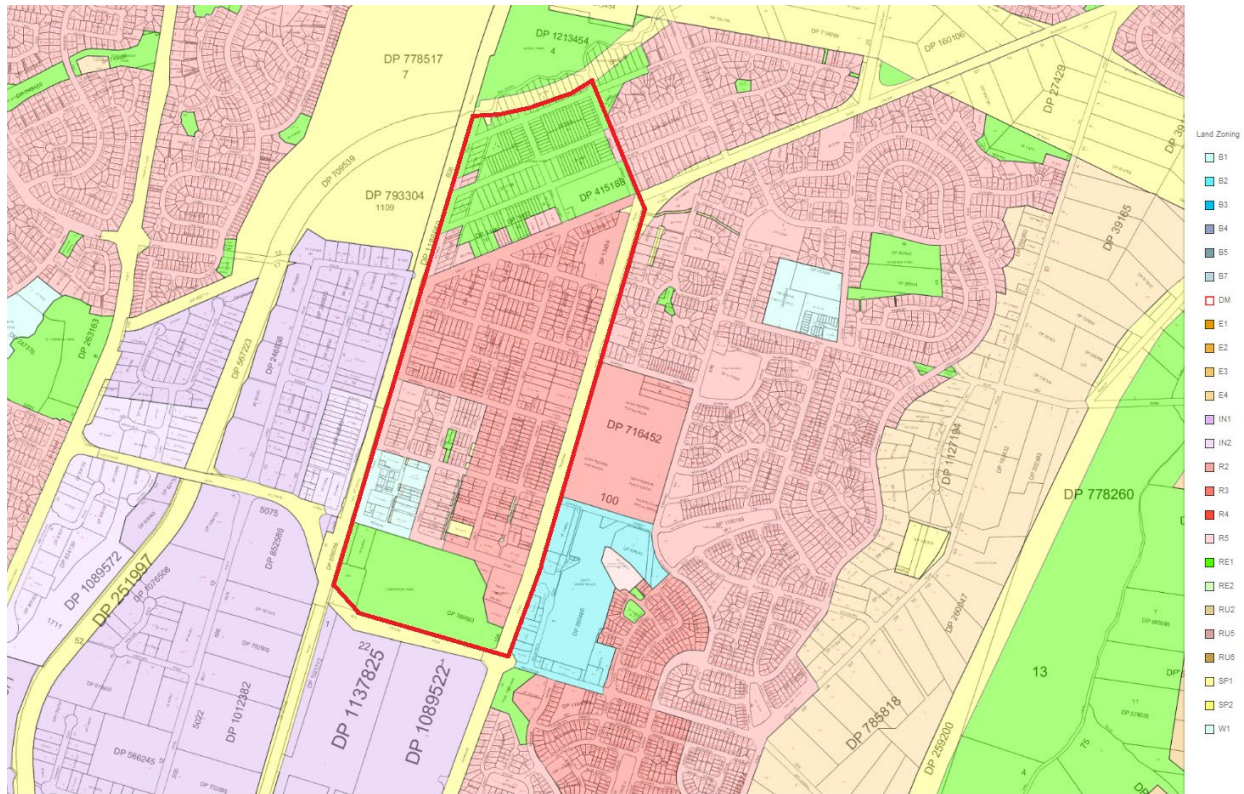


Map 4 - Map showing Council's landholdings

2.1 Existing Zoning

The site is currently subject to the CLEP 2015. The site includes the following zones under the CLEP 2015 (see Map 5 or Map 1.3 of Appendix 1):

- R2 Low Density Residential
- R3 Medium Density Residential
- B1 Neighbourhood Centre
- B2 Local Centre
- RE1 Public Recreation
- SP2 Telephone Exchange
- SP2 Local Road Widening
- SP2 Drainage
- SP2 Classified Road
- SP2 Railway Corridor



Map 5 Existing Zoning under the CLEP

Part 1 – Objectives or Intended Outcomes

The planning proposal intends to amend the CLEP 2015 to facilitate higher density mixed use development within the Minto Town Centre.

The planning proposal aims to:

- Increase residential density in the Minto Precinct
- Establish development controls to ensure redevelopment maintains an urban village feel
- Offer high level amenity for future residents
- Ensure that future residents have access to quality open space within their reach by acquiring additional land over time adjacent to Murray Reserve
- Incorporate public domain improvements as part of any future development within the Centre
- Provide additional medium density housing to the north of the precinct known as Victoria Park.
- Rationalise public open space to provide a funding mechanism for acquisition and embellishment of public open space within walking distance of residential land uses.
- Facilitate the creation of a cohesive, safe and walkable street network.

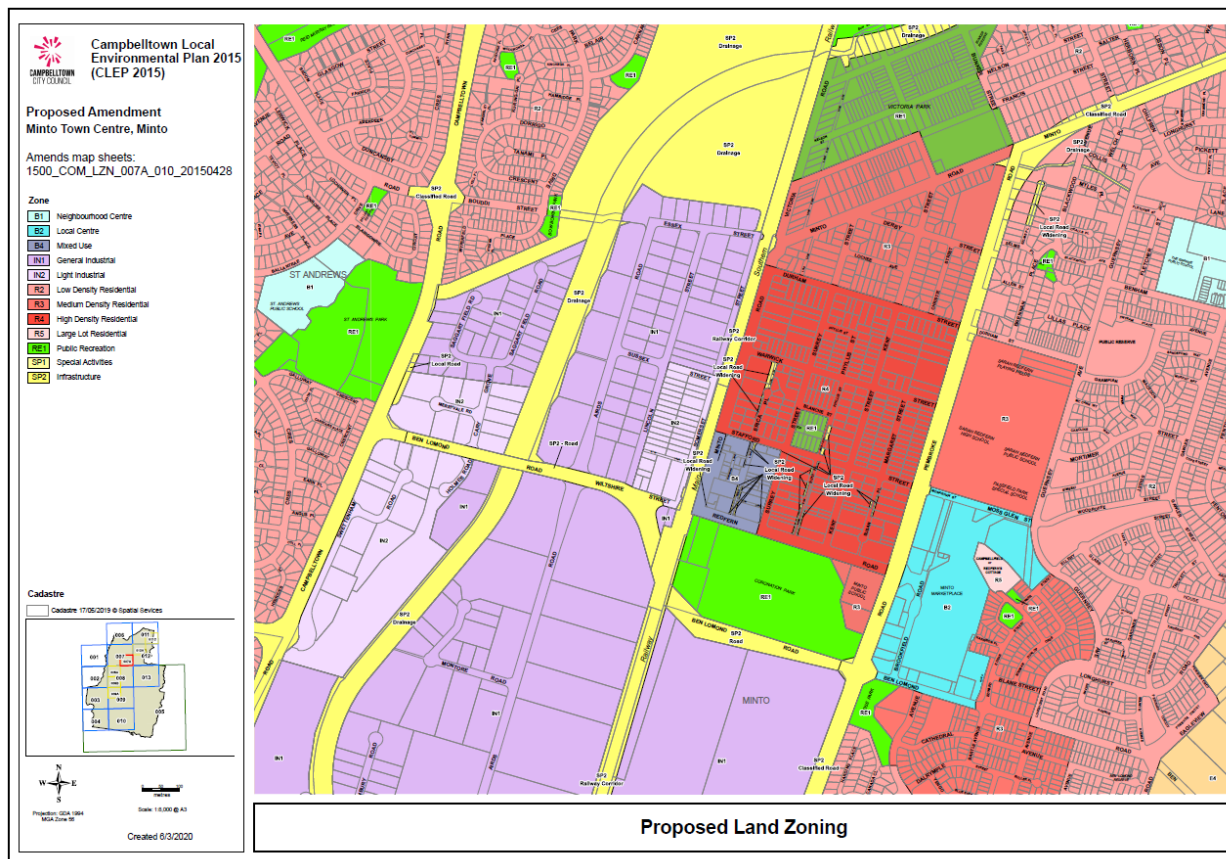
Certain areas are proposed to be rezoned to public open space to provide parks within walking distances from higher density residential uses.

The increased number of dwellings would increase the population within Minto and would promote and stimulate future economic activity within the area.

Part 2: Explanation of provisions

The proposed outcome will be achieved by:

- a) Amending the zoning map that applies to the site under the CLEP 2015 in accordance with the proposed zoning Map shown on Map 6 and Appendix 1 – Map 1.4 Proposed Zoning Map under the CLEP 2015.
- The B1 Neighborhood Centre zone is proposed to be rezoned to B4 Mixed Use.
 - The R2 Low Density Residential zone within the Precinct will be rezoned to R4 High Density Residential.
 - The R3 Medium Density Residential zone to the south of Durham Street will be rezoned to R4 High Density Residential. The R3 Medium Density Residential zone north of Durham Street to Minto Road will maintain its current zoning.
 - The properties known as 10 Stafford Street, 14-20 Stafford Street, 5-11 Blanche Street and 17 Phyllis Street, which are currently zoned R2 Low Density Residential, will be rezoned RE1 public open space.
 - Some land to the north of Minto Road (part of Victoria Park) will be rezoned from RE1 Public Recreation to R3 Medium Density Residential.
 - Two allotments in the northern part of Victoria Park will be rezoned from R2 Low Density Residential to RE1 public open space, to reflect their ongoing use as public open space.
 - Small sections of land within Erica Place and Erica Lane will be rezoned to SP2 Local Road Widening.



Map 6 Proposed Zoning Map under CLEP 2015

b) Amending the CLEP Height of Buildings Map in accordance with the map shown at Appendix 1 – Map 1.6 Proposed Height of Buildings Map, to incorporate the following changes:

- Increase the maximum building height from 9 metres (3 storeys) to between 13-19 metres (4-6 storeys) in the B4 zone. Six storey buildings would include 2 storeys of retail and commercial with 4 storeys of residential above.
- Increase the building height from 8.5 metres (2 storeys) to 19 metres (6 storeys) in the areas nearby the town centre being rezoned from R2 and R3 to R4.
- Increase the building height from 9 metres (3 storeys) to 13 metres (4 storeys) in the areas further from the town centre being rezoned from R3 to R4 (The heritage-listed St James Anglican Church and the land adjoining the church to the north, east and south (a road is to the west) would maintain a maximum building height of 9 metres to ensure that any future development adjacent to the church is compatible in scale.

The proposed building heights have been designed to achieve the following outcome:

- Ensure that the urban village feel is maintained by reducing building heights moving away from the railway station
 - Provide additional dwellings within a walking distance to the railway station
 - Increasing densities to help support and facilitate economic growth
 - Maximise solar access within the core area
 - Protect the heritage values of St James Anglican Church
- c) Amend Section 4.1C (Minimum qualifying site area and lot size for certain residential and centre-based child care facility development in residential zones) by including a qualifying area of 800m² for mixed use development/shop top housing and 1,500m² for residential apartment buildings within the areas identified as B4 and R4 in Map 1.4. The above qualifying site areas were selected after detailed analysis of hypothetical scenarios of potential amalgamation of allotments, taking into consideration land ownership, strata development and development applications that have been approved or currently under assessment. The analysis has indicated that the proposed figures of 800sqm and 1,500sqm for qualifying site area are achievable and would potentially minimise the isolation of allotments.
- d) Include a FSR requirement for residential apartment buildings within the R4 zone. **This numerical standard is yet to be determined.**
- e) Include an FSR for the commercial/ retail components of the development. In this regard it is proposed that the retail/commercial uses would occupy the ground and first floors. An FSR is proposed for the residential component of the building which is proposed to occupy the remaining floors. **This numerical standard is yet to be determined.**
- Notably, a master plan is proposed to be prepared as part of the preparation of a site specific DCP for the Minto precinct and the proposed FSRs for the areas zoned B4 mixed use would need to be further refined for alignment with the master plan.
- f) Reclassifying the Police Citizens Youth Club (PCYC) site and part of Victoria Park from Community Land to Operational Land. A separate document that discusses the proposed reclassification of land in detail accompanies the Planning Proposal. This document includes information required to be provided as outlined in a checklist prepared by the Department of Planning, Industry and Environment.
- g) Insert a provision requiring all new development in the shopping centre (the land to be rezoned to B4 Mixed Use) to address Minto Road, Redfern Road, Surrey Street, Stafford Street and Erica Lane as active street frontages.

- h)** Add the land identified for acquisition for road widening and public recreation purposes to the Land Reservation Acquisition Map and make related changes to Clause 5.1.

Part 3: Justification for the Planning Proposal

Section A – Need for the Planning Proposal

Q1. Is the Planning Proposal a result of any strategic study or report?

The planning proposal is a result of the release of the Corridor Strategy. As discussed in previous sections of this planning proposal, in late December 2017 the DPIE announced the release of final plans (after considering the outcomes of public consultation) for each train station precinct within the Campbelltown LGA excluding Glenfield.

Council is leading the rezoning of the Minto precinct to ensure that the Minto Precinct Plan is appropriately implemented in a holistic manner so that the collective impacts of the increased densities are appropriately considered and addressed. This approach best manages the identification of the required upgrade in infrastructure and the mechanisms to fund it.

Planning proposals initiated by Council would be in accordance with Council's policy, provide certainty to the community and the development industry and potentially eliminate planning proposals submitted by individuals for individual sites.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The planning proposal represents the best means of achieving the objectives and intended outcomes for the Minto precinct as the current land use zoning and building heights under the CLEP 2015 would not achieve the vision for the Minto precinct.

Section B – Relation to Strategic Planning Framework

Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft Strategies)?

The planning proposal is consistent with the objectives and aims of the following Strategic Plans:

- A Plan for Growing Sydney
- Towards Our Greater Sydney 2056 (TOGS) and The Greater Sydney Region Plan, A Metropolis of Three Cities
- The Western City District plan
- Greater Macarthur Growth Area

– **A Plan for Growing Sydney**

On 14 December 2014, the NSW Government released ‘*A Plan for Growing Sydney*’ which outlines actions to achieve the Government’s vision for Sydney to become a ‘strong global city and a great place to live’.

‘A Plan for Growing Sydney’ sets a strategy for accommodating Sydney’s future population growth and identifies the need to deliver 689,000 new jobs and 664,000 new homes by 2031. The Plan identifies that the most suitable areas for new housing are in locations close to jobs, public transport community facilities and services.

The planning proposal is consistent with the actions and objectives of ‘*A Plan for Growing Sydney*’ as the planning proposal will facilitate high density mixed use and residential development within walking distance of Minto Train Station.

In March 2018, the NSW Government released the Greater Sydney Region Plan, A Metropolis of Three Cities, which is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities and services.

The vision for the future of Sydney as identified in TOGS is for the reorganisation of centres to become supported by public transport. The vision identifies three cities known as the Western, Central and Eastern Cities. The vision identifies goals and objectives for the three respective cities. Minto is located within the Western City as part of the vision.

The study has four key components that are in place to drive the three cities vision including:

- Infrastructure and collaboration
- Liveability
- Productivity
- Sustainability

Most relevant to this planning proposal are the vision statements relating to liveability and productivity. Increasing residential densities within close proximity to Minto train station would ensure that more people would be located within walking distance to public transport, jobs and services.

– **The Western City District Plan**

The vision for Greater Sydney as a metropolis of three cities - the Western Parkland City, the Central River City and the Eastern Harbour City and a 30-minute city - means residents in the Western City District will have quicker and easier access to a wider range of jobs, housing types and activities. This vision will improve the District's lifestyle and environmental assets.

The Western City District Plan identifies a 20-year plan to manage growth and achieve the 40-year vision. Emphasis is also placed on enhancing Greater Sydney's liveability, productivity and sustainability into the future. It is a guide for implementing *A Metropolis of Three Cities* - the Greater Sydney Region Plan at a District level and is a bridge between regional and local planning.

The planning proposal is consistent with the objectives and planning priorities for the *Western City District Plan* as demonstrated below:

- Planning Priority W3 - The Planning Proposal supports integrated land uses to provide services that meets the needs of the communities;
- Planning Priority W6 - The planning proposal supports the creation of great local places with a mix of land uses and provision of well-designed open space; and
- Planning Priority W11 - The planning proposal supports investment and business activity in local centres and the creation of local jobs.

– **Glenfield to Macarthur Urban Renewal Precincts**

The Corridor Strategy was released by the State Government for the purposes of revitalisation of existing urban centres through good design, providing jobs, open space and improved movement networks.

As discussed in the introduction of this planning proposal, Minto is one of the identified precincts for revitalisation and future rezoning as part of the Corridor Strategy.

The Plan identifies the Minto precinct as an important employment centre that meets the community's retail needs, with capacity to provide for a 3-6 storey mixed use retail/residential area adjacent to the train station and 3-6 storey medium rise residential development to the north and east of the mixed use precinct. This planning proposal is generally consistent with the Minto Precinct Plan. Table 3 below illustrates consistency with the Minto Precinct Plan Vision.

Table 3 Assessment of the planning proposal against the Minto Vision as presented in the Minto Precinct Plan

Vision	Relevant Directions	Consistent	Comments
Housing	– Provide a variety of housing types within walking distance of the station to cater for all members of the community	Yes	– This proposal would facilitate apartment buildings and mixed use development (Shop top housing) as well as multi-dwelling housing.
	– Retain the existing character of areas north of	Yes	– The areas immediately to the north of Durham Street would retain their Medium Density Residential zoning,

Vision	Relevant Directions	Consistent	Comments
	Durham Street, while encouraging medium rise apartments west of Pembroke Road		whilst the scattered low density residential properties and the southern parts of Victoria Park would be rezoned to Medium Density Residential.
Jobs	– An upgraded local centre will complement Minto Marketplace by creating a lively and active hub around the station that services the daily shopping needs of residents and commuters.	Yes	– The proposed mixed use zoning near the train station would support and create local jobs, and increasing the residential population in proximity to both the Minto Town Centre and Minto Marketplace would support both centres' ongoing viability.
	– Construction and industrial related jobs will continue to be the major land use for the precinct as the demand for new housing increases.	Yes	– This Planning Proposal does not propose any changes to the planning controls for Minto's industrial lands and therefore would not affect construction and industrial related employment.
	– Longer term potential for the precinct's employment lands to accommodate industrial related office uses and more consolidated employment activities.	Yes	– The current planning controls for Minto's industrial lands do not prevent industrial uses with office components.
Move- ment Network	– Promote cycling and walking by providing new shared pathways, separated cycleways, footpaths, pedestrian refuges, street tree planting, bicycle storage facilities and lighting.	Yes	– The provision of cycle routes within Minto and upgraded roads and footpaths under the Campbelltown Local Infrastructure Contributions Plan 2018 would promote cycling and walking.
	– Develop a continuous, safe regional commuter and recreational cycle route from Glenfield to Macarthur adjacent to the rail corridor.	Yes	– The provision of cycle routes within Minto under the Campbelltown Local Infrastructure Contributions Plan 2018 would achieve this outcome.
	– Introduce new local cycle routes to improve connections with Minto station and the surrounding area, including through the northern ecological corridor.	Yes	– The provision of cycle routes within Minto under the Campbelltown Local Infrastructure Contributions Plan 2018 would achieve this outcome.
		Yes	– The Campbelltown Local Infrastructure

Vision	Relevant Directions	Consistent	Comments
	– Improve connections between Minto Marketplace and Minto station through the transformation of Redfern Road as a major transport route with widened footpaths, cycle paths and street tree planting.		Contributions Plan 2018 includes funding for public domain upgrades that would facilitate the upgrade of Redfern Road as envisaged by the Precinct Plan.
Open Space and Public Domain	– Enhance the local centre around Minto station with pedestrian friendly streets, outdoor dining, street tree planting, inviting public gathering spaces and attractive street furniture.	Yes	– As part of this proposal, a public domain strategy is recommended to be prepared. The public domain strategy should provide recommendations in terms of street planting, street furniture, footpaths width and the like, as well as the creation of a civic plaza. The strategy would then feed into a site specific DCP and Council's S7.11 development contribution plan to enable it to be implemented.
	– Establish a quality open space and public domain network that provides better linkages to and upgrades of existing open spaces.	Yes	– This proposal includes the expansion of Murray Reserve to allow for enhanced passive open space.
	– Enhance the importance of Coronation Park as a district asset through a diversification of uses, upgraded change rooms and a district size children's playground.	Yes	– The Campbelltown Local Infrastructure Contributions Plan 2018 would allocate funding for the upgrade of Coronation Park to a regional park.
Built Form	– Ground floor retail and local jobs within the local centre around Minto station to generate activity.	Yes	– The proposed rezoning of the Minto Town Centre to B4 Mixed Use will facilitate this outcome.
	– Providing a range of building heights, with increased heights closest to the station to maximise pedestrian activity and increase trade for local businesses.	Yes	– The planning proposal provides for a range of building heights with the tallest buildings to be developed adjacent to the train station.

The most significant proposed departure from the Minto Precinct Plan is that the Planning Proposal does not seek to rezone the commuter car park on the eastern side of Minto railway station to mixed use, and instead seeks to retain the existing public recreation zoning. The reasons for this are:

- In the short term, this land is required for commuter car parking.
- In the long term, if commuter car parking is consolidated on the western side of the railway line in a multi-storey car park, the land would be better used for the expansion/embellishment of Coronation Park, in particular a potential expansion of the Minto Indoor Sports Centre.
- The land is traversed by a high voltage electricity line, which Endeavour Energy does not agree to be placed underground, which makes the site unsuitable for a mixed use building.

The other notable difference between the Precinct Plan and this Planning Proposal is the proposed rezoning of part of Victoria Park to Medium Density Residential (which would allow for the sale of this land and use of the funds generated to upgrade acquire land to expand Murray reserve, embellish open space in the precinct and fund public domain improvements in Minto.

Accordingly, the Planning Proposal is considered to be generally consistent with the Minto Precinct Plan, and justifiably inconsistent in two minor aspects.

Greater Macarthur 2040 – An interim plan for the Greater Macarthur Growth Area

Greater Macarthur 2040 is a land use and infrastructure implementation plan that seeks to set a vision for the Macarthur Growth Area as it develops and changes. It aims to enhance the region's liveability, productivity and sustainability. The plan sets a long term vision and will be reviewed as information becomes available. It provides a framework for the future of the two elements of the Greater Macarthur Growth Area: in the north, the urban renewal of the rail corridor from Glenfield to Macarthur, and in the south, the development of land release areas from Menangle Park to Appin. The draft Plan aims to:

- Provide new homes and local centres
- Create local jobs (21,000 jobs are anticipated to be created within the Glenfield to Macarthur urban renewal precincts)
- Facilitate collaborative planning
- Improve transport connections
- Provide open space and parks
- Protect koala habitat

The draft plan sets out six key actions as follows:

1. Rezoning of precincts as agreed with Councils

2. Finalisation of the Special Infrastructure Contributions Levy
3. Preparation of a Cumberland Plain Conservation Plan
4. Develop business cases for public transport and road improvements
5. Establishing an economic development strategy for the growth area
6. Land owners will have the opportunity to bring forward the release and rezoning of land where there is no financial impost on Government.

With regard to Minto, the Plan largely reiterates the relevant goals of the Glenfield to Macarthur Urban Renewal Corridor Strategy. Those specifically mentioned in the Plan include:

- Generate activity with ground floor retail and local jobs in the centre.
- Provide a range of building heights, with higher buildings close to the station to maximise pedestrian activity and increase trade for local businesses.
- Potential for the provision of 350 new dwellings.
- Minto will be an important employment centre and evolve to meet the local community's retail needs.

The Planning Proposal is consistent with these goals.

Q4. Is the Planning Proposal consistent with Council's local strategy or other local strategic plan?

Campbelltown 2027 Community Strategic Plan

Campbelltown 2027 is Campbelltown City Council's highest level, strategic planning document. It outlines the aspirations of the city's people, and details how Council and other key stakeholders will achieve those goals over the next 10 years.

The planning proposal is considered to be consistent with the relevant outcomes headed accordingly within the Plan:

- A vibrant, liveable city;
- A thriving attractive city; and
- A successful city.

The proposed increase in residential densities would provide the opportunity for a revitalised commercial and retail core which will support the growth of a strong local economy.

Relevant to Minto precinct is Strategy No 4.6 (Plan and invest in the revitalisation of Campbelltown-Macarthur Town Centre, Ingleburn and other town centres), which is identified as one of the main actions needed to achieve a successful city.

Campbelltown Local Planning strategy 2013

The Campbelltown Local Planning Strategy (CLPS) is a background document which informed the preparation of Campbelltown Local Environmental Plan 2015 (the CLEP 2015). It was endorsed by Council at its meeting on 26 March 2013.

The CLPS states that the “minor centres” of Leumeah, Minto (including Minto Mall) and Macquarie Fields Station are to provide additional development/redevelopment prospects over time as they evolve into suburban villages.

Another relevant objective outlined in the CLPS is to constrain the development of additional retail floor space at Minto Marketplace, whilst facilitating the transformational change of Minto into a mixed use centre (“Suburban Village”) without adversely impacting the feasibility and hierarchy of both centres. In this regard, as the Planning Proposal does not seek to zone any additional land for commercial purposes, it would not detrimentally affect the ongoing feasibility of Minto Marketplace, and the incoming residential population would support the commercial operations within both the eastern and western sections of the Minto Precinct.

Accordingly, the Planning Proposal is consistent with the provisions of the CLPS.

7.4 Campbelltown Local Strategic Planning Statement

Council has adopted a Local Strategic Planning Statement (LSPS). Of relevance to this planning proposal are the following policy positions, which the planning proposal is considered to be consistent with:

1.24 – Work in partnership with Government to enable urban growth supported by infrastructure with a focus on connectivity through sustainable land use integrated with transport planning, and transit-orientated development

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

2.8 – Work with the NSW Government to refine and implement Greater Macarthur 2040 to achieve required growth and respect local needs and priorities, and the environmental context

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

2.12 – Promote housing diversity through local planning controls and initiatives

2.14 Prepare masterplans for the town centres identified within the Glenfield to Macarthur Urban Renewal Corridor that incorporate opportunities for in-centre living

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, with maximum frontage to public streets and minimal impediments

3.7 – Manage development outcomes having appropriate regard to environmental and heritage considerations

6.17 Design and upgrade parks and open space for a diverse and growing population.

6.19 Continue to promote and work with Government and other key stakeholders to achieve the conservation of open space for community and recreational use

6.25 Work towards residents being a maximum of 400 metres from quality open space

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.

10.4 Develop and deliver masterplans for the renewal precincts identified along the Glenfield to Macarthur Rail Corridor – Macquarie Fields, Ingleburn, Minto (noting Leumeah is part of the Campbelltown City Centre)

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

Q5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The planning proposal is consistent with applicable State Environmental Planning Policies. See Table 3 and Table 4 below.

Table 4 Assessment of the Planning Proposal against Relevant State Environmental Planning Policies

No.	State Environmental Planning Policies (SEPPs)	Consistency	Comments
19	Bushland in Urban Areas	Yes	Clause 10 of SEPP 19 states that: <i>When preparing draft local environmental plans for any land to which this Policy applies, other than rural land, the council shall:</i> <i>(a) have regard to the general and specific aims of the Policy, and</i> <i>(b) give priority to retaining bushland, unless it is satisfied that significant environmental, economic or social benefits will arise which outweigh the value of the bushland.</i> The precinct contains pockets of bushland within residential and open space land. Development on these sites would be subject to the provisions of the Biodiversity Conservation Act 2016, Campbelltown Local Environmental Plan 2015 and Campbelltown Sustainable City Development Control Plan 2015. The planning proposal does not propose to amend the zoning of these parcels of land. A separate planning proposal which is post gateway is seeking to add a terrestrial biodiversity layer where applicable.
55	Remediation of Land	Yes	SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing risk and harm to human health or any other aspects of the environment. Clause 6 of the SEPP requires Council to consider the potential for contamination. A preliminary review of the precinct has not raised any evidence of past or current potentially contaminating land uses. However, following Gateway determination, Council will undertake a comprehensive contamination review. Of particular importance is the land within Coronation Park proposed to be rezoned to R3 Medium Density Residential.

No.	State Environmental Planning Policies (SEPPs)	Consistency	Comments
			In addition, any contaminated land issues would be addressed in association with future development applications submitted for land within the precinct.
	Infrastructure (2007)	Yes	Division 15 of the Infrastructure SEPP (in particular Subdivision 2) would apply to development within the precinct. This section of the SEPP requires applications for certain development within or adjacent to the rail corridor to be referred to Sydney Trains prior to determination. In addition, the consent authority would be required to consider the impact of rail noise and vibration on development such as residential accommodation, places of public worship, hospitals, educational establishments and centre-based childcare facilities, where they are proposed on land adjacent to the rail corridor.
	Sydney Growth (2006) Region Centres	Yes	The Minto precinct is within the boundaries of the Greater Macarthur Growth Area under the Growth Centres SEPP. Clause 16 of the SEPP states that until provisions have been specified in a Precinct Plan (within the SEPP), consent must not be granted to development within a growth centre unless the consent authority has taken into consideration numerous matters. Should this Planning Proposal proceed to an amendment to the CLEP 2015, these matters will still need to be considered, as this Planning Proposal would not create a Precinct Plan pursuant to the SEPP. Similarly, at present Clause 17 of the SEPP requires development within a growth centre with a capital investment value of greater than \$500,000, a land area of more than 2 hectares, or a subdivision of land into 2 or more lots to be referred to the Director-General for comment until provisions have been specified in a Precinct Plan pursuant to the SEPP. As this Planning Proposal would not create a Precinct Plan pursuant to the SEPP, these referral triggers will continue to apply if this Planning Proposal proceeded to an amendment to the CLEP 2015.

Q6. Is the Planning Proposal consistent with applicable s9.1 Ministerial Directions?

The planning proposal is either considered consistent, justifiably inconsistent or the inconsistency is of minor significance with the applicable s9.1 Ministerial Directions. See Table 5 for an assessment of the planning proposal against the relevant Section 9.1 Ministerial Directions.

Table 5 Assessment of the Planning Proposal against the relevant Section 9.1 Ministerial Directions

Ministerial Direction	Consistency	Assessment
1.1 Business and industrial Zones	Yes	This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary and/or reduction in floor space). The planning proposal would not reduce the amount of land available for employment related land uses, as all business and industrial zones would be retained. It would also rezone the commercial centre across from the railway station from B1 Neighbourhood Centre to B4 Mixed Use and increase building height from 9m to 26m. These changes would allow for the construction of additional commercial floor space and increased diversity of employment. The proposal is consistent with this Direction.
2.3 Heritage Conservation	Yes	The Direction applies whenever a relevant planning authority prepares a planning proposal. The Study area includes one heritage item of local significance, the Old St James Anglican Church. The maintenance of a 9 metre maximum building height to St James Anglican Church and the land adjoining the church to the north, east and south (a road is to the west) would ensure that it is not dwarfed by buildings of an incompatible scale. Clause 5.10 of Campbelltown LEP 2015 includes standard heritage provisions for the protection of heritage items. The planning proposal is consistent with this Direction.
3.1 Residential Zones	Yes	This direction applies when a relevant planning authority prepares a planning proposal that will affect land within: (a) an existing or proposed residential zone (including the alteration of any existing residential zone boundary), (b) any other zone in which significant residential development is permitted or proposed to be permitted. The proposal is consistent with this Direction as the proposed rezoning of land to Mixed Use, High Density Residential and Medium Density Residential would broaden the choice of dwelling types and make more efficient use of existing infrastructure and services.

Ministerial Direction	Consistency	Assessment
3.3 Home Occupations	Justifiably inconsistent	The Direction requires planning proposals to permit home occupations without consent in dwelling houses. However, the Standard LEP only mandates home occupations to be permissible without consent in R1 and R2 Zones indicating that dwelling houses and home occupations would not be a major land uses in more dense zones. This planning proposal is rezoning land to R3, R4 and B4. Dwelling houses are permissible with consent only in the R3 Zone. Campbelltown LEP 2015 allows home occupations, with consent, in all three zones. This will cover the legacy of existing houses within those latter two zones until redevelopment occurs. The outcome is that home occupations will be allowed across all zones from R1 to R4 expanding its potential uptake. Any inconsistency is considered of minor significance and justified.
3.4 Integrating Land Use and Transport	Yes	This direction applies when a relevant planning authority prepares a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes. A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of: (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and (b) The Right Place for Business and Services – Planning Policy (DUAP 2001). The proposed rezoning is consistent with principles of Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and The Right Place for Business and Services – Planning Policy (DUAP 2001) and therefore with the Direction for the following reasons: – The site is within walking distance of Minto Railway Station. – The site is serviced by several local bus routes
4.3 Flood Prone Land	Yes	This direction applies when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land. Council's Floodplain Management Plan has identified no major unmanageable flooding issues for the Minto precinct. An upgrade of drainage infrastructure within Murray Reserve is required. Drainage works will be required within the public road for the proposed R3 zone at Victoria Park.

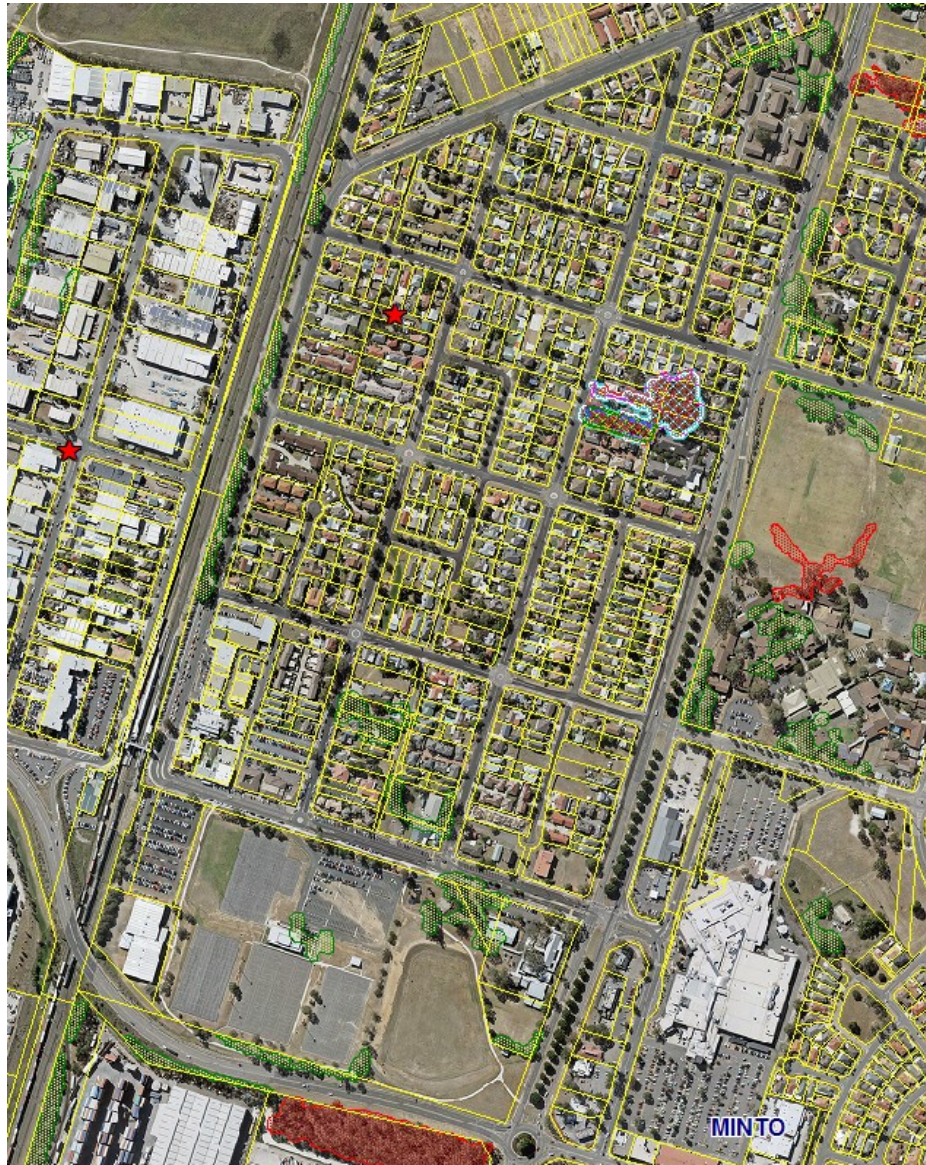
Ministerial Direction	Consistency	Assessment
4.4 Planning for Bushfire Protection	Yes	This Direction applies when a relevant planning authority prepares a planning proposal that will affect, or is in proximity to land mapped as bushfire prone land. The Bushfire Prone Land Map identifies part of Victoria Park as being bushfire prone, however this section of land would not be subject to zoning changes. The Planning Proposal is therefore consistent with the Direction. Council's mapping of grasslands, as potential bushfire prone land, could raise future issues in relation to this Direction. It is proposed to refer the Planning Proposal to the NSW Rural Fire Service for its comment.
6.2 Reserving Land for Public Purposes	Inconsistency is of minor significance	The objectives of this direction are: (a) to facilitate the provision of public services and facilities by reserving land for public purposes, and (b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition. The Planning Proposal seeks to make the following changes to land for public purposes: Erica Place - Land between Erica Place and Warwick Street is to be identified and reserved as a public road to provide for through traffic. - The land will be identified on the Land Reservation Acquisition Map with Campbelltown Council as the acquisition authority. Erica Lane - Land on the western side of Erica Lane is to be identified and reserved as a public road, in addition to that already identified and reserved on the eastern side of Erica Lane. This will create a road width of 15 metres and allow for Erica Lane to become an active walkable street with two traffic lanes and footpath on both sides. - The land will be identified on the Land Reservation Acquisition Map with Campbelltown Council as the acquisition authority. Murray Reserve - It is proposed to acquire 10 residential lots and add them to Murray Reserve to expand it to 7,500m² and rezone them to RE1 Public Recreation. - These lands will be identified on the Land Zoning Map and Land Reservation Acquisition Map with Council as the acquisition authority. - The land will be identified as Community Land when it is acquired by Council. - This centrally located open space will offset loss of open space in Victoria Park. Victoria Park

Ministerial Direction	Consistency	Assessment
		- It is proposed to rezone part of Victoria Park from RE1 Public Recreation to R3 Medium Density Residential Zone. - This will require reclassification of the land from Community to Operational to enable development and potential sale of the land. A separate document that discusses the proposed reclassification of land in detail accompanies the Planning Proposal. This document includes information required to be provided as outlined in a checklist prepared by the Department of Planning, Industry and Environment. - It will also require approval of the Governor to remove the public reserve status. - This land is currently not used for active open space. - Residential development would provide a better street frontage to the remainder of the reserve and provide greater security through passive surveillance. The remainder of Victoria Park could be enhanced with funds provided by development or sale of the land, in addition to broader enhancements within the Minto Town Centre. - The overall impact of the inconsistency is therefore considered to be of minor significance. The Planning Proposal is considered justifiably inconsistent with this Direction as it is of minor significance.
7.1 Implementation of A Plan for Growing Sydney	Yes	The proposal is consistent with the requirements of the strategy as discussed in Part 3 of this planning proposal.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Yes	This direction applies when a relevant planning authority prepares a planning proposal for land within the precincts between Glenfield and Macarthur. A planning proposal is to be consistent with the precinct plans approved by the Minister for Planning and published on the Department's website on 22 December 2017. The proposal is generally consistent with the Minto Precinct Plan. Further details on this matter are included in in Table 3.1 under Part 3 of the Planning Proposal.

Section C – Environmental social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The study area is almost fully developed with commercial and residential buildings. A small portion has a community of vegetation identified as Cumberland Shale Plain Woodland, as shown on the Map 7 below.



Map 7 Cumberland Plain Woodland – Minto Town Centre

Council will be consulting with the OEH in relation to the vegetation on those sites. There is no proposal to clear the vegetation as the site is not currently subject to a development application. These particular sites are highly inhibited by vegetation, and any proposal to redevelop them would need to be accommodated by detailed biodiversity studies. Council has prepared a separate proposal which will add a terrestrial biodiversity layer to the CLEP 2015 over relevant vegetation.

Q8. *Are there any other likely environmental effects as a result of the rezoning submission and how are they proposed to be managed?*

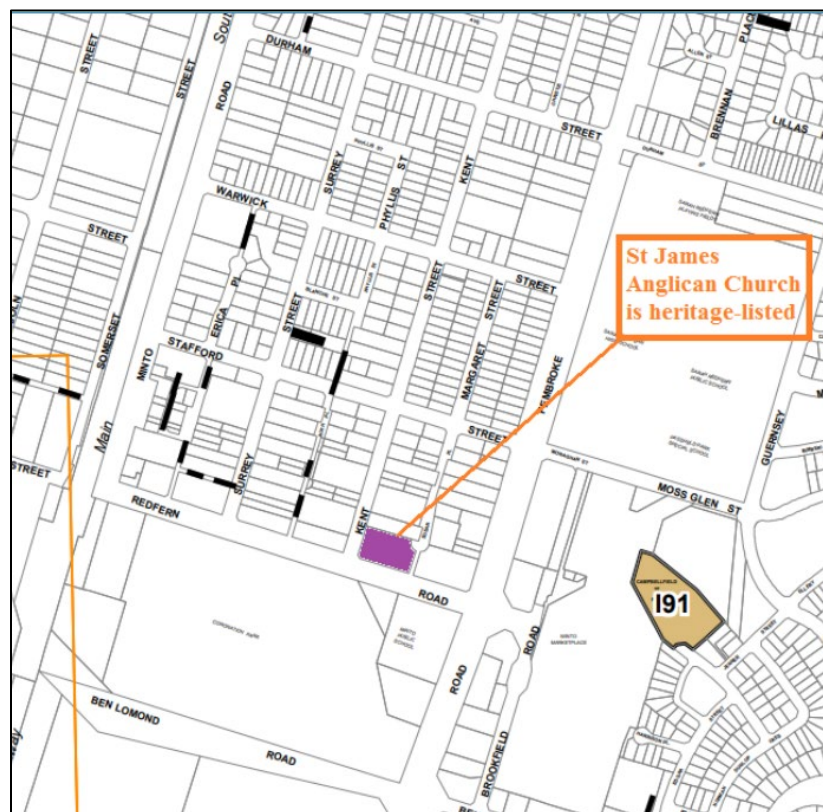
As discussed above, the Minto precinct is almost fully developed with commercial and residential buildings. In this regard the following matters will be further investigated after the Gateway Determination:

Heritage

The site contains 1 item of local heritage significance under Schedule 5 of the CLEP 2015.

- 2 Kent Street, Minto – Old St James Anglican Church

The location of the local heritage items is shown on the Map 8 below:



Map 8 Heritage Items – Minto Town Centre

The maintenance of a 9 metre maximum building height to St James Anglican Church and the land adjoining the church to the north, east and south (a road is to the west) would ensure that future development is of a compatible scale. Clause 5.10 of Campbelltown LEP 2015 includes standard heritage provisions for the protection of heritage items.

Redfern Cottage, heritage item I91 is located just outside the study area.

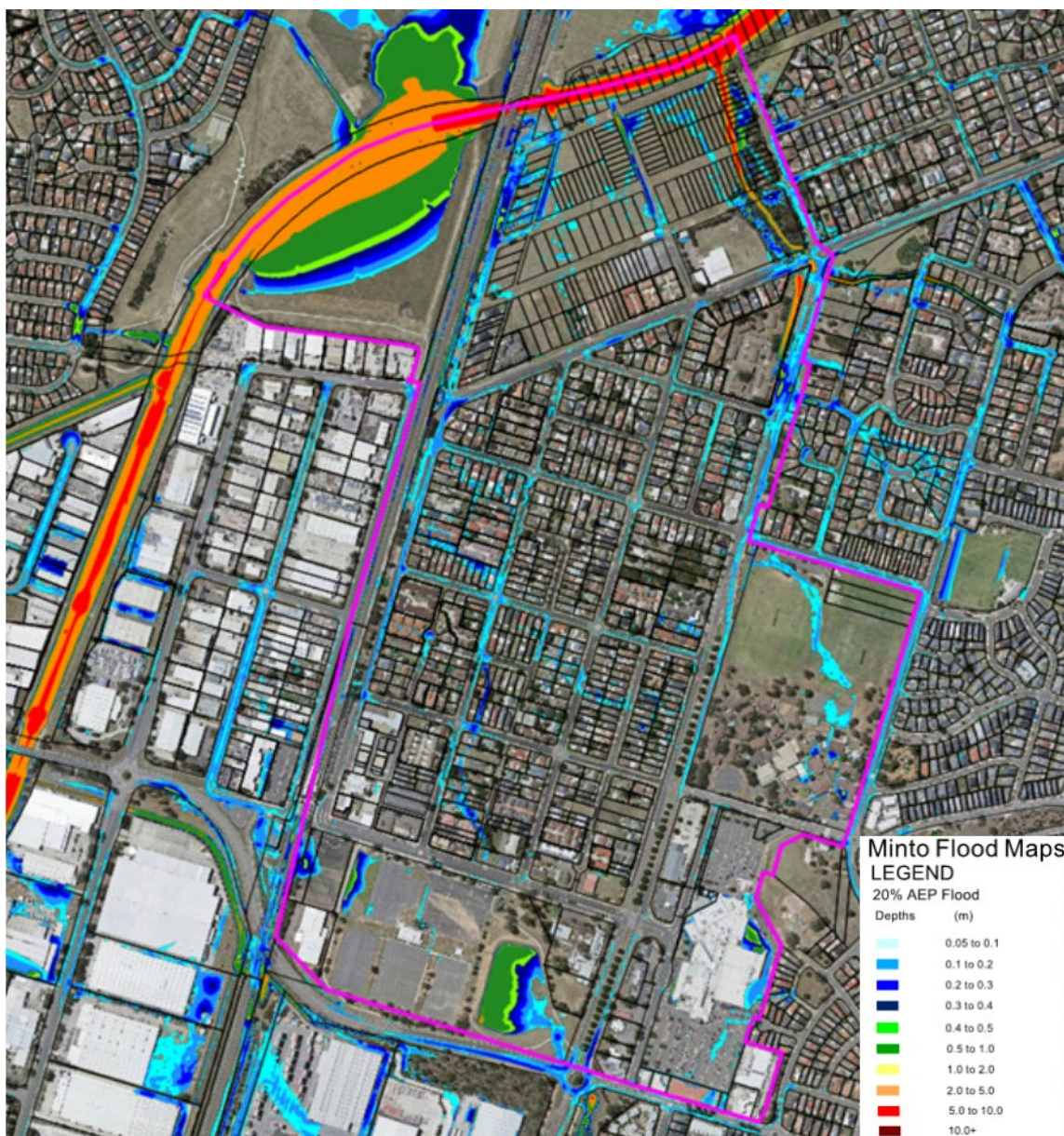
Any future development in the vicinity of Old St James Church and Redfern's Cottage would need to consider potential impacts upon these items.

Flooding

The Bow Bowling Bunbury Curran (BBBC) Creek Flood Study was completed by Catchment Simulation Solutions (CSS) and adopted by Council in 2014. CSS completed updates in 2016 as part of the Floodplain Risk Management process. The BBBC Floodplain Risk Management Study and Plan (FRMSP) were completed by Molino Stewart and adopted in February 2019.

The FRMSP discusses the flood behaviour of Minto Main Drain 1 and 2, which are located within close proximity to the precinct. Main drain 1 is contained within its banks in all events excluding the PMF event, which results in minor flooding to properties within Pembroke Road, which includes properties within the Planning proposal precinct. Main Drain 2 is also contained within the drain except for the PMF event, however, flooding does not significantly affect buildings within the precinct. It is further noted that the report does not identify flooding clusters requiring mitigation measures within the planning proposal precinct.

The BBBC Flood Study identifies minor flooding occurring in the Minto precinct, with breakout flooding identified between Surrey Street and Minto Road observed in events as frequent as the 20% AEP as shown below.



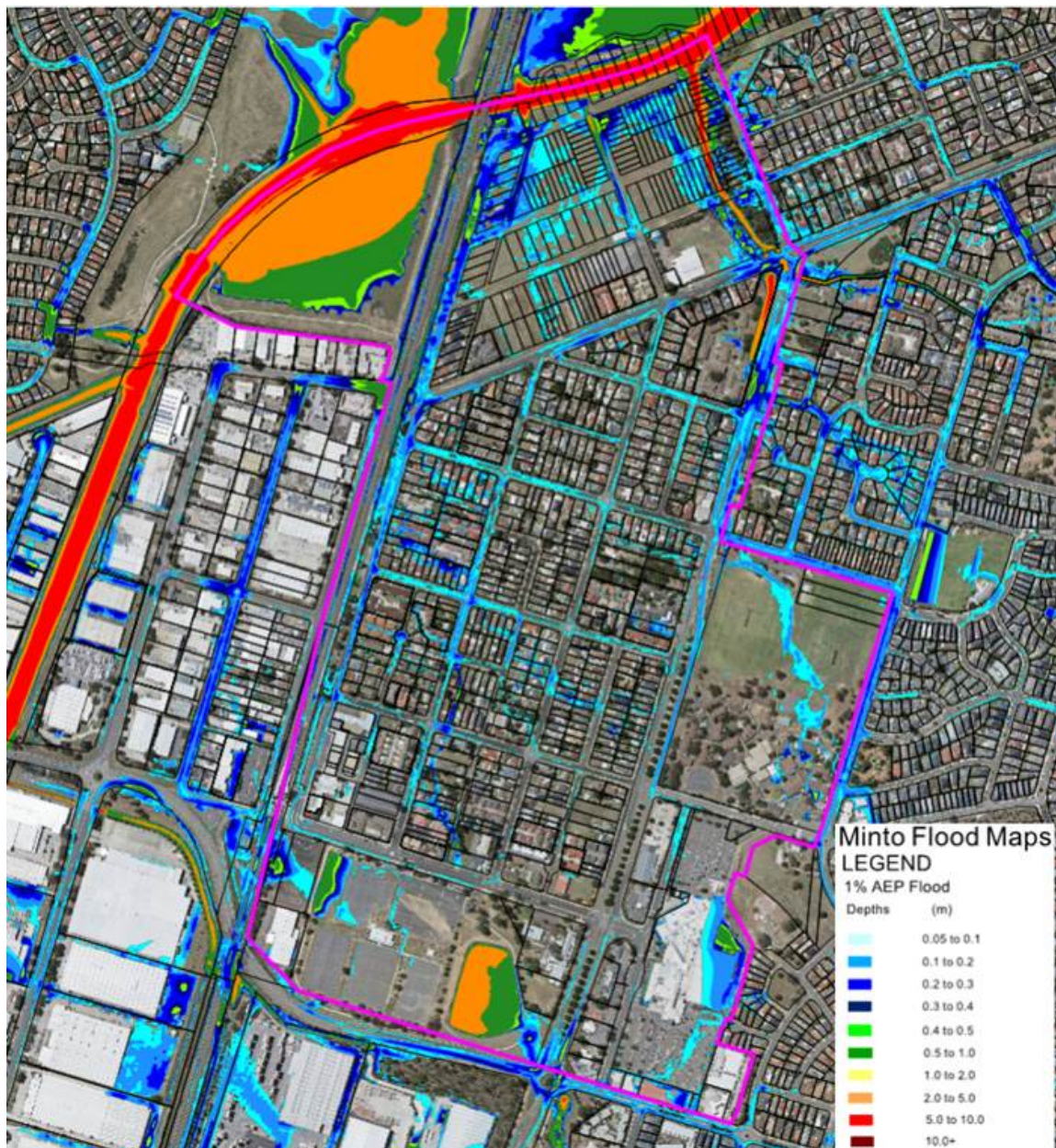
Map 9 – 20% AEP flood event

The majority of flooding in the 1 percent AEP event is contained within the road. Breakout flooding identified in the 20% event between Surrey Street and Minto Road increases in the 1 percent AEP event. Other minor pockets of flooding on private property are also identified in the 1 percent AEP event. However, the majority of flooding issues can be addressed when individual properties are redeveloped by ensuring that buildings are built to the required floor level and directing water into public drainage infrastructure in the street. Council's City Delivery department has identified a need to increase infrastructure in Murray Reserve to manage overland flow within the precinct.

The commuter car park identified at Lot 11 DP628084 is subject to flooding in the 1% flood event. However, the site is not identified for rezoning as part of this proposal.

Minor flooding is identified within the properties to the north of Minto Road that are proposed to be rezoned from public recreation to residential. However, it is noted that the flooding is considered to be minor in the 1% event, which can be managed with the construction of drainage infrastructure within the new road created to service the lots.

Flood waters in Minto Road currently drain to a swale located on Sydney Trains land and do not drain to Council's Infrastructure. This raises potential issues if maintenance is not guaranteed, as it will cause localised increases in flood levels which may cause problems for properties in the area. The level of water in the road increases further to the north of the precinct, which may have future implications on the provision of infrastructure to Minto Road due to redevelopment within the precinct.



Map 10 1% AEP Flood Event

Additional studies

A comprehensive investigation of issues including (not limited to) the following studies would need to be undertaken prior to public exhibition:

- Traffic and Parking Assessment;
- Public Domain;
- Contamination Assessment for the part of Victoria Park proposed to be rezoned residential;
- Site Specific DCP including a master plan; and
- Urban design analysis to formulate appropriate development standards in relation to FSR and qualifying site area and block depths.
- A funding strategy for the provision of infrastructure including land acquisition, open space embellishment and urban domain enhancements

Prior to the above studies being undertaken, Council is seeking a Gateway Determination to formalise the process, studies and consultation to be undertaken and confirm the potential development yields.

• Q 9 How has the rezoning submission adequately addressed any social and economic effects?

The Minto precinct currently suffers from a lack of commercial activity and a lack of variety in the retail offering. Increasing the residential population within the immediate locality will make a strong contribution to the increased trading performance and vitality of the town centre.

In 2012, Campbelltown City Council, in conjunction with consultants Hill PDA, undertook a review of the Business Centres within the Campbelltown LGA, including Minto. The recommendation in the report relevant to Minto included the following:

- Support through rezoning for further anchor tenants (supermarkets) to strengthen the roles of Glenfield and Minto (station) which were recognised as underperforming centres but well positioned to allow integration with public transport;

In this regard, increasing the residential densities in and around the Minto Town Centre would make it more likely that another supermarket would open in Minto.

Social Impacts

The increase in population would increase pressure on community services. This matter is discussed in more detail under Question 10 of this planning proposal.

There are significant community facilities within the Minto precinct and surrounds including two schools, two child care centres, four churches, a community centre, open space and playing fields.

It is anticipated that the planning proposal would have a significant impact on social and economic factors, however there is capacity in existing facilities. The anticipated increase in population initiated by the proposal would boost the economy within the town centre and would contribute to facilitating a rejuvenated livable and safe town centre.

Section D – State and Commonwealth interests

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

Minto is an established Centre with adequate services. Further detail about public infrastructure is discussed below.

Open Space

Minto has large open space areas located to the south and the north of the precinct. Coronation Park to the south of the site is a large sports complex with park facilities and a large car park. Victoria Park is located to the north of the site which is currently intermittently used for oz-tag, and is otherwise available for use by residents. There is the potential for increased use of this site for cricket. The site also has Murray Reserve centrally located within the precinct.



Map 11 Existing Open Space (coloured green)

Planning Priority (W18) of the Western Sydney District Plan partially states:

Western Sydney Urban renewal also creates opportunities for increasing the quantity of open space. Planning for urban renewal needs to consider opportunities to deliver new, improved and accessible open spaces, including space for active sport and recreation that meets the needs of the growing community. High density development (over 60 dwellings per hectare) should be located within 200 metres of open space and all dwellings should be within 400 metres of open space

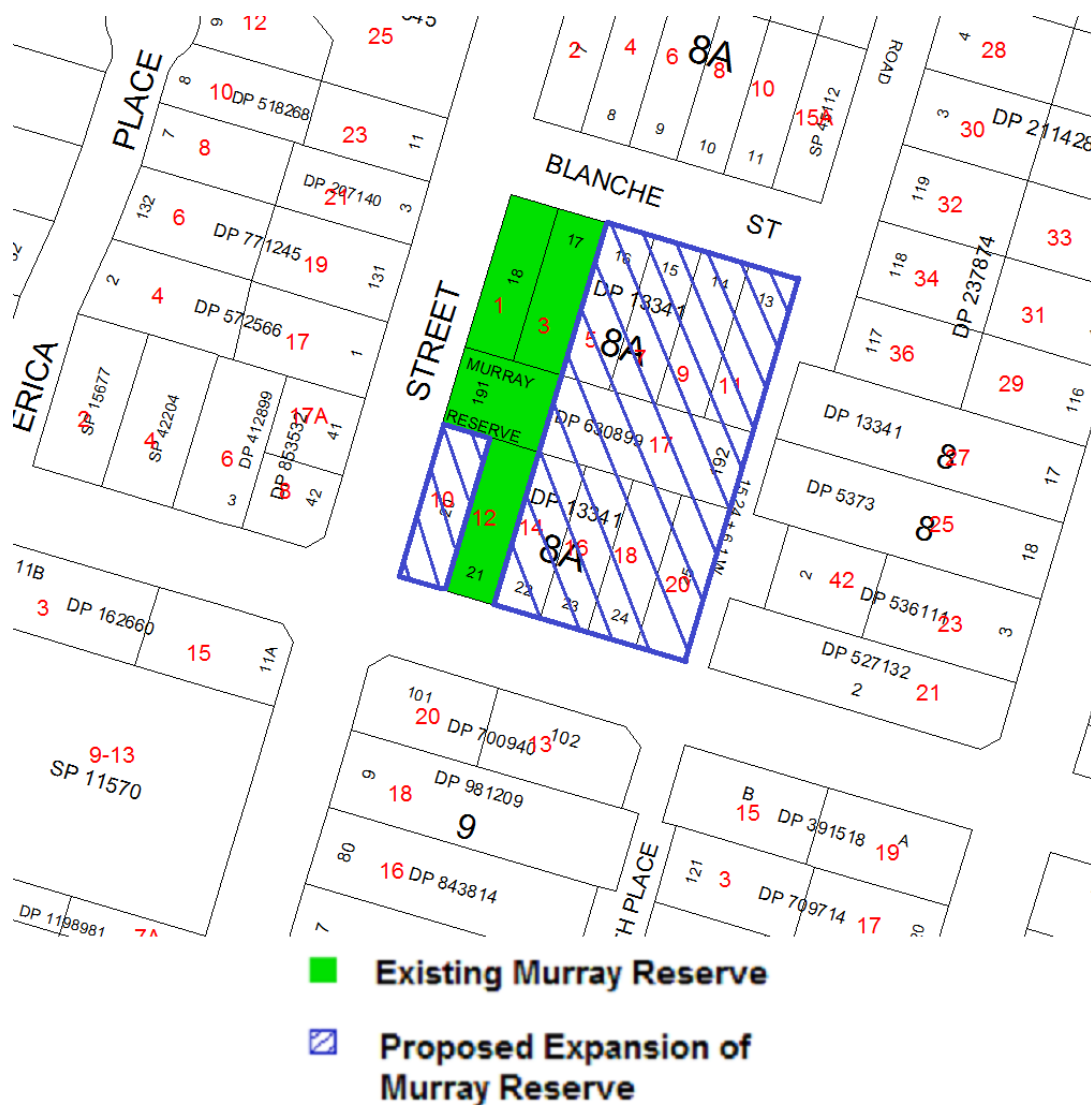
People in urban neighbourhoods should be able to walk to local open space. In high density neighbourhoods, public open space is used like a shared backyard, providing a green communal living space. Open space in high density neighbourhoods needs to be durable, multipurpose and accessible to a wide variety of users. High density neighbourhoods also need to have high quality open space within close proximity.)

The planning proposal would provide new open space within 400 metres of most residents within the precinct in the form of an expanded Murray Reserve.

Proposed Expansion of Murray Reserve

At present the Minto precinct has a deficit of accessible passive open space. Coronation Park and Victoria Park are both located within the precinct however these parks cater for active open space and are dominated by sporting facilities. Murray Reserve is the only park that is used wholly for passive open space and is centrally located within the precinct, however its usability and amenity is limited by its small size (2,000sqm) and awkward shape, and is insufficient to accommodate the passive open space needs of an incoming higher-density population of thousands of people.

The planning proposal includes the proposed rezoning of 10 Stafford Street, 14-20 Stafford Street, 5-11 Blanche Street and 17 Phyllis Street to RE1 to allow for their acquisition by Council to expand the size of Murray Reserve. It is noted the reserve is also used as an overland flow path which would remain on the site and potentially expanded to manage existing flooding issues within the locality. The proposed acquisition of these properties would expand Murray Reserve to approximately 7,500m².



Map 12 Expansion of Murray Reserve

Victoria Park

The Planning Proposal seeks to rezone some RE1 Public Recreation land within Victoria Park to R3 medium Density Residential to allow this land to be sold. The land identified as RE1 proposed for rezoning is not currently used as active open space and is interspersed with residential properties. The sale of this currently unused land would allow the remaining area within Victoria Park to be revitalised through the provision of active sporting facilities, which would be accessible for residents within the precinct. The sale of this land would also fund the purchase of properties adjacent to Murray Reserve to facilitate its expansion.

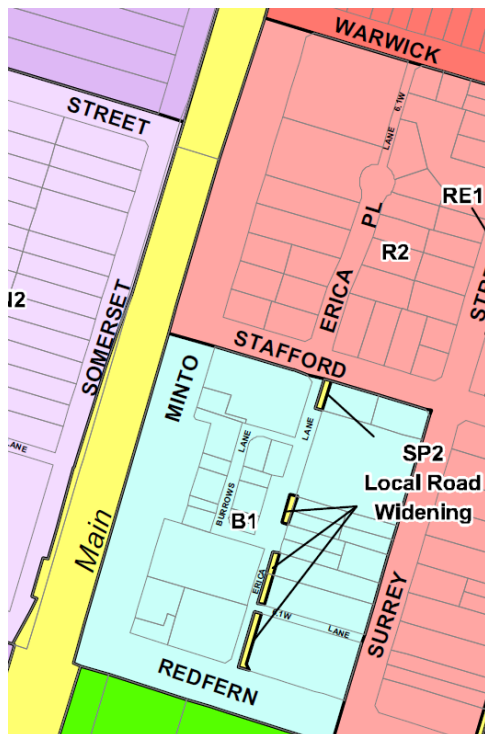
Road Widening

The Planning Proposal seeks to rezone small sections of land within Erica Place and Erica Lane from R2 Low Density Residential and B1 Neighbourhood Centre to SP2 Local Road Widening and rezone splay corners within the town centre to SP2 Local Road Widening (see Map 13).

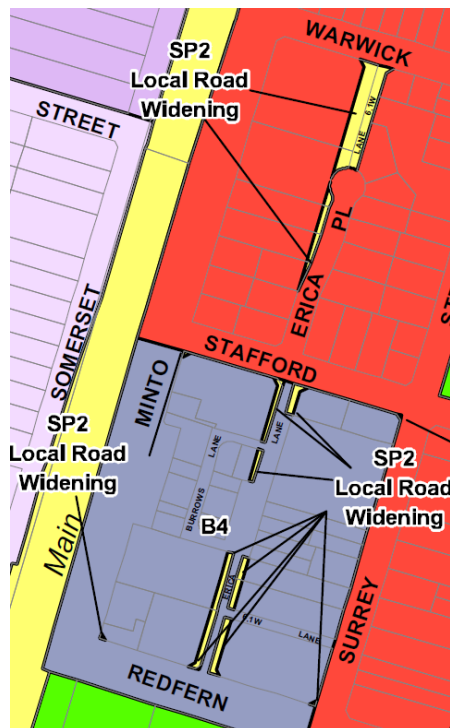
With regard to Erica Place, the road currently ends in a cul-de-sac, which serves the existing low-density residential environment adequately from a vehicular traffic perspective. However, a higher density residential environment would be better served by a grid pattern of through-streets, which would facilitate ease of vehicular access through the precinct. Additionally, the existing walkway from the end of Erica Place to Warwick Street is not ideal from a pedestrian safety perspective as it provides for very poor passive surveillance. Critically, a cul-de-sac is not an ideal road type for high density residential development as it can lead to awkward built form. In order to address these issues, the Planning Proposal proposes to facilitate the extension of Erica Place through to Warwick Street by rezoning small sections of land within 5 Erica Place, 32-36 Minto Road and 44 Minto Road from R2 Low Density Residential to SP2 Local Road Widening.

With regard to Erica Lane, the width of the formed road currently varies, whilst there is an existing road widening reservation on properties on the eastern side of Erica Lane, which would give the widened road a width varying between 10.6 metres and 11.7 metres. A road of this width may be sufficient to cater for a suburban scale neighbourhood centre, but is not sufficient for a multi-storey commercial/mixed use precinct. The future Minto town centre would require basement car parks, which would be accessed by small and medium sized trucks. These vehicles require a greater road width in order to manoeuvre into and out of basement car parks. In addition, there are several properties that have Erica Lane as their only street frontage, and as a result, development on these properties would face and be accessed from Erica Lane. The current road reservation width is insufficient to allow for two traffic lanes and a pedestrian footpath on both sides of the road in Erica Lane. Accordingly, the planning proposal proposes to make provision for the widening of Erica Lane by rezoning parts of 22 Minto Road, Lot 1 Erica Place, 6 Minto Road and 14 Redfern Road from B1 Neighbourhood Centre to SP2 Local Road Widening. This would create a road width of 15 metres.

The planning proposal also reserves a 4 metre by 4 metre splay corner at street corners to allow for improved pedestrian and driver visibility and passive surveillance.



Existing



Proposed

Map 13 Proposed Road Widening

Community Facilities and services

Council has developed a Community Facilities Strategy to explore the needs and expectations of our growing and changing community. The Campbelltown City Community Facilities Strategy provided Council with an opportunity to look at emerging trends in community facilities and respond to different generational needs. The draft Strategy was publicly exhibited from 16 April until 25 May 2018. Following are the key findings and recommendations for Minto:

- Retain Minto Indoor Sports Complex as a district level facility.
- Minto Community Hall has high utilisation and is located in very close proximity to Minto Railway Station. It is recommended that the facility be linked with Minto Indoor Sports Centre across the road.
- Assess potential to integrate Minto Community Hall with Minto Indoor Sports Centre. Develop an integrated facility which caters for multiple purposes including a community art space and community health centre (4,000 sqm)
- Retention of the Ron Moore Community Centre, which is located outside of the precinct.

- Upgrade of the existing Council childcare centre at 6 Redfern Road.

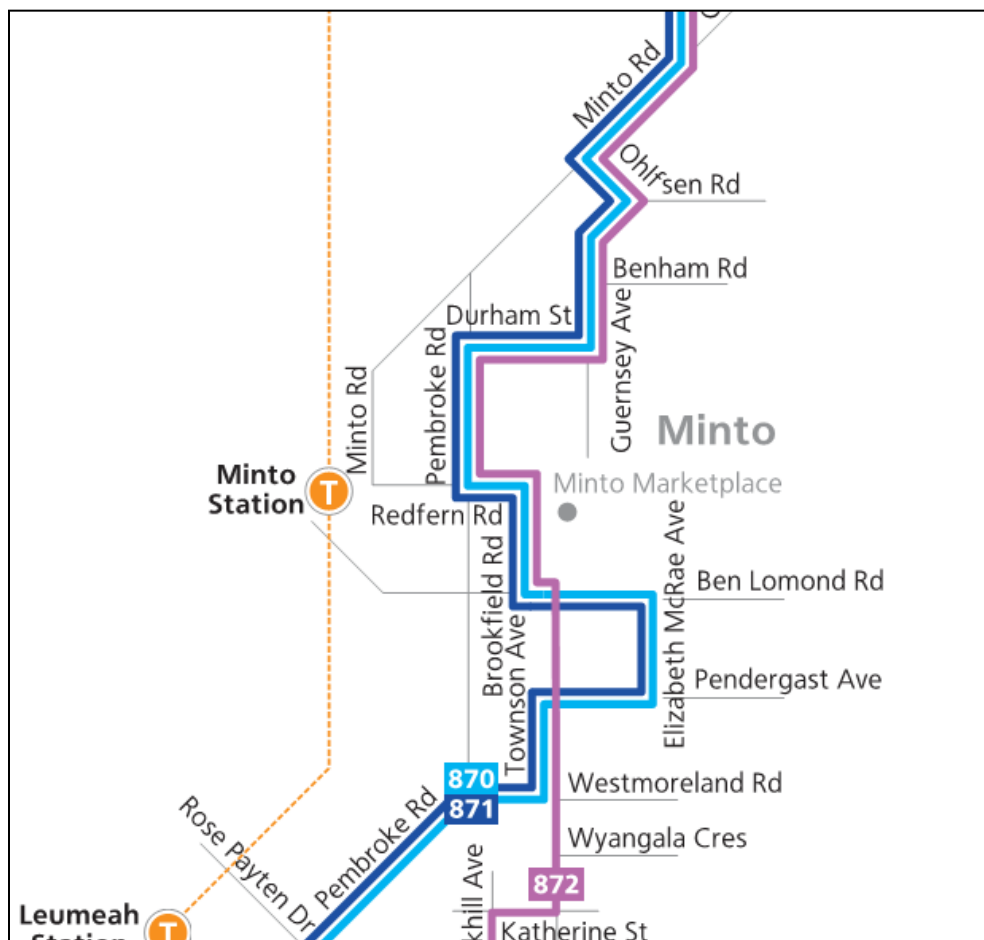
Council's Draft Library Strategic Plan identifies the need for expansion of both Eagle Vale and Ingleburn libraries. Minto is within the catchment of both of these libraries and would benefit from the improved service offered by these expanded libraries. The Draft Plan also identifies the opportunity for Eagle Vale Library to support a pop-up library service operating at Minto.

Public Transport

Minto is well serviced by public transport. A number of bus routes (refer to Map 14) operate within the centre as follows:

1. Bus Route No 870: Campbelltown to Liverpool via Ingleburn, Harrow Road and Glenfield.
2. Bus Route No 871: Campbelltown to Liverpool via Ingleburn, Glenfield and Leacocks Lane.
3. Bus Route No 872: Campbelltown to Liverpool via Ingleburn, Macquarie Fields and Glenfield
4. Bus Route No 873: Ingleburn to Minto
5. Bus Route 874: Raby to Minto
6. Bus Route 875: St Andrews to Minto
7. Bus Route 880: Campbelltown to Minto

Minto Train Station is at the heart of the centre, connecting Minto to the Sydney Centre.



Map 14 Bus routes Map, Minto Town Centre

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

It is suggested that Council consult with the following agencies as part of the public consultation, while the planning proposal is on public exhibition:

1. Sydney Trains
2. Sydney Water Corporation
3. Telstra Deliveries
4. Water NSW
5. DPI Water
6. NSW Department of Industry
7. Liverpool City Council
8. NSW Rural Fire Services
9. Roads and Maritime Services

- 10. Office of Strategic Lands
- 11. Transport for NSW
- 12. Office of Environment and Heritage
- 13. Health NSW
- 14. Department of Planning, Industry and Environment
- 15. NSW Police - Campbelltown Police

Part 4: Mapping

The planning proposal is accompanied by the following maps as shown in Appendix 1 to this planning proposal:

Map 1.1 Location Plan of the Subject Site

Map 1.2 Aerial Photo of the Subject Site

Map 1.3 Existing Zoning Map under the CLEP

Map 1.4 Proposed Zoning Map

Map 1.5 Existing Maximum Height of Buildings Map under the CLEP

Map 1.6 Proposed Maximum Height of Buildings Map

Map 1.7 Existing Minimum Lot Size Map under the CLEP

Map 1.8 Proposed Minimum Lot Size Map

Map 1.9 Land Reservation Acquisition Map

Part 5 - Community Consultation

Public consultation will take place in accordance with the Gateway Determination made by the Minister for Planning and Infrastructure in accordance with Sections 56 & 57 of the Environmental Planning & Assessment Act 1979.

Part 6 - Project Timeline

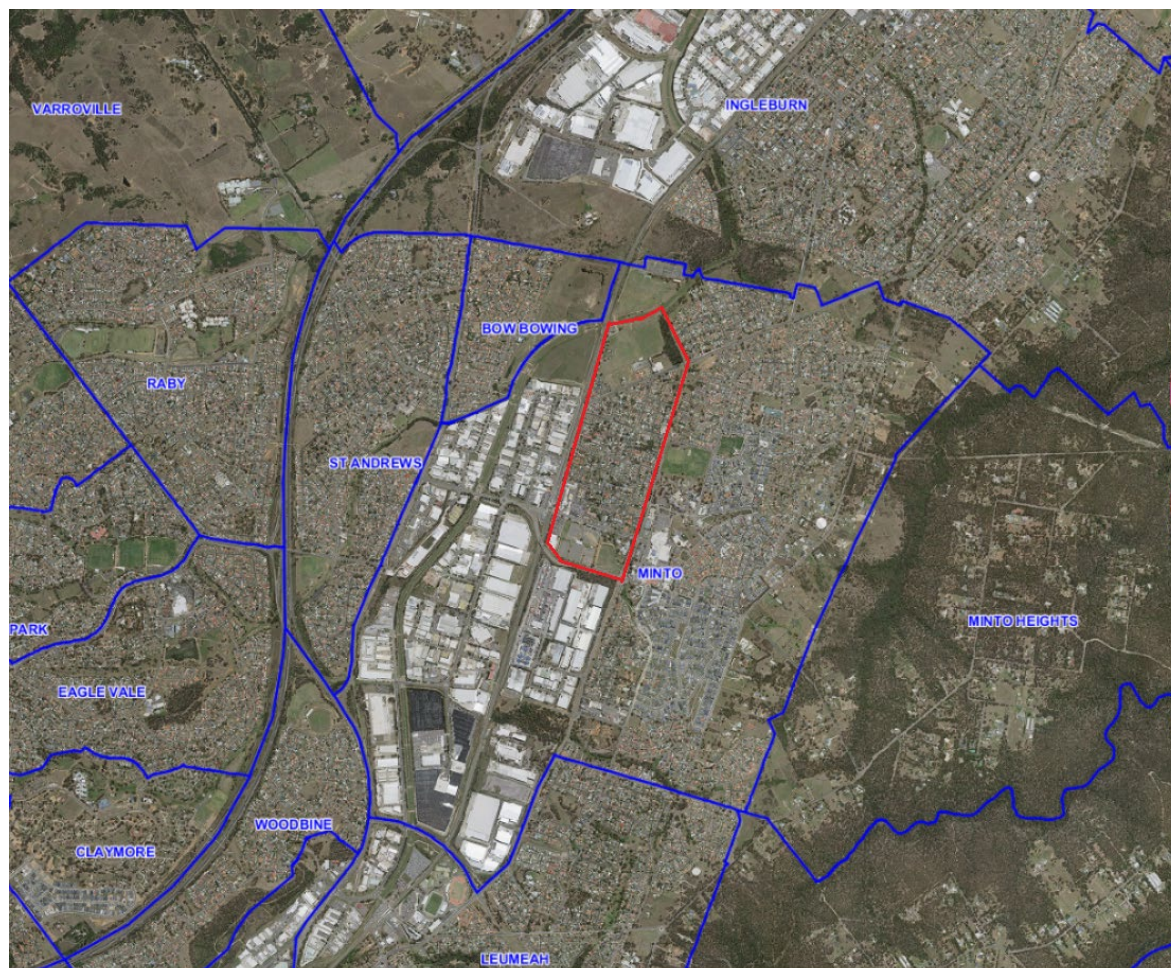
The draft project timeline has been included in Table 6 below. The anticipated timeframes and dates have been assigned to each milestone of the Gateway process.

Table 6: Project Timeline

Milestone	Date
– Preparation of the planning proposal and report to Local Planning Panel	March 2020
– Report to Council	June 2020
– Request a Gateway Determination	June 2020
– Gateway Determination issued	October 2020
– Anticipated timeframe for the completion of required technical information /background studies	June 2021
– commencement and completion dates for public exhibition period	July - August 2021
– timeframe for government agency consultation (pre and post exhibition as required by Gateway determination) – Consultation with government agencies is proposed to be undertaken while the proposal is on public exhibition.	July – August 2021
– timeframe for consideration of submissions (report to Council)	September – October 2021
– date of submission to the department to finalise the LEP	November 2021

Appendix 1 Maps

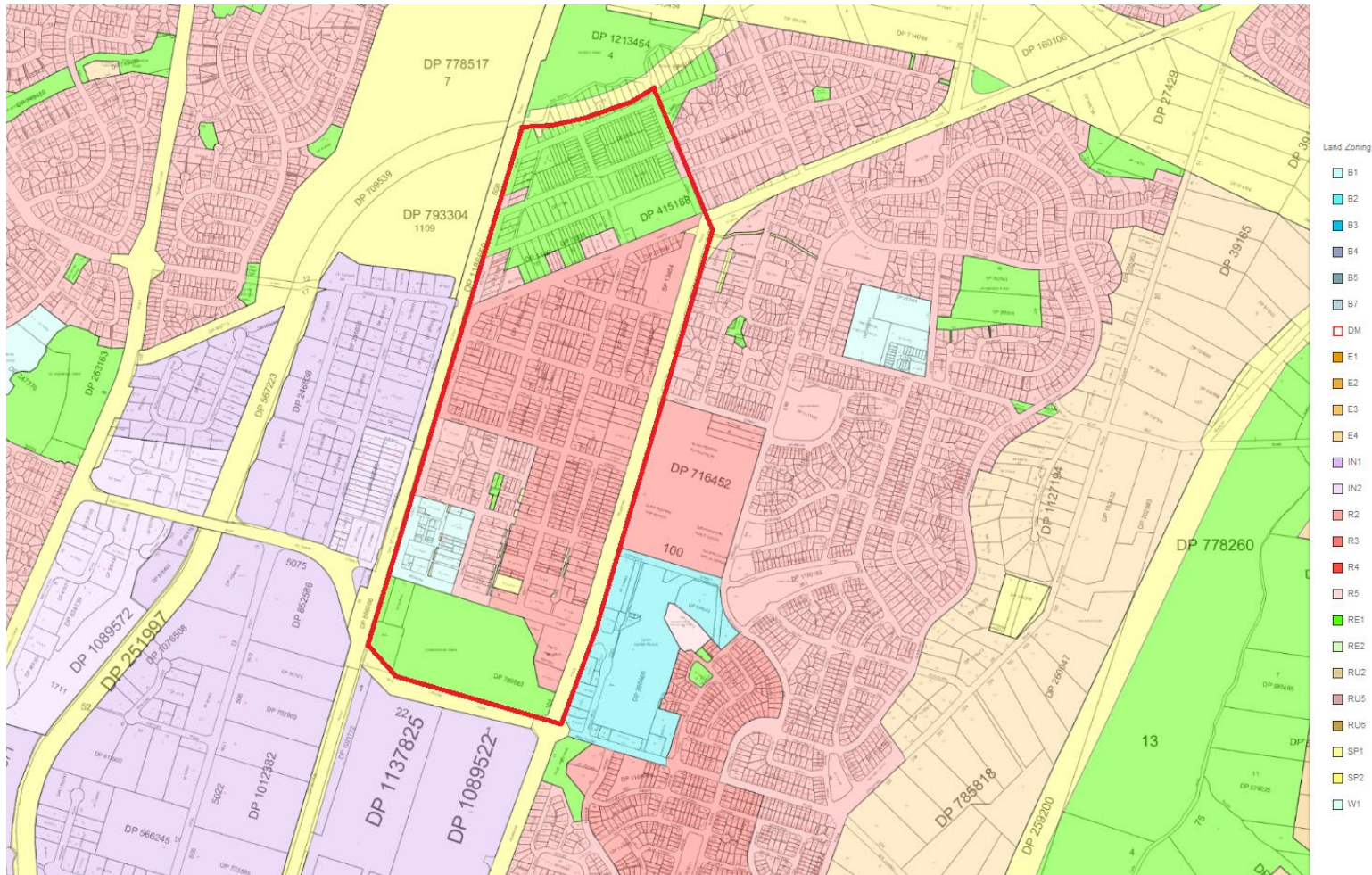
Map 1.1 Locality Map of the Subject Site



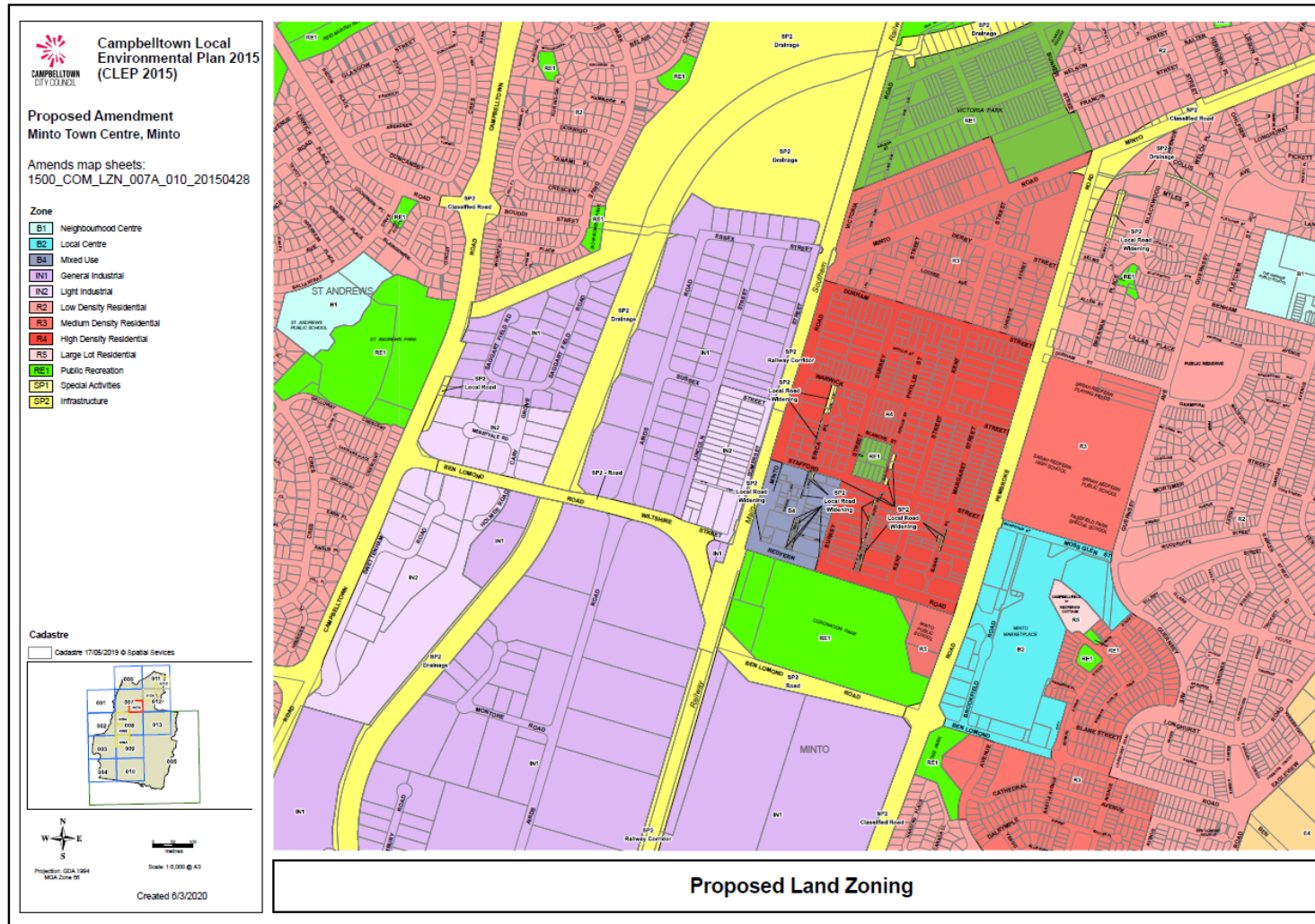
Map 1.2 Aerial Photo of the Subject Site



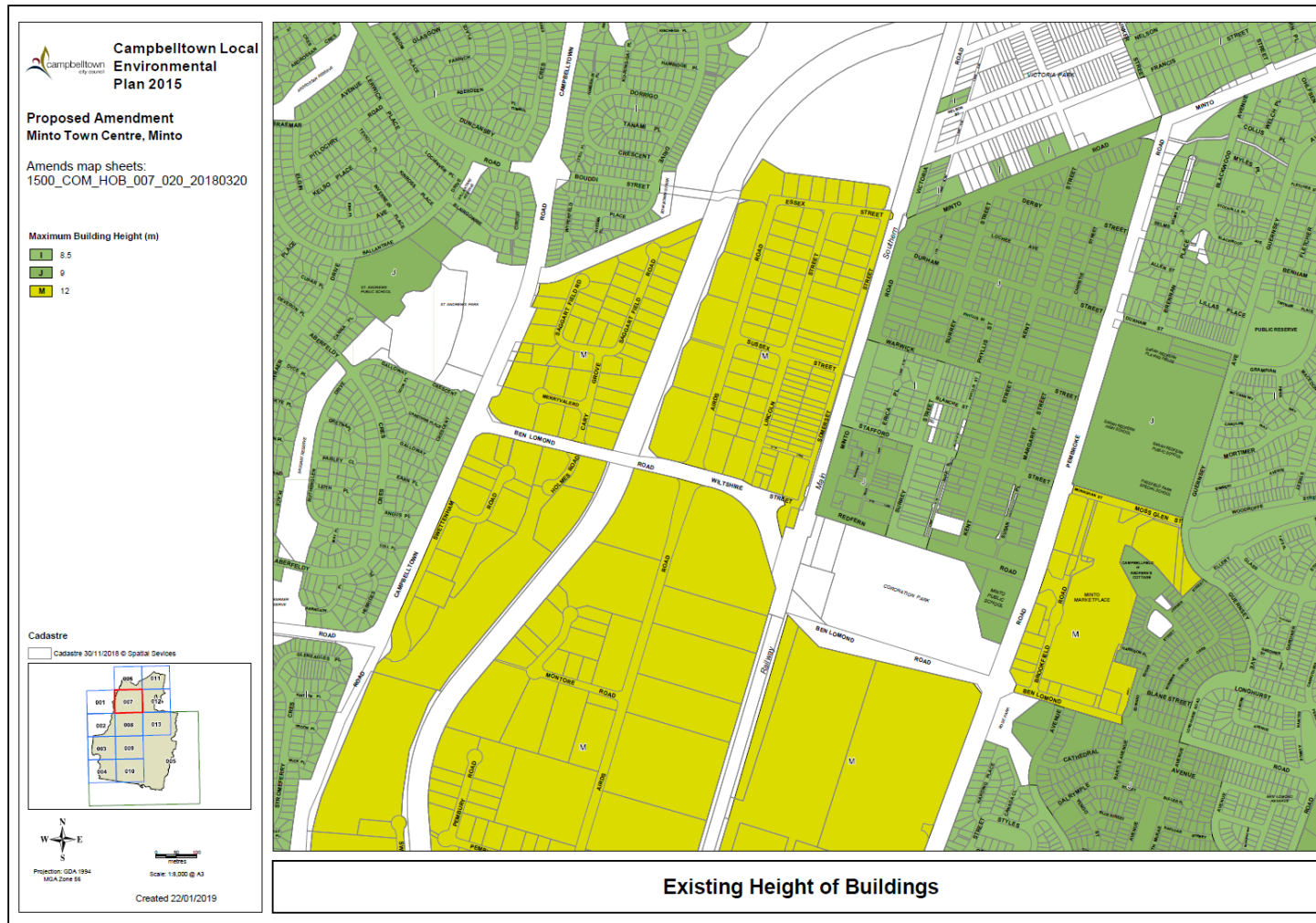
Map 1.3 Existing Zoning Map under the CLEP



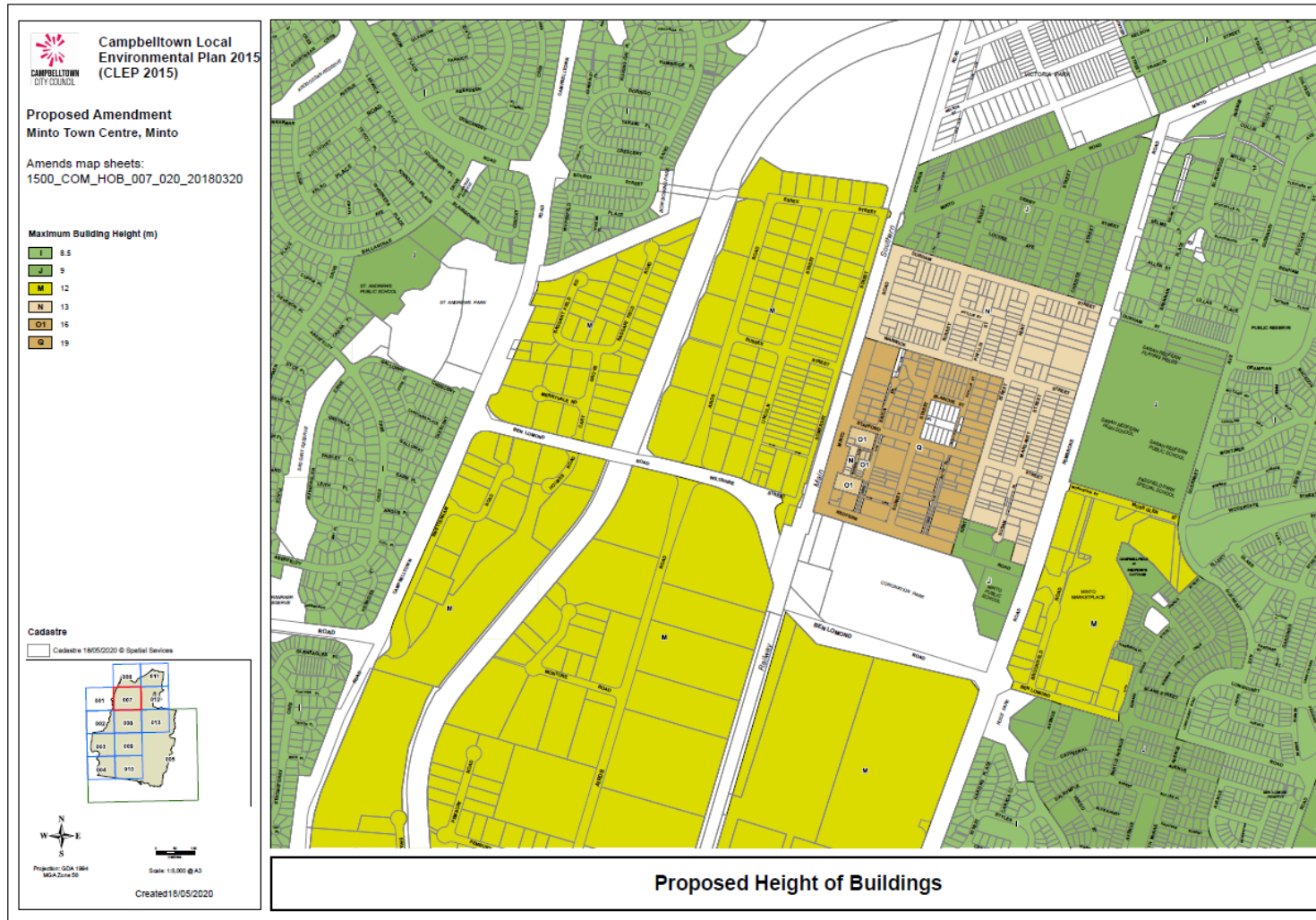
Map 1.4 Proposed Zoning Map under the CLEP



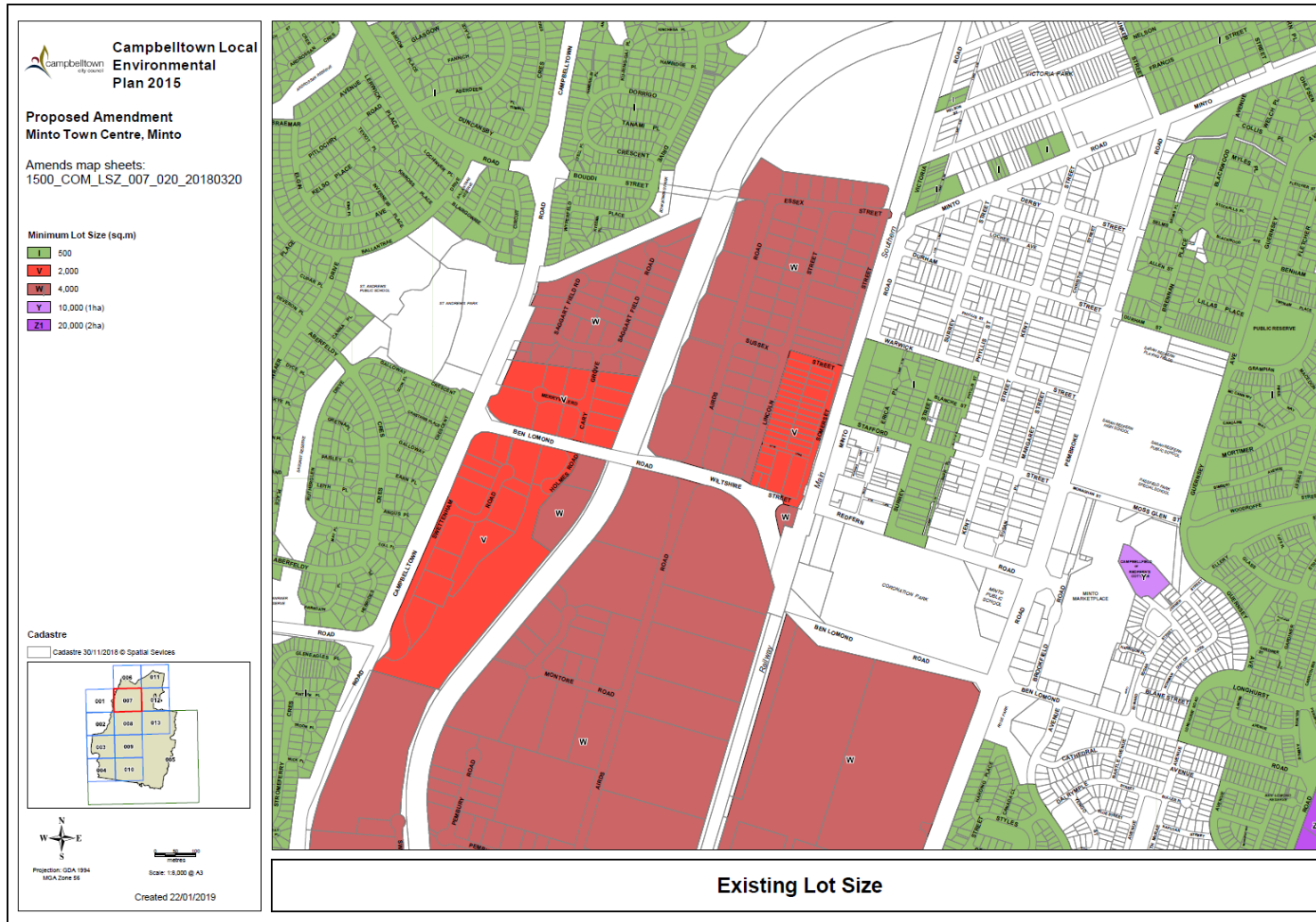
Map 1.5 Existing Height Map under the CLEP



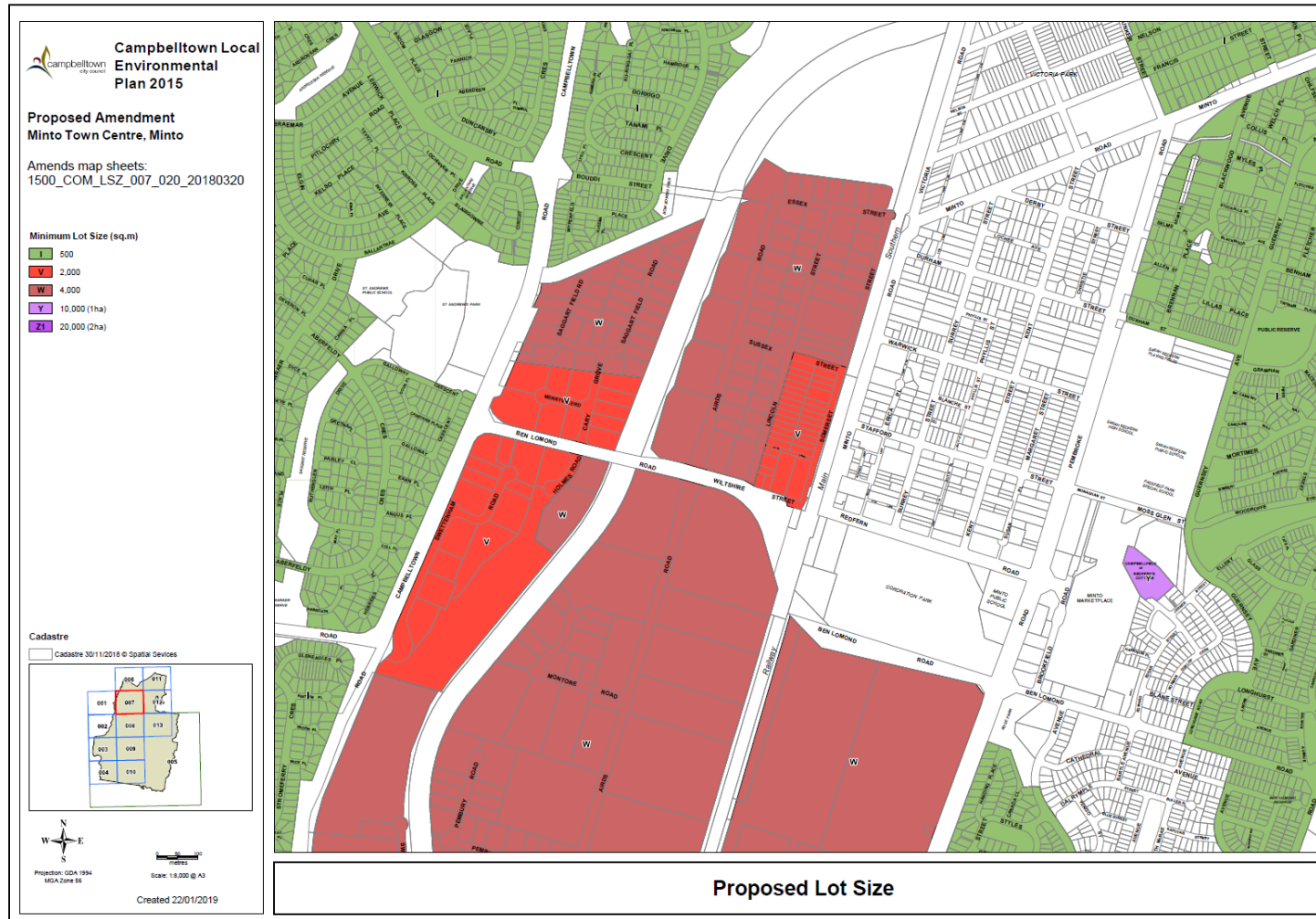
Map 1.6 Proposed Height of Buildings Map under the CLEP



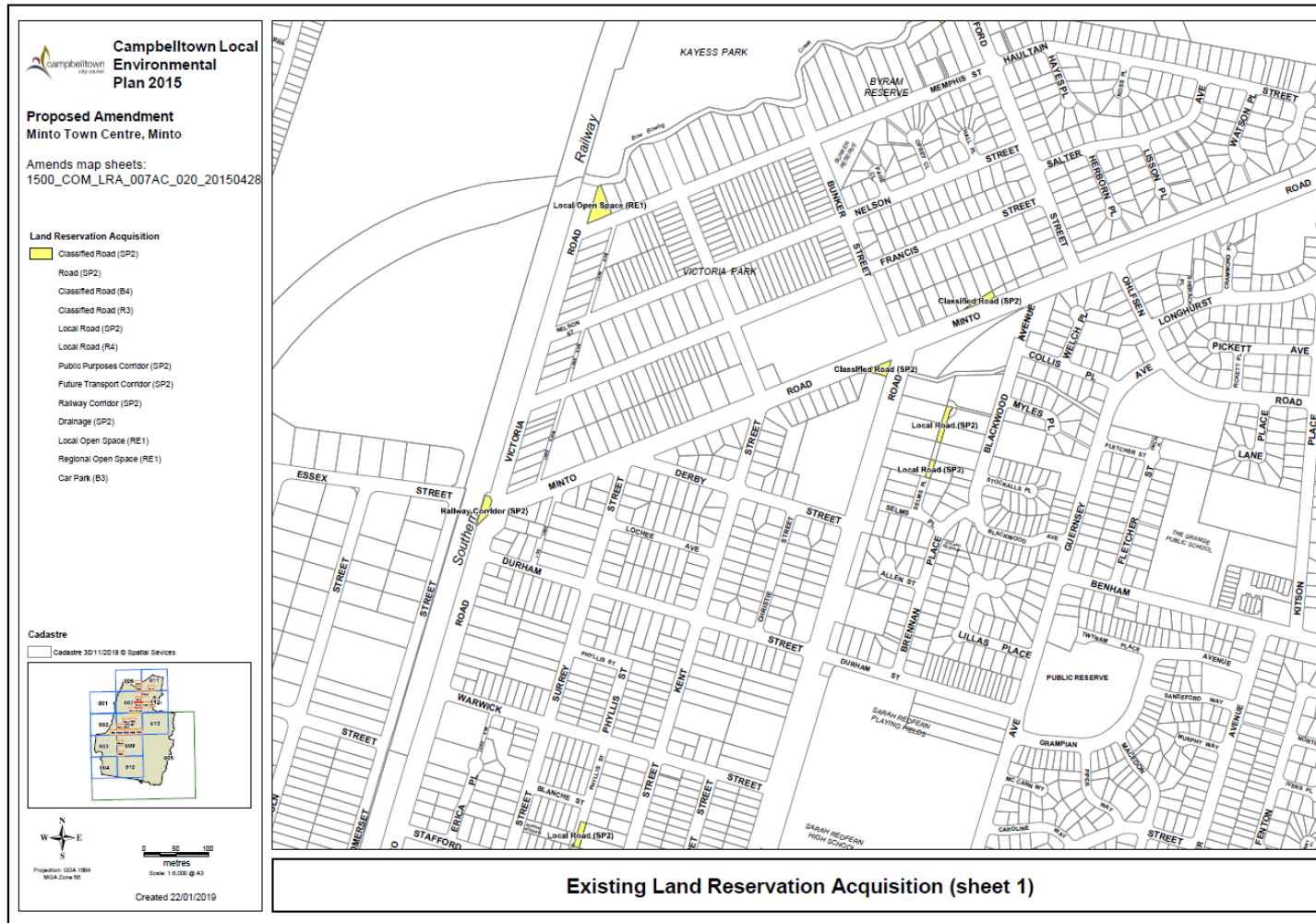
Map 1.7 Existing Minimum Lot Size Map under the CLEP

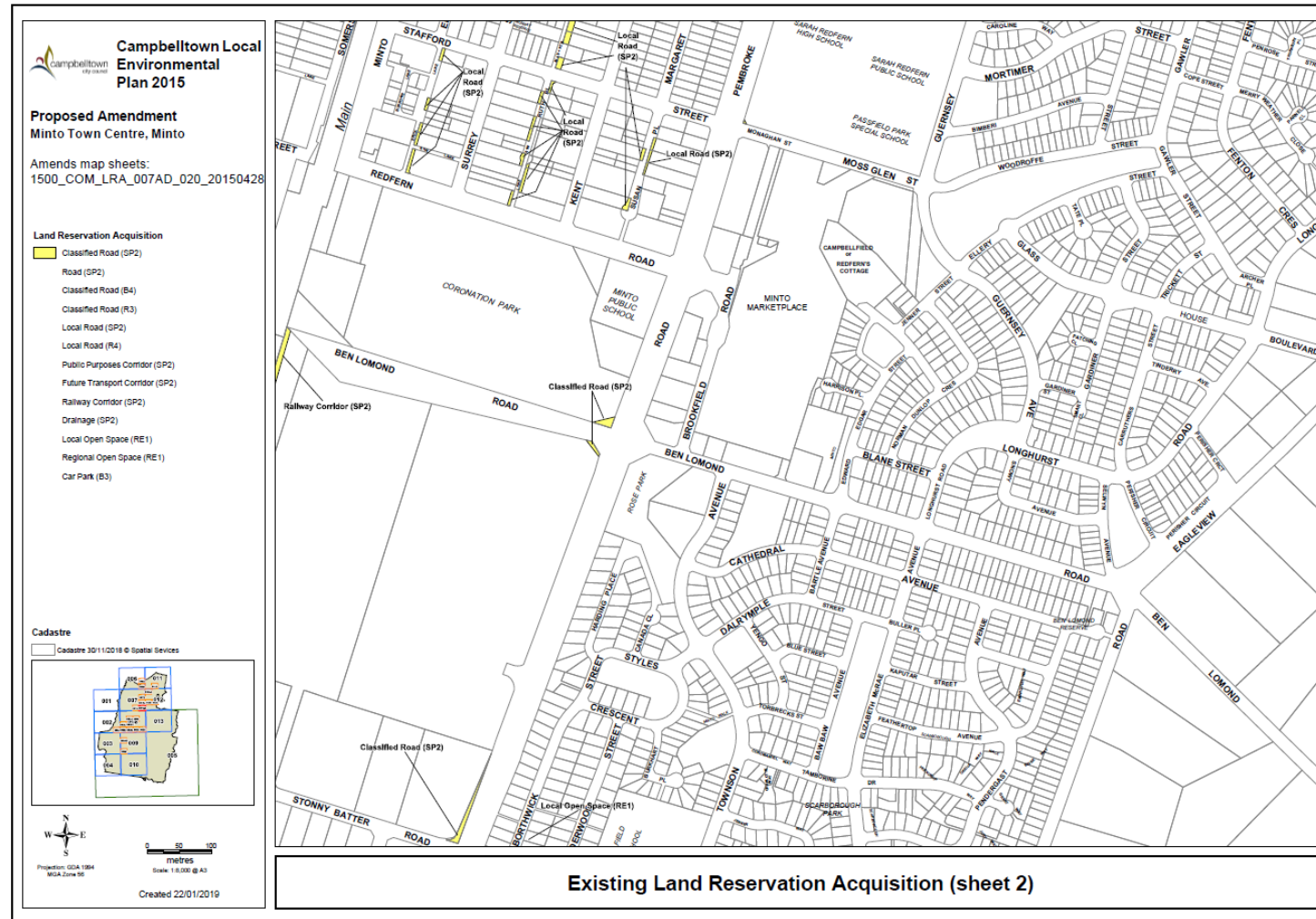


Map 1.8 Proposed Minimum Lot Size Map under the CLEP

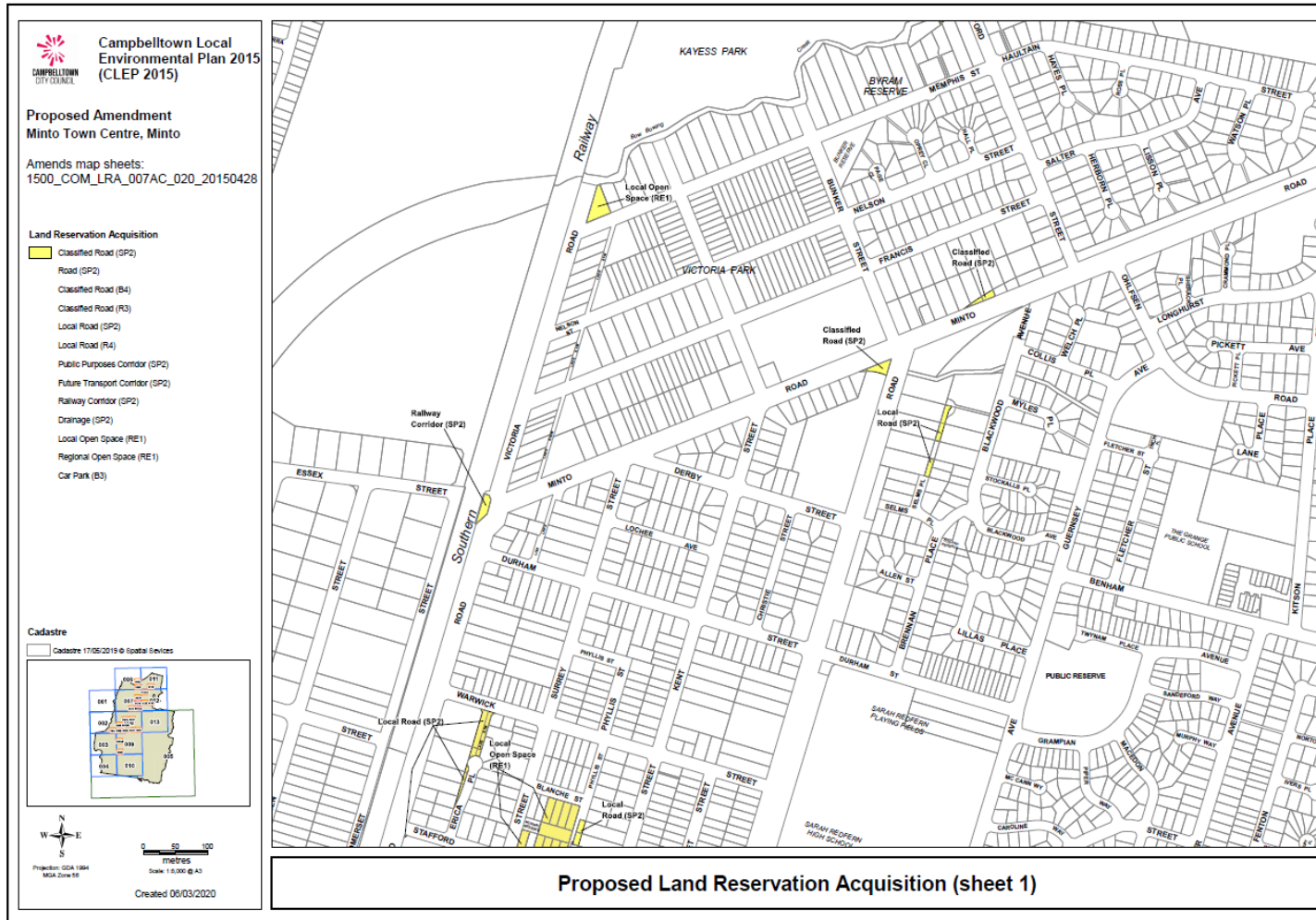


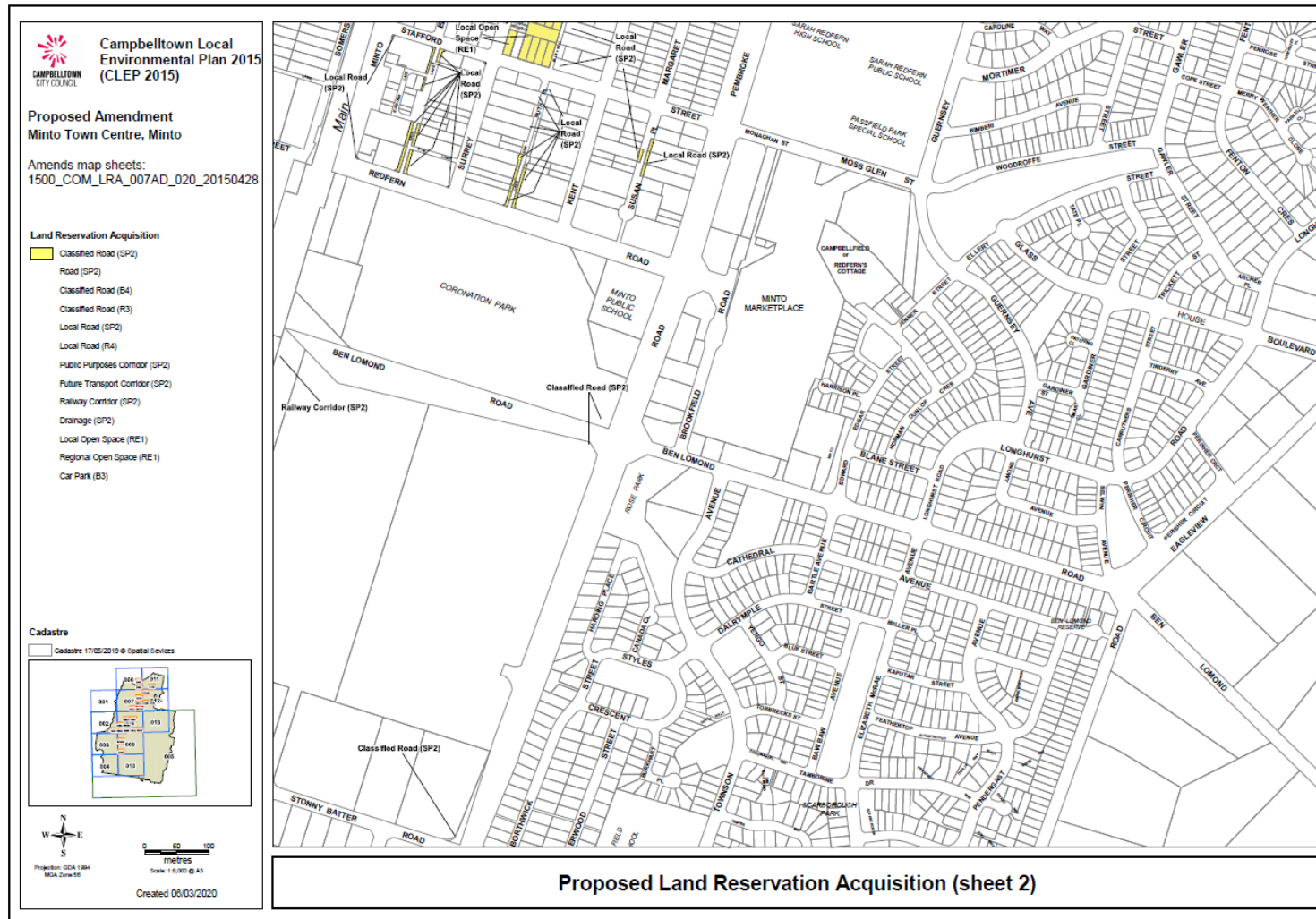
Map 1.9 Existing Land Reservation Acquisition Maps under the CLEP





Map 1.10 Proposed Land Reservation Acquisition Maps under the CLEP





Appendix 2 – Minto Precinct Plan Map



Figure 22: Minto Precinct Plan