
**SUBMISSION TO CAMPBELLTOWN CITY COUNCIL - PLANNING
PROPOSAL REQUEST**

**Various Parcels of Land Situated between Taber Street,
Racecourse Avenue, Fitzpatrick Street and Cummins Road,
MENANGLE PARK**



Prepared By:



December 2021

MENANGLE PARK (EAST VILLAGE) PLANNING PROPOSAL REQUEST

The Menangle Park (East Village) Planning Proposal Request (EVPPR) has been prepared based on agreed requirements as understood by Michael Brown Planning Strategies Pty Ltd at the time of commissioning and investigation.

The conclusions and recommendations contained in this report are based on an honest appraisal of the opportunities and constraints existing on the site at the time of investigation and were subject to the limited scope and resources available.

The report applies only to the land defined by the Menangle Park (East Village) Planning Proposal Request and other interpretations should not be made, including changes in scale or application to other projects. Within the confines of the above statements, this report does not contain any incomplete or misleading information.

Report prepared by Michael Brown

Director, Michael Brown Planning Strategies Pty Ltd

Date December 2021

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 - F:** Amendment of Zones Map in CLEP 2015
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1 Executive Summary

The Menangle Park Urban Release Area (MPURA) was rezoned in November 2017 after more than a decade long planning phase. The relevant LEP amendment and site-specific Development Control Plan amendment provided comprehensive planning controls for development of approximately 3,400 dwellings, support infrastructure and conservation outcomes.

Since the rezoning of the MPURA, the Dahua Group (DG) lodged a Planning Proposal with Campbelltown Council to rezone the lands within the DG landholding as follows:

“Amend planning controls as applicable to the Menangle Park Urban Release Area to expand and rationalise current urban zonings, realign some existing zones, introduce the R4 High Density zone, relocate the B2 Local Centre, introduce a B1 Neighbourhood Centre zone and two critically endangered communities for conservation”.

The Dahua Group Planning Proposal was placed on public exhibition in September 2021 and the exhibition period closed in September 2021. This firm made a submission to the public exhibition on behalf of the group of owners that form part of the EVPPR in support of the DG proposal to rezone their landholding.

1.1 PREAMBLE

The Menangle Park (East Village) Planning Proposal Request (EVPPR) (Amendment 2021) identifies a number of strategic documents which have been prepared by State and local government that are generally applicable to the south-west region of Sydney and/or Campbelltown Council itself. It is emphasised that these reports are only summarised as a contextual reference to the development that may occur at Menangle Park.

The purpose of this submission is to request that Campbelltown City Council support and prepare a Planning Proposal that amends Campbelltown Local Environmental Plan 2015 by amending the zoning of the lands identified below in **Table 1** from R2 Low Density Residential to part R3 Medium Density Residential, part R4 High Density Residential and part RE1 Public Recreation. The proposal also involves amending the heights of building map and including a floor space ratio (FSR).

Menangle Park is on the cusp of major change. With the Glenfield to Macarthur Urban Renewal Corridor Strategy now in place, a catalyst project is needed to jumpstart activity. With the site sitting along the existing Main Southern Railway Line, there is an opportunity to set the tone for positive change in Menangle Park, particularly as the land adjoins the proposed Dahua Group Town Centre site.

The proposed design response, which is outlined in detail in this report, can act as a catalyst for the long-term vision of Menangle Park to transition from a low-density residential area to a medium and high-density residential precinct that is vibrant and pedestrian friendly for both locals and visitors.

The site is bound by:

- Fitzpatrick Street along the full extent of the northern boundary,

- Taber Street along the full extent of the southern boundary with dwellings on both sides and significant trees,
- Racecourse Avenue to the west and Cummins Road to the east, both of which further connects to Menangle Road and leads to Macarthur and Campbelltown.

The land consists of 19 parcels and is legally described as below (refer to **Figure 1**):

- Lot 1 DP 389348, Lot 56 DP 1102480, Lot 52 & 55 DP 10718, Lot A & B DP 364350 and Lot A DP 341800 No's 12-46 Fitzpatrick Street.
- Lot 40, 41, 47, 48, 49, 50 & 51 DP 10718 No's 182 - 232 Racecourse Avenue.
- Lot 39, 42, 43, 44, 45 and 46 DP 10718 No's 1 - 41 Taber Street.
- Lot 58 & 57 DP 10718 No's 111 and 121 Cummins Street.

The site has a gentle slope from the south-east to the north-west. It is low lying within the wider landscape with creek corridors to the north-east and west, and local ridgelines towards the north, south-east and the southwest. It is predominantly rural in character and includes small rural land holdings with residential development of low height and density. Lots are typically large with single dwellings separated by wide open setbacks. The dwellings generally have a large front setback to the street and are predominantly single storey brick buildings with pitched roofs.

A large portion of the site is relatively open and grassed, with scattered trees and groups of established vegetation including: a cluster of mature vegetation on the corner of Cummins Road and Fitzpatrick Street, treed boundary lines separating the lots along the southern edge of the site and a visually significant stand of mature trees towards the centre of the northern boundary separating 12 and 26 Fitzpatrick Street.

Parts of the open space is used for grazing by small hobby farmers, associated open shelters for these animals are present particularly along Fitzpatrick Street.

1.2 OVERVIEW

This Report represents the formative phase in the development of a Planning Proposal geared toward the rezoning of the lands at Menangle Park (East Village), Menangle Park, as detailed in Section 4 below. The rezoning is to be effected through the preparation of a relevant Local Environmental Plan (LEP) amendment, it being proposed to amend Campbelltown LEP 2015.

The site adjoins the Menangle Park Railway Station and is accessed off Menangle Road and Cummins Road.

1.3 SCOPE OF REPORT

The preparation of a local environmental plan now starts with a Planning Proposal (PP). The PP is a document which explains the objectives, intended effect of, and justification for a rezoning proposal.

This PP has been prepared in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and relevant Department of Planning and Infrastructure Guidelines including “*A Guide to Preparing Local Environmental Plans*” and “*A Guide to Preparing Planning Proposals*”.

As outlined in ‘A Guide to Preparing Planning Proposals’ the Planning Proposal will evolve throughout the course of preparing the amending LEP as relevant sections will be updated and amended in response to the outcomes of technical investigations and consultation.

The latter document requires the Planning Proposal to be provided in six (6) parts, being:

- Part 1** Objectives and intended outcomes of the proposed instrument.
- Part 2** Explanation of provisions that are to be included in the proposed instrument.
- Part 3** Justification for those objectives, outcomes and the process for their implementation.
- Part 4** Mapping to identify the intent of the planning proposal and the area to which it applies.
- Part 5** Details of the community consultation that is to be undertaken on the planning proposal.
- Part 6** Project timeline for the planning proposal.

The justification for the Planning Proposal can also be understood in the context of meeting State Government targets for housing, particularly within an urban release area such as Menangle Park with ready access to public transport.

This submission discusses a number of key findings and observations MBPS have identified during the literature review of all relevant planning documents with a special focus on the future vision and built form outcome for the ‘Town Centre’ to the east of the subject site. Our conclusion is that there is an opportunity for the sites located in Menangle Park (East Village) to form a ‘Northern Gateway’ and centre focal node that provides an improved ‘sense of arrival’ into the Town Centre area and announces and anchors the northern end. We consider this strategy will assist in actively tying the area into one visually as well as in the future, physically.

Translation of the existing and proposed scale and reinforce the sense of place and create a vibrant and sustainable community in the northern part of the Menangle Park Village. This approach will support the infrastructure upgrades as required by State Government and Campbelltown City Council, including the Spring Farm Parkway, which is a vital transport link from the Camden Bypass to the Hume Highway and Appin Road.

The detailed vision for the ‘East Village’ precinct and the potential built form and height strategy for the subject site is discussed in the later section of this submission and included in the documents prepared by Urbis that accompany this EVPPR at **Appendix A**.

1.4 REPORT STRUCTURE

This report, in preparing an outline Planning Proposal (PP), is structured in the following manner:

- Section A - Need for the Planning Proposal.
- Section B - Relationship to strategic planning framework.
- Section C - Environmental, social and economic impact.
- Section D - State and Commonwealth interests.

These Guidelines will be addressed below under the various headings. This report is the initial Planning Proposal report to be submitted to enable Council to formally resolve to proceed with the rezoning of the land in accordance with the requirements of the EP& A Act.

2 The Subject Land

2.1 LAND DESCRIPTION

The subject site is described as various properties in Menangle Park (East Village), Menangle Park (refer to Section 1.1 above and **Figure 1** below).

2.2 CONTEXT

Menangle Park is located approximately 5 km from Campbelltown CBD and is located on Railway Stations on the Cumberland, Airport, Inner West and South Lines.

The site is generally bound by the Nepean River to the south and west, the Hume Highway (M31) to the east and The Australian Botanic Gardens Mount Annan to the north. The Main Southern Railway Line dissects the MPURA in a north south direction and the planned Spring Farm Parkway is planned to be constructed along the northern edge of Howes Creek.

The site comprises a number of allotments of variable size and has a total area of 19 hectares. The site in Menangle Park is an ideal location for a new medium-to-high density precinct for living and adjoins the proposed Town Centre to the east on the opposite side of Cummins Road. The precinct's current semi-rural character must evolve and diversify to respond to demands for improved urban environments and accommodate a growing population within the MPURA.

The landscape directly surrounding the site is characterised by relatively open rural land and typical features for example, unformed rural road edges and turfed swales, post and wire fences, isolated groups of remnant vegetation, riparian corridors that are identifiable by associate vegetation, hobby farms and shed structures.

Opportunities

- The visually significant stand of vegetation at the north-east corner of the site is retained and incorporated into the open-space strategy.
- A wide spatial separation between north-south aligned buildings is proposed approximately mid-way along Fitzpatrick Street. This separation creates a potential view corridor through the northern part of the site and allows for access to views of scenic features to the north.
- There is an opportunity for retention of some existing 'rural-character' streetscapes along the southern Taber Street boundary. Also, proposing lower development at this location will provide a better interface with the low-density zones within the southern block.
- The town centre proposed by Dahua presents greater development opportunities towards the northeastern corner of the site because of the proximity to amenities and employment.

FIGURE 1 – LOCATION OF SUBJECT SITE – AERIAL PHOTOGRAPH



2.3 CURRENT ZONING

The subject lands are zoned R2 Low Density Residential under the provisions of Campbelltown LEP 2015 (refer to **Figure 2** below). The zoning of the land contains a floor space ratio (FSR) restriction, minimum lot size and a height control (refer to **Figure 3** below).

Objectives of zone are:

- To provide for the housing needs of the community within a low-density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To enable development for purposes other than residential only if that development is compatible with the character of the living area and is of a domestic scale.
- To minimise overshadowing and ensure a desired level of solar access to all properties.
- To facilitate diverse and sustainable means of access and movement.

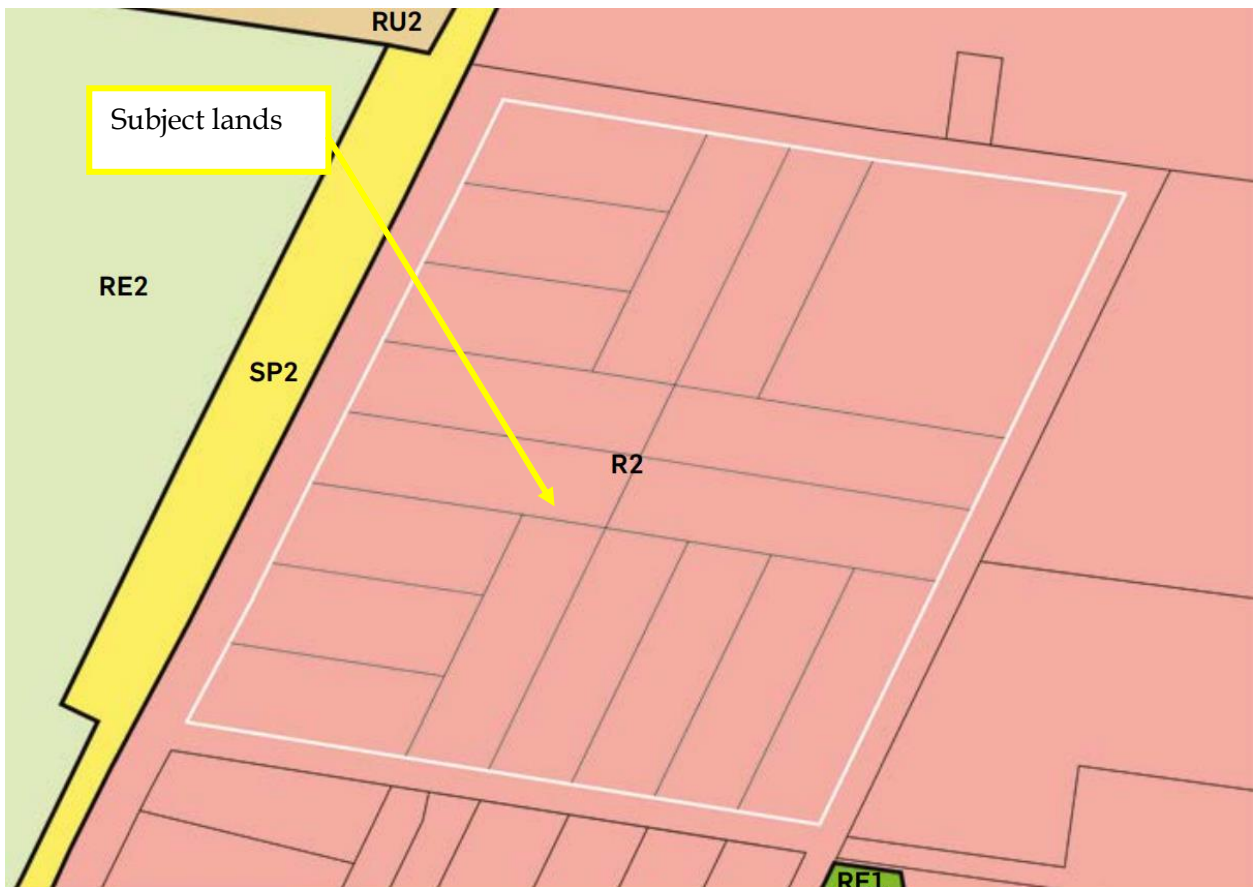
Permitted with consent

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Flood mitigation works; Group homes; Home-based child care; Home businesses; Home industries; Oyster aquaculture; Places of public worship; Pond-based aquaculture; Recreation areas; Recreation facilities (outdoor); Respite day care centres; Roads; Schools; Semi-detached dwellings; Tank-based aquaculture.

Prohibited

Any other development not specified in item 2 or 3.

FIGURE 2 – CURRENT ZONE

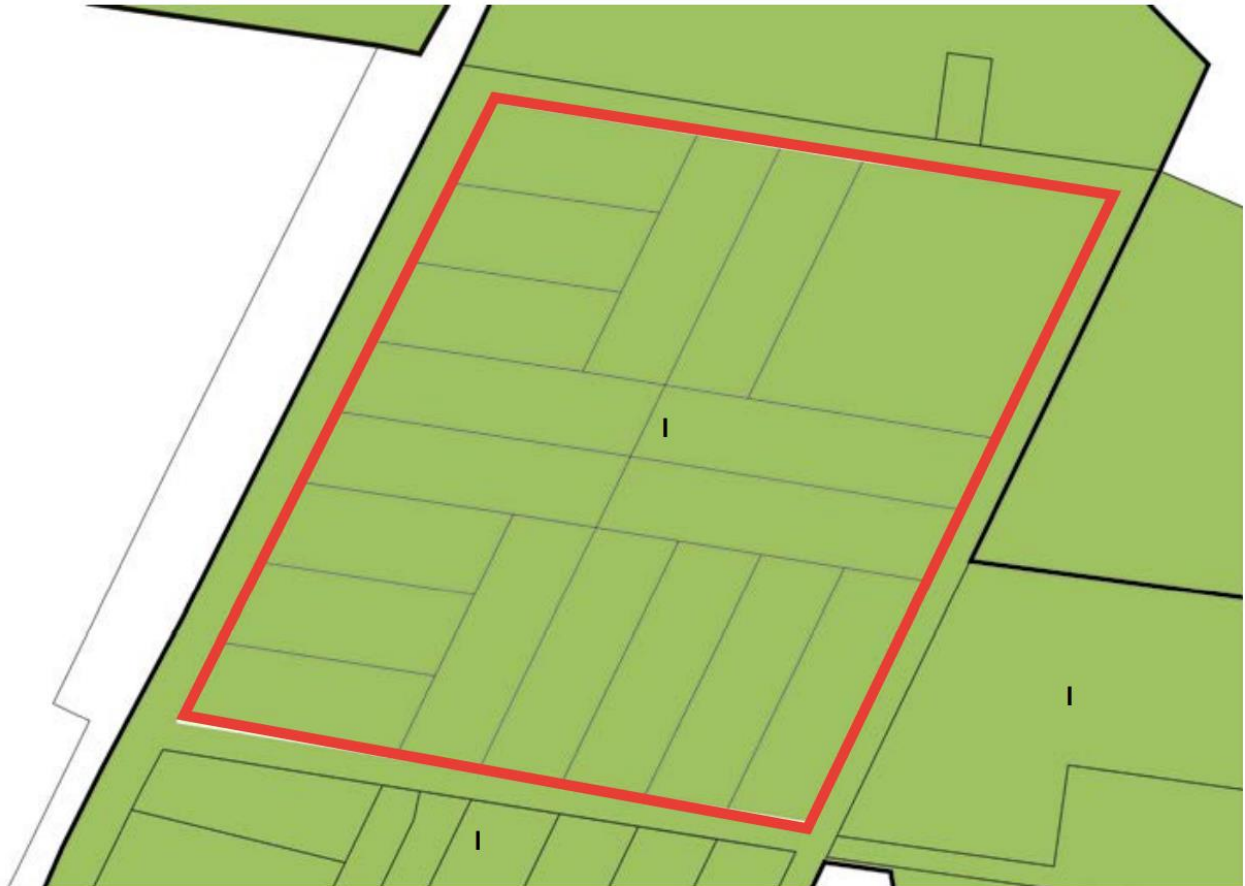


LEGEND

R2	Low Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure
RU2	Rural Landscape

Under Clause 4.1 of the CLEP, a minimum lot size of 420m² applies. Under Clause 4.3, the CLEP provides for a height control of 8.5m, which is the same as a two-storey building (refer to **Figure 3** below).

FIGURE 3 - HEIGHTS OF BUILDING MAP



LEGEND

I 8.5m

Under Clause 4.4, a FSR of 0.55:1 applies (**Figure 4**).

FIGURE 4 – FLOOR SPACE RATIO MAP



LEGEND

E	0.55
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2.4 STRUCTURE PLAN

While this Planning Proposal seeks to amend the Campbelltown LEP 2015 by way of an amendment to the principal development controls through rezoning of the site to part R3 Medium Density Residential, R4 High Density Residential and part RE1 Public Recreation, including an increase in the height controls from 9m to 27.5m (tallest buildings), a Vision Report that includes massing and building forms has been prepared by Urbis to inform the desired height and density.

A copy of the report is included in **Appendix A** and a structure plan is provided in **Figure 5** below. The potential number of units is 2,179, an increase of 1,838 units above that potentially generated by the subdivision of the land in 420m² lots. The development scheme has allowed the testing of the performance of the scheme against the Apartment Design Guideline (ADG) requirements, including solar access and building separation. It also allows the calculation of an indicative yield, which is provided in **Table 1** below.

FIGURE 5 – STRUCTURE PLAN



The Structure Plan opens up a private site and transforms it into a public neighbourhood supported by close by retail, commercial and community uses. A diverse community for all benefited from access to public transport, major arterial roads, jobs and schools.

Establish a network of open spaces including:

- A Village Park at the northeastern corner of the site for enough buffer space to preserve the retained trees and family activities. A Central Park at the mid-point of Fitzpatrick Street for civic gatherings. Communal Open Spaces within each development lots.
- Landscape Zone along Taber Street to retain and enhance the current streetscape character.
- Wider Main Boulevard preserving view to the northern hills from Taber Street.
- Align the proposed development blocks and buildings with current ownership boundaries for the convenience of development to occur in stages.

TABLE 1 – YIELD ANALYSIS BY LOTS

Lot No.	Lot Size (sqm)	Building Type	GFA (sqm)	Terraces	No. of Dwellings
Lot 1	20,713	Apartments	11,888		347
			17,619		
Lot 2	5,968	Apartments	11,197		132
Lot 3	5,957	Apartments	12,308		145
Lot 4	25,658	Apartments	5,115		524
			15,786		
			23,674		
Lot 5	10,944	Apartments	6,881	20	101
		Terraces	4,084		
Lot 6	3,543	Apartments	5,010		59
Lot 7	3,546	Apartments	8,912		105
Lot 8	13,241	Apartments	9,918		249
		Apartments	11,281		
Lot 9	8,988	Terraces	6,409	34	34
Lot 10	2,887	Apartments	4,959		58
Lot 11	2,895	Apartments	4,972		58
Lot 12	10,846	Apartments	3,826		268
		Apartments	18,984		
Lot 13	13,095	Terraces	9,255	46	46
Lot 14	14,630	Terraces	10,429	52	52
Total	142,909		202,507	152	2,179

Table 3 Development Capacity Comparison

	No. of Dwellings
Development Capacity Under Current Zoning (R2)	340
Development Capacity Under Proposed Scheme	2,179
Proposed Uplift	1,838

Establish built forms that are responsive to the context:

- Locate taller forms closer to the future town centre and lower townhouses facing the future R2 zone.
- Establish edge-defining built forms facing the open spaces and main corridors to enable greater legibility and also maximize view to green spaces.

Increase site's permeability with a tier of proposed streets:

- Active Transport network including a primary green Main Boulevard with cycleways connecting Taber Street and the Central Park, active transport links connecting Racecourse Avenue and the Future Town Centre via Village Park and Central Park.
- Distributing vehicular traffic across a grid of local streets for greater connectivity.
- Access Laneways rear lane access within the townhouse zones.
- Through-site connection to further augment the permeability of the developable blocks.

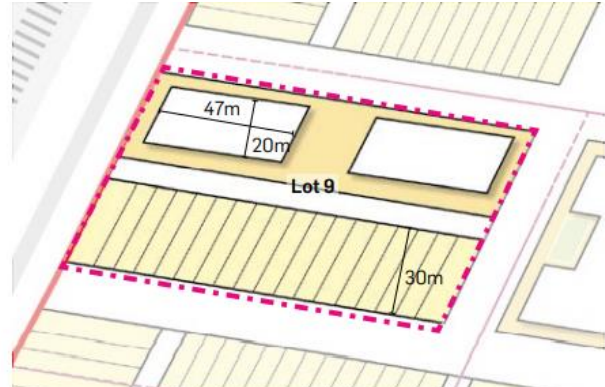
2.4.1 BLOCK TYPOLOGY ANALYSIS

The dimensions of the proposed blocks have left the flexibility for the development to take place in various typologies, subject to the market demand. In the cases of Lot 5 and Lot 8 for example, following scenarios are considered:

- **Scenario 1:** The apartment is located to the north and terraces dwellings to the south.
- **Scenario 2:** Higher density version with apartments across the entire block.
- **Scenario 3:** Lower density version with terraces across the entire block.



Scenario 1 - Apartments to the north and a row of terraces to the south



3 Part 1 – Statement of Objectives or Intended Outcomes of the Planning Proposal Request

This section of the Planning Proposal Request sets out the objectives and intended outcomes of the proposed amendment to Campbelltown LEP 2015.

This Menangle Park (East Village) Planning Proposal Request (EVPPR) has the express purpose of facilitating the development of the site from a semi-rural site to a modern residential development, with a diverse mixed built form typologies that will activate the site nestled within a scenic landscaped setting. In this regard, Menangle Park (East Village) will complement the form of development that will occur within the Menangle Park Town Centre.

Therefore, the objectives of the Planning Proposal are:

- Facilitate the provision of additional housing close to public transport, the arterial road network, employment opportunities in the various centres, including Menangle Park Town Centre.
- Provide for a residential development that is compatible with future surrounding character.
- Retain and enhance the leafy character along Taber Street and preserve the trees at the northeastern corner of the site.
- Create walkability to transport and employment and increase permeability.
- Establish a rural-style landscape zone along Taber Street to enhance local streetscape.
- Create an open space at the Fitzpatrick Street and Cummins Road intersection around the retained tree group.
- Protect the critically endangered *Elderslie Banksia Scrub*.
- Promote use of public transport and decrease the reliance on private motor vehicles.
- Create an opening around the mid-way location of Fitzpatrick Street as a place for community to meet and gather.
- Introduce a wider central north-south running corridor and preserve a view corridor to the further northern scenic features.
- Create active transport network that connect the proposed landscape features and establish a sense of place.
- Provide appropriate development controls for the site to facilitate a high-density residential development that is consistent with the outcomes of the Menangle Park Precinct.
- Arrange taller apartment forms close to the future town centre proposed by Dahua's planning proposal at the northeastern corner of the site.
- Locate lower townhouses towards the southern boundary of the site to provide a smoother transition in scale to the proposed future low-density zones within the block to the south of the site.
- The landscape strip along Taber Street will contribute to mitigating the impacts brought by the developments within the site.
- The scale of the blocks are determined by the establishment of an urban grain that is permeable to pedestrians and cyclists.
- Additional through-site links within private development lots further augment the permeability of the precinct.
- Align the road with current land ownership to allow the development to occur in stages.
- Support Campbelltown's role as a regional city.

4 Part 2 – Explanation of Provisions

The provisions of the Plan involve amendment of Campbelltown Local Environmental Plan 2015 by:

- Amending the land use zoning and the principal development standards of the site to part R3 Medium Density Residential, part R4 High Density Residential and part RE1 Public Recreation – LZN_003.
- Amending the Heights of Building Map HOB_003 to (I), (J), (M), (N), (R), (S) and (T).
- Amending the Floor Space Ratio Map FSR_003 to (E), (I), (N), (R) and (S).
- Amending the Minimum Lot Size Map LSZ_003.

The EVPPR will be the subject of a future amendment to the prevailing Development Control Plan. This companion planning document will be the subject of separate public consultation.

The above amendments will facilitate the future redevelopment of the site in accordance with the objectives of the R3 Medium Density Residential, R4 High Density Residential and RE1 Public Recreation and the permissible land uses, with the consent of Council and the Department of Planning, Industry and Environment. The objectives and permitted uses are provided below:

Zone R3 Medium Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide for a wide range of housing choices in close proximity to commercial centres, transport hubs and routes.
- To enable development for purposes other than residential only if that development is compatible with the character and scale of the living area.
- To minimise overshadowing and ensure a desired level of solar access to all properties.

2 Permitted without consent

Nil

3 Permitted with consent

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Flood mitigation works; Group homes; Home-based child care; Home businesses; Home occupations; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Recreation areas; Recreation facilities (outdoor); Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Shop top housing; Tank-based aquaculture

4 Prohibited

Pond-based aquaculture; Any other development not specified in item 2 or 3

Zone R4 High Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a high density residential environment.
- To provide a variety of housing types within a high density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To encourage high density residential development in close proximity to centres and public transport hubs.
- To maximise redevelopment and infill opportunities for high density housing within walking distance of centres.
- To enable development for purposes other than residential only if that development is compatible with the character and scale of the living area.

- To minimise overshadowing and ensure a desired level of solar access to all properties.

2 Permitted without consent

Nil

3 Permitted with consent

Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Flood mitigation works; Home businesses; Home occupations; Neighbourhood shops; Places of public worship; Recreation areas; Recreation facilities (outdoor); Residential flat buildings; Respite day care centres; Roads; Serviced apartments; Shop top housing

4 Prohibited

Any development not specified in item 2 or 3

Zone RE1 Public Recreation

1 Objectives of zone

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To provide for land uses compatible with the ecological, scientific, cultural or aesthetic values of land in the zone.
- To facilitate the multiple use of certain open space areas.
- To facilitate development that is ancillary or incidental to the special land uses provided for in this zone.
- To provide for the sufficient and equitable distribution of public open space to meet the needs of the local community.
- To preserve and rehabilitate bushland, wildlife corridors and natural habitat, including waterways and riparian lands, and facilitate public enjoyment of these areas.
- To provide for the retention and creation of view corridors.
- To protect and enhance areas of scenic value and the visual amenity of prominent ridgelines.
- To preserve land that is required for public open space or recreational purposes.
- To maximise public transport patronage and encourage walking and cycling.

2 Permitted without consent

Nil

3 Permitted with consent

Aquaculture; Boat launching ramps; Camping grounds; Car parks; Community facilities; Emergency services facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Heliports; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Restaurants or cafes; Roads; Signage; Small bars; Water recreation structures; Water supply systems

4 Prohibited

Any development not specified in item 2 or 3

5 Part 3 – Justification

5.1 INTRODUCTION

The *Guide to preparing Planning Proposals* states that the overarching principles that guide the preparation of planning proposals are:

1. The level of justification should be proportionate to the impact the planning proposal will have;
2. It is not necessary to address a question (see Section 2.3(a)) if it is not considered relevant to the planning proposal. In such cases the reason why it is not relevant should be briefly explained; and
3. The level of justification should be sufficient to allow a Gateway determination to be made with the confidence that the LEP can be finalised within the time frame proposed.

This overview establishes the case for the LEP amendment. It should be noted that the level of justification is commensurate with the impact of the rezoning proposal.

5.2 SECTION A – NEED FOR THE PLANNING PROPOSAL

5.2.1 IS THE PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT

The Menangle Park Urban Release Area (MPURA) has been identified for urban development since 1973. Its role as an urban release area has been reinforced in district level planning including most recently the Western Parkland City District Plan. The MPURA was subject of a rezoning that occurred in 2017 after a decade long planning process that commenced several times but was delayed for a number of reasons. The suite of planning controls adopted, including provisions in *Campbelltown Local Environmental Plan (CLEP) 2015*, *Campbelltown (Sustainable City) Development Control Plan (CDCP) (Part 8 Volume 2 – Menangle Park)*, and the Menangle Park Contributions Plan has informed the initial stages of development in the MPURA.

A comprehensive review of the existing planning framework has been undertaken in response to market developments and more detailed environment and infrastructure studies associated with the initial development planning for the MPURA, including the Dahua Group Planning Proposal that has recently completed public exhibition. In light of the above, this EVPPR has been supported by the following technical studies and reports as detailed below in **Table 2**.

TABLE 2 – PROJECT TEAM

The Project Team	
Vision Report	Urbis – (Appendix A)
Preliminary Traffic Impact Study	SCT Consulting – (Appendix B)
Stormwater Drainage	Northrop – (Appendix C)
Services	Power Line Design & Qalchek – (Appendix D)
Social Infrastructure Summary Report	Urbis – (Appendix E)

5.2.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

Yes, the current zoning permits basically low-density residential development. The proposal is to amend LEP 2015 and is the best means of achieving the key objectives of the Planning Proposal and facilitating medium and high-density development on the subject site. The Planning Proposal seeks to amend the zoning, minimum lot size, floor space ratio and the height controls.

This represents the most logical way of achieving the intended objectives and outcomes under the prevailing legislation to rezoning of the land.

The proposal is consistent with a number of Strategies discussed below.

5.3 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

5.3.1 IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND ACTIONS CONTAINED WITHIN THE APPLICABLE REGIONAL OR SUB-REGIONAL STRATEGY?

5.3.2 GREATER SYDNEY REGION PLAN

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

An assessment of the EVPPR against the relevant Directions and Objectives of the GSRP is provided below. The Planning Proposal is generally consistent with the GSRP particularly as the proposal seeks to ensure that development outcomes meet contemporary expectations.

Assessment Criteria

a) *Does the proposal have strategic merit? Is it:*

- *Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant 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; or*
- *Consistent with a relevant local council strategy that has been endorsed by the Department; or*
- *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

The EVPPR is considered generally consistent with the objectives, principles, actions and initiatives of the Metropolis of Three Cities – The Greater Sydney Region Plan and the Western City District Plan. The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. This is consistent with the 10 Directions in *Directions for a Greater Sydney*, which establish the aspirations for the region over the next 40 years and are a core component of the vision and a measure of the Plan's performance.

To meet the needs of a growing and changing population, the vision seeks to transform Greater Sydney into a metropolis of three cities:

- The Western Parkland City;
- The Central River City; and
- The Eastern Harbour City.

The site is located within the Western City District. Campbelltown is designated as a ‘metropolitan centre’ in the Plan. The Plan projects the population of Greater Sydney to grow to 8 million over the next 40 years, half of which will reside west of Parramatta. The Plan seeks to rebalance the economic and social opportunities and leverage that growth and deliver the benefits more equitable across Greater Sydney. The goals are for:

- Residents to have quick and easy access to jobs and essential services;
- Housing supply and choice to increase and meet the growing and changing needs of the community;
- The environment and precious resources to be protected; and
- Infrastructure to be sequenced to support growth and to be delivered concurrently with new homes and jobs.

The Plan sets out a new urban corridor for land release areas from Greater Macarthur in the southwest through Bringelly and Penrith in the west to Rouse Hill in the northwest. The Plan also envisages infill development and urban renewal to play an important role in delivering growth balanced with local character (refer to **Figure 6** below).

FIGURE 6 – EXTRACT OF STRUCTURE PLAN FOR THE GREATER SYDNEY REGION



The Western Parkland City will be established on the strength of the new international Western Sydney Airport at Badgerys Creek. It will be a polycentric city capitalizing on the established centres of Liverpool, Greater Penrith and Campbelltown-Macarthur.

The Plan:

- Establishes a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters.

- Informs district and local plans and the assessment of planning proposals.
- Assists the integration of infrastructure plans.
- Outlines Government growth management and infrastructure investment intentions.

The EVPPR is consistent with the following Directions and Objectives:

Direction: A City supported by Infrastructure

- Objective 1: Infrastructure use is optimised.
- Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact.
- Objective 3: Infrastructure adapts to meet future needs.
- Objective 4: Infrastructure use is optimised.

The proposal will optimise use of the infrastructure servicing the existing Menangle Park Precinct. Campbelltown-Macarthur is identified as a Metropolitan Centre, with current and future transport infrastructure. The Planning Proposal leverages off current existing infrastructure, including the high frequency rail service to Sydney and beyond via the T8 Airport and South Line, and Liverpool.

The requisite social and physical infrastructure required to support the proposal have been identified in the Social Infrastructure Strategy for their delivery provided, as detailed in **Appendix E**. The current Developer Contribution Plan (CP) will need to be amended or a separate Voluntary Planning Agreement (VPA) prepared to deliver such infrastructure, including upgrades to roads (refer to **Appendix B**).

Direction: A City for People

- Objective 6: Services and infrastructure meet communities changing needs.
- Objective 7: Communities are healthy, resilient and socially connected.
- Objective 8: Greater Sydney’s communities are culturally rich with diverse neighbourhoods
- Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation

The Planning Proposal seeks to redevelop a largely undeveloped semi-rural site, with emphasis on increasing access to public open space through site links and new passive and active spaces. The Proposal would create a new precinct to reflect the development that is proposed in the Menangle Park Town Centre that brings together people, jobs, connectivity and recreation.

Direction: Housing the City

- Objective 10: Greater housing supply.
- Objective 11: Housing is more diverse and affordable

The Planning Proposal seeks to provide more housing with mixed residential density that supports the significant employment and housing choice required to support the vision of growth and jobs for Campbelltown.

A central foundation of the proposal is increased housing diversity in a local market that is relatively already affordable in comparison with metropolitan Sydney. The proposed introduction of a R3 Medium Density Residential & R4 High Density Residential zone would support additional dwellings proposed by this PPR.

Direction: A City of Great Places

Objective 12: Great places that bring people together

The Planning Proposal seeks to provide new open space linkages and better access to open space, when compared to the current site. The built scale would be sympathetic to the human environment. Enhanced access to diverse open space resources would be available, sensitive ecologically communities conserved and broad ranging infrastructure generally provided.

Direction: A well-connected City

Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities.

The site is located adjoining the Menangle Park Railway Station and employment is within walking distance in the proposed Town Centre. A hierarchical, fine grained accessibility strategy underpins the proposal. Direct access is proposed to higher order roads, existing roads are to be upgraded, intersections enhanced and alternate movement means (pedestrian/cycle) integrated to provide a highly permeable structure, facilitating appropriate public transport service levels.

Direction: Jobs and skills for the City

Objective 23 Industrial and urban services land is planned retained and managed.

The proposal seeks to retain the residential zone in accordance with the provision of the LEP and vision and objectives of Council and NSW State Government. It aims to create and build upon the existing residential zoned area of Menangle Park. Additionally, significant local construction and maintenance employment opportunities will evolve and the proposal will support the proposed Town Centre.

Direction: Sustainability

Objective: A City in its Landscape – Biodiversity is protected, urban bushland and remnant vegetation is enhanced.

The proposal seeks to conserve and embellish sensitive remnant ecological communities located in the northeastern part of the site.

Additionally, it provides a green grid dimension through structured and informal recreation areas and linkages, including the proposed iconic north/south active green pedestrian link and an east/west pedestrian link. Existing vegetation along the Taber Road frontage is proposed to be retained within a landscaped setback and enhanced.

Direction: An efficient City

Objective 34: Energy and water flows are captured, used and re-used.

Objective 35: More waste is re-used and recycled to support the development of a circular economy.

The Planning Proposal seeks to amend the zoning and maximum building height control as it relates to the subject site. While indicative massing, built form analysis and ADG compliance has been undertaken to ensure future development will comply with applicable requirements, specific building design elements have yet to be formally advanced. Notwithstanding, it is the intention to create a sustainable development in accordance with the objective, which will also include greening and softening the visual impact of the development to contribute to the development that is likely to occur at Menangle Park.

To improve livability, the Plan seeks to create new great places, with well-connected communities which have access to a range of jobs and services, starting with public places, open spaces and transit-orientated developments. The Planning Proposal seeks to create a range of jobs and services, and open space accessible to the public, particularly walking and cycling. The new community will be located within a site that encourages and supports the development of social connections, which will create vibrancy and activation and improve livability.

The proposal pursues an objective of balancing additional housing supply with high standards of amenity and design. In doing so, it creates criteria for where housing supply is to be located; aligned with existing infrastructure, accessibility to jobs, with 5 minute walking distance to regional transport, efficient interchanges with comprehensive walking and cycling tracks, and areas with good access to services, transport and jobs.

5.3.2.1 WESTERN CITY DISTRICT PLAN – CONNECTING COMMUNITIES

This Plan provides a guide to implementing A Metropolis of Three Cities – The Greater Sydney Region Plan at a district level and is structured around the strategies for infrastructure and collaboration, liveability, productivity, sustainability, and implementation. Amongst other things, it is intended to inform the assessment of planning proposals.

Specifically, it forms a 20-year plan to manage growth and achieve the 40-year vision, while enhancing Greater Sydney, liveability, productivity and sustainability into the future. The EVPPR is consistent with the relevant Planning Priorities and Actions as summarised below.

The Plan has 10 Directions and 20 Planning Priorities. The following Planning Priorities are relevant to the current proposal.

- W1 Planning for a city supported by infrastructure
- W2 Working through collaboration
- W3 Providing services and social infrastructure to meet people’s changing needs
- W4 Fostering healthy, creative, culturally rich and socially connected communities
- W5 Providing housing supply, choice and affordability with access to jobs, services and public transport
- W6 Creating and renewing great places and local centres
- W7 Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City
- W11 Growing investment, business opportunities and jobs in strategic centres
- W18 Delivering high quality open space
- W19 Reducing carbon emissions and managing energy, water and waste efficiently

The District Plan identifies Menangle Park as a Land Release Area within the Greater Macarthur Growth Area. The majority of new communities in land release areas identified by the District Plan are located within precincts contained within State Environmental Planning Policy (Sydney Region Growth Centres) 2006.

Unlike the majority of land release areas, CLEP 2015 is the principal environmental planning instrument that applies to the land. An assessment of the Planning Proposal against the relevant Directions and Priorities District Plan was provided above. The Planning Proposal is generally consistent with the District Plan particularly as the proposal seeks to ensure that development outcomes meet contemporary expectations.

5.3.3 GREATER MACARTHUR 2040

Greater Macarthur 2040 (GM 2040) is a landuse and infrastructure implementation plan for delivery of the Greater Macarthur Growth Area, prepared by the Department of Planning, Industry and Environment (DPIE) in 2018.

This Plan provides a framework for the identified land release areas of South Campbelltown and sets out a land use and infrastructure implementation plan for the Greater Macarthur Growth Area, including Menangle Park. An extract of the Structure Plan for such area, including the subject land, is reproduced as **Figure 7** following.

The subject land and neighbouring land is noted to form part of the Menangle Park Precinct, as reflected in the extract from the Precinct Plan also produced following in **Figure 8**.

Greater Macarthur 2040 identifies that Menangle Park will be:

- Rezoned and release land for urban development,
- Deliver around 4,000 new homes,
- Create a new town centre providing local retail and commercial services.

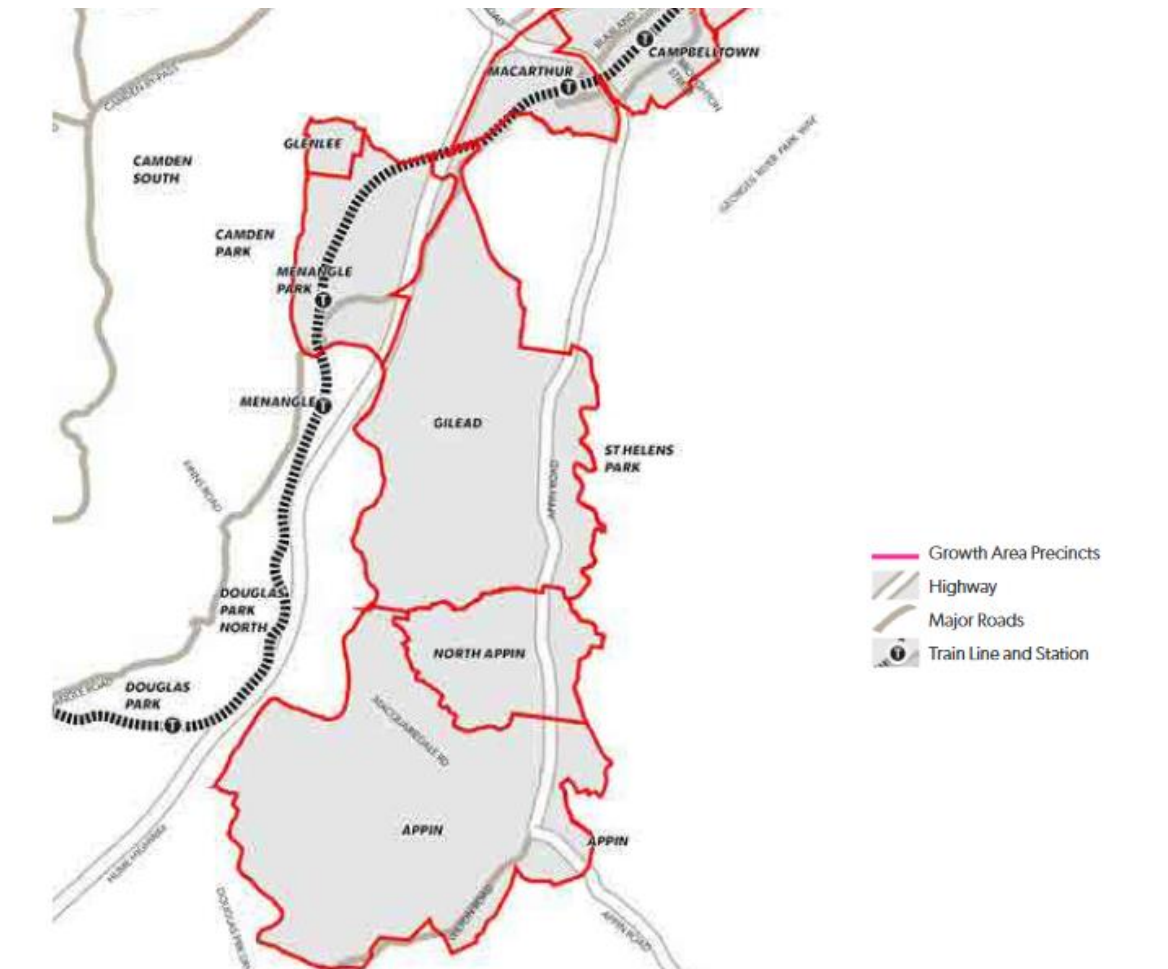
FIGURE 7 – EXTRACT OF GREATER MACARTHUR STRUCTURE PLAN (LAND RELEASE AREAS)



LEGEND

- Subject Site
- Local Centre
- Indicative East-West Connection
- Indicative Transport Corridor
- Existing Urban Land
- Train Line / Station
- Employment Land

FIGURE 8 – EXTRACT OF GREATER MACARTHUR PRECINCT PLAN



5.3.4 LOCAL STRATEGIC PLANNING STATEMENT

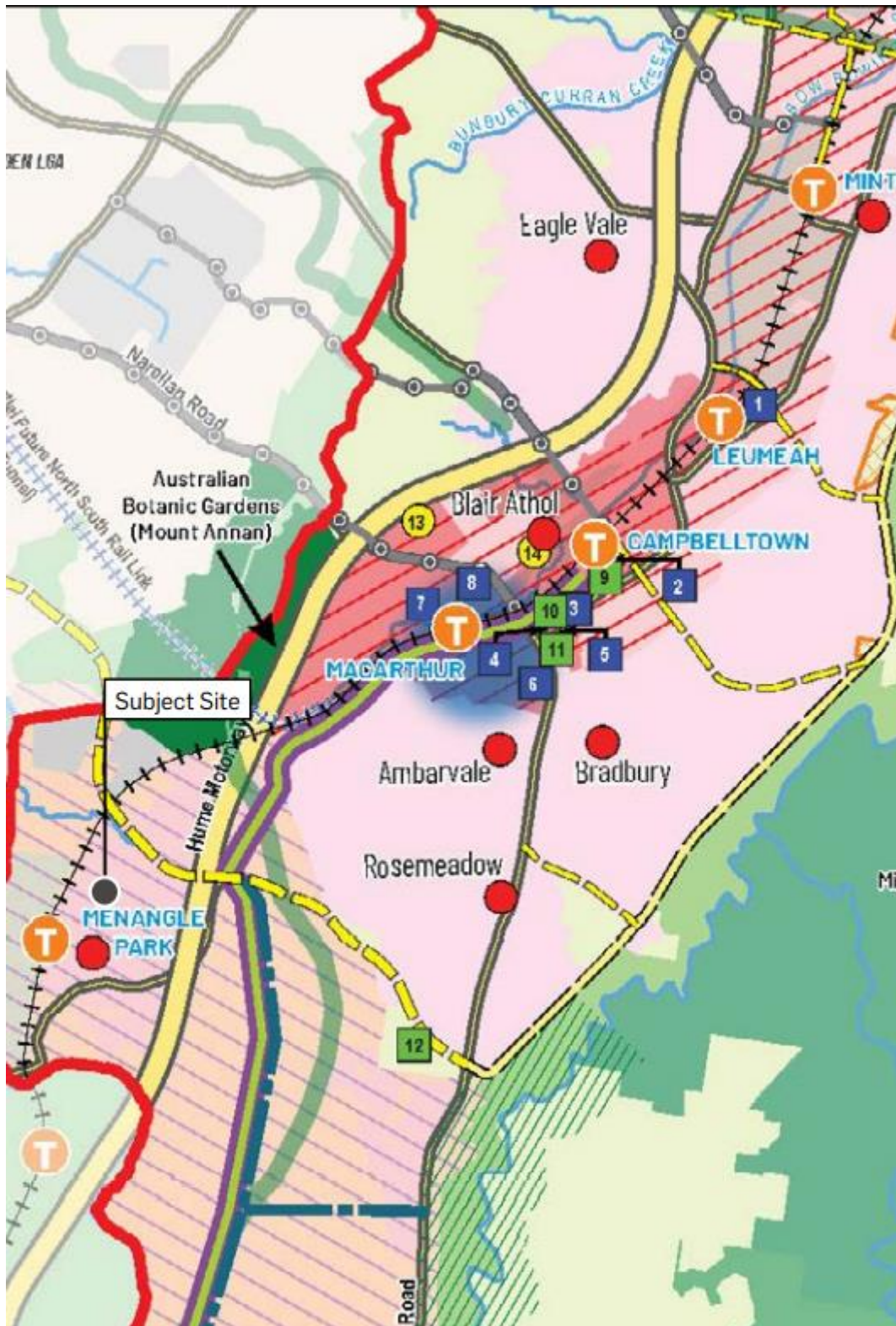
Campbelltown City Council adopted the Campbelltown Local Strategic Planning Statement (20-year vision) (CLSPS). This document has a series of generalist plans, a host of actions and rationale that is limited as an evidence base.

The Local Strategic Planning Statement (LSPS) sets up the 20-year Vision for land use in the LGA, the special character of the area and the approach to manage the changes. It establishes 4 planning themes that underpin the community’s vision for Campbelltown. They are *a vibrant liveable city, a respected and protected natural environment, a thriving attractive city, and a successful city*. The themes will be implemented through 16 planning priorities and related actions.

Council will also deliver an *Economic Development Strategy* for the LGA and an *Economic Master Plan for the City Centre* in the short-term. The Local Housing Strategy is also part of the suite of documents to be produced.

The LSPS responds to the District and Regional Plans and to the community’s documented aspirations. The document establishes planning priorities to ensure that the LGA thrives now and remains prosperous in the future, having regard to the local context. The proposal is consistent with the LSPS as the proposal has good alignment with Council’s Community Strategic Plan and the relevant Directions, Objectives and Priorities of the District Plan.

FIGURE 9 – STRUCTURE PLAN – LSPS 2040



5.3.5 LOCAL HOUSING STRATEGY

The Local Housing Strategy examines the housing needs of Campbelltown’s current and future residents and puts forward an evidence based approach to managing sustainable housing growth to 2036.

5.3.6 RESIDENTIAL DEVELOPMENT STRATEGY 2014

This Strategy (RDS) accompanies a suite of planning documents to support draft LEP 2014 (now LEP 2015). Note this document will be replaced by the Local Housing Strategy when finalised. The Strategy has the following recommendations:

“The Residential Strategy Review and this emergent Strategy indicate that future dwelling targets for 2031 can be achieved with current zonings, their minor rationalisation and the release of identified greenfields and incremental phasing of new centres and transit focused infill growth nodes. Additionally, the need for diverse housing forms, adaptable housing and more affordable housing should be acknowledged.

In such context it is accordingly recommended that Council:

- *Complete the Comprehensive LEP reinforcing higher density residential zones and the adoption of a transitional medium density housing model, zoning appropriately identified growth nodes capable of short term development and servicing and similarly placed new identified greenfields.*
- *Review the zoning of future greenfields and growth nodes when more favourable market, development and servicing circumstances are likely to emerge.*
- *Continue to ensure that appropriate structure planning/masterplanning informs the release of future urban precincts.*
- *Encourage a variety of housing choices including, in particular, smaller dwellings.*
- *Support affordable “entry price” housing.*
- *Encourage construction of adaptable housing.*
- *Encourage secondary dwellings and dual occupancies.*
- *Commit to a regular review of the Strategy.*

It is considered that the proposed rezoning of the land is consistent with the above recommendations, although it is noted that the subject land is not listed in the Strategy. Council’s RDS proposes a number of infill ‘growth nodes’ that focus future development close to railway stations and existing commercial centres.

5.3.7 CAMPBELLTOWN LOCAL ENVIRONMENTAL PLAN 2015 (CLEP 2015)

The Campbelltown Local Environmental Plan 2015 (CLEP 2015) is the principal environmental planning instrument for the City of Campbelltown. A summary of the existing planning framework and proposed amendment are discussed below in **Table 3**:

TABLE 3 – CLEP 2015 – PROPOSED AMENDMENTS

CLEP 2015	Proposed Amendments
Mapping	
<p>Zoning</p> <p>The zoning of the site is R2 Low Density Residential</p>	<p>The Planning Proposal seeks to introduce or amend the land use zones to:</p> <ul style="list-style-type: none"> • Introduce the R3 Medium Density Residential zone. • Introduce the R4 High Density Residential zone. • Introduce the RE1 Public Recreation zone

CLEP 2015	Proposed Amendments
	The proposed zoning amendments are shown in Appendix F
<p>Minimum Lot Size</p> <p>The current minimum lot size is R2 Zone: 420m²</p>	<p>The Planning Proposal seeks to amend the Minimum Lot Size Map as follows:</p> <ul style="list-style-type: none"> • R3 Zone: NA • R4 Zone: NA • RE1 Zone: NA <p>The proposal to have no minimum lot size within the R3 Medium Density Residential and R4 High Density Residential zones is to provide consistency with a proposed new subdivision clause to provide for a diversity of dwelling types within the zone. This approach is consistent with other council Growth Area controls.</p>
<p>Building Heights</p> <p>The current maximum buildings height is I: 8.5m.</p>	<p>The Planning Proposal seeks to amend the Height of Buildings Map as follows:</p> <ul style="list-style-type: none"> • J: 9m • M: 12m (R3 Zone) • O: 15m (R3 Zone) • R: 21m (R4 Zone) • S: 24m (R4 Zone) • T: 27.5m (R4 Zone) <p>This would involve updating all HOB map sheets to reflect the updated legend. The proposed building heights amendments are shown in Appendix G.</p>
<p>Floor Space Ratio</p> <p>The current maximum floor space ratio is: R2 Zone: 0.55:1</p>	<p>The Planning Proposal seeks to amend the Floor Space Ratio Map to provide the following FSR for any building that the proposal relates to.</p> <ul style="list-style-type: none"> • I: 0.75 • N: 1.0 • R: 1.4 • S: 1.9
Clauses	
<p>Other than the requirements of Clause 4.1 (Minimum subdivision lot size) of CLEP 2015, Clause 4.1C also applies in respect to defining the</p>	<p>The Planning Proposal seeks to insert additional subdivision clauses to enable development consent to be granted for subdivision of land to achieve the following:</p>

CLEP 2015	Proposed Amendments
<p>minimum lot size for the following form of development:</p> <ul style="list-style-type: none"> • Dual occupancy • Semi-detached dwelling • Attached dwelling • Multi Dwelling Housing • Centre based child care facilities • Residential Flat Buildings <p>The minimum lot sizes established by this clause currently only apply to land in the R2, R3 and R4 zones and apply city wide.</p>	<p>On R3 Medium Density Residential and R4 High Density Residential zoned land, to permit a variety of low and high rise dwelling types with the following minimum lot sizes:</p> <ul style="list-style-type: none"> • Dwelling House: 250m² • Semi-detached dwellings: 250m² • Dual Occupancy: 500m² • Secondary Dwellings: 450m² • Attached Dwellings: 200m² • Multi Dwelling Housing: 1,500m² <p>It is intended that the Menangle Park Development Control Plan guide the applicable built form and site requirements in relation to driveways, parking and access.</p>
<p>Clause 4.4 Floor Space Ratio sets out specific floor area controls for the following purposes.</p> <p>Dwelling houses in Zone R2 Low Density Residential, Zone R3 Medium Density Residential and Zone R5 Large Lot Residential: 0.55:1</p> <p>Dual occupancies in Zone R2 Low Density Residential, Zone R3 Medium Density Residential and Zone R5 Large Lot Residential: 0.45:1</p> <p>Multi dwelling housing in Zone R2 Low Density Residential: 0.45:1</p> <p>Multi dwelling housing in Zone R3 Medium Density Residential: 0.75:1</p>	<p>Currently, Clause 4.4(2A) is drafted such that the defined floorspace controls are in addition to the Floor Space Ratio Map. Under the current CLEP 2015, this would result in future dwellings having a permissible floor space ratio of 0.55 (map) + 0.55 (Clause 4.4(2A)) being 1.1:1 which is excessive.</p> <p>This outcome would be an unintended consequence arising from the translation of Council’s LEP into the standard format in 2015 and gazettal of the MPURA in 2017.</p> <p>Therefore, it is recommended that Clause 4.4(2A) be amended to exclude its application for areas shown on the Urban Release Area Map.</p>

5.3.8 CAMPBELLTOWN (SUSTAINABLE CITY) DEVELOPMENT CONTROL PLAN 2015

The Campbelltown (Sustainable City) Development Control Plan 2015 (CSCDCP) provides development guidelines and site-specific controls to support the delivery of CLEP 2015.

Volume 2, Part 8 of the CSCDCP contains a structure plan and series of development controls to guide delivery of the MPURA. The subject provisions will be revised to support achievement of the objectives of the proposed CLEP 2015 amendment.

The DCP proposes the following:

- A structure plan that suggests a town centre close to Menangle Park Station. The town centre is entitled to a maximum commercial floor space of 20,000m² and maximum building height of 4 storeys.
- Impacts of views to and from Glenlee House are minimised.
- 3,500 new dwellings.
- The subject site is proposed as standard lots with maximum height of 8.5m and FSR of 0.55:1 (Campbelltown LEP).
- Trees at the northeastern corner of the site is identified as Moderate Quality Vegetation

FIGURE 10 – STRUCTURE PLAN – DCP 2015



5.3.9 IS THE PLANNING PROPOSAL CONSISTENT WITH LOCAL COUNCIL’S COMMUNITY STRATEGIC PLAN, OR OTHER LOCAL STRATEGIC PLAN?

The local strategic planning context was summarised at 5.3.4 above and clearly identifies the growth that will occur in Campbelltown in the ensuing years.

The subject planning framework has importantly identified opportunities for the development in Campbelltown, leveraging off the existing infrastructure and the prevailing sense of community, but does not identify the subject land given the location outside nominated growth areas.

5.3.9.1 CAMPBELLTOWN COMMUNITY STRATEGIC PLAN 2017-2027

The Campbelltown Community Strategic Plan 2017-2027 is a document which will guide Campbelltown over the next ten years through a series of goals and strategies including, but not limited to local employment, and strengthening the local economy.

The proposed rezoning is consistent with this document by providing for local employment opportunities. Essentially, there are no changes to the zoning of the land or the development consent, except the removal of the restrictions. The Planning Proposal is consistent with the CSP and will specifically facilitate delivery of the key outcomes as detailed below in **Table 4**.

TABLE 4 – CONSISTENCY WITH CAMPBELLTOWN COMMUNITY STRATEGIC PLAN

CLEP 2015	Proposed Amendments
Outcome 1	
A vibrant, liveable city	<ul style="list-style-type: none"> • The community will be afforded the opportunity to review the Planning Proposal and engage at key stages in the decision-making process. • The proposal seeks to establish a framework to inform the future review of the masterplan to improve placemaking, public domain and open space outcomes. • Provides for greater housing choice and diversity.
Outcome 2	
A respected and protected natural environment	The proposal seeks to preserve additional areas of critically endangered ecological communities that were incorrectly identified during the previous plan making process.
Outcome 3	
A thriving, attractive city	Delivery of infrastructure is supported by Council’s Menangle Park Development Contributions Plan and the proponents will offer to enter into a Voluntary Planning Agreement.
Outcome 4	
A successful city	<ul style="list-style-type: none"> • The proposal seeks to provide a framework for a more permeable road network and transport system that will serve a greater walking catchment within the site. • The proposal seeks to implement an iconic ‘Green Spine’ to provide a connected pedestrian link through the site with opportunity to form part of a regional connection to the Western Sydney Parklands.

5.3.10 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

The lands are subject to the provisions of a raft of State Environmental Planning Policies. The subject policies are noted below in **Table 5** and importantly do not prohibit and/or significantly constrain the Planning Proposal.

TABLE 5 – CONSISTENCY WITH APPLICABLE STATE POLICIES

MENANGLE PARK (EAST VILLAGE) PLANNING PROPOSAL		
ASSESSMENT OF CONSISTENCY WITH STATE ENVIRONMENTAL PLANNING POLICIES		
SEPP No. / Name	Summary of SEPP	Consistency of planning proposal
SEPP No 1 Development Standards	SEPP 1 aims to provide flexibility in the application of planning controls where strict compliance of development standards would be unreasonable, unnecessary or hinder the attainment of specified objectives of the Act.	SEPP 1 generally applies to development across NSW. However, SEPP 1 was repealed by Campbelltown LEP 2015 (clause 1.9) and does not apply to Campbelltown LGA. Clause 4.6 in respect of Exemptions to Development Standards precludes the need for consistency with SEPP 1. EVPPR considered to be consistent
SEPP No 4 Development Without Consent and Miscellaneous Exempt and Complying Development	SEPP 4 aims to permit development for a purpose which is of minor environmental significance, development for certain purposes by public utility undertakings and development on certain land reserved or dedicated under the <i>National Parks and Wildlife Act 1974</i> without the necessity for development consent. Also regulates complying development for conversion of fire alarms.	SEPP 4 generally applies to development across NSW. EVPPR considered to be consistent
SEPP No 6 Number of Storeys in a Building	SEPP 6 aims to remove confusion arising from the interpretation of provisions in EPIs controlling the height of buildings.	In accordance with current best planning guidance and practice in LEPs and DCPs, building heights are calculated and shown in metres (m) and not storeys.

		<p>A maximum height is proposed in a manner consistent with prevailing local building height controls.</p> <p>EVPPR considered to be not inconsistent</p>
SEPP No 14 Coastal Wetlands	Aims to ensure NSW coastal wetlands are preserved and protected.	Does not apply to the Campbelltown LGA.
SEPP 15 Rural Landsharing Communities	Aims to facilitate the development of rural landsharing communities committed to environmentally sensitive and sustainable land use practices.	Does not apply to the Campbelltown LGA.
SEPP No 19 Bushland in Urban Areas	SEPP19 aims to protect bushland within urban areas. Specific attention to bushland, remnant and endangered vegetation and bushland zoned or reserved for public open space.	Does not apply to the Campbelltown LGA.
SEPP No 21 Caravan Parks	Aims to facilitate the proper management and development of land used for caravan parks catering to the provision of accommodation to short and long term residents. SEPP 21 applies across NSW except land to which SEPP (Western Sydney Parklands) applies.	<p>SEPP applies across NSW, but is not relevant to the EVPPR. The EVPPR does not change the current provisions of the LEP in relation to Caravan Parks.</p> <p>EVPPR is accordingly not inconsistent</p>
SEPP No 22 Shops and Commercial Premises	Aims to permit change of use from commercial premises to commercial premises, and shop to shop even if the change is prohibited by another EPI, provided only minor effect and consent is obtained from relevant authorities. Applies to NSW but excludes specified land	<p>SEPP applies across NSW and would apply to certain developments once rezoning has occurred.</p> <p>Does not apply to the EVPPR</p>

	under Parramatta LEP and Penrith LEP.	
SEPP No 26 Littoral Rainforests	Aims to protect littoral rainforests from development.	Does not apply to the Campbelltown LGA.
SEPP 29 Western Sydney Recreation Area	Aims to enable the carrying out of development for recreational, sporting and cultural purposes within the Western Sydney Recreation Area. SEPP 29 only applies to land within Western Sydney Parklands - Eastern Creek, Prospect, Horsley Park and Hoxton Park.	Does not apply to the Campbelltown LGA
SEPP No 30 Intensive Agriculture	Establishes the requirement for development consent and additional requirements for cattle feedlots and piggeries.	Does not apply to the EVPPR.
SEPP No 32 Urban Consolidation (Redevelopment of Urban Land)	SEPP 32 seeks to promote the orderly and economic use and development of land by enabling urban land which is no longer required for the purpose for which it is currently zoned or used to be redeveloped for multi-unit housing and related development.	SEPP applies across NSW to all urban land, except Western Sydney Parklands under that SEPP. Does not apply to the EVPPR.
SEPP No 33 Hazardous and Offensive Development	Aims to provide additional support and requirements for hazardous and offensive development	SEPP 33 applies across NSW but is not relevant to the planning proposal. EVPPR considered consistent
SEPP No 36 Manufactured Home Estates	Aims to facilitate the establishment of manufactured home estates as a contemporary form of residential housing. SEPP applies to land outside the Sydney Region.	Does not apply to the Campbelltown LGA.
SEPP No 39 Spit Island Bird Habitat	Aims to enable development for the purposes of creating and protecting bird habitat. Applies to land comprising Spit Island, Towra Point and Kurnell	Does not apply to the Campbelltown LGA.

<p>SEPP No 44 Koala Habitat Protection</p>	<p>Aims to encourage proper conservation and management of areas of natural vegetation that provide habitat for koalas. Campbelltown LGA listed in Schedule 1.</p>	<p>Repealed.</p>
<p>SEPP No 47 Moore Park Showground</p>	<p>Aims to enable redevelopment of Moore Park Showground consistent with its status as being of State and regional planning importance.</p>	<p>Does not apply to the Campbelltown LGA.</p>
<p>SEPP No 50 Canal Estate Development</p>	<p>SEPP prohibits canal estate development in NSW.</p>	<p>Does not apply to the Campbelltown LGA.</p>
<p>SEPP No 52 Farm Dams and other works in land management areas</p>	<p>Requires environmental assessment under Part 4 of the EPA for artificial water bodies carried out under farm plans that implement land and water management plans.</p>	<p>Does not apply to the EVPPR.</p>
<p>SEPP No 55 Remediation of Land</p>	<p>SEPP 55 requires that a consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated and, if so, whether it is satisfied that the land is suitable in its contaminated state, or can and will be remediated to be made suitable for the purpose for which the development is proposed to be carried out.</p>	<p>SEPP applies across the state. Previous studies did not detect any contamination. However, post Gateway Determination a Detailed Site Investigation (DSI) will be undertaken.</p> <p>The EVPPR can be remediated to be consistent with the provisions of SEPP 55.</p>
<p>Central Western Sydney Regional Open Space and Residential</p>	<p>Aims to provide for residential development on suitable land as identified in the Policy to assist in accommodating the projected population growth of Western Sydney. Applies to land identified as Regional Open Space Zone and Residential Zone within the Western Sydney Parklands</p>	<p>Does not apply to the Campbelltown LGA.</p>

<p>SEPP No 62 Sustainable Aquaculture</p>	<p>Aims to encourage and regulate sustainable aquaculture development</p>	<p>SEPP applies across NSW and is not relevant to the EVPPR.</p>
<p>SEPP No 64 Advertising and Signage</p>	<p>Aims to regulate signage (but not content) and ensure signage is compatible with desired amenity and visual character of the area.</p>	<p>Should the EVPPR proceed, appropriate signage applications can be made and assessed against the SEPP 64 controls, if necessary. EVPPR considered consistent</p>
<p>SEPP No 65 Design Quality of Residential Apartment Development</p>	<p>Aims to improve the design qualities of residential flat building development in New South Wales. SEPP 65 and the accompanying Apartment Design Guide aim to improve the design quality of apartments across New South Wales. Clause 28 of SEPP 65 requires that a consent authority should take into consideration include provisions to ensure that the design quality principles and the Apartment Design Guide.</p>	<p>SEPP applies across NSW. Applies to the EVPPR, refer to Urban Design at Appendix A has considered the potential development concept facilitated by this Planning Proposal against objectives of SEPP 65. Further detailed analysis and compliance against the detailed requirements will be undertaken as part of the DA process. Notwithstanding, the proposal was designed to ensure that solar access, cross ventilation, open space would comply. This has been detailed in the Vision Report.</p>
<p>SEPP No.70 Affordable Housing (Revised Schemes)</p>	<p>Aims to insert affordable housing provisions into EPIs and to address expiry of savings made by EP&A Amendment (Affordable Housing) Act 2000. Applies specifically to land within the Greater Metropolitan Region, including Ultimo/Pymont, City of Willoughby and Green Square.</p>	<p>Does not apply to the Campbelltown LGA. Notwithstanding, the Planning Proposal does not contain any provisions that would hinder the application of this SEPP.</p>
<p>SEPP No.71 Coastal Protection</p>	<p>Aims to protect and manage the natural, cultural, recreational and economic attributes of the New South Wales coast. Applies to land within the NSW coastal zone, as defined by SEPP maps.</p>	<p>Does not apply to the Campbelltown LGA.</p>
<p>Penrith Lakes Scheme 1989</p>	<p>Aims to provide a development control process establishing environmental</p>	<p>Does not apply to the Campbelltown LGA.</p>

	and technical matters, which must be taken into account in implementing the Penrith Lakes Scheme in order to protect the environment.	
SEPP (Housing for Seniors or People with a Disability) 2004	Aims to encourage the provision of housing to meet the needs of seniors or people with a disability.	SEPP applies across NSW. The proposal does not preclude future merit based provisions of housing for seniors and people with a disability. Applies to the EVPPR and is considered consistent.
SEPP (BASIX) 2004	Aims to ensure consistency in the implementation of the BASIX scheme throughout the State	SEPP applies to residential development. The proposal is not inconsistent with the application of the SEPP to residential development. Applies to the EVPPR and is considered consistent.
Kurnell Peninsula 1989	Applies to the land within Sutherland Shire known as Kurnell Peninsula. Excludes some land under Sutherland Shire LEP 2006.	Does not apply to the Campbelltown LGA.
SEPP (Major Development) 2005	Aims to facilitate the development or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State. Also to facilitate service delivery outcomes for a range of public services.	SEPP applies to sites across NSW but is not relevant to the EVPPR. EVPPR is considered consistent
Sydney Region Growth Centres 2006	Aims to co-ordinate the release of land for development in the Sydney's Growth Centre and applies to all land in a 'growth centre'.	The Sydney Region Growth Centres 2006 SEPP does not apply.
Temporary Structures 2007	Aims to encourage protection of the environment at the location/vicinity of temporary structures by managing noise, parking and traffic impacts and ensuring heritage protection	SEPP applies across NSW and the EVPPR does not affect the application of this SEPP. EVPPR is considered consistent

SEPP (Exempt and Complying Development Codes) 2008	Aims to provide streamlined assessment process for development that complies with specified development standards.	SEPP applies across NSW and the EVPPR does not affect the application of this SEPP. The proposal is not inconsistent with the SEPP and the provisions of which would apply to future developments. EVPPR is considered consistent
SEPP (Infrastructure) 2007	Aims to facilitate the effective delivery of infrastructure across the State. Specifies exempt and complying development controls to apply to the range of development types listed in the SEPP.	SEPP applies across NSW. The EVPPR is affected by the application of this SEPP and is considered consistent.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Aims to provide for the proper management and development of mineral, petroleum and extractive material resources.	SEPP applies across NSW. The EVPPR does not affect the application of this SEPP. EVPPR is considered consistent
SEPP (Miscellaneous Consent Provisions) 2007	Not applicable	SEPP applies across NSW. The EVPPR does not affect the application of this SEPP. EVPPR is considered consistent
SEPP (Rural Lands) 2008	Aims to facilitate the orderly and economic use and development of rural lands for rural and related purposes	Does not apply to the Campbelltown LGA
SEPP (State and Regional Development) 2015	Aims to identify State significant development and State significant infrastructure. Also to confer functions on joint regional planning panels to determine development applications.	Does not apply to the Campbelltown LGA
Western Sydney Employment Area 2009	Aims to promote economic development and the creation of employment in the Western Sydney Employment Area by providing for development	Does not apply to the Campbelltown LGA
Western Sydney Parklands	Aims to ensure the Western Sydney Parkland can be developed as urban parkland	Does not apply to the Campbelltown LGA

	to serve the Western Sydney Region. Applies to land within the Blacktown, Fairfield and Holroyd LGAs (Quakers Hill to West Hoxton)	
Affordable Rental Housing 2009	Aims to provide a consistent planning regime for the provision of affordable rental housing and facilitate the effective delivery of affordable housing	The proposal does not prejudice the application of the SEPP and development of the various forms of affordable housing.
SEPP (Educational Establishments & Child Care Facilities) 2017	Provides guidelines for establishment of schools and child-care centres.	The proposal recognises that a school will be situated within the site with appropriate road and site planning to suit. An assessment of the school and any childcare centres would be subject to assessment at the development assessment stage, in accordance with the SEPP.
Urban Renewal 2010	Aims to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts. Applies to land within a potential precinct – land identified as a potential urban renewal precinct. This includes Redfern-Waterloo, Granville and Newcastle.	Does not apply to the Campbelltown LGA, given the absence of urban renewal precincts. EVPPR would be considered not to be inconsistent.
Sydney Drinking Water Catchment 2015	Aims to provide for healthy water catchments that will deliver high quality water while permitting development that is compatible with that goal. Applies to land within the Sydney drinking water catchment.	Does not apply to the Campbelltown LGA
SEPP 53 Transitional Provisions 2015	Aims to enact transitional provisions consequent on the repeal of SEPP 53 - Metropolitan Residential Development. Only applies to specified land in Ku-ring-gai LGA.	Does not apply to the Campbelltown LGA

Port Botany and Port Kembla 2013	Aims to provide consistent planning regime for the development and delivery of port infrastructure. Applies to the land within Botany City Council in the area known as Port Botany and land at Port Kembla in Wollongong City Council LGA.	Does not apply to the Campbelltown LGA
SEPP (Primary Production and Rural Development) 2019	Provides requirements to retain such lands.	The site is zoned R2 Low Density Residential and therefore the SEPP does not apply.
SEPP (Vegetation in Non - Rural Areas) 2017	Requires approval for vegetation removal.	Vegetation removal is minimised by the proposal. Any vegetation proposed for removal would need to comply with the provisions of the SEPP and other companion legislation.
SEPP (Koala Habitat Protection) 2021	Protection of areas identified as Core Koala Habitat	The Planning Proposal is consistent with SEPP (Koala Habitat Protection) 2021 and provides for additional public open space to protect any Koala habitat areas. There have been no sightings of koalas in the area.

STATE REGIONAL ENVIRONMENTAL PLANS (DEEMED SEPPS)

SREP Number Name	Summary of SREP	Consistency of planning proposal with SREP
SREP 5 Chatswood Town Centre	Aims to facilitate development of land within the Chatswood Town Centre in the Willoughby LGA.	Does not apply to the Campbelltown LGA
SREP 8 Central Coast Plateau	Aims to implement the state's urban consolidation policy only in the NSW Central Coast.	Does not apply to the Campbelltown LGA
SREP 9 Extractive Industry No. 2 1995	Aims to facilitate development of extractive industries in proximity to the population of the	Does not apply to the EVPPR

	Sydney Metropolitan Area and only applies to LGAs listed in Schedule 4 of the SREP.	
SREP 11 Penrith Lakes	Aims to permit implementation of the Penrith Lakes Scheme in the Penrith LGA.	Does not apply to the Campbelltown LGA
SREP 16 Walsh Bay	Aims to regulate the use and development of the Walsh Bay area within the City of Sydney and on Sydney Harbour.	Does not apply to the Campbelltown LGA
SREP 18 Public transport corridors	Aims to protect provision for future public transport facilities in the Fairfield, Parramatta, Holroyd and Baulkham Hills LGAs.	Does not apply to the Campbelltown LGA
SREP 19 Rouse Hill Development Area	Aims to provide for the orderly and economic development of Rouse Hill Town Centre in The Hills and Blacktown LGAs.	Does not apply to the Campbelltown LGA
SREP 20 Hawkesbury Nepean	Aims to protect the Hawkesbury-Nepean River System and applies to certain LGAs within Greater Metropolitan Region.	The aim of the SREP is to protect and enhance the Hawkesbury-Nepean River. As the EVPPR site is located within the water catchment for Hawkesbury-Nepean River System, SREP 20 applies. EVPPR is considered capable of being consistent with the provision of SREP 20.
SREP No 24 Homebush Bay Area	Aims to encourage the coordinated and environmentally sensitive development of the Homebush Bay area.	Does not apply to the Campbelltown LGA
SREP 25 Orchard Hills	Aims to protect the prime agricultural land of Orchard Hills within the City of Penrith.	Does not apply to the Campbelltown LGA
SREP 26 City West	Aims to promote the orderly and economic use and development of land	Does not apply to the Campbelltown LGA

	within the City West area (Pymont and Ultimo).	
SREP 28 Parramatta	Aims to establish regional planning aims for the Parramatta Primary Centre within Parramatta City Council and City of Holroyd.	Does not apply to the Campbelltown LGA
SREP30 St Marys	Aims to support the redevelopment of St Marys by providing a framework for sustainable development. Applies to land within the Blacktown and Penrith LGAs.	Does not apply to the Campbelltown LGA
SREP 33 Cooks Cove	Establishes the zoning and development controls for the Cooks Cove site in Rockdale LGA.	Does not apply to the Campbelltown LGA

Subdivision 2 of Division 17 addresses development in or adjacent to rail and road corridors and road reservations.

Clauses 87 and 101 contains objectives to ensure the effective and ongoing operation of a classified road and to minimise the impact of rail and traffic noise and vehicle emissions on adjacent development. A range of matters are required to be considered by a consent authority. These are addressed in Section 5.4.2.

5.3.11 IS THE PLANNING CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S 9.1 DIRECTIONS)?

The planning proposal is consistent with the applicable Ministerial Directions (s.9.1 Directions) see **Table 6** below.

TABLE 6- CONSIDERATION OF MINISTERIAL DIRECTIONS

s.9.1 Direction Title	Applicable	Consistent	Comments
1. Employment & Resources			
1.1 Business and Industrial Zones	Not applicable	Consistent. Development provides a mixed-use development with proposed B4 zoning, changing from B5 Business Development.	Not applicable, as the site is proposed to be rezoned from R2 to R3 & R4.
1.2 Rural Zones	Not applicable	The objective of this direction is to protect the agricultural production value of rural land.	Not applicable, as the site was zoned for urban purposes in 2017.

s.9.1 Direction Title	Applicable	Consistent	Comments
		1.2 (4) (a) states a Planning Proposal must not rezone land from a rural zone to a residential, business, industrial, village or tourist zone.	
1.3 Mining, Petroleum Production and Extractive Industries	Applicable	Yes	S.9.1. The proposal does not propose additional constraints to the subject resources. The matters regarding coal deposits, coal bed methane and sand and soil deposits were adequately considered in the original rezoning of the site for urban purposes in November 2017.
1.5. Rural lands	Not Applicable		Not applicable.
2. Environment & Heritage			
2.1 Environment Protection Zones	Applicable	Yes	Not applicable.
2.6 Remediation of Contaminated Land	Applicable.	Yes.	Land Capability Studies were undertaken as part of the MPURA rezoning in 2017 and concluded it would be suitable for residential purposes. However, more detailed investigation, remediation action plans and unexpected finds protocols should be pursued as part of the usual subdivision process.
3. Housing Infrastructure & Urban Development			
3.1 Residential Zones	Applicable	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> • to encourage a variety and choice of housing types to provide for existing and future housing needs, • to make efficient use of existing infrastructure and services and ensure 	The proposal seeks to introduce the R4 High Density Residential zone to facilitate residential flat building development and expand the R3 Medium Density Residential zone for terrace and small lot housing product.

s.9.1 Direction Title	Applicable	Consistent	Comments
		<p>that new housing has appropriate access to infrastructure and services, and</p> <ul style="list-style-type: none"> to minimise the impact of residential development on the environment and resource lands. <p>3.1 (5) (b) states a Planning Proposal must not contain provisions which will reduce the permissible residential density of land.</p>	<p>Additionally, provision is made for increased diversity in allotment sizes which would increase development yield and support the feasible delivery of essential infrastructure. Existing services will need to be upgraded to service the development site.</p> <p>This direction applies as it affects land within a zone in which significant residential development is proposed to be permitted. The objectives of the Direction have been listed in the ‘Consistent Column’.</p> <p>Having regard to these objectives, the Planning Proposal is consistent with this 9.1 Direction as follows:</p> <ul style="list-style-type: none"> The proposal will broaden the choice and housing choice available in the housing market; The proposal will make more efficient use of existing infrastructure and services. The site is located adjoining Menangle Park Railway Station and can be readily serviced by a full range of utility services, including water, sewer, electricity. The proposal will reduce the consumption of land for housing on the urban fringe by developing a site to a greater density than that

s.9.1 Direction Title	Applicable	Consistent	Comments
			<p>currently occupied by semi-rural related activities.</p> <ul style="list-style-type: none"> The proposal will be of good design as detailed in the Vision Report.
3.3 Home Occupations	Applicable	The objective of this direction is to encourage the carrying out of low-impact small businesses in dwelling houses.	The proposal includes standard provisions to facilitate home occupations.
3.4 Integrating Land Use & Transport	Applicable	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> improving access to housing, jobs and services by walking, cycling and public transport, increasing the choice of available transport and reducing dependence on cars, reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, supporting the efficient and viable operation of public transport services, and providing for the efficient movement of freight. 	<p>The land is located close to existing transport networks. The Planning Proposal is consistent with this 9.1 Direction as it provides an opportunity to integrate land use and transport through its location adjoining Menangle Park Railway Station and bus networks.</p> <p>The suggested walkable catchment for a railway station under the Government’s publication “Improving Transport Choice - Guidelines for Planning and Development (DUAP 2001) is 800-1000 metres. The station is within 500m walking distance.</p> <p>A traffic report has been prepared by SCT Consulting Pty Ltd in support of the proposal. The report has addressed the likely impacts of the development on intersections.</p> <p>The proposal provides a sensitive juxtaposition of land uses, with appropriate accessibility.</p>

s.9.1 Direction Title	Applicable	Consistent	Comments
4.Hazard & Risk			
4.1 Acid Sulphate Soils	Not applicable		Subject land not identified as being subject to acid soils. However, this aspect will be considered at the detailed design stage.
4.2 Mine Subsidence and Unstable land	Not applicable	Yes.	The land is in the south Campbelltown Mine Subsidence district. The relevant mine subsidence considerations underpinned the zoning for urban purposes in 2017. The current proposal is generally consistent in terms of the development impacts apart from the introduction of medium rise residential apartments which can be addressed via further consultation.
4.3 Flood Prone Land	Applicable	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> • to ensure that development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and • to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land. <p>4.3 (5) states a Planning Proposal must not rezone land within the flood planning areas from Special Use, Special Purpose,</p>	Land is not flood prone and the concept has considered this aspect. Drainage has been addressed by Northrop and addressed above in Section 5.4.2.

s.9.1 Direction Title	Applicable	Consistent	Comments
		Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone.	
4.4 Planning for Bush Fire Protection	Applicable	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and to encourage sound management of bush fire prone areas. 	Not bushfire prone.
5. Regional Planning			
5.10 Implementation of Regional Plans	Applicable.	Consistent.	The proposal is consistent with the Western Cities Regional Plan.
6. Local Plan Making			
6.1 Approval and Referral Requirements	Applicable	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	The EVPPR will be considered by RMS and CityRail for concurrence and consultation.
6.2 Reserving Land for Public Purposes	Applicable		The EVPPR will not affect and does not include any land reserved or identified for public purposes.
6.3 Site Specific Provisions	Applicable	<p>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</p> <p>6.3 (4) (c) states a Planning Proposal that will amend another environmental planning instrument in order to allow a particular development proposal to be</p>	It is not proposed to introduce controls for this land. The proposed uses would be permissible under the proposed zones.

s.9.1 Direction Title	Applicable	Consistent	Comments
		<p>carried out must either:</p> <ul style="list-style-type: none"> • allow that land use to be carried out in the zone the land is situated on, or • rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or • allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended. 	
7. Metropolitan Planning			
7.1 Implementation of the Metropolitan Strategy	Applicable	The objective of this direction is to give legal effect to the vision, transport and land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney 2036. (Please note: The State Government has exhibited a Draft Metropolitan Strategy for Sydney to 2031 for community input).	Yes. Assessment against ‘A Metropolis of Three Cities’ was considered in detail under Section 5.3.1.1.
7.12 Implementation of Greater Macarthur 2040	Applicable	Consistent	The proposal is generally consistent with the Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Greater Area. Minor departures previously documented are considered acceptable.

s.9.1 Direction Title	Applicable	Consistent	Comments
			<p>The EVPPR supports the vision by providing a range of building heights, with increased heights closest to the Town Centre to maximise pedestrian activity and increase trade for local businesses. The vision:</p> <ul style="list-style-type: none"> • Provide a variety of housing types within walking distance of the station; • Provide a range of building heights, with increase heights closest to the Town Centre and maximise pedestrian activity; • Promote cycling and walking; • Promote ecological corridors;

5.4 SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

5.4.1 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 site is located in an urban environment proposed to be developed for mainly residential land uses. The northeastern corner of the site is known to contain critical habitat, being the Elderslie Banksia Scrub and will be retained and incorporated into the open space area. The current planning controls for Menangle Park seek to ensure appropriate biodiversity conservation outcomes in an urban release area context. Council’s review of a development application to subdivide land within the site confirmed the presence of significant additional patches of the critically endangered Elderslie Banksia Scrub community that require specific protection and management measures.

It is proposed that the conservation of the Elderslie Banksia Scrub community include supplementary planning and the forging of linkages to proximate remnants, together with perimeter buffering. Conservation protection measures for this land may be either be via stewardship sites, positive covenant or zoning with related Vegetation Management Plans. Any open space opportunities within close proximity of the subject conservation areas shall be clearly delineated.

The current controls in respect of terrestrial biodiversity are contained principally in Clause 7.20 of the Campbelltown Local Environmental Plan 2015 and the associated Terrestrial Biodiversity Map.

Assessment of biodiversity impacts for the northeastern site is currently ongoing with respect to a separate development application lodged with Council, which has been withdrawn, but there have been ongoing discussions with Council officers in respect of the retention of the vegetation species.

5.4.2 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

The Planning Proposal will adopt the local provisions to the Standard Instrument Local Environmental Plan (SI LEP) to minimise the likely environmental impacts of future development. Water quality is a potential issue associated with the site, but can be managed and improved.

5.4.2.1 VISION REPORT

Urbis undertook a Vision Report of the potential development of the site for mainly residential development at **Appendix A**. A number of strategic documents were considered as part of the assessment. These included:

- Greater Macarthur 2040.
- Campbelltown Local Strategic Planning Statement.
- Campbelltown (Sustainable City) Development Control Plan 2015.
- Dahua Planning Proposal.

These documents were addressed in the Vision Report at **Appendix A**. The Vision report provides a layered strategy for the development of the site, as follows (refer to **Figure 11** below):

Open Space Network

Establish a network of open spaces including:

- A Village Park at the northeastern corner of the site for enough buffer space to preserve the retained trees and family activities. A Central Park at the mid-point of Fitzpatrick Street for civic gatherings. Communal Open Spaces within each development lots.
- Landscape Zone along Taber Street to retain and enhance the current streetscape character.
- Wider Main Boulevard preserving view to the northern hills from Taber Street.

Alignment with Ownership

Align the proposed development blocks and buildings with current ownership boundaries for the convenience of development to occur in stages.

Building Height

Establish built forms that are responsive to the context:

- Locate taller forms closer to the future town centre and lower townhouses facing the future R2 zone.
- Establish edge-defining built forms facing the open spaces and main corridors to enable greater legibility and also maximize view to green spaces

Movement

Increase site's permeability with a tier of proposed streets:

- Active Transport network including a primary green Main Boulevard with cycleways connecting Taber Street and the Central Park, active transport links connecting Racecourse Avenue and the Future Town Centre via Village Park and Central Park.
- Distributing vehicular traffic across a grid of local streets for greater connectivity.
- Access Laneways rear lane access within the townhouse zones.
- Through-site connection to further augment the permeability of the developable blocks.

FIGURE 11 – LAYERED VISION APPROACH



5.4.2.2 TRAFFIC AND TRANSPORT IMPACT APPRAISAL

The site is well serviced by public transport as discussed in the accompanying traffic report prepared by SCT Consulting at **Appendix B**. The following summarises the assessment report.

5.4.2.2.1 TRIP GENERATION AND DISTRIBUTION

Trip generation assumptions used in the Menangle Park Planning Proposal Traffic Impact Assessment Report, have been adopted in the preparation of this traffic assessment. Table 5-3 details the assumptions of trip generation used in this assessment. According to the density definition in the Menangle Park Planning Proposal Traffic Impact Assessment Report, high-density dwellings would incorporate small terrace/townhouse products on subject 200m² lots and medium-density would include townhouses and small-lot detached dwellings. Hence, all unit types for the site are categorised as high-density residential.

As discussed in Section 2.4, future background traffic volumes for Menangle Road and Spring Farm Parkway in 2026 were estimated based on the TMAP. It is assumed that the TMAP modelled 340 low-density residential dwellings for the subject site under the current land use zoning (R2), which would generate 323 and 337 vehicle trips during AM and PM peak hours (assuming 0.95 and 0.99 trips per dwelling for AM and PM peak hour). Hence, the net increase of the proposal would be 766 and 752 vehicle trips for AM and PM peak hours, respectively.

The traffic distributions are shown in **Table 7**, which are generally consistent with the Menangle Park Planning Proposal Traffic Impact Assessment Report.

TABLE 7 – TRAFFIC DISTRIBUTION

Directions	Routes	Inbound	Outbound
Northeast	North-south collector - Spring Farm Parkway (e)	50%	65%
Northwest	North-south collector - Spring Farm Parkway (w)	25%	20%
Southwest	Cummins Road – Menangle Road (w)	15%	10%
Southeast	North-south collector - Menangle Road (e)	10%	5%

5.4.2.2.2 ROAD NETWORK IMPACT

The net increased vehicle trips of the development were assigned to the surrounding road network and intersections based on the calculations in Section 0. The impact of the mid-blocks and intersections were analysed as follows.

Mid-block Traffic Impact

In consistent with the assessment undertaken in the Menangle Park Planning Proposal Traffic Impact Assessment Report, the capacity for Menangle Road and Spring Farm Parkway were 1,200 passenger cars while the capacity for collectors such as Cummins Road and North-South Collector was 1,000 passenger cars per hour per lane based on Table 5.1 of Austroads Guide to Traffic Management – Part 3: Traffic Studies and Analysis.

Figure 5-1 shows the locations for the mid-block analysis which cover Spring Farm Parkway, Menangle Road, Cummins Road and North-South Collector.

Given the intersection of Spring Farm Parkway / North-South Collector Road is the main gateway to Menangle Park connecting with not only Spring Farm Parkway but also the Hume Motorway and Menangle Road, the development traffic would worsen the mid-block performance of North-South Collector (close to Spring Farm Parkway) during the peak periods.

It is expected that in reality, some traffic would be diverted to use Menangle Road via North-South Collector where there is spare capacity to deal with the development traffic.

All other mid-block locations considered in this assessment in the vicinity of Menangle Park, have the capacity to cater for the additional traffic.

5.4.2.2.3 INTERSECTION TRAFFIC IMPACT

Future Year Base

As discussed in Section 5.1, the future year base models were developed based on available information from the Menangle Park Planning Proposal Traffic Impact Assessment Report such as geometry, and traffic volumes. It was not possible to find out the exact settings for signal plans and phase times and any other vehicle movement data settings. Hence, the traffic models for this assessment have been calibrated using vehicle movement data to maximise the consistency with the traffic models developed by GTA.

The results for future year base are shown in Table 5-6 which indicate similar LoS output compared to the GTA models. The three intersections proposed in the Menangle Park Planning Proposal Traffic Impact Assessment Report, operate at satisfactory levels in both modelled periods. However, the intersection of Spring Farm/North-South Collector Road would operate close to capacity given the DoS.

Future Year with Additional Development

With the additional development traffic generated by the subject site, the Spring Farm/North-South Collector Road intersection is forecast to operate over capacity during the peak hours assessed with a LoS F in both peak hours. The other two intersections would still operate at acceptable LoS as shown in **Table 8**.

TABLE 8 – INTERSECTION FORECAST

Intersection	Future year base			Future year base with development		
	Delay	LoS	DoS	Delay	LoS	DoS
Weekday AM Peak						
Menangle Road/North-South Collector Road	28s	B	0.89	28.5s	C	0.89
Spring Farm Parkway/North-South Collector Road	56.1s	D	0.94	134.2s	F	1.13
Menangle Road/Cummins Road	17.2s	B	0.51	15.7s	B	0.51
Weekday PM Peak						
Menangle Road/North-South Collector Road	17.8s	B	0.70	18.3s	B	0.74
Spring Farm Parkway/North-South Collector Road	44.4s	D	0.96	158.9s	F	1.37
Menangle Road/Cummins Road	14.7s	B	0.54	14.8s	B	0.54

Future Year with Additional Development and Upgraded Infrastructure

Further intersection upgrade for Spring Farm Parkway/North-South Collector Road is shown in Figure 5-2 including an addition of a through lane for the north and south approach and addition of a left-turn slip lane for the east approach (signalised) to improve the capacity and overall level of service.

This scope of infrastructure upgrade is considered to be limited given the site constraints surrounded by urban development.

Given about 75-85 per cent of the additional development traffic, i.e. nearly 600 cars, would use this intersection during the peak hours, the further upgrade would only improve the performance of the intersection to LoS E in the AM peak. The PM peak hour would see a reduction of delay by 50 per cent, despite a LoS F.

It is acknowledged that this intersection is the only access point to the north for the entire precinct (including Menangle Park URA and the subject site) where the majority of the traffic would use. It is expected that in reality, some traffic would be diverted to use Menangle Road/North-South Collector intersection where there is spare capacity to deal with the development traffic.

Sensitivity Test

A sensitivity test was further carried out for the intersection of Spring Farm Parkway/North-South Collector Road. It is acknowledged that the GTA report does not provide the flow diagram details, which makes it difficult to find out the traffic demand for specific turning movements generated by Menangle Park URA. However, up to 30 per cent of the total trips would travel to/from Menangle Road (northeast) via this intersection. With the long delays at this bottleneck, traffic using Menangle Road would likely reroute to ensure more reliable travel times.

The sensitivity test aims to divert one-third of the Menangle Park URA traffic (to/from the northeast on Menangle Road) from this intersection to the intersection of Menangle Road/North-South Collector Road. There is no change for the traffic using M31. The new routings are:

- Outbound traffic uses the North-South Collector southbound and turns left to Menangle Road instead of travelling along North-South Collector northbound and turning right to Spring Farm Parkway.
- The reversed route applies to the inbound traffic, i.e. traffic from the northeast on Menangle Road turns right at North-South Collector and access to the precinct from the south.

The rerouted traffic demand for Menangle Park URA was calculated based on the trip generation in the Menangle Park Planning Proposal Traffic Impact Assessment Report which would be redirected from the intersection of Spring Farm Parkway/North-South Collector Road. It is noted that the reduction of the PM peak hour demand is approaching the vehicle trips generated by the subject site.

5.4.2.2.4 PUBLIC TRANSPORT IMPACT

As stated in Section 2.3, a number of key roads to the north, west and east would become bus capable, enabling the site to be covered by bus services. With the proposed relocation of Menangle Park Town Centre to the nearby land parcels between the site and North-South Collector Road, it is expected that the bus frequency and bus route might increase.

The on-demand minibus service would link the users of the development closely with the public transport hub, activity centres and the Greater Macarthur. This would not only facilitate the public transport user group but also encourage mode shift of those car users to sustainable transport. It is envisaged that the minibus passengers would use online booking or mobile applications to ensure access to the service.

As discussed in Section 2.2, the extension of electric train suburban services to Menangle Park would improve train accessibility and availability for the site residents such that a wider 30-minute coverage by public transport can be realised.

The public transport network is expected to be able to cope with the additional trips generated by the proposed development given a relatively low net increase of the public transport demand.

5.4.2.2.5 ACTIVE TRANSPORT IMPACT

Active transport can be one of the most convenient modes for short-distance trips given the relocation of the Town Centre. The road network within the site is grid-like in structure, providing numerous crossing opportunities and reducing travel distance between residential areas and the Town Centre. The roads to the north, west and east are proposed to accommodate off-road cycle paths, which facilitates the site residents to cycle to a wider area.

5.4.2.3 CONCLUSION

The proposal would see an uplift of 1,838 residential dwellings from the development scale permitted zoning under the R2. In summary:

- The rezoning of the site to medium-high density responds to the housing target for the Greater Macarthur Growth Area and the vision for promoting development opportunities close to public transport, local centres and employment.
- The site will benefit from upgrades to roads, public transport, and active transport networks as considered in the Greater Macarthur 2040. They include a connection between the Hume Motorway and Appin Road in Rosemeadow (Spring Farm Parkway), a public transport and walking and cycling extension of Menangle Road, a transport corridor running north-south through the land release precincts and connected to the rail line at Douglas Park, and local walking and cycling network facilities.
- *Campbelltown Local Strategic Planning Statement's* consideration of providing electric train suburban services to Menangle Park and south-facing ramps from the Spring Farm Parkway to the M31 Hume Motorway will further benefit the site's connectivity to the wider region, its communities, and its place.
- The proposed development would generate a net increase of over 750 vehicle trips during AM and PM peak hours respectively, which will have an impact on the surrounding road corridors and precinct access points.
- For future year without development in 2026, the three intersections assessed would operate at satisfactory levels in both peak hours. However, the intersection of Spring Farm/North-South Collector Road would operate close to capacity given the DoS. This is consistent with the findings from the Menangle Park Planning Proposal Traffic Assessment.

- With the additional development traffic, the Spring Farm/North-South Collector Road intersection is forecast to operate over capacity during the peak hours assessed with a LoS F for both peak hours.
- Given about 75-85 per cent of the additional development traffic would use this intersection during the peak hours, further upgrades of this intersection has been considered at this gateway intersection, that would improve the performance of the intersection to LoS E in the AM peak hour. The PM peak hour would see a reduction of delay by 50 per cent, despite a LoS F.
- A sensitivity test aims to divert one-third of the Menangle Park URA traffic (to/from the northeast on Menangle Road) from this intersection to the intersection of Menangle Road/North-South Collector Road. With the reduced traffic volumes by about 400 to 500 cars, traffic modelling confirms that the intersection would operate satisfactorily for both peak hours.
- The additional development traffic would also worsen the mid-block performance especially on North-South Collector (close to Spring Farm Parkway) during the peak periods. Through the sensitivity test, it is expected the diverted traffic from Menangle Park URA would also result in better LoS for the mid-block performance on North-South Collector.
- An alternative infrastructure upgrade is to propose a flyover for Spring Farm Parkway (through movements only) at the intersection with North-South Collector Road with signals or roundabouts at grade for all other turning movements.
- It should be noted that this current traffic study has not considered the full benefits of the additional east-west connections as suggested by Greater Macarthur 2040. The additional capacity of the east-west connections could reduce traffic demands along the Spring Farm Parkway and provide additional capacity for turning traffic at the intersection of Spring Farm Parkway/North-South Collector Road.
- Further modelling of the upgraded intersection is recommended post gateway to confirm the performance and the contribution to a wider road network efficiency.
- The road network surrounding the site would be bus-capable whereas the internal street network increases permeability and accessibility for active transport, encouraging green transport use for the site.

5.4.3 STORMWATER ASSESSMENT

In respect of stormwater generated by the proposed development, Northrop at **Appendix C** have undertaken an assessment of the potential impacts of the proposed rezoning on the stormwater system.

5.4.3.1 STORMWATER DESIGN

5.4.3.1.1 EXISTING CATCHMENT FLOW RATES

The existing site topography and catchments have been delineated using LiDAR contours (Figure 12). The site has a 5.4 Ha upstream catchment conveying overland flows to Taber Street, along the southern boundary of the site.

Currently there is a grassed swale on the south side of the Taber Street that drives these flows westward towards the existing pit and pipe system located on the corner of Racecourse Avenue and Taber Street. Further hydraulic analysis is required at detailed design stage to determine existing road drainage capacity of Taber Street and whether any of these flows bypass into the site, if so and identify management options.

The site itself is split into two catchments whereby 12.6 Ha drain towards Fitzpatrick Street and 6.5 ha falls in the direction of Racecourse Avenue. Each of the site catchments eventually drains to an existing drainage point in the road.

The Fitzpatrick Street catchment drains to an existing 900x900 grated pit in the northeast corner of the site and pipes flows northward to the creek downstream, while the Racecourse Avenue catchment drains to an existing 900x900mm raised grated pit at the southwest corner of the site and pipes flows south along Racecourse Avenue.

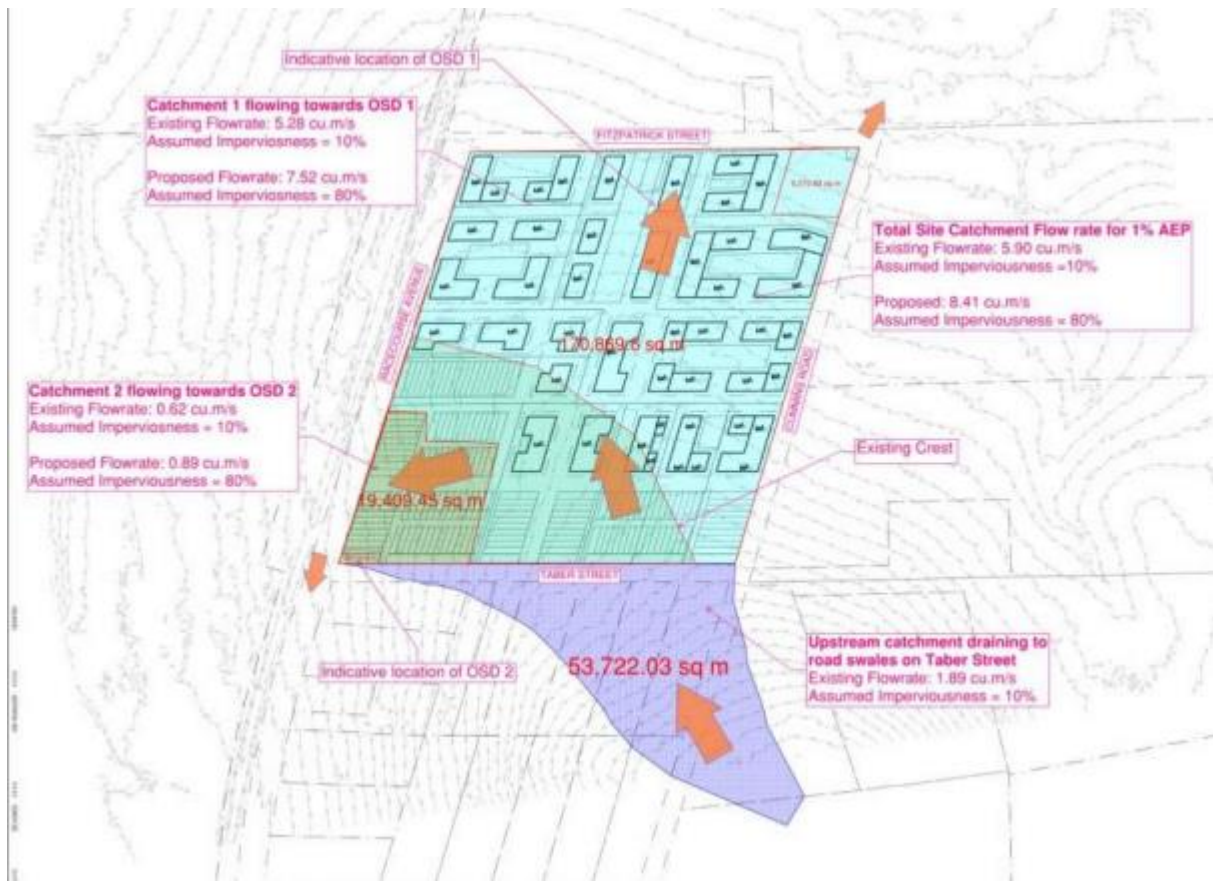
A DRAINS model was established to determine existing catchment flowrates. Since the area is currently mostly grassed and has very little paved and roofed area, an imperviousness of 10% was adopted for the existing model. This resulted in an existing peak flowrate of 5.90 cu.m/s for the 19ha site catchment in the 1% AEP event (100-year storm), and 1.89 cu.m/s for the 5.4 ha upstream catchment.

5.4.3.1.2 PROPOSED CATCHMENTS

As part of the redevelopment strategy, the site is anticipated to be divided into two catchments to imitate the existing topography and natural fall of the area, where majority of the site shall be graded towards Fitzpatrick Street and the southwest portion shall fall to the corner of Racecourse Avenue and Taber Street as shown in **Figure 12**.

Cut / fill of levels in the southwest corner of the site shall be minimised and existing levels retained where possible to reduce impacts to existing flood storage in this flood affected portion of the site.

FIGURE 12 – PROPOSED SITE CATCHMENTS AND FLOW RATES



5.4.3.1.3 PROPOSED FLOW RATES

For the proposed concept works, it is expected that the site imperviousness shall be increased to 80% to account for the higher density of residential dwellings, new internal roads, driveways and paved areas throughout the site. This ultimately results in a proposed site peak flow rate of 8.41 cu.m/s in the 1% AEP storm. Proposed catchments and individual catchment flowrates comparison are shown in **Table 9**.

TABLE 9 – EXISTING SOCIAL INFRASTRUCTURE

	Catchment to Fitzpatrick Street	Catchment to Racecourse Avenue	Total Site Catchment
Area (ha)	17.0	2.0	19.0
Existing 1% AEP Flowrate (cu.m/s)	5.28	0.62	5.90
Proposed 1% AEP Flowrate (cu.m/s)	7.52	0.89	8.41
Impact (cu.m/s)	+ 2.24	+ 0.27	+ 2.51

5.4.3.1.4 ON-SITE DETENTION

The concept architectural masterplan proposes to increase the zoning density of the site and therefore would result in a higher fraction of paved surfaces compared to the existing conditions (including additional roofs, public roads, driveways and individual lot hardstand surfaces). This leads to increased runoff generated from the site as documented in Table 2, and would require site based stormwater management controls to ensure runoff from the development is limited to existing runoff flowrates up to the 1% AEP storm event. On Site Detention (OSD) is therefore proposed and designed using DRAINS modelling to achieve Council’s stormwater quantity management objectives to accommodate up to the 1% AEP stormwater flows. Two options for the OSD design and site stormwater management are proposed as part of the concept civil strategy.

5.4.3.1.5 PROPOSED STORMWATER – OPTION A

As discussed in the proposed catchments, site regrading is to be implemented to allow majority of the site to be captured by a series of road pit / pipes and conveyed into the proposed bioretention swales and OSD system in the northern portion of the site (Figure 14). A series of on grade kerb inlet pits will be used throughout the roads and intersections, with grated surface inlet pits being utilised throughout the pedestrian transport area that runs from east to west indicated by the grey hatching.

The OSD proposed to treat this main catchment (17 Ha) will be in the form of either an underground tank or an open depressed basin that stretches along the main greenway up to the northern site boundary as shown in **Figure 15**, subject to further modelling and investigation.

The OSD will act as a sag point for this catchment, with allowance for pipe inlets entering from three directions at approximately RL 82.0. Portions of this main catchment will bypass this OSD tank as indicated by the pink and blue catchment hatches in **Figure 14**, and individual OSD’s will be required within the buildings to treat the stormwater within those individual lots. With the provision of a total OSD volume of 4,500 m³, initial results see a peak main catchment Permissible Site Discharge (PSD) of 3.72 cu.m/s, resulting in a 30% decrease in existing flows. Outflows from this tank are to be piped along Fitzpatrick Street and across to existing headwall and swale downstream of Fitzpatrick Street.

The remainder of the site (secondary 2 Ha site catchment) shall be graded towards the southwest corner of the site, with the assistance of retaining walls proposed throughout (and particularly along the western boundary) to shape site levels and guide overland flows into the road and interallotment pit / pipes to the proposed secondary OSD. This OSD is designed as an above-ground landscaped basin and is located in the southwest corner adjacent to Taber Street, making use of the 10m wide strip of between the lots and southern site boundary as shown in Figure 16.

Based on DRAINS modelling, an OSD with volume of 180 m³ can support this 2 Ha catchment and reduce proposed peak PSD flows to 0.58 cu.m/s in the 1% AEP event, resulting in a 10% reduction of existing flowrates. A 525mm outlet pipe is proposed to connect to the existing pit on the other side of Taber Street.

5.4.3.1.6 PROPOSED STORMWATER – OPTION B

Option B has a similar stormwater flow strategy to the concept proposed in Option A, however, the OSD situation differs such that the communal OSD's in Option A are replaced with individual lot / building OSD's (potentially in the form of rainwater tanks for smaller residential dwellings and OSD tanks for larger buildings). Individual OSD sizing would be subject to modelling per each lot at DA phase. The provision of lot-based OSD's would benefit the site by reducing pipe sizes and allowing more a more flexible grading strategy.

5.4.3.1.7 STORMWATER QUALITY

The proposed treatment train has been designed to treat the stormwater flowing through the proposed stormwater system such that they meet the requirements established in Table 4 above. The treatment train consists of a combination of the following to treat the catchments illustrated in Figure 19:

- **Pit Baskets:** EnviroPod proprietary pit basket inserts (or similar) installed within the proposed pits located at the downstream point of the 'Bypass' catchments. These will intercept gross pollutants and some total suspended solids from the site catchment, prior to offsite discharge.
- **Bioretention Swales:** The proposed stormwater plan illustrates a main Boulevard that runs through the centre of the site north towards the proposed OSD tank. Either side of the boulevard, as well as around the edges of the detention, Bioretention swales are to be implemented are a focal point of pollutant treatment. Water is designed to pond temporarily as it travels through the swales to allow the uptake of nutrients through vegetation. These swales will collect flows at the sag and reduce pollutants before eventually entering the proposed OSD. They will be implemented to treat proposed catchments 1A, 1B, 1C and 2.
- **Gross Pollutant Traps:** GPT provide proprietary primary treatment to remove the majority of the bulky pollutants from the initial stormwater runoff. They are the intended as a first line of treatment in WSUD and are proposed to treat catchments 1A, 1B, 1C and 2 prior to the stormwater discharge into the Bioretention swales.

5.4.3.1.8 MODEL RESULTS

The results of the analysis showed the treatment train will partially achieve the water quality targets in compliance with the requirements of Council policies. **Table 10** below displays the effectiveness of the treatment train for the site.

The water quality model created using MUSIC software provides an indication of the pollutant removal rates expected when a treatment train of water quality measures is applied to the proposed layout of the development.

TABLE 10 – MUSIC MODEL RESULTS

Pollutant	Before Treatment	After Treatment	DCP/Stretch % Objective	% Reduction	Compliance
Total Suspended Solids (kg/yr)	24100	2970	80/85	87.7	Yes
Total Phosphorus (kg/yr)	48.8	17	45/70	65.2	Yes (DCP Only)
Total Nitrogen (kg/yr)	343	162	45/55	52.6	Yes (DCP Only)
Gross Pollutants (kg/yr)	3350	22.4	90	99.3	Yes

As evident in the results, all pollutant reduction targets are met based upon the council DCP standards. In regard to the stretch compliance targets, Phosphorus and Nitrogen fell short by a factor of 4.8% and 2.4% respectively. It is important to note that the design and modelling is subject to change and further refinement at detailed design phase where the master plan layout is further developed and that individual rainwater retention within the lots can additionally be implemented to assist in further pollutant reduction and work towards the compliance targets.

As discussed in section 2.2 and 4.3, the proposed treatment train is temporary until future regional basins are implemented by council as part of the overall Dahua Menangle Park IWCM Strategy. We therefore consider the concept treatment train design, compliant in accordance with council’s DCP targets, with the results having the potential to be further developed once future regional basins are implemented.

5.4.3.2 CONCLUSION

This engineering report has been prepared for the rezoning and stormwater redevelopment of East Village, Menangle Park. It provides a general overview of the civil works required to achieve the masterplan concept strategy, with an in-depth review of stormwater strategy and planning approach to service this redevelopment.

Stormwater provisions are to be implemented in and around the entire site as part of the concept management plan, with consideration to two strategies for OSD management. It is important to note that OSD location and sizing, as well as road and stormwater grading is not final, and subject to change based upon further refinement of the masterplan layout and further modelling.

This strategy, once developed and modelled further, shall comply with Campbelltown Councils approval framework for stormwater and civil development.

5.4.4 SERVICE INFRASTRUCTURE

Existing services, such as electricity and sewer will need to be upgraded for the proposal.

5.4.5 HOW HAS THE PLANNING ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

In respect of social infrastructure, Urbis have undertaken an assessment at **Appendix E**.

5.4.5.1 EXISTING SOCIAL INFRASTRUCTURE

As part of this assessment, all social infrastructure within a 2km radius of the site was mapped to understand the existing level of provision (see Figure 5 on the following page). Given the existing low density, rural nature of the area, there is little in the way of existing social infrastructure. **Table 11** below summarises the provision of social infrastructure within the 2km radius and the broader region.

TABLE 11 – EXISTING SOCIAL INFRASTRUCTURE

Facility type	2km radius	Provision summary
Open space and recreation	1	Within 2km of the site there is one existing local open space. There is no neighbourhood open space or district/regional open spaces. Menangle River Reserve is located 1km south of the Macarthur he site, on the banks of the Nepean River. There are currently no formalised recreation space spaces within 2km of the site. Once complete the Macarthur Regional Recreational Trail will form a 14km shared pedestrian and cyclist route north of the site between Camden town centre, through the Australian Botanic Gardens to Campbelltown railway station.
Community and libraries	0	There is currently limited access to community and library facilities from the site. Within Campbelltown Centre there are several community and cultural facilities. This includes HJ Library, which is planned to be upgraded to provide a multi-purpose regional library and community space. There are no hireable community spaces within a 2km radius of the site. The closest community spaces are in the neighbouring suburbs of Ambarvale, Glen Alpine, Rosemeadow and Spring Farm
Education	1	Broughton Anglican College is the only school located in the suburb and is within 2km of the site. The college is a kindergarten to year 12 school. As of 2020, there were 1,080 students enrolled at the school (Australian Curriculum, Assessment and Reporting Authority). The closest public primary school, Mary Brooksbank School, is located approximately 3.5km east of the site in Rosemeadow. Ambarvale High School is the closest public secondary institution, located 4.5km east of the site. The closest tertiary institution is Campbelltown TAFE, located approximately 5.5km north east of the site.
Childcare	1	Bellbirds Early Learning Centre is the only childcare centre in Menangle Park, located opposite the site. A desktop review shows the centre has enrollment capacity, with places available for children aged 6 weeks through to 36 months from Monday to Friday.
Health	0	There is currently limited access to general local health centers. Rosemeadow Community Health Centre is the closest, located approximately 4.5km from the site. Macarthur Square Medical and Dental Centre are also located approximately 5km north east of the site. Campbelltown Hospital and Campbelltown Private Hospital are located 5.5km north east of the site. Campbelltown Hospital is a major healthcare provider to the Macarthur region, providing a range of health services.

5.4.5.2 PROPOSED SOCIAL INFRASTRUCTURE

As outlined in Section 1 of this report, the structure plan proposes 2,179 new dwellings within the East Village site. The social infrastructure planned as part of the proposal consists of public open spaces totalling 10,444sqm in area.

These spaces are proposed to be the:

- **Village Park** in the north eastern corner of the site, adjacent to the location of the town centre as proposed in the DGPP. This park is proposed to be 5,334sqm in area. It will be surrounded to the west and south by apartment buildings of eight storeys in height.
- **Central Park** in the centre north of the site, surrounded by apartment buildings of six storeys in height. This park is proposed to be 5,110sqm in area.

These spaces are connected east-west by an active transport link. A proposed boulevard also runs south from Central Park to Taber Street, through the centre of the site. Communal open spaces for use by residents of apartment buildings are proposed throughout the area.

The following facilities are proposed as part of the DGPP:

- **Education:** a public primary school site with an adjoining 1ha of active open space, available for wider community use
- **Community centre:** a community centre between 1,000sqm and 1,300sqm in size, on a site to be determined
- **Library and cultural space:** a new library and cultural space to be a minimum size of 500sqm as part of the community centre, or contributions towards an off-site library and cultural facility/s
- **Childcare centres:** the proposed zoning within the town centre, neighbourhood centre and residential zones will allow for centre based child-care through private sector provision
- **Health:** the provision of medical facilities and social services is intended to be explored during the detailed design phase.

As detailed in Table 3, approximately 135ha of open space is proposed as part of the DGPP. This includes 23.3ha of local and district parks and 19.8ha of formal or ‘active’ recreation space.

In addition to this space, there is understood to be a joint proposal from Camden and Campbelltown City Councils for a Macarthur Regional Recreational Trail Network looping south from Spring Farm and Mount Annan, and north of the East Village site.

5.4.5.3 SOCIAL INFRASTRUCTURE NEEDS

Open space and recreation

The East Village concept plan proposes 10,444sqm of open space in the form of a Village Park and Central Park. Based on a NDL of 142,909sqm, this equates to 7.3% of the site being open space.

As noted on the previous page, the proposed guidance released by DPIE for comment in September 2021 recommends 15% of NDL be provided as public open space. The quantity of open space proposed in the East Village concept plan is below this threshold. Additional open space of just under 11,000sqm would need to be included in the proposal to meet the benchmark currently being proposed by DPIE.

In terms of park sizes, Village Park is proposed to be 5,334sqm and Central Park is proposed to be 5,110sqm. The sizes of each park meet DPIE’s recent minimum size recommendations for a ‘medium’ sized park.

They also meet:

- the Draft Greener Places Design Guide recommendation size for parks in high density areas (minimum of 3,000sqm in area)
- Council’s recommended sizes for local (2,000 – 10,000sqm and neighbourhood (5,000 – 20,000sqm) open space.

In terms of accessibility, all residents are proposed to be within 400m of at least one of the two parks. This aligns with the direction.

The site is also within 2km of around 43ha of public open space being proposed as part of the DGPP.

Future residents of the site will likely be able to access this open space once approved and delivered, particularly for higher order district and regional level open space needs. A full assessment of the accessibility and usability of this space for residents of the East Village has not been included within the scope of this report.

Community, library and cultural space

There is currently limited access to community, library and cultural facilities from the site. The closest regional level facilities are in Campbelltown, with some other small community spaces in the neighbouring suburbs of Ambarvale, Glen Alpine, Rosemeadow and Spring Farm.

As outlined on page 19, the DHGPP masterplan proposed the delivery of a community centre of 1,000sqm – 1,300sqm. A library and cultural space may be included as part of the community centre, or contributions will be made by Dahua Group for a new off site library or cultural facility.

As part of Campbelltown Council’s Reimagining Campbelltown masterplan, a new regional level multi-purpose centre with a library and community centre will be delivered in Campbelltown town centre. It is also proposed to expand and enhance the Campbelltown Arts Centre Based on the community facilities benchmark of 80sqm/1,000 people adopted by a range of Sydney councils (including Blacktown City Council, City of Parramatta, City of Ryde and Hornsby Shire Council) the projected incoming population would generate demand for about 300sqm of community space.

Based on the NSW State Library Population Based Library Calculator, the population is likely to generate demand for around 260sqm of library space.

When combined, there is likely to be demand for around 550sqm of community space. Contemporary planning suggests minimum sizes for community facilities of around 500sqm. It is also preferable to integrate space within one building or co-locate community spaces and libraries in town centres so they are easily accessible and will be more useable.

It is therefore likely that the need for community, library and cultural space will be met by the facility provided as part of the DGPP, the new regional library and community facility in the Campbelltown city centre and upgrades to the Campbelltown Performing Arts Centre.

Education facilities

As Menangle Park currently has a very small population, there is only one school in the suburb: Broughton Anglican College.

Planning for public schools is undertaken by the Department of Education (DoE), typically looking at demand for schools within a regional catchment. In its Mixed-Use Developments: School Design Requirements – A Guide for the Development sector, School Infrastructure NSW indicates a maximum of 1,000 students for primary schools and 2,000 students for secondary schools.

Based on the indicative age profile on page 15, the incoming population is expected to include around 362 primary school aged children (5 – 11 years) and around 286 high school aged children (12 – 17 years). The incoming population of the site will not in itself generate demand for a primary or secondary school.

To accommodate future growth, the DGPP masterplan includes plans for a new primary school. This is proposed to be located approximately 1km from the site. The demand for primary school space created by the East Village proposal is likely to be met by the delivery of this primary school.

As there are no known plans for a government secondary school in Menangle Park, the incoming population is likely to place some pressure on the availability of secondary school places. It is recommended that consultation is undertaken with DoE to understand future plans for secondary schooling in the area.

Childcare

It is generally not necessary that precise requirements for childcare be identified within a planning proposal. This assessment considers whether there are ways in which the need for childcare can be met within and around the site.

Based on the indicative age profile, it is likely the incoming population will include 305 children aged between 0 and 4 years. This will generate demand for approximately 102 childcare places, which could support a medium sized childcare facility.

As noted on page 16, there is currently one childcare centre located within 2km of the site. A desktop review indicates this facility has current vacancies. The DGPP also indicates that up to five childcare centres could be delivered by the private sector within the permissible zones of the masterplan including the town centre, neighbourhood centre and residential zones.

Demand for childcare is likely to be met through private sector provision in the Menangle Park town centre, or within the residential areas of East Village.

Health

There is currently limited access to local health centres from Menangle Park. Rosemeadow Community Health Centre and Macarthur Square Medical and Dental Centre are the closest centres to the site, and are located around 5km away. Campbelltown Hospital and Campbelltown Private Hospital are also located around 5km from the site.

The national benchmark for general practitioners (GPs) is one per 1,000 people. Contemporary medical centres typically employ a minimum of four GPs. Based on this, the incoming population of the site may support three to four GPs or one new medical centre.

It is likely that the future town centre delivered as part of the DGPP masterplan will include a medical centre. This is likely to support the general health needs of the incoming population of East Village. Higher order health needs are likely to be met facilities within the Campbelltown city centre.

It is therefore recommended that, as part of the detailed planning for the project:

- Further consideration be given to the provision of public open space to meet the local and neighbourhood level open space needs of the incoming population. This may be through direct provision on site, or through developer contributions or a voluntary planning agreement for off site provision.

- The relationships between the public open space proposed in the East Village and DGPP areas be mapped and analysed in more detail. This will assist in understanding the capacity of open space in the DGPP area to meet the needs of community members in the East Village.
- Consultation be undertaken with DoE to understand future plans for secondary school provision in the area.

5.5 SECTION D – STATE AND COMMONWEALTH INTERESTS

5.5.1 IS THERE ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL?

Road infrastructure to serve the proposal was addressed above in Section 5.4.2.1; whilst social infrastructure was addressed in Section 5.4.3.1.

5.5.1.1 LOCAL INFRASTRUCTURE

Council approved the Menangle Park Contributions Plan, which became effective on 24 April 2018. Council commenced the process of seeking IPART assessment of the Plan in May 2018 with the view of seeking consideration to contributions exceeding the \$20,000 per lot/dwelling cap. The Menangle Park Contribution Plan 2020 was amended following review by IPART.

The EVPPR will require amendments to the adopted Contributions Plan and further revision by IPART. In lieu of this process, the proponents would be prepared to undertake to enter into a Voluntary Planning Agreement (VPA) with Council for the provision of all required infrastructure within their land holdings and to make a contribution towards any relevant external infrastructure.

5.5.1.2 STATE INFRASTRUCTURE

The Department of Planning, Infrastructure and Environment (DPIE) has executed two State Voluntary Planning Agreements (SVPAs) for the Menangle Park Urban Release Area. Clause 6.1 of the Campbelltown Local Environment Plan 2015 provides that the Consent Authority must not grant Development Consent for certain land subdivision in an Urban Release Area unless the Secretary has issued a Satisfactory Arrangements Certificate regarding the provision of Designated State Public Infrastructure.

The proponents would enter into the SVPAs with the Minister to enable a Satisfactory Arrangements certificate to be issued for future development applications, subject to compliance.

5.5.2 WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

Formal consultation has not been undertaken at this stage with State or Commonwealth public authorities. The Gateway determination will identify any consultation required with State or Commonwealth Public Authorities. This will include:

- Consultation required in accordance with a Ministerial Direction under section 9.1 of the EP&A Act; and
- Consultation that is required because in the opinion of the Minister (or delegate), a State or Commonwealth public authority will or may be adversely affected by the proposed LEP.

Consultation is required with public authorities under section 3.30 of the EP&A Act 1979, as amended.

6 Mapping

Maps illustrating the current Campbelltown LEP 2015 zoning and height controls were provided at **Appendices G and H** respectively. The maps for the proposed amendments are provided.

7 Part 4 – Community Consultation

Community consultation remains an important element of the Plan making process. The companion document “A Guide to Preparing Local Environmental Plans” outlines community consultation parameters. The subject provisions in respect of notification and the exhibition materials to support the consultation will be observed.

Before proceeding to public exhibition, the Director General of Planning (or delegate) must approve the form of the Planning Proposal as being consistent with the “Gateway” determination (EP&A Act 3.34).

It is envisaged that further community consultation would occur through the public exhibition of detailed documents lodged with the development application for the development proposal.

This further consultation will, at a minimum include, advertising in local papers, exhibition material provided at Campbelltown Council administration building and libraries and Campbelltown Council’s webpage and the required written notifications that would ordinarily be required.

Once Council is satisfied with the amended Planning Proposal following determination at the Gateway, it is recommended that it will be publicly exhibited for a period of 28 days in accordance with Section 5.5.2 of the Department of Planning and Environment’s publication ‘A Guide to Preparing Local Environmental Plans’.

8 Indicative Project Timeline

The following project timeline is advanced in **Table 12** below.

TABLE 12 – PROJECT TIMELINE

Project Detail	Timeframe	Timeline
Lodgement	N/A	December 2021
Council Review/Reporting	3 months	March 2022
Anticipated commencement date (Gateway determination)	2 months from submission to DPIE	May 2022
Anticipated timeframe for the completion of required technical	N/A	N/A

Project Detail	Timeframe	Timeline
information – after specialist study requirements determined		
Amendment of Planning Proposal, if needed	1 month	June 2022
Commencement and completion dates for public exhibition period & government agency consultation – after amending Planning Proposal, if required	2 months	August 2021
Dates for public hearing, if required	Not required	N/A
Timeframe for consideration of submissions	1 month	December 2022
Timeframe for the consideration of proposal post exhibition, including amendments and maps and report to Council	1 month	February 2023
Date of submission to the Department to finalise the LEP (including 6 week period for finalisation)	2 months	April 2023
Anticipated date RPA will make the plan, if delegated	Not applicable	N/A
Anticipated date RPA will forward to the Department for notification	N/A	N/A

9 Conclusion

The preceding commentary has clearly established a case for the limited review the planning provisions as they pertain to the subject lands. Council is accordingly requested to take the necessary steps to commence the process of rezoning the subject lands as detailed in this submission at Section 5.

Council, as the responsible Planning Authority, is requested to support and forward this EVPPR to the Department of Planning and Infrastructure for progressing through the “Gateway” in an expedient manner.

SINCERELY YOURS,

A handwritten signature in black ink, appearing to read 'MJ Brown', written in a cursive style.

M J BROWN
DIRECTOR
MICHAEL BROWN PLANNING STRATEGIES PTY LTD

Appendix "A" Vision Report

Appendix "B" Preliminary Traffic Impact Study

Appendix "C" Stormwater Drainage Assessment

Appendix "D" Services

Appendix "E" Social Infrastructure Summary Report

Appendix "F" Zone Amendments

Existing Zoning

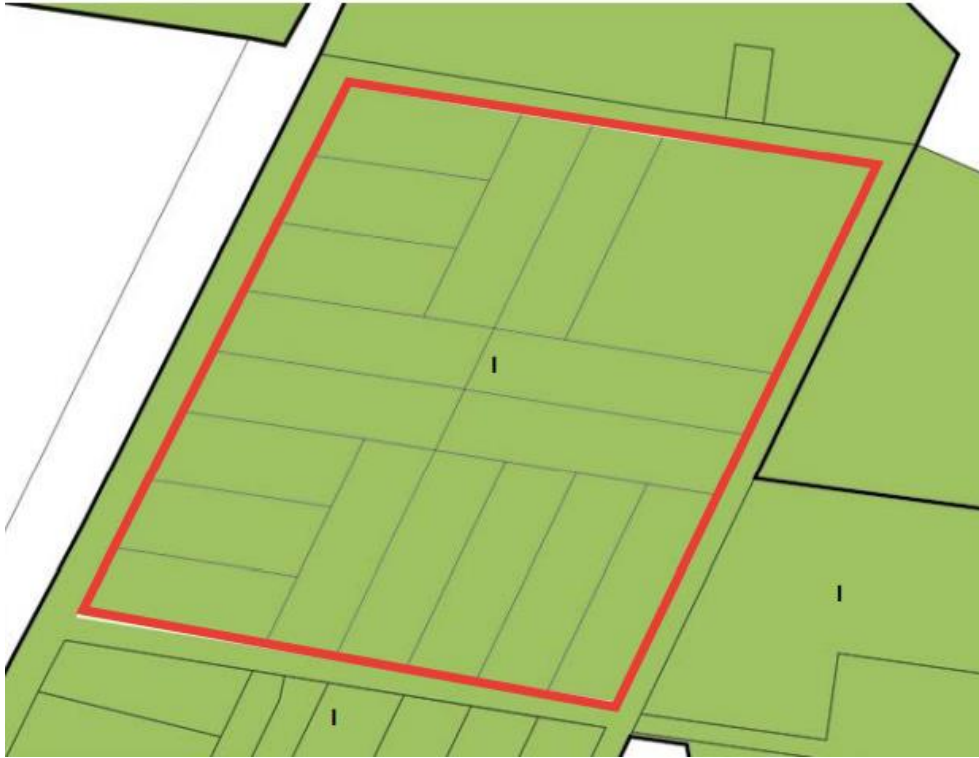


Proposed Zone Amendments



Appendix "G" Heights of Buildings Amendments

Existing Heights



Proposed Height Amendments

